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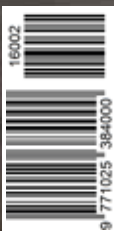
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Classic Car Colors



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BRAND NEW OLD CLASSIC

Welcome to 2016 and welcome to the new look and rebranded *Classic Car Africa*. Here's to a year filled with motoring memories being recalled as well as new ones being made. Our name might have reverted back to the original title given 21 years ago and the logo updated but nothing has changed as far as the rest: we still strive to be the heartbeat of the South African classic scene.

This means no major shift in the type of content you will find on the pages and we still want to hear from our readers, uncovering those hidden gem stories that are often left untold. With the rebrand so too comes a new website (www.classiccarafrika.com) which will soon offer a fully integrated system for online subscription processing to both the hardcopy magazine and a soon-to-be released digital version. Classic orientated products can be found in our online shop and the part we are most excited about is the section that allows the reader to submit his own vehicle for a future feature story.

We are about

CARS • BIKES • PEOPLE • AFRICA
In this 2016 kickoff we cover 50 years since the Ford GT40 at Le Mans by shooting a locally-built recreation that is so accurate it garners FIA accreditation to compete abroad.

With Ford racing at the forefront of the mind a Group 5 Escort built during the 1970s gets a look in alongside the fascinating Manufacturers Challenge tale.

I haven't completely lost the plot, with a look at the Volkswagen Citi Golf feature you'll find in this issue. This is a uniquely South African story that revolutionised not only the car industry but also that of the advertising game.

Graeme Hurst returns the sanity with a look into tyre technology as well a pitting two generations of Lotus against each other. Even more unlikely though is the V12 that Mike Monk takes a drive in – no, it isn't a Ferrari – rather a 1930s Lincoln Zephyr. Mike also tells the tale of the first cars in South Africa, while Roger Gaisford talks about the civilian Jeep we all know as the C2.

Gavin Foster gives us a two-wheel fix with a look at the recently launched Honda Africa Twin that re-introduces a legendary name to the adventure biking mix, while muscle fans can skip through to articles on a '65 Mustang Fastback and Valiant Barracuda penned and photographed by Etienne Fouche.

Of course none of this is possible without you, the reader, so thank you. Please enjoy and drop me a line with your comments, thoughts and stories.

Stuart

FMM & BMW AT THE HORSES

Hot summer weather favoured a sell-out crowd who attended SA's leading weight-for-age horse race, the L'Ormarins Queen's Plate, which brought together the country's top 16 thoroughbreds competing for the R1 million purse. This year's race was the 155th running of the event and sponsored for the 11th time in succession by L'Ormarins. Over 5 000 attendees kept with tradition by donning their finest blue-and-white fashions to help create a colourful setting to the activities both on and off the track.

According to LQP's Coordinator Katherine Gray, the internationally-recognised L'Ormarins Queen's Plate is considered to be the Cape's most prestigious horse racing and social occasion. Excitement heightened when out on the course, the field left the starting gate on the season-opening 1 600-metre Queen's Plate. Just over half way, champion jockey Anton Marcus thrilled punters when he edged outsider Legal Eagle into the lead and comfortably held on to win the prestigious race, and by doing so gaining entry into the elite Breeders' Cup Mile in the USA.

As has become the custom, FMM was an

integral part of the occasion with a display of some mechanical thoroughbreds from its stable. This year the museum joined forces with BMW SA – which will be celebrating its centenary in March – to put on an impressive display of horseless carriages. FMM's collection started with a 1926 Austin 7, the likes of which formed the basis of BMW's first car, the Dixie. Also exhibited were a 1938 BMW 328, 1953 BMW 502, Nelson Mandela's 46664 Mandela Day School Library Project 760iL Security and the BMW-powered McLaren F1 road car designed by South African Gordon Murray. As part of the BMW Group, Rolls-Royce was represented by a 1928 Phantom 1. BMW presented its latest range of cars with the main focus on the new 7 Series.

Among the international celebrities and punters who were present were ex-F1 team boss and grand prix pundit Eddie Jordan, and managing partner of Coys of London, BBC Channel 5 *Classic Car Show* presenter and FMM's international consultant Chris Routledge. Other sporting personalities included legendary professional jockey Lester Piggott and SA's surfing star Jordy Smith.



NEW DELI MENU

Ahead of the festive season rush of visitors, FMM's popular Pitstop Deli introduced a new menu. The culinary 'starting grid' now comprises health food, a *croque monsieur*, a ploughman's platter and various salads, wraps, sandwiches, waffles and 'smores'. Vegetables, herbs and berries are all locally produced. Prices range from R35 to R65.



VISITOR RECORD PARTY TIME

The month of December is FMM's major visitor period and each year the number increases. The 2014 figure of 9 329 visitors gave hope of breaking the 10 000 mark in 2015, and so the museum staff was thrilled when a record-breaking 11 490 people visited the world class collection during the season, highlighting FMM's status as a major tourist attraction both locally and internationally.

In December, the entire staff complement of L'Ormarins, Drakenstein Stud, Anthonij Rupert wines, FMM and invited guests all squeezed into one of the FMM display halls for the group's annual year-end function. Johann and Gaynor Rupert were in attendance and in his speech, Mr Rupert thanked everyone for a successful year. Among a number of long service awards presented to the group's staff, three members of FMM's staff, namely Erica Williams, Juliana Bok and Elton Botha, were the proud recipients of their 10-year awards.

WHERE, WHAT TIMES AND HOW MUCH

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

CLASSIC

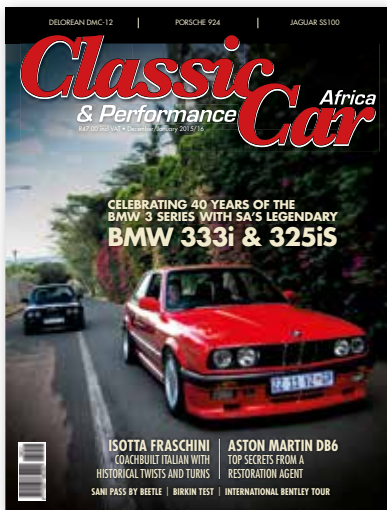
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Classic Car Africa is the only dedicated historic motoring magazine in the country. From racing, to personalities, to some of the most special vehicles ever produced, we are continually unearthing great stories, illustrating them with a mixture of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

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

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- 1973 MGB GT V8
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- > Coffee Bar


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CAPE TOWN

2016 IS GO!

We will continually update the 2016 events calendar. To submit your club event for publication in the magazine as well as on our website (www.classiccarafrika.com) please submit details along with an image or two to stuart@classiccarafrika.com.

JANUARY

30/31	Passion for Speed festival	Zwartkops Raceway
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FEBRUARY

6	Passion for Speed Festival	Killarney Racetrack
7	Kalkbay Veteran Run	Cape Town/Kalkbay
8-11	SAVVA Veteran National	Cape Town/ Slanghoek Valley
11/12	SCOCC Veteraantoer	Albertina/George
13	Historic Racing Festival	East London GP track
13/14	George Old Car Show	George
14	Classic Motorcycle Club Autumn Rally	Johannesburg
19-21	Kaapse Kombi Kult	Lindequesdrift

MARCH

5/6	DJ Motorcycle Rally	Hillcrest/Newcastle/Germiston
12	Midas Historic Tour – Redstar Raceway	Delmas
13	Any Dam Wheels Day	Tarlton Raceway
19/20	OD Inngs Memorial Run	Port Alfred
20	Piston Ring Swap Meet	Modderfontein
27	Blairgowrie Toy Fair	Blairgowrie

APRIL

3	Angela's Picnic	Delta Park
9	Midas Historic Tour – Zwartkops Raceway	Pretoria
24	Liefie Bosch Memorial Trial	Port Elizabeth

MAY

1	Potch Motor Show	Potchefstroom
1	Knysna Classic & Sports Car Show	Knysna
6/7/8	Jaguar Simola Hillclimb	Simola, Knysna
8	Buick, Oldsmobile, Pontiac Show	Johannesburg
14-16	Centenary Car Club KZN Meander	Pietermaritzburg
15	Pietermaritzburg Cars in the Park	Ashburton
20	Fragram Natal Classic Motorcycles	Drakensville
22	Kolonnade Cars on the Roof	Pretoria

JUNE

4	Mampoer Rally	Pretoria/Cullinan
4	Midas Historic Tour – Dezzi Raceway	Port Shepstone
12	Milligan Time Trial and Tour	Port Elizabeth
12	DJ Remembrance Run	Johannesburg
16-18	MacGregor Maluti Meander	
18	Vryheid Old Car Show	Vryheid
19	Lowveld Cars in the Park	Nelspruit
25	Cars at the Mall	Fouriesburg/Clarens
26	Blairgowrie Toy Fair	Blairgowrie

JULY

2	Midas Historic Tour – Phakisa Freeway	Welkom
2/3	1000 Bike Show	Germiston
12	Goodwill Run	Krugersdorp
17	Scottburgh Classic Car Show	Scottburgh
24	VVC Parkhurst Street Scene	Parkhurst
31	POMC Cars in the Park	Pretoria

AUGUST

6	Midas Historic Tour – Kyalami Racetrack	Midrand
9	Old Auto Club Welkom Cars in the Park	Bloemfontein
10-13	SAVVA & Magnum National Rally	Mpumalanga
28	Ferdi's Swap Meet	Midrand

SEPTEMBER

3	Wheels at the Vaal	Vanderbijlpark
10	Midas Historic Tour – Phakisa Freeway	Welkom
18	Piston Ring Swap Meet	Modderfontein
24	SAVVA National Drive It Day	National
25	Whales & Wheels Show	Hermanus
25	Blairgowrie Toy Fair	Blairgowrie

OCTOBER

2	Classic in the Bay	Hout Bay
8	Midas Historic Tour – Zwartkops Raceway	Pretoria
30	Studebaker Show Day	Irene

NOVEMBER

6-8	Fairest Cape Tour	Cape Town
19	Midas Historic Tour – Kyalami Racetrack	Midrand
27	Blairgowrie Toy Fair	Blairgowrie

MONTHLY MUST DO EVENTS

1 st Saturday of the month	Classic Motorcycle Club of Natal	Bluff, Durban
1 st Sunday of the month	Classic Motorcycle Club Johannesburg	Germiston, Johannesburg
2 nd Sunday of the month	Pretoria Old Motor Club	Silverton, Pretoria
3 rd Sunday of the month	Piston Ring	Modderfontein, Johannesburg
3 rd Saturday of the month	Cape Vintage Motorcycle Club	Parow North, Cape Town
Last Sunday of the month	Vintage and Veteran Club	Athol Oaklands, Johannesburg
Last Sunday of the month	Southern Cape Old Car Club	Glenwood, George
Last Sunday of the month	The Crankhandle Club	Wynberg, Cape Town
Last Sunday of the month	The Veteran Car Club of South Africa	Kloof, KwaZulu Natal

A CLASSIC ROUTE



The men behind Dino's Auto Body Repairs are seriously passionate about classic cars so it is no surprise that, when the classics started competing for space amongst the regular day-to-day work, they took the only logical step and set up a completely separate business and premises across the road – Dino's Classic Restorations.

With a dedicated classic team combining years of experience in fixing up the older cars and the latest in equipment sees the best of both worlds coming to the fore, and thanks to a close association with international paint supplier Glasurit, Dino's has access to the world's largest paint colour library.

Imagine you are restoring your 50-year-old car and want to get the exact original paint colour. Over the years previous owners might have changed the colour, so you scrape away at the layers to uncover the original. Even this might be slightly off as the sun, oxidation and other factors have caused fading or slight discolouration. This is where Dino's are able to draw on Glasurit's 100-plus years of experience and of course its library. This means they can look up the colours available at the time – specific to your model – and get the mixture spot on.

Being a classics only facility has the added benefit that the old gems aren't pushed aside when the rushed modern insurance claim jobs (after the likes of a Highveld thunderstorm) move into the Auto Body Repair business. With a workforce focussed solely on classics each job is worked on continuously, allowing for complete concentration and enough time to handle the fine details and problem solving often required on classics.

Services offered by Dino's Classic Restoration outfit include full bare-metal body restorations, assembly, accident repairs and, because we all love to look back at the progress our vehicles have made over the years, a full photographic record of the project.

Recent restorations include a host of Porsches, Jaguar E-Type, Citroën DS, Ford Mustang, Pontiac GTO, BMW 2002 and BMW CSL. Experience, an analytical approach, good preparation, quality products and pride in the workmanship are the key elements in proper restoration of any classic. And the most important ingredient needed to accomplish this is passion.

For more information visit www.dinosclassics.co.za



LAP UP THE EASTERN CAPE

The Lap of the Eastern Cape (LOEC) is a motor tour of the Eastern Cape area of South Africa, which takes place from 8 to 21 September. Open to motor cars, motorcycles and aeroplanes which are a minimum of 25 years old in 2016, it promises to bring magical machines to some magical scenery.

Entry fee of R20 955 covers high-quality accommodation for two people sharing, includes all breakfasts and most dinners over the two weeks of the event, as well as rally plates, decals, route schedules and a gala dinner on the last night.

The Eastern Cape is a surprisingly large area, now encompassing the old Transkei, and is very difficult to cover in a straight line hence the tour taking 14 days. For more information, itinerary and entry forms contact Roger on roger@afriod.co.za.



CLASSIC CARS FOR SALE:



1927 Bentley 3 6.5



1974 Alfa Montreal



1972 Lotus elan +2



1946 Jeep



1913 Cadillac



1974 Chevrolet CanAm



1927 Rolls Royce



1939 Dodge Bakkie

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The Southern Cape Old Car Club's George Old Car Show turns twenty this year and promises again to be one of the largest events on the annual classic calendar when it takes place on 13 and 14 February 2016.

George-based Oakhurst Insurance Company Limited has come on board as the main sponsor, boosting the show that draws hundreds of exhibitors showing off their veteran and classic cars (manufactured prior to 1975), as well as veteran farming equipment and static engines. Also on show will be hot rods and new vehicles and a wide variety of classic and new motorcycles. This year classic vehicles manufactured in the USA will enjoy pride of place in the Ring of Fame at the main arena.

If you're taking in the area that weekend head for the school grounds of PW Botha College in York Street, George.





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**2007 Mercedes-Benz MLG3 AMG
R450 000**



1997 Mercedes-Benz 600SL – R275 000



1998 AC Cobra (Replica) – R230 000



1995 Mercedes-Benz 500SL – R165 000



1926 Dodge Roadster – R280 000

and The Sedate...



**1936 Cadillac Fleetwood
Series 75 V12
R328 000**



1930 Ford Model A Phaeton- R348 000



1960 Mercedes Benz 180B – R108 000



1927 Chrysler Imperial 80 – R288 000

The above shows just a small selection of the beautiful vehicles we have in stock. Our spacious showroom is perfectly positioned on the N2 through Knysna to give maximum exposure to all passing traffic and invites you to view our wide range of vintage, classic and sports cars on offer. We buy and sell all makes and models and urgently need more stock. Consignment sales welcome. Visit our website – www.hocasc.co.za - or give us a call to find out more.

JAW-DROPPING NUMBERS



2015 saw some record-setting prices on the international auction front when it came to the ultra-rare cars. Special-run Ferraris stole the show, taking six of the top ten spots on the most expensive lots sold. Leading the way was the 1956 Ferrari 290 MM that Fangio once piloted, sold at a whopping \$28 million by RM Sotheby's in New York during December. Until then it looked likely that a barn-find 1961 Ferrari 250 GT SWB California Spider would finish top of the pops when it went for the equivalent of \$18 500 000 at the Artcurial auction in Paris. Aston Martin, McLaren, Jaguar and Porsche were the other four brands to feature in the top ten with each of those examples setting new marque records and proving to be the first cars of these manufacturers to have sold for more than \$10 million each.

TOP OF THE CLASS FOR 2015

CAR	PRICE (\$)
1. 1956 Ferrari 290 MM by Scaglietti	28 050 000
2. 1961 Ferrari 250 GT SWB California Spider	18 210 080
3. 1964 Ferrari 250 LM by Scaglietti	17 600 000
4. 1961 Ferrari 250 GT SWB California Spider	16 830 000
5. 1962 Ferrari 250 GT SWB Berlinetta Speciale	16 500 000
6. 1962 Aston Martin DB4 GT Zagato	14 300 000
7. 1998 McLaren F1 "LM-Specification"	13 750 000
8. 1953 Jaguar C-Type Works Lightweight	13 200 000
9. 1956 Ferrari 250 GT SWB Berlinetta Competizione "Tour de France" by Scaglietti	13 200 000
10. 1982 Porsche 956	10 120 000



UNDER THE LOCAL HAMMER

South African classic car auction action has picked up lately with Stephan Welz & Co. including a number of classics into its art and collectable auction lots. Notable performers from its late 2015 event were: a 1968 Triumph TR5 surpassing its estimate and selling for R631 510, a 1971 Rolls-Royce trundling off at R401 870 and a very rare 1958 Mercedes-Benz 220s Coupé that stole the show at R1 671 000.



VELD TO BERG STEAM TOUR

Do you have a penchant for steam trains and photography? Then head over to www.veldtobergsteamphototours.co.za and book your spot on the first Veld to Berg Steam Photo Tour.

When three friends who enjoy the above sat sipping a cold beer following a day of photographing the narrow gauge steam action at Sandstone Estates, the discussion about the recent lack of steam photo tours in South Africa cropped up.

Hours of preparation and auditing of rail service providers has paid off and the first tour will take place from 18-28 June 2016, encompassing steam operations

in Gauteng, on the Cullinan branch line, Sandstone Estates in the eastern Free State and Creighton in Natal. It may be mid-winter but this was a conscious decision taken with the cold mornings making for brilliant steam effects, crystal clear skies and pre-burning season scenery.

Cost of the trip is R39 990 including VAT and includes full board and meals, excluding dinners in Cullinan. All transport will be in a luxury tour bus, and accommodation is on a shared basis. Due to the remote location of some destinations, accommodation options are limited to the number of single rooms.

MARITZBURG PARK OFF

Hosted by the Pietermaritzburg Vintage Sports Car Club for 41 years, the Pietermaritzburg Cars in the Park is set to have even more on offer on 15 May 2016. Showgoers can look forward to an array of modern and vintage cars, motorcycles, tractors and stationary engines of the petrol, diesel and even steam persuasion. There will be more than 60 food and beverage vendors with local favourites and sweet delights while the beer garden provides the perfect place to relax with friends and a cold brew. Live music performance, a fun fair and the flea market make it a day for the whole family. This event will take place on 15 May 2016 at the Ashburton Training Centre in Pietermaritzburg, from 07h00 to 16h30.



KNYSNA FOR A FORTNIGHT

Knysna Classic & Sports Car Show will once again kick off close on two weeks of classic motoring fun on Sunday 1 May 2016. Quality is the name of the game with a large selection of the best cars in South Africa invited to participate. The Knysna High School fields transform into a eye-catching display while the numerous top-quality food stands make it the perfect place to go for a day out.

A week later the Jaguar Simola Hillclimb ups the pace a bit. For those of you with a taste for classics being driven hard the Classic Friday event, which takes place on Friday 6 May, is a must do. To see South Africa's fastest machinery climb the hill, stay on for the Saturday and Sunday too.





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Jaguar XK150S 3.8 FHC, recent
Jaguar Concourse winner POA



1974 Jaguar V12 Drop Head Coupe
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1970 Triumph TR6, US Spec RHD
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1948 MG TC, One owner for the last
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LDV and 2 door saloons



1965 Mustang convertible, 4 speed
manual c/w spare matching number
engine, 350Ci engine fitted. R 850 000



2001 Porsche Boxster S with hard top
R 330 000



1963 Jaguar E Type S1 3.8 FHC
R1.45m



1967 Austin Healey 3000 BJ8
Excellent condition R850 000



1962 Porsche 356B T6 Cabriolet
Recently restored. R2.4m



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



1989 Jaguar XJ-S 1987 Targa Cabriolet
R175 000



Austin Healey BN 2 restored to M
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BACK IN THE SADDLE



Pete Ekerold after taking a close 3rd place in the 350cc SATT in 1979. Behind him sit multiple world champions Kork Ballington (left) and Anton Mang (right).

Kwazulu Natal was a breeding ground for both motorcycle and car racers in the past and in keeping with this theme, a number of legends will represent the province at the Zwartkops Day of the Champion SATT Revival series. **Gavin Foster** catches up with two of the great names of South African motorcycle racing and their immaculately restored Yamaha Grand Prix machinery.

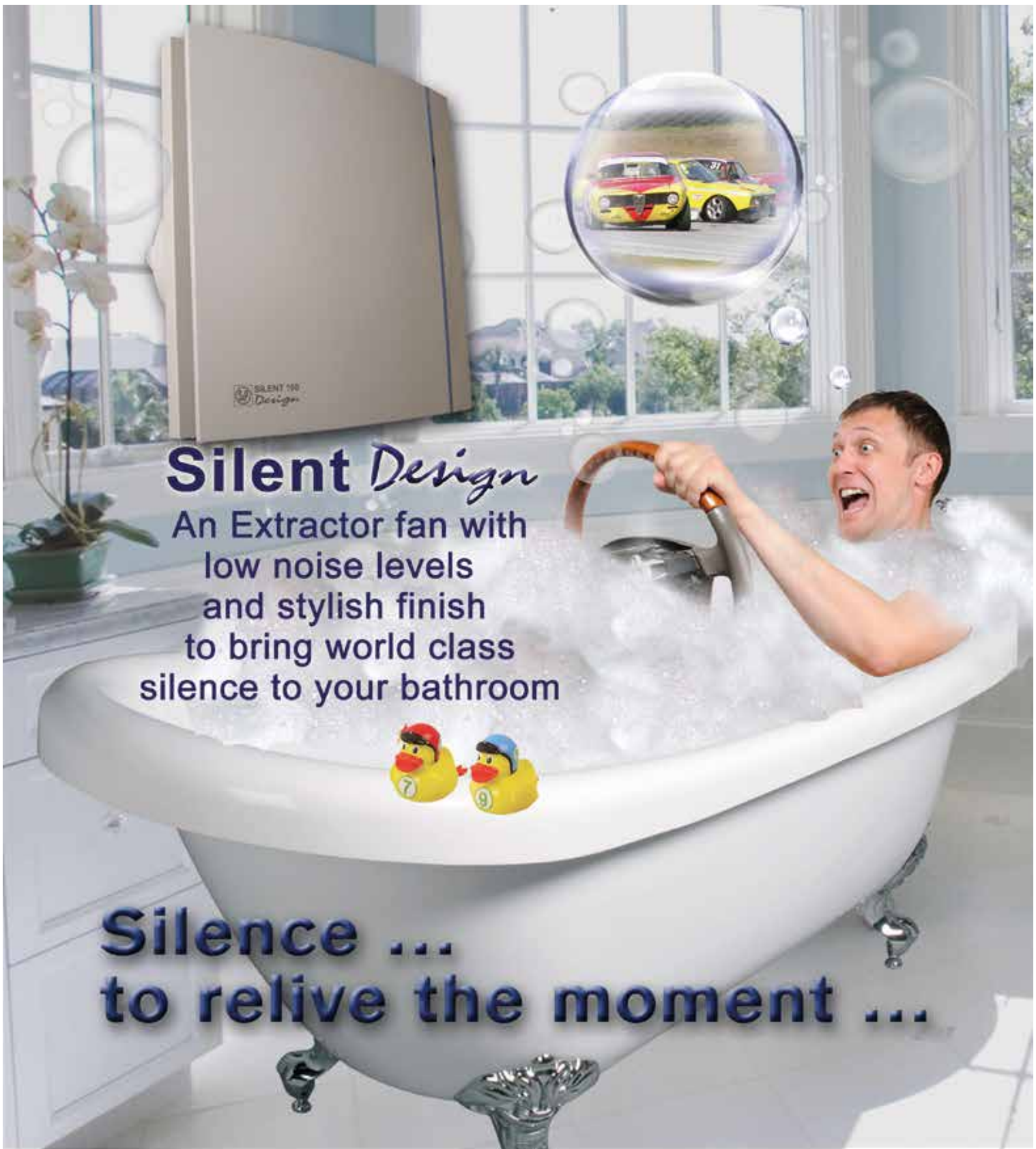
First up comes Alan North, who went to Europe at the age of 23 after winning the '73 SA 350cc championship on a Yamaha TZ.

Alan, generally considered to be one of South Africa's most talented racers ever, won his first overseas race, a British national championship event at Mallory Park, and after a great year in the UK moved on to Grand Prix as a privateer in 1975. He and his two compatriots, future world champions Kork Ballington and Jon Ekerold, made their presence felt immediately and it wasn't unusual to see two of the three on the GP podium. At one stage in 1977 Alan led both the 250 and 350cc world championships. He

finished his career in 1983 with a win, five podiums, six pole positions and one fastest time of day in 250 and 350cc GPs.

Alan recently came across and bought his 1977 Yamaha TZ250 that he raced in GPs in '77, scoring second places in the Spanish and French rounds. It was owned by a Hollander who rebuilt it a few years ago and then offered it to Alan to ride in a commemorative event at Assen. "It was in pretty good nick when it arrived back here in December, but I've replaced a few bearings and things to get it right," he says. Watch out for him and the bike at Zwartkops on 29-31 January!

The second Yamaha TZ is a 1985 Yamaha



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MG MEMORIES SOUGHT

I am in England and have just bought a 1947 MG TC with the chassis number TC2456. It was in South Africa until about 1984/5, where it was registered with the number plate DND 787T, before being repatriated to the UK. I am trying to trace the history of the car and wonder if it rings a bell with any of your readers. I attach a photo of it as it is today but, as it was restored after return to the UK, it possibly looks very different to the car in its last few years in South Africa. Any help or suggestions you can offer would be greatly appreciated.

Many thanks

Roger Bateman

Hi Roger

With the MG fraternity being one of the largest on the South African classic club scene, I am sure that something will crop up about your TC. Will keep you updated as I receive any information.

Stuart



REMINISCING ROVERS

I have just been reading the article about Patrick Coyne's Rover P6 in the October/November issue. It brought back many happy memories of the days I owned one when living in England many years ago. Mine was a 1973 manual, in other words

an S. I always understood only manuals used the letter S but from what has been said this was not the case. I owned mine for about 6 years and did about 80 000 miles in it without a single breakdown. The car was regularly serviced by Henleys, main agents for Rover at that time. I also owned a Rover

2000 TC, also a manual. Both fine cars in many ways. I wish I still had them. Thank you, Patrick, for such an interesting article which brought back many memories.

In conclusion, may I please thank you for the wonderful article on the Bentley Turbo R – a most beautiful car in every respect and one I would dearly love to own if I could afford to.

Kindest regards

John Constable

Hi John

So many 1960s and '70s saloons seem to have unfairly fallen off the classic radar. Like you and Patrick, those that have owned or still own them today only talk of them in the highest regard. We will strive to keep jogging the memory when it comes to vehicles of this nature and elevate them to the perception they should have. And yes, thank you to Patrick for his article and insight.

Stuart

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JEEP-ERS CREEPERS

The article on the Willys Jeep Wagoneer in the July 2014 issue reminded me of an unusual African adventure that took place some 60 years ago, involving another Willys Jeep utility station wagon.

In the mid-1950s I was one of a small informal group of car enthusiasts living in Mowbray in the Cape Peninsula. Our cars used for daily transport included a 1934 P-Type MG, 1938 BSA Scout, 1934 Austin Nippy and a 1937 Singer Le Mans – all collectors' cars today. Over weekends we would meet for drives into the country or trips to the beach. At the time an international motor rally from Cape Town to Algiers was announced. Two of our group, Peter Hammer and John Slabbert, decided to compete in the rally.

A suitable rally car was needed. Barnes Motors, agents for Willys Motors, conveniently sold Jeeps and Jeep station wagons from their garage in Durban Road, Mowbray. One second-hand Jeep station wagon was purchased, given a cursory mechanical check, and declared fit for the punishing trip up Africa. Peter and John shared the driving. Their entry successfully completing the rally to Algiers, it was then driven on to Britain for an extended holiday. It was later shipped back to Cape Town, eventually ending up in a local scrap yard. Peter subsequently told me that the Willys front suspension and steering links were weak, needing replacement and welding on the way up through Africa. A bad moment occurred too, when the engine died during the Sahara Desert crossing. Fortunately it was restarted, on virtually the last gasp of a flat

battery, after some tinkering.

In retrospect this trip, so long ago, was a remarkable achievement, both by an inexperienced local rally crew, and a randomly purchased second-hand Willys Jeep station wagon.

Regards

Dick Riley

Hi Dick

Thank you for a really interesting story about some seriously brave (or naïve) motorists. Travelling in Africa is not for sissies even today so the trip taken on by John and Peter must have been near lunacy 60 years or so back. Imagine no aircon, poor roads and very little in the way of mechanical backup and spares. Ah, the benefits of youth.

Stuart

CLASSIC INSURANCE

I really enjoy your magazine, the best car magazine available in Africa. Thanks for all the great articles and superb photography.

Just wanted to know if you could perhaps give your opinion on classic car insurance and a company you might suggest. I have had a tough time dealing with "regular" motor insurance.

The cars in question are:

1. Metallic Blue 1979 Alfa Romeo Giulietta 2000cc
2. Red 1981 Alfa Romeo Giulietta 1800cc
3. Red 1974 Alfa Romeo GT Veloce 2000cc
4. Red 1973 Alfa Romeo GT Veloce 2000cc

Keep up the great work.

Regards

Paul Schoeman

Hi Paul

I am asked this on a regular basis and we are busy looking into the details for a future article. Off the top of my head though I can tell you that the various marque clubs offer insurance packages for classics but it is worth checking if any mileage limitations or exclusions are included in the policy. Of course this means joining a club – which in itself is not a bad thing at all.

Stuart

JUST B'ECOSSE

I believe you had an article on Jack's Ecosse Mk3 in October 2010. Is a copy still available? If so I would like to buy one as it brings back memories of the time Jack and I built the car. Jack built it for me to drive as a reward for the many hours I spent helping him. I lived less than ½ mile down the road from his house. However I was precluded from driving it as I was Marketing Manager for the Mercedes-Benz parts operation, and an insurance policy held by them would not allow me to drive it.

Regards

Rick Fitzwilliam

Hi Rick

I have managed to track down a back issue from October 2010 featuring the Ecosse and will post it off to you. We keep a limited stock of back issues so feel free to get in touch. If I can't track down a hard copy, I could find a digital version. It's a pity you didn't get to race the Ecosse as I have seen it in action and it is quite a fast bit of kit.

Stuart

FURY OVER PLYMOUTH

I refer to page 8 of the Dec/Jan issue. The body that Hennie Groenewald is using for his race car is definitely a Desoto and not a Plymouth. See the attached photos. Chrysler often did different badging for their export cars so it might have been badged as a Plymouth in SA. I have also attached a cartoon about Desotos I kept from way back. Your mag is great. I will definitely be a regular buyer.

Kind regards

Andy Quinan

Hello Andy

We learn something every day. I was not aware that the Desoto and Plymouth were so similar. But as you mention sometimes in the export markets the export cars were badged differently and furthermore South Africa often applied its own badging to suit what the manufacturers thought would sell best or not steal from other models in the line. I will do some digging into this.

Stuart



ONE OF ONLY TWO

As a subscriber to your magazine and a vintage car enthusiast, I find your articles very interesting. I have in my possession a vehicle which is, I believe, a rather valuable automobile by virtue of the numbers in existence. While rebuilding the car I was in contact with Armstrong Siddeley clubs. One was the Australian club who, when asked for the serial number, were very pleased to advise me that as per the book by Bill Smith, there were to their knowledge only two registered Armstrong Siddeley Mendips in the world. There are some that look alike, including a replica built on a Broadway chassis (see enclosed letter ref David Welch) with spare wheel on the mudguard. Mendips were built at the factory near the Mendip hills in the UK. There is quite a bit of history to this vehicle, including its picture on the wall at the Kimberley museum. I have authenticated documents, even so much as the signature of the Armstrong Siddeley

dispatcher handling its departure from England in 1926.

Best Regards
Alan C Evans

A rare machine indeed, Alan, thanks for keeping us in the loop. I will be in touch regarding the possibility of doing a feature on the Mendips.

Stuart

BINDING CALENDAR

The new logo looks good and presumably you will continue to highlight news about 'interesting' cars that perhaps do not qualify for the predicate 'classic car'.

With this change of name is there any chance of publishing all 6 issues during one calendar year, like first issue January/February, March/April, ending with November/December. It would make it so much easier to archive them as 2015, 2016, 2017, etc. Having already distributed

the December 2015/January 2016 issue, the first issue under new name would have to be February/April or devote February to the introduction of *Classic Car Africa* and then continue with March/April. I think many people who keep the magazines would welcome it.

Best regards
Rudy Schats

Hello Rudy

Thank you! We are excited about the refreshed look and name change. We plan to keep the content similar in nature to that of recent years and yes, as a fan of the 'interesting' cars that don't necessarily fit the 'classic car' mould, we will continue hunting them down and exposing them.

Your suggestion of making the issue dates fit in with a calendar year has been put into our mixing pot and I will let you know the decision. It makes sense to bind back issues in year bundles so worth looking into.

Stuart

FORGOTTEN SONG

Thanks for your excellent magazine – every time I buy one I enjoy it thoroughly. Only wish I have: brighter pictures that make it easier to see the detail. In your October/November issue the article on the Auto Union and the Saab drew my attention for three reasons:

1. My sister-in-law has a 1000S which she drove from Windhoek to the 2015 George Old Car Show – many hours to recall 'the forgotten song'.
2. The Saab has been on my wish list for a long time...
3. I just rebuilt a 1975 Suzuki LJ50 Jeep, singing the same tune with its 539cc 3-cylinder 2-stroke engine.

Those early Suzukis never made it formally into the SA market; mine comes from Angola, is back to its close-to-original bright orange colour and great fun. A few pictures attached.

Thanks and regards

Rolf Redecker

Thanks for the kind words, Rolf. As you can see I share your enthusiasm for old smoky transportation. Windhoek to George in a DKW must have been quite a journey – hats off to that spirit. I was unaware of the Suzuki LJ50 2-stroke but I suppose as motorcycle builders the firm had all the required technology at hand. Thank you for your support and exposing us to that Japanese oddity.

Stuart



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FIRING

1966 was a time for war. The Vietnam conflict reached its midpoint, Hendrik Verwoerd was stabbed to death and the battle between the South African Air Force and Police with PLAN (armed wing of SWAPO) started the South African Border War. Toyota Corolla launched the Japanese attack and former bike champion John Surtees out-gunned the four-wheel brigade to scoop the Formula 1 title. But the real heavy artillery came to the fore when Ford overshadowed Ferrari at Le Mans, its GT40 MkII romping in first, second and third. To mark the occasion **Stuart Grant** tracks down a locally-built reproduction that not only looks the part but is built with such accuracy that it earns full FIA approval to compete in international historic events.

Images by **Meghan McCabe Photography**.

Ford versus Ferrari, a tale of a hard-fought battle that raged out at Le Mans from 1964 to 1967 is a story often told, but one so iconic that it warrants a brief re-telling.

Interested in cars a young Enzo Ferrari initially found employment in the motor industry as a mechanic stripping the bodies off commercial vehicles so that the chassis could be used by specialist coachbuilders. From there he moved to a small manufacturer CMN (Costruzioni Meccaniche Nazionali) in Turin. Under the guidance of the firm's competition driver Ugo Sivocci he learned how to really drive and handle vehicles on the edge, eventually at age 21 taking part in his first competitive event, the Parma Poggio di Bercetto Hillclimb, where he finished fourth overall. CMN then entered him in the Targa Florio, where despite mechanical delays he ended a credible ninth overall. With motor racing now firmly in his blood, Enzo took a general dogsbody job at Alfa Romeo, which included numerous competition drives. By the late '20s Alfa deemed the racing demands on the company's resources a bit steep



THE BIG GUNS





and made a decisive step to outsource its racing programme. The chosen man to run the outfit was Enzo and on 1 December 1929 Scuderia Ferrari was formed in Modena. Alfa became a dominant force with icons like Tazio Nuvolari and Luigi Arcangeli at the wheel.

Toward the late 1930s Alfa success waned with the introduction of a rule that only limited cars by weight. This saw the rise of the German monsters Auto Union and Mercedes-Benz. With some infighting Scuderia Ferrari's relationship with Alfa was terminated in 1939. Ferrari went into the machine tool business during the war years and his factory was heavily bombed in November 1944 and '45 but this did not deter his racing ambitions. To design his own racer Ferrari enlisted Gioacchino Colombo, whom he'd worked with on occasion pre-war. With a complex 60-degree 1498cc V12 in either naturally-aspirated or supercharged format the Colombo design powered Ferrari racers from 1948 to 1950 with some success. By enlarging the capacity to 1995cc the Ferrari met the FIA's new rules and scooped both the 1948 and '49 Mille Miglia wins.

1949 was also the first year Ferrari entered the Le Mans 24 Hour, romping home to victory with Luigi Chinetti and Lord Seltsdon at the wheel. And the rest, as they say, is history as Ferrari tops the winning Formula 1 constructor's list with 15 and took first at Le Mans 9 times (interestingly all before 1966). Clearly racing has always been at the Ferrari core.

Ford on the other hand came late to

the racing game as a manufacturer. This doesn't mean the American giant wasn't represented though, with the likes of Shelby flying the firm's flag in Cobras and Mustangs. And of course Ford power units were often the choice of Formula Junior, Formula 2 and Formula 3 engines, not to mention the synergy with Lotus. But to really stamp its brand on the scene and on the international circus Ford needed put a full factory effort into sportscar racing and Le Mans. They felt it was imperative to be involved though with Executive Vice-President Charles H. Patterson quoted as saying: "Our racing programme is... a prudent business investment. Our product improvement can be attributed to many factors, but we have no hesitation in saying racing is one of them." To achieve success quickly the motoring giant's solution was to buy arguably the best existing outfit – Ferrari. Discussions were had, a deal looked likely but it all fell away leaving Ford with no real option but to go its own way.

In 1963 Ford supplied V8 engines to Lotus for use at the Indianapolis 500. These lightweight alloy engines became the core around which the firm planned its own in-house sports racing car. Sportscar racing was chosen over Formula 1 as it was believed that it was easier for the public to associate with the closed body format and, although an international brand, the majority of the target audience was American where Grand Prix racing was not as familiar.

With the decision made to go racing in 1963, Ford screwed the clamps on project leader Roy Lunn to have a race-ready car

by the following season. Lunn had been working on a mid-engine showcar named Mustang 1, powered by a Taunus engine which is said to have been the inspiration for its new racer but in reality the only similarity was the engine position. In a win-at-all-costs exercise, Ford threw huge resources at the project, even making use of a computer to calculate handling and aerodynamic traits before setting a wheel in motion on a track. What came out of the research revealed that everything needed to win could be packaged into a length of 156 inches and height of 40 inches. Of course this 40 gave the racer its name: GT40.

Ford then roped in well-known sportscar builder Eric Broadley to the project. Clearly with time getting tight, Broadley's experience with Lola cars of a similar format (a Ford 4.2-litre V8 mid-engined monocoque coupé) was the only option to complete it from start to race in 14 months. Experienced team manager John Wyer also joined the Ford Force as Ford aimed its big guns at the regular sportscar racers and Ferrari. It was about this time (August 1963) that the racing operation moved from Ford in Dearbon, USA to Ford Advanced Vehicles Limited in Slough, England and the combination of Lunn's ideas, those of the Lola and Ford's Indy engine, took place.

The University of Maryland tested a 3/8 model for aerodynamics and found that it did well in the drag department but at around 200mph suffered a tendency to lift. This daunting problem was solved by lowering the nose profile and adding spoilers under the front. A load-bearing monocoque was



used with twin fuel tanks housed in the side sills, and the chassis comprised front and rear bulkheads that held suspension mounts. Front and rear sub-frames were added for the body supports as well as to hold the spare wheel, radiator, battery and quick-lift jack supports.

Longitudinally mid-mounted, the aluminium block and overhead valve pushrod V8 was good for 350hp at 7 200rpm, drowning out the sound of four twin-choke Weber carburettors with a beautiful note from a 'cross-over' exhaust system. Power went to the rear wheels via a 4-speed non-synco Colotti box and stopping power came from solid 11.5-inch cast iron discs with Girling callipers. Suspension was of double tubular front wishbones and the rear featured A-shaped wishbones with trailing links from the rear bulkhead. Initially Borrani wire wheels fastened to Magnesium hubs but later these were changed to 6.5-inch (front) and 8-inch (rear) alloy wheels.

With endurance racing the goal, driver comfort was imperative. Fixed seating was installed but to get the optimum position pedals were mounted to an adjustable system, which not only made for better structural integrity but is said to have supported the driver so well that it kept fatigue away for that bit longer. Ventilation holes in the seat were there for comfort too, as was the directing of the gauges toward the driver. Air was directed through the cabin as well as over the likes of fuel pumps to keep the operation cool.

Eleven months after the design studies began, the first GT40 was ready on 1 April 1964. Ten days later the second and by 18 April both were ready for the Le Mans practice session. As one would expect the first test at Le Mans proved a little demoralising, with the pair off the pace and needing lots of fettling. To add to it, the wet conditions saw Jo Schlesser aquaplane the first car at the end of Mulsanne Straight into the barrier. Testing revealed a high-speed instability that caused the rear to rotate, which once back home was sorted by the addition of a 'duck-tail' rear spoiler.

FROM PE TO SPA

A group of South African racers looks set to take on the best of the world of historic racing has to offer at the famed Spa Francorchamp 6 Hour race with a locally-built GT40 recreation – the car pictured here.

A pre-1966 race for Sports & GT cars, this event is over-prescribed and able to pick and choose the best of the best cars to compete. Luckily the Superformance GT40 reproductions built by Hi-Tech Automotive in Port Elizabeth are so close to the original that, if the period-correct brakes, engine, wheels and tyres and a few other bits are fitted, comply with the stringent FIA rules. This means it is a monocoque construction with pressed steel roof and two-thirds of the parts are interchangeable with the genuine Ford icon from the 1960s. Even the slight differences between MkI and MkII configurations are available to choose from.

It isn't all GT40 though, with the factory, which is ranked as the third largest specialised automotive manufacturing plant, churning out MkII Cobra clones (of which one is also FIA-approved), MkIII Cobra (the only Cobra replica built under licence to Carroll Shelby Licensing Inc), Shelby Cobra Daytona Coupé and Corvette Gran Sport reproduction. Not to mention the modern show-stopping Zagato Perana, and until recently the best value for money supercar, the Noble M400 which was built here.

With the new owners completing the first few exploratory laps in this local legend recently the first words that were uttered were: "It goes well, doesn't really brake that well though." This is of course not the car's fault but rather our taste for more modern technology clouding our judgement. It does bring home the point that the men of the period were brave indeed – driving super fast tracks with big power, little stopping power and only a touch of grip from the treaded tyres.

The GT40's race debut took place in May at the Nürburgring 1000 Kilometre Race but the Ford failed to finish, withdrawing with a rear suspension mounting failure due to an incorrect welding process. This was quickly remedied at the works before heading for Le Mans in June. In France Ferrari were again not threatened by the GT40, finishing 1, 2, 3 with the Jean Guichet/Nino Vaccarella (275P) leading in Graham Hill/Jo Bonnier (330P) and John Surtees/Lorenzo Bandini (330P). The first Ford-powered finisher was the Dan Gurney/Bob Bondurant Shelby Daytona Cobra while the now three GT40s failed to finish. Despite one car burning out following a broken fuel line and the other two retiring with gearbox trouble, the potential was shown with a GT40 running third in the early hours of the morning, setting the fastest lap and reaching 187.5mph on the straight, only just shy of the fastest car in the event, a Maserati that clocked 191.3mph.

Broadley left Ford in 1965 and the firm decided to split its racing exploits. Wyer stayed on as MD of Ford Advanced Vehicles Ltd, continuing the development of the GT40 while also focusing on building a production run of them. Carroll Shelby's Shelby American Inc was contracted in to spearhead the motorsport attack. Shelby's team focused on improving GT40 speed and reliability. Out went the 4.2-litre Indy engine and in went a 4.7-litre cast iron production lump, hotbed to make 375bhp. To solve the gearbox issues Ford made

21 changes to the Colotti box, including replacing the straight-cut gears with Ford-manufactured helical items. Lunn, now part of another subsidiary K-Kraft, carried out numerous changes including a revision of the alloy wheels to aid brake cooling and modifying the seating position and bulkhead to allow for a production four-barrel carb fed 7-litre V8 to be fitted. This became the GT40 MkII.

Le Mans testing saw the 4.7-litre unit used but testing at the same time in America of the 7-litre revealed that this monster could in theory do a 3-minute 30 lap at Le Mans, some 19 seconds faster than the Ford did in 1964. A decision was made to rush the development of two 7-litre cars and be ready for the '65 Le Mans event. Shelby American Inc entered two 7-litre MkII GT40s that year, combining with four 4.7-litre vehicles from Ford Advanced Vehicles, Ford France, Scuderia Filipinetti and R.R.C Walker to bolster the brand's footprint. From the go the battle of the giants commenced with Chris Amon (GT40 7-litre) leading out Bruce McLaren (GT40 7-Litre) and John Surtees (Ferrari 330/P2). McLaren then got to the front and broke the lap record, only to be outpaced by Amon on lap 5. A few hours in the wheels seemed to fall off Ford's prospects as the Amon/Phill Hill and Ken Miles/McLaren cars slowed with gearbox issues. The smaller-engined GT40s also dropped the ball and pulled into retirement with mechanical failures. By 7pm Ferrari held the first five places and Ford had a sole 7-litre limping with a


dying gearbox. By 11pm all the Fords were out. Ferrari finished 1, 2 and 3 again with the Masten Gregory/Jochen Rindt 275LM at the top.

For 1966 the production version of the GT40 was ready, with the only real difference being the use of a ZF 5-speed gearbox. Ford won the price war against Ferrari with a GT40 selling for £6 648 compared to the 275LM at £9 450. In race trim Ford felt that the 7-litre MkII was the way forward with only a lack of testing having let them down. With miles of testing at Daytona, Sebring and Riverside as well as on a dyno that put engine and gearbox to the limit, the team ironed out the reliability issues and fine-tuned radiators, rear brake air inlets, vented discs and improved ducting to carbs.

With both Ford and Ferrari picking and choosing pre-Le Mans events to compete in, and the fact that Chaparral and Matra burst onto the scene, it meant that choosing a winner for the 1966 event was a lottery. Shelby American Inc (3 cars), Holman Moody Inc (3 cars) and Alan Mann Racing (2 cars) entered 7-litre Fords and the brand was further bolstered by five 4.7-litre cars from other crews. Ferrari was also firing heavily with three P3 versions, four 365/P2s, three 275GTBs and a 275LM.

From the flag Graham Hill took the lead for Ford. By 5pm Ford dominated the leading gaggle with Ferrari sandwiched in fifth, seventh and eleventh. Rain came into play and the Ferrari of Pedro Rodriguez/Ritchie Ginther climbed to third. Ford weren't without trouble though with excessive brake pad wear a common theme, one suffered suspension failure and another, engine maladies. The ever impressive Chaparral retired with electrical faults while Ferrari really struggled with its favourites falling out due to gearbox issues. The remaining works Ferrari went out with overheating trouble leaving Ford holding the first three spots ahead of a trio of Porsche Carrera 6.

During the last half-hour the Fords bunched up, staging an obvious plan with the McLaren/Amon MkII just leading the similar MkIIs of Miles/Denny Hulme and Ronnie Bucknum/Dick Hutcherson over the line.

Ford had done it! All it took was 3 years and millions of dollars. Fifty years on we salute this milestone. 

With both Ford and Ferrari picking and choosing pre-Le Mans events to compete in, and the fact that Chaparral and Matra burst onto the scene, it meant that choosing a winner for the 1966 event was a lottery



SPRINGBOK SERIES APPEARANCES (EXCLUDING THE SIMILAR MIRAGE M1)		
POSITION	DRIVERS	CAR
KYALAMI 9 HOUR – 1965		
2	Peter Sutcliffe/Innes Ireland	Ford GT40
SOUTH AFRICAN SPORTS CAR CHAMPIONSHIP - KYALAMI – 1965		
DNF	Peter Sutcliffe	Ford GT40
GRAND PRIX RHODESIA – 1965		
1	Peter Sutcliffe	Ford GT40
ROY HESKETH 3 HOUR – 1965		
1	Peter Sutcliffe	Ford GT40
12TH INTERNATIONAL RACE GRAND PRIX OF SOUTH AFRICA – EAST LONDON - 1966		
2	Peter Sutcliffe	Ford GT40
CAPE SOUTH-EASTER RACES – 1966		
1	Peter Sutcliffe	Ford GT40 (Race 1)
2	Peter Sutcliffe	Ford GT40 (Race 2)
KYALAMI 9 HOUR – 1966		
DNF	David Hobbs/Spence	Ford GT40
DNF	Edward Nelson/Colin Crabbe	Ford GT40
DNF	Peter Sutcliffe/John Love	Ford GT40 Spyder
INTERNATIONAL KILLARNEY 3 HOUR – 1966		
DNF	Edward Nelson/Colin Crabbe	Ford GT40
DNF	Mike Hailwood/David Hobbs	Ford GT40
LOURENÇO MARQUES 3 HOUR – 1966		
2	David Hobbs	Ford GT40
3	Peter Sutcliffe	Ford GT40 Spyder
5	Edward Nelson/Colin Crabbe	Ford GT40
ROY HESKETH 3 HOUR – 1966		
1	Mike Hailwood/David Hobbs	Ford GT40
7	Edward Nelson/Colin Crabbe	Ford GT40
DNS	Peter Sutcliffe	Ford GT40 Spyder
KYALAMI 9 HOUR – 1967		
3	Edward Nelson/Mike Hailwood	Ford GT40
DNF	David Prophet/Peter de Klerk	Ford GT40
INTERNATIONAL KILLARNEY 3 HOUR – 1967		
5	Edward Nelson	Ford GT40
LOURENÇO MARQUES 3 HOUR – 1967		
2	David Prophet	Ford GT40
3	Edward Nelson	Ford GT40
ROY HESKETH 3 HOUR – 1967		
3	Edward Nelson/Mike Hailwood	Ford GT40
DNF	David Prophet	Ford GT40
KYALAMI 9 HOUR – 1968		
DNF	Malcolm Guthrie/Mike Hailwood	Ford GT40
KYALAMI 9 HOUR – 1969		
DNF	Malcom Guthrie/Paddy Driver	Ford GT40
INTERNATIONAL KILLARNEY 3 HOUR – 1969		
3	Malcolm Guthrie/Paddy Driver	Ford GT40
LOURENÇO MARQUES 3 HOUR – 1969		
8	Malcolm Guthrie/Paddy Driver	Ford GT40
BULAWAYO 3 HOUR – 1969		
4	Malcolm Guthrie/Paddy Driver	Ford GT40



CHAPMAN'S PEAKS

Love 'em or loathe 'em, Lotus is undeniably one of the automotive world's iconic marques with a reputation for lightweight engineering and tenacious road-holding. A reputation that was sealed by two celebrated models that came out three decades apart, says **Graeme Hurst**.

Photography by Graeme Hurst and Crossley & Webb





Lots Of Trouble, Usually Serious... that's the sniggering comment a lot of car club hobbyists will make – while propping up the bar – about what the famous five-letter badge stands for. And if they've had the keys to one of the marque's lesser-valued 1970s/'80s Elites or Excels, with their barely-out-of-development 16-valve engine and complex electrical circuitry, you can cut them some slack. But truth is our hobby would've been poorer if Colin Chapman had been born without petrol in his veins... a lot poorer. Thousands of cash-strapped DIY mechanics wouldn't have had the chance to explore their racing skills in their home-built Seven; Jim Clark may not have had the chance to clinch the F1 trophy twice, there'd have been no DFV-powered 49s in Gulf livery; or iconic ground-effect 79s in black & gold JPS colours to thrill racing fans; and no Esprit going underwater in *Moonraker*.

But even so, the marque has had a seriously rocky existence that was created and subsequently saved by two models: the Elan and the Elise/Exige series.

If you haven't driven either then it's time to expand your bucket list as few cars offer as involved a driver experience as these two bantam weights, both of which were refreshingly basic in concept for their time,

yet delivered performance. Performance that was way greater than the sum of their parts – exactly what the famous green and yellow badge became known for – despite being launched more than three decades apart.

The origins of Lotus are well recorded and usually centre around marque founder and engineering genius Colin Chapman's home-built Seven, which spawned the concept of the kit car industry while funding his racing exploits in the early 1950s. But the Seven only sold in double digits annually while the Lotus Elite – the first production glassfibre monocoque-based car – barely cracked 1 000 cars in six years from launch in 1957.

All that changed in 1962 with the Elan. With the company on its way to F1 stardom (Lotus took the World Championship in the Constructor stakes for '63 and '65 and went on to win five drivers' titles) Chapman binned the Elite to make way for a more commercially viable replacement: the Elan. With a body designed in-house by Ron Hickman (a South African of Black & Decker Workmate fame) the Elan shared the Elite's fibreglass technology but with a key difference: the body was mounted on a central steel-fabricated backbone. That massively simplified the build while eradicating the Elite's reputation for noise resonance, a little understood consequence of glassfibre monocoque structures back

then. It also offered a superbly rigid chassis on which to locate the powertrain and suspension componentry. Interestingly the concept came about by accident: Lotus engineers created the backbone as a buck on which to test out the suspension but it proved so successful that they developed the car around it.

But the bigger news was the famed Lotus twin-cam engine in place of the Elite's highly-strung pushrod Coventry Climax unit. The twin-cam was, of course, famously derived from Ford's Kent engine and boasted an all-new cylinder head mated to a set of side draft 45DCOE carburetors. With high-compression pistons it was good for 100bhp and the twin-cam format allowed it to rev to eternity. And with just on 660kg to haul along that output made it exceptionally quick for the time with 0-60mph coming up in just 8.7seconds.

But what really set the Elan apart was its sublime handling. Like previous Lotus cars, the Elan relied on proprietary parts – in this case Triumph Herald rack-and-pinion steering and other suspension bits – but featured clever engineering where it mattered: like the rear end which featured Chapman struts (pioneered in the Elite) attached to lower wishbones to give independent suspension – a novel feature at the time.



No surprise then that it was an instant hit and, like the Elite, was offered as a DIY kit to avoid purchase tax. A coupé followed in '65 with the Series 3 and there was also a Special Equipment model with a more luxurious interior and slightly flared wheel arches to accommodate wider rubber. The final iteration came in 1971 with the Sprint, which featured a big valve 'head – courtesy of engine guru Tony Rudd – with power up a whopping 25% and the option of a five-speed gearbox, borrowed from the Austin Maxi.

The ongoing development kept the Elan current in the performance stakes but by 1973 the Hethel-based marque was keen to shake its kit car reputation and go mainstream in the more lucrative GT market and so the Elan was killed off with 12 000 kits delivered.

It was replaced with the wedge-shaped four-seater GT, which reverted to the Elite name. And although similar in concept with a central backbone, it was an all-new design, complete with a Lotus 16-valve four-cylinder engine.

The new Elite would spawn the Eclat (a two-seater version) and later the Excel but the bigger news came in '75 with the mid-engined, Giugiaro-penned Esprit which gave the marque wall-poster kudos when Lotus bolted on a Turbo for the 1980s. Fast forward a decade and the Esprit was still on

offer in re-styled SE form but the production simply wasn't a match numberwise for the Elan: fewer than 2 500 Esprits were built while the Elite, Eclat and Excel volumes were well below that.

Lotus was in a dire way by the end of the '80s and opted to revive the Elan moniker with the Isuzu-engined M100 roadster but this was a knee-jerk reaction to Mazda's then-new MX5, a car that was ironically heavily based on the scale and handling of the original Elan. The new Lotus Elan was engaging to drive but pricey to build and sales were slow. And it was front-wheel drive, which was a shock to Lotus die-hards who also weren't keen on seeing a Far Eastern badge every time they lifted the bonnet.

Which is why there was such an overwhelming response when the company unveiled the Elise in the mid-'90s. Here was a return to a mid-engined format that simply captured the ethos of Colin Chapman's thinking on so many levels and wrapped it in a gorgeous roadster body – a body that aped earlier standout Lotuses such as the 23 and the Europa, with a bit of Ferrari Dino thrown in. Those looks came thanks to Julian Thomson (now head of Jaguar's Advanced Design department) and the Elise was as radical in its construction as it was in its looks: the chassis was fabricated from extruded

aluminium, topped with a fibreglass shell. And it was fantastically minimalist with a basic cockpit finished in sheet aluminium and little in the way of creature comforts. It did away with a lot of mechanical bits like electric windows and even a brake servo. That kept weight down to an eyebrow-raising 723kg... a figure that made the seemingly-humble 118bhp output of its Rover K-series engine endow it with blistering (think 0-60mph in 5.5 seconds) performance and helped deliver ultra-sharp responses.

The Elise was a huge hit when it went on sale with Lotus fans coming alive at the prospect of getting the keys. They quickly asked for more power which Lotus agreed to (once sales volumes could fund a little R&D) and the Sport 135 and 111S models followed, as did a properly weatherproofed variant called the Exige – effectively an Elise coupé that was initially homologated for racing.

The same volumes helped fund the Series 2 by 2000, four years after launch. Bigger, wider and around 20% heavier, it felt more refined but no quicker. That changed with the demise of the K-series unit when Lotus switched to Toyota's twin-cam Celica engine. Performance was given another serious boost – quite literally – when Lotus bolted a supercharger onto the Toyota



lump in the Exige to create the Exige S, a 220bhp variant that could crack 0-100km/h in 4.1 seconds before topping out at close to 240km/h.

Those metrics may seem incomparable to the humble Elan (which topped out at 185km/h in its day) but, take a moment to consider how much has been achieved in three decades of automotive engineering, and then get behind the wheel of each.

At just over 3.6m in length and 1.4m wide, this '68 Series 3 Elan SE is a petite package but the wide doors (which undercut the A-posts) afford easy access while the backbone chassis allows you to sit surprisingly deeply while enjoying plenty of footwell space. It does all feel a bit delicate though, as if everything from the door handle to the pedals and steering wheel spokes is barely as robust as it needs to be, which is probably the case (Chapman was known for the adage 'design and then add lightness'). And there's evidence of that in the simplicity of the fittings: the bonnet catch consists of two T-handles, each connected to a piece of spring steel that gets bent in operation to release the catch. And the bonnet's hinges are C-shaped male and female grooves that run in each other but are moulded into the front shroud and bonnet. Very Lotus. And very effective for shedding pounds. That becomes abundantly evident on the move when you start exploring the potential of the rev-happy twin-cam: the Elan feels quick but it's the combination of the lack of mass and super-sharp steering that quickly beguiles

as you become addicted to cornering faster and faster while revelling in the abundant grip. That and the gurgling charisma of the engine with its Alfa-like induction slurp at low revs, quickly evolving into a buzzy shriek as you press on. All that gives the Elan huge persona while the tight gearshift pattern of the Ford 'box adds to the tactility of the control. It must have been a serious revelation to anyone who gave up the keys to a Morgan or Healey, with their bone-jarring, live rear-end manners and agricultural-like gearboxes, to get behind the wheel of one in the early '60s. No surprise that Chapman could sell so many.

Switching seats for a comparative spin in the Exige – a 2006 S that was up-rated and registered as a 2008 240 variant – seems like a pointless exercise when you look at the specs on paper (240bhp vs 106bhp) and yes, a standard Series 1 Elise (in 118bhp spec) would make a more realistic comparison as the sheer urge of the Exige S does overshadow the experience. But it also highlights how in tune the chassis is to the road and the thrills it can deliver. That's assuming you can get inside as the roof (which can be removed but forms part of the supercharger's intercooler feed so is best left on if you're going to enjoy the performance) makes entry a yoga-like manoeuvre as you negotiate the wide sill before plonking onto the firm seat.

Once in you get a taste of the original Elise design ethos: yards of bare aluminium and no soft finishes. About the only soft thing is the suede covering to the arcade

game-like steering wheel, which is the centre of one's focus on the move.

At low speeds the steering is heavy and unresponsive while the car feels wide and cumbersome with the front wings dominating the view out front – which is basically all you have as you can't see out the back – but it quickly becomes responsive at speed as the 195/50-sized Yokohama rubber becomes easier to direct. And direction is what it's all about: the grunt from the supercharger is simply stupendous and, with a 10 000rpm redline, the urge seems limitless and downright lethal on a public road – above 6 000rpm you need to have razor-sharp concentration and inputs as you're overwhelmed by induction bellow. But that highlights why the Elise/Exige was such a huge hit: there's something almost primal about the relationship to the road: the noise, the bare, cossetting interior and ultra-direct controls (the steering is so sharp, it feels like you've got a tie-rod in each hand) complement one another so well that it feels like you're wearing the car, not driving it. And that's the same attribute that lit the fires for sportscar lovers back in the 1960s when the original Elan was debuted. And it's why the Elise and Exige are still a mainstay of the Lotus product offering, two decades on.

Happy 20th birthday Elise; you've done old Chapman proud! 📷

Thanks to Crossley & Webb for the use of the featured cars, which are for sale. (www.crossley-webb.com; 021 462 3558)

EXECUTIVE CARS



R235 000

2006 BMW Z4 M 3.2

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



R350 000

1989 BMW Z1 ROADSTER

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



R629 000

2011 BMW 6 SERIES 640 F12

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



R199 000

2007 BMW Z4 M COUPE

137 000km. Unique styling, sublime performance, unquestionable engineering from one of the finest engines ever made in my humble opinion. Classic 3.2-litre 6-cylinder rear wheel drive sports car with feel. A future classic, mark my words!



R350 000

2013 MINI COOPER S JOHN COOPER WORKS GP

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



R269 000

2013 VOLKSWAGEN BEETLE 1.4TFSI

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



R285 000

2011 BMW 135i COUPE EXCLUSIVE

74 000km. BMW has hit the sporting sweet spot with the 135 offering sublime performance that is manageable, controlled and combine it with a legendary handling package. This example has been cherished and has all the extras you could wish for.



R75 000

1990 MERCEDES-BENZ 300TE AUTO

228 000km. You will not find a nicer example of the legendary station wagon anywhere else today. Recent remedial work to the value of R45 000 and in tip top condition. Asking top money but let's face it you are only paying R30 000 for it as the rest has just been invested.



R125 000

1985 MERCEDES-BENZ 380SEC AUTO

228 000km. Excellent example of the SEC model which has been restored to superb order with imported wood, new upholstery and paint as well as mechanical work where necessary. These are becoming increasingly rare and desirable.



R379 000

2001 PORSCHE 911 CARRERA 4 CABRIOLET (996)

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



R375 000

1988 BENTLEY TURBO

87 000km. Absolutely superb example of the Bentley Turbo R. This example has covered a genuine 3000km per year from new with a comprehensive service history to support it. Balmoral Green with tan leather piped green. Beautiful.



R125 000

1984 MASERATI BI-TURBO 2.5

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



R169 000

2011 AUDI A1 1.6 TDI AMBITION 3DR

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



R375 000

2009 PORSCHE CAYENNE S TIPTRONIC

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



R 155 000

2003 VOLKSWAGEN T4 2.5 TDi SYNCRO HIGHLINE

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



R485 000

2012 BMW X5 iDRIVE 40D M SPORT

87 000km. 225kW version of the top selling model in the range, the very capable, good looking and sporty X5. This example has always been on motorplan hand has the balance up to 100 000km still outstanding. Msport kit and sunroof.

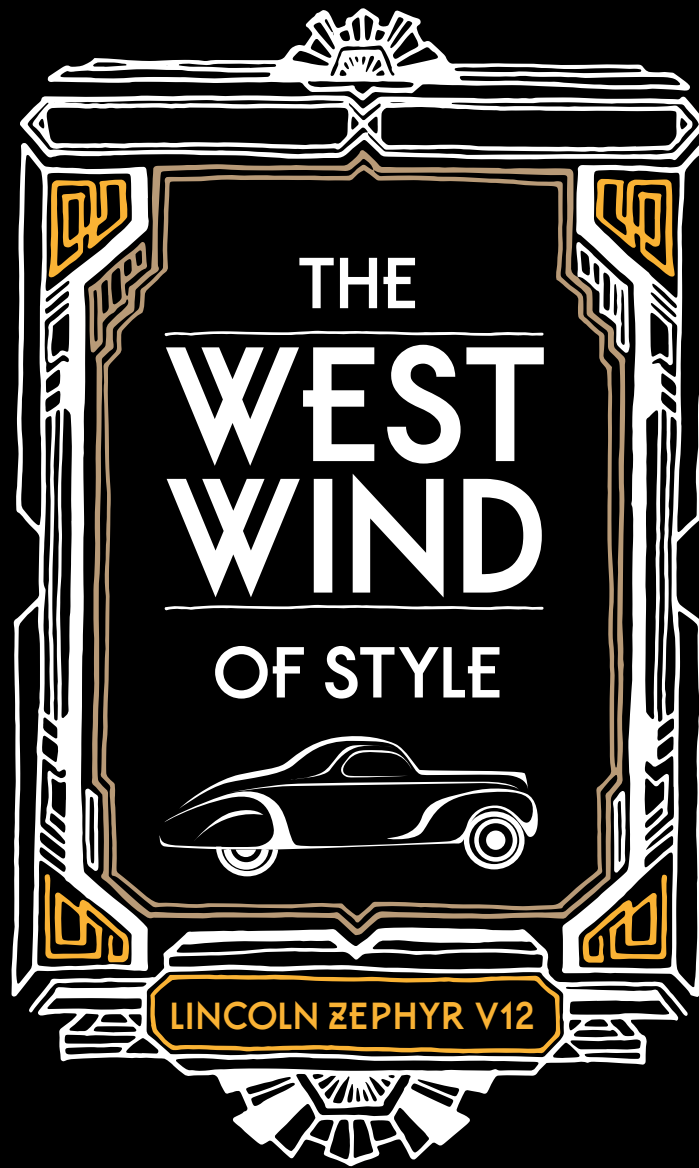
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Today, 12-cylinder cars are something of a technology and performance overload, but as **Mike Monk** points out following a spin in a Lincoln Zephyr, the 1930s saw a different approach to the dozen with such engines having more down-to-earth applications.



In these days of ever-increasing demands on automobile efficiency, economy and emissions reduction, a 12-cylinder engine is looked upon with some circumspection. Of necessity, a demon dozen powers only motoring's elite – Aston Martin, Audi, Bentley, Ferrari, Lamborghini, Mercedes-Benz and Rolls-Royce each has a 12-pot in either a V or W configuration powering its flagship models – but back in the mid-1930s when America was in the throes of recovering from the Great Depression, Ford was looking to attract buyers to a lower-priced, mid-size luxury car to bridge a gap in its corporate model line-up, and the Lincoln Zephyr marque was the result. But far from being something cobbled together from the Ford stable parts bin, the stylish Zephyr was something of a trend-setter powered by a relatively unstressed V12 engine.

Introduced in November 1935 as a 1936 model, the Lincoln Zephyr boasted a number of modern features. It was designed by Ford's styling chief Eugene Turenne 'Bob' Gregorie, who was a close friend of the then Lincoln company president Edsel Ford, and the concept is said to have been based on the Pioneer Zephyr Streamliner train, otherwise known as the Burlington Zephyr. (The name Zephyr is derived from the Greek word Zephyrus, meaning 'The

god of the west wind'.) The shape included a low-raked windscreen, integrated fenders and aerodynamic bodywork to create a low drag coefficient, which was better than the rivalling Chrysler Airflow, the model that had started an ill-fated period of streamlined designs. In fact, the Zephyr was called "the first successfully streamlined car in America" by the Museum of Modern Art in New York. With its monocoque construction – the Zephyr was the first corporate Ford passenger vehicle to have an all-steel roof – the body was also strong yet relatively light, tipping the scales at 1 596kg.

Under the self-supporting bonnet was a compact, 75-degree V12 engine adapted from Ford's Flathead 90-degree V8 with four cylinders tacked on. Cubic capacity was 4 380cm³ and with a single down-draught carburettor, it delivered 82kW at 3 900rpm. Peak torque of 244Nm was available on an amazingly flat plateau from 400 to 3 500 revs. The engine used aluminium-alloy cylinder heads and cast-steel pistons, as well as two water pumps. It also had a unique distributor with a coil assembly that actually consisted of two coils, one for each cylinder bank. The Zephyr's top speed was 90mph (145km/h).

However, the design was flawed: inadequate crankcase ventilation, poor oil flow and too-small water passages (that led

to overheating, bore warpage and ring wear) resulted in early reliability problems. To a degree, some of these maladies were dealt with during the Zephyr's first year, and Ford improved the engine by adopting hydraulic valve lifters for 1938 and cast-iron heads and oiling improvements for 1942. Yet this V12 never shed its reputation for service troubles, though the post-war versions were in reality quite reliable.

Suspension was by Henry Ford's beloved transverse leaf springs front and rear, with a dead axle up front and torque tube at the back that, contrary to the car's styling, was seen as an outdated set-up when the car was introduced. Four-wheel drum brakes were cable-activated for 1936-38 models but from 1939 went hydraulic.

Styling changes were made in 1938, most noticeably to the front end and rear fenders, and the wheelbase was lengthened by three inches to 125 inches (3 175mm). An 18-inch (457mm) steering wheel was introduced, and a convoluted floor-mounted gear lever also appeared.


The Franschhoek Motor Museum's 1939 Lincoln Zephyr is a 1939 two-door Coupé, model code H-72, which is listed in journals as being a six-seater but the seating belies that capacity. The front seat is a bench with split backrests to allow access to the rear where, unusually, there

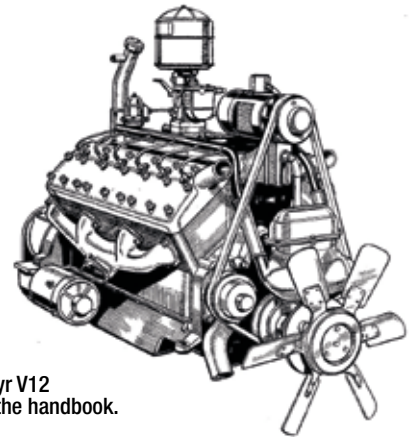


are two sideways-facing stools, which, combined with the sloping roofline, is hardly a comfortable place to be, especially for adults. A 3+2 with a difference... It sold for \$1 320 – the cheapest variant in the six-model line-up for 1939.

The Zephyr's rakish styling has some Art Deco appeal to it and teardrop elements appear in the shapes of the front and rear lights, the rear wheel spats and some badging. Climbing aboard, the dashboard provides automotive symmetry: a centrally-placed, circular instrument dial housing the speedo along with fuel, coolant temperature, oil pressure and battery condition gauges. The all-encompassing dial had a smaller-faced clock beneath and was flanked by matching ashtrays and glove boxes.

Flick a toggle switch to 'on', press the start button and the engine's 12 pistons spin into life with unruffled ease. Engage first in the conventional three-speed gearbox via the contorted lever that emerges from behind the hang-down console, release the stout under-dash handbrake and the Zephyr pulls away with the kind of lazy aplomb you would expect from a big-capacity, multi-cylinder engine. Despite the basic steering and suspension set-up, once on the move the rigid body contributes to a comfortable ride and the steering only gets heavy at slow speeds. With a turning circle of 13.4 metres, the Zephyr is hardly wieldy but the big spring-spoked wheel is not too heavy to twirl. The tapered bonnet points the way ahead and typical of any big-capacity cars, there is a feeling of serenity while travelling along. In its day, I can imagine its presence adding some style to the lifting gloom of the period, and even today, with its striking good looks, the Zephyr comes across as a cool cruiser.

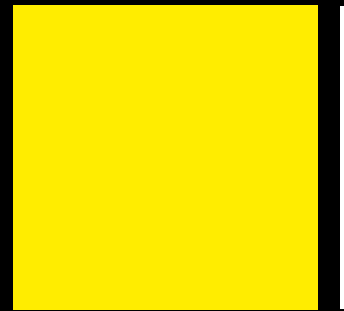
A total of 21 000 Zephyrs were sold in 1939, of which the H-72 Coupé accounted for 2 500, and the model range rejuvenated Lincoln's status as a manufacturer. A redesigned body appeared in 1940, but production was halted in 1942 until the end of WWII, after which the car reappeared but badged simply as a Lincoln in the wake of Ford's merging of Lincoln with its Mercury brand in 1945. 



Lincoln Zephyr V12 as shown in the handbook.

EARLY 12-POTS

Surprisingly perhaps, 12-cylinder engines have been on the automotive scene for just over 100 years. Louis Coatalen entered a V12 Sunbeam at Brooklands in October 1913, and it later set several records. But it was Packard who first went the dozen for production from 1916-23 and again from 1932-39. Many other manufacturers followed suit in the pre-war years: Auburn, Cadillac, Daimler, Fiat, Franklin, Hispano-Suiza, Horch, Lagonda, Lancia, Lincoln, Maybach, Pierce-Arrow, Rolls-Royce, Tatra, Voisin and Walter.





CITI

SLICKER



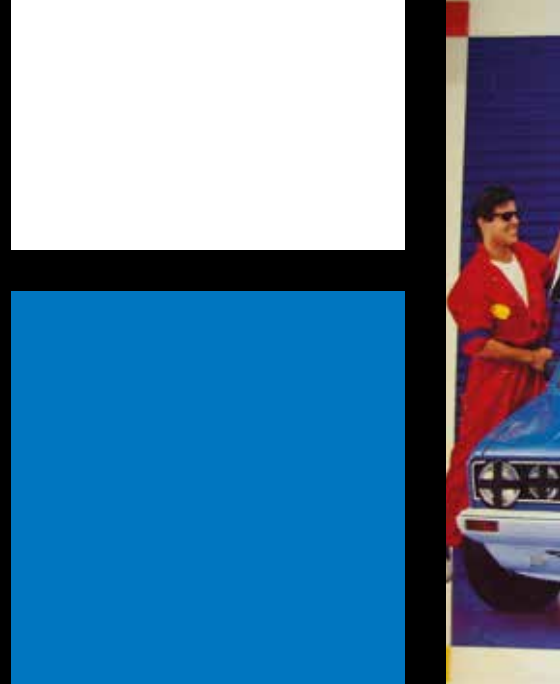
With production of the VW Beetle winding down in the '70s, VW approached Italian designer Giorgetto Giugiaro to come up with designs for a compact new hatchback and thus the legendary Golf was born. What no one could have anticipated was how a small creative team in South Africa would be responsible for creating a red, yellow and blue (not green!) sensation out of a seemingly stalling model.

Now. Potent 1,6 litre engine.
New 5 speed close ratio gearbox.
Plus: Rev counter, Sport seats, Twin headlights.
Twin exterior mirrors, Tinted windscreen.
Optional: Stereo radio/tape deck.
Or choose the fun 1,3 litre Citi Golf.

Introducing a little black magic.
To heat up the reds. And the yellows. And the blues.

New Citi Golf Sport is the new addition to the Citi Golf range. Now's that what you'd expect from Volkswagen!

New Citi Golf Sport
Got the freedom of the Citi.



As was the case with the Passat and Scirocco, the new hatch would not only be of the new generation water-cooled, front-engined and front-wheel-drive variety, but would also be named after a wind – in this case, the tropical wind that blows through the Gulf of Mexico, responsible for creating the Gulf Stream. It makes a bit more sense when you realise that in German this would translate to *Golf Strom*. The common misconception that the name is derived from the sport is further helped along by the fact that VW sneakily made the gear lever look exactly like a golf ball. But I digress...

Production on the new Golf started on 29 March 1974 and the press launch took place in June of that same year. The new hatch proved to be an instant hit and sales hit the roof, with the millionth car leaving the production line after only 31 months. With the fuel crisis that hit in 1973, and the star of the iconic Beetle on the wane, VW needed cars that were not only technologically advanced, but also economical – and it was set to deliver these ahead of its competitors.

The Golf 1 was selling far above expectations in Germany and was finally launched in South Africa in May 1978 and, as was the case internationally, was an instant hit. So much so, in fact, that the already declining Beetle sales tanked completely and the last one left the production line in Uitenhage in January 1979 after a production run of almost 28

years. As Peter Searle, VW's managing director at the time, put it: "The success of the Golf has been so great and the public reaction to the car so positive that the Beetle has taken a back seat."

Here was a car that was not only impressive in the performance department but also had all the space of a medium-sized car (even a station wagon when the seats were folded down) – despite being a hatch. Its loading capabilities were showcased by a famous television advert showing a woman loading 15 milk crates plus a ladder into the car – a feat that was then re-enacted (by the same actress in the advert) in front of major customers at the launch of the Golf 1 in Johannesburg. The spectacular response was just the start of things to come.

It took only 14 months before the 30 000th Golf left the production line in Uitenhage, meaning that in its very first year of production, the humble Golf had surpassed the highest ever annual sales of the Beetle. Within 3 years of its launch, 100 000 units had been assembled and after its SA launch in 1978, numerous variations were introduced to the line-up, including a diesel version, 1100cc, 1300cc, 1600cc GTS, 1600cc 81kW fuel-injected Cabriolet and of course, the original 'hot-hatch': the Golf GTi (in 1800cc guise).

Almost 10 years after its international launch, the Golf 1 was replaced in Europe by the Golf 2 in 1983. The worry as far as the South African market was concerned was that as the Golf 2 was larger and more technologically advanced, it would carry a

much higher price tag than its predecessor. This would leave a gaping hole in the entry level car market and VW South Africa realised something would need to be done in order to fill that gap. Plans and strategies were put forward, including the possibility of manufacturing the Polo in Uitenhage, which was dismissed for various reasons. There was one idea that kept popping up – and yet seemed unthinkable: to keep the Golf 1, but in different a form. This would mean huge cost savings as no major outlay would be needed for a new production line or tooling.

The question was: would it simply be marketed as a 'cheap' option – or could it be given a completely new identity? The former option was agreed upon and the Golf 1 was retained and rebirthed as the Econo Golf. In 1982 a concept car was assembled in order to gauge how it would be received. However, with its dull beige colour and lacking extras such as cigarette lighter, carpeting and more, the car looked cheap and it was clear a new way forward was needed.

VWSA turned to its newly appointed creative agency of Rightford, Searle-Tripp, Makin (RS-TM), led by creative director Mel Miller. The brief was a difficult one: to take an existing (and highly successful) design and change it into something completely fresh which would be embraced by a new market. After many hours of brainstorming and working into the night, the creative team saw red... and yellow... and blue. For Mel Miller, the inspiration came from images of the brightly-coloured Muizenberg beach



It makes our competitors see red, feel yellow and get the blues.

People laughed when we first ordered our Citi Golf Sport into color and only events. But you should have seen their faces when we said:

Our sleek, sporty Citi Sports keeps winning first places in national events, consistently breaking through budget caps.

Which proves that our Citi Golf Sport is not just for fun.

It's got plenty of pep! Power windows, full-time road-tripping handling, a 2000 cc five-speed gearbox. A 100-hp motor near 140 km/h (87 mph) high-performance engine.

Two headlamps, sports seats and all that sporty Citi Sport has.

And of course it's made important features of all Volkswagen's best, under the skin: German engineering.

When it comes to winning hearts in the city or parking beside a rival, there's nothing to beat a red, yellow or blue.

Isn't that what you expect from Volkswagen?

Citi Golf Sport VW
Get the freedom of the Citi.

The question was: would it simply be marketed as a 'cheap' option – or could it be given a completely new identity?

change rooms which he had used in a previous ad campaign. Jenni Button, now a well-known fashion designer, was inspired by the Dutch artist Piet Mondrian, who painted red, yellow and blue squares on a white background. The famous line 'Get the freedom of the Citi' was the brain child of art director Brian Plimsoll. And so the Citi Golf was born.

After designs had been implemented the next step was to create a prototype for each of the three colours of the car. Various factors needed to be considered and the team needed to think of a way to convince those in charge, in particular VW Germany, that the rebirth of a discontinued model was not only viable but absolutely crucial in the path forward. As many people involved still had major reservations, it was decided that the best thing to do would be to get advice straight from the horse's mouth: the target market. A research study was organised where the red Citi Golf prototype was displayed along with the Econo Golf and various other competitor models within the same price range. When asked which car they would choose, 89% of the study group chose the Citi hands down – despite the fact that the Econo was the cheapest of all the cars – in fact, it was barely afforded a second glance. This proved, much to many people's astonishment, that pricing in the entry-level car market was not as important a factor as was previously thought.

Once go ahead was given, planning began swiftly on all fronts. Production was scheduled to begin towards the end of '83 and vehicle sales were set to start in February of the following year, which gave 6 months before the anticipated launch of the Golf 2. In fact, this meant that when the Golf 2 was finally launched in September 1984, it and the Golf 1 (in Citi guise) were being built side by side in the same factory.

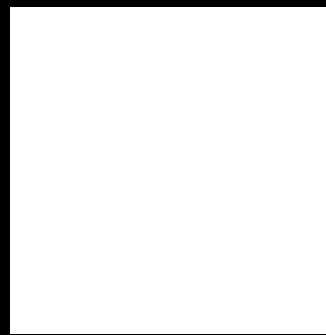
Behind the scenes the creative team was feverishly devising advertising and marketing strategies. This would be an advertising campaign that was completely fresh and original – like nothing the motoring industry had ever seen. Unlike most car advertising of the day, these adverts were punchy, eye-catching and vibrant – unashamedly aimed at the



Citi dashboard 1984 - 2004



New style Citi dashboard 2004 - 2009.
Sourced from Scoda.



youthful and stylish market. The campaign would become one of the most incredible business success stories which lasted more than 25 years.


What made these cars so appealing was the clever contrast of bright colour against white, which showed off their lines to perfection. They were so eye-catching that they drew attention wherever they went. Despite being classed as entry-level, the Citi came with relatively high level specs and extras such as a trip recorder and electric clock, fully reclining seats with headrests, rear window wiper and more – even the seats and door panels were stylishly covered in a tweed cloth. Some of the mechanical changes which had been made to the South African Golf 1 (longer 4th gear, lower profile tyres, carburettor refinement) were also carried over to the Citi, meaning that it was more powerful and economical than its German counterpart.

As 1984 went on, sales of the Citi soon overtook 300 a month and then continued racing on towards 400. By 1986, 2 years after its launch, more than 700 units a month were being sold – exceeding wildest expectations. Unbelievably, by 1990, one

in every 14 cars sold in South Africa was a Citi Golf.

In 1985 RS-TM became a partner in the worldwide Ogilvy-Mather group, which in 2004 saw a brand makeover with the name becoming Ogilvy. With the changes came new creative staff who had the difficult job of adapting the advertising strategy to suit the ever-changing market. Consequently the Citi moved with the times. For 1988 it received a facelift with new front wings, sloping grille, deeper bumpers and a pressed ‘L’ or ‘J’ (depending on which side of the car you were looking at) found its way into the C-Pillar panel. In the ‘90s the original, primary-coloured cars began to evolve and change into a wider range of Citis that included, amongst others, the Citi Chico, Sonic, Blues, Deco, Ritz, Life and CTi. Over the years Citi added a 5-speed gearbox and spread its base with engines in 1300cc, 1400cc, 1600cc and 1800cc format featuring both carburettion and fuel injection. From 2002 quad headlamps became the norm on Citi and not just the sporting versions, but perhaps the most notable change happened in 2004 when a modern Soda dash found its way into the

Citi. A keen eye and measuring tape will also note that the front window dimensions increased slightly in 2004. The final real changes to styling happened in 2006 when taillight inserts became round and the front bumper incorporated a second grille. Although there were frequent changes, the brand stayed true to its values and the Citi kept a loyal following until production ceased on 21 August 2009. As a last hoorah VW waved goodbye to Citi with a limited run badged Mk1 and individually numbered from 1 to 1000.

So how did a little car like the Citi become a giant in South African motoring history? Maybe the key to its unprecedented success was its unique combination of style and economy... maybe even its novelty factor. But more likely it was the result of a brilliant partnership between an agency and a motor manufacturer. So what’s the moral of this story? In the words of Ogilvy: “If you have the basic goods, if you have what people want, and if you communicate in a way that will let people respond emotionally to what you have to say, there is no limit to the success you can achieve.” 

THE CITI EVOLUTION

1984	Citi Golf (Red, Yellow Blue)	1300cc Carburettor	4-speed
1985	Citi Golf Sport	1600cc Carburettor	5-speed
1988	Citi Golf Sport	1800cc Carburettor	5-speed
1991	Citi Golf Parfait	1300cc Carburettor	4-speed
1990	Citi Golf CTi	1800cc Fuel-injection	5-speed
1991	Citi Golf Designa	1600cc/1800cc Carburettor	5-speed
1992	Citi Golf Shuttle	1300cc/1600cc Carburettor	4-/5-speed
1994	Citi Golf Ritz	1600cc Carburettor	5-speed
1995	Citi Golf Chico	1300cc/1600cc/1400cc Carburettor	4-/5-speed
1995	Citi Golf Blues	1600cc Carburettor	5-speed
1996	Citi Golf Deco	1600cc Carburettor	5-speed
1997	Citi Golf Sonic	1300cc/1600cc Carburettor	5-speed
1998	Citi Golf Bafana Bafana	1300cc/1600cc Carburettor	5-speed
1999	Citi Golf Chico 1.4i	1400cc Fuel-injection	5-speed
1999	Citi Golf Life	1600cc Fuel-injection	5-speed
2000	Citi Golf Citi.com	1400cc Fuel-injection	5-speed
2004	VeloCiTi	1400cc/1600cc Fuel-injection	5-speed
2005	Citi Rhythm	1400cc Fuel-injection	5-speed
2006	Citi R-line	1800cc Fuel-injection	5-speed
2008	Citi Golf Tenaciti	1400cc Fuel-injection	5-speed
2008	Citi Golf Rox	1400cc/1600cc Fuel-injection	5-speed
2008	Citi Golf Sport	1600cc Fuel-injection	5-speed
2008	Citi Golf Storm	1400cc Fuel-injection	5-speed
2008	Citi Golf Wolf	1400cc Fuel-injection	5-speed
2009	Citi Golf Xcite	1400cc Fuel-injection	5-speed
2009	Citi Golf Billabong	1400cc Fuel-injection	5-speed
2009	Citi Golf GTS	1400cc Fuel-injection	5-speed
2009	Citi Golf Mk1	1600cc Fuel-injection	5-speed



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28.43826 (E 28° 26' 17.74")
Clarens, 9707



DARKEST BEFORE THE DAWN



4x4 fanatic **Roger Gaisford** works through the story of how a war machine evolved into arguably the most iconic civilian off-roader and kicked off a brand that is still recognisable today.

The outbreak of World War Two in September 1939 saw the US Quartermaster issue a specification to American motor manufacturing concerns for production of a lightweight cross country vehicle. This led to the development and large scale production of the wartime jeep, the Willys MB and its Ford licence-produced twin, the GPW.

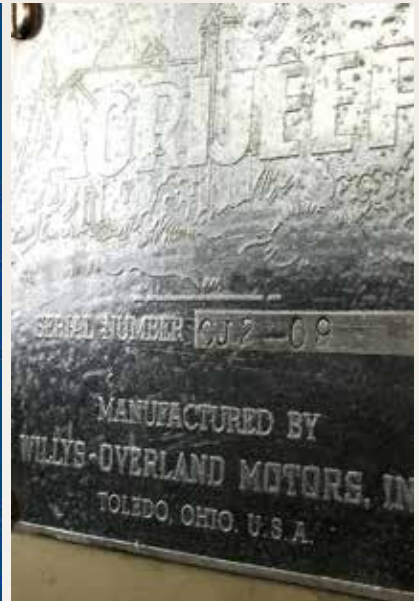
Jeep production, beginning in late 1941, could not have come at a better time for the Willys Overland Motor Corporation of Toledo, Ohio. Although the second largest motor manufacturer in the mid-1920s, the recession of the '30s saw vehicle sales crashing, and the dawn of a bleak future. Wartime jeep production saved Willys, and would continue for as long as the war lasted. But what of the future when the war was over?

There was however a glimmer of hope. In early 1942 Willys was asked by the US Department of Agriculture to assess the jeep's suitability for agriculture and George Ritter, Vice-President of Willys Overland, was most enthusiastic at the prospect of continued jeep production after the war. Central to the vehicle's agricultural or industrial use would be its ability to pull various agricultural appliances: ploughs, harrows, rakes and





Chris Vlok's 1948 CJ2A pulling hard in the Western Cape. Standard CJ 2As can easily hold their own against all but the most sophisticated 4x4s around. Image: Tony Bruton.



such, as well as trailers, and to provide power via a power take off, a PTO, to drive a range of tools and implements as was done by a tractor.

The first use of PTO drive on a jeep was found on the amphibious Ford GPA jeep, where the propeller was driven by a gearbox-mounted PTO using a modified main drive gear in the transfer case. This gear had an extra 15 teeth cast onto its outer face to act as a dog clutch. As early as 1943, servicemen in Arizona had modified a military MB jeep to drive a welder via a PTO taken from an amphibious jeep. The Army then asked General Electric to develop an arc welder for jeeps to be powered by a gearbox-mounted power take off, to be used by maintenance and engineering units. Studies undertaken at an experimental farm in Auburn, Indiana, using a military MB jeep showed that when fitted with a PTO the vehicle provided ample power for driving a range of machinery such as pumps, circular saws, generators and compressors. The Department of Agriculture concluded, however, that the vehicle was too narrow to accommodate crop rows, and too low to pass over crops, and it needed lower gearing to be effective. It should also have a drawbar and hydraulic lifting equipment for the use of implements such as harrows, ploughs and rakes. These tests were enthusiastically

reported on by the US Army magazine *Yank*, giving a glimpse of what might be available to GIs on their return home.

By 3 May 1944, Willys chief engineer, Barney Roos, had modified two military MB jeeps as prototypes for a Civilian Jeep. Known as the CJ1, they were equipped with a power take off, a tailgate and civilian-type canopy. Engine and transmission was as used on the military MB jeep. Because of the tailgate, the spare wheel was mounted on the right-hand body side ahead of the rear wheel. Although only two CJ1s were built they showed that the jeep had great potential in the civilian world, and served as the test bed for the pilot model, CJ2.

Built from the ground up as a civilian vehicle with body, chassis and drivetrain options and components, the CJ2 was developed to suit industry and agriculture in peacetime. By October 1944, 20 CJ2s were ready. Extensive field testing of various axle and gearbox gear ratio options were carried out with the vehicles given X numbers which identified the modifications and gear ratio options used on that particular vehicle. For example CJ2 02 (X 26) was fitted with a two-stage air compressor driven by the power take off. Some vehicles were tested for use in agriculture, with PTO-powered hydraulic lifts for ploughs, or PTO-driven pulley to drive saws,



Preproduction 1945 CJ2s had the bonnet stamped JEEP.



A CJ2 ploughing. Notice the bumper weights to keep traction on the front wheels.

pumps, threshers and such. Other vehicles were tried out for industry, with the PTO driving welders, air compressors and other equipment. The vehicle still used the well proven 2.2-litre 4-cylinder side valve 'Go Devil' engine used in the military MB.

Final changes included a stronger transmission with lower gearing, civilian-type wheels and tractor tyres. There was also an easily removable tailgate for loading goods and the spare wheel was now mounted on the body side behind the rear wheel arch, to enable a canopy with doors to be fitted. A draw bar for ploughs and other heavy agricultural equipment was standard. An additional power take off driven from beneath the transfer case could be attached to drive a front-mounted winch or fire pump, while the crankshaft could drive a front-mounted capstan winch. The engine was fitted with a governor and hand throttle. In October 1944 Barney Roos was quoted in a *Society of Automotive Engineers* report saying that the jeep would have many applications after the war.

Although Willys Overland had filed a trademark registration application for the name Jeep as early as 13 February 1943, this was not approved until June 1950. Nevertheless Willys had the name Willys Agrijeep, with the vehicle number displayed on a plate screwed to the dashboard of the CJ2s. What was more valuable in marketing terms was the name Jeep cast in bronze plates screwed to the bonnet sides, windscreen front panel and right rear body panel.

In October 1944 Willys engineers revised the CJ2's body design for cheaper and quicker mass production. With these changes, another 20 Agrijeeps were completed. Known as the Preproduction CJ2, they had the numbers CJ21 to CJ40. These were sent to agricultural institutions around America for evaluation and continued testing and exposure to the public. On this batch of Jeeps, Willys dispensed with the expensive brass Jeep badges, opting for a simple stamping of the name Jeep into the bonnet sides, windscreen front panel and tailgate.

Positive reports led Willys Overland management to believe they had a winner so the Jeep went into production. The name Agrijeep was dropped as it suggested the vehicle was only fit for farming, so the data plate on all production vehicles was changed to display the name Willys. The name Jeep stamped on the bodywork was also changed to Willys, as it was felt the Jeep was now so well known from wartime use, the public should know the vehicle was a Willys. Assembly of the first civilian Jeeps, now known as the CJ2A, was carried out alongside that of the last military MBs produced. So it was that on the 18 July 1945, a month before the war (and military MB jeep production) ended,

the first commercially available Jeep, the CJ2A was sold.

In appearance the CJ2A was very similar to the military MB. Using much the same chassis and suspension, the body consisted of a large proportion of MB panels. The most obvious difference was in colour, the first CJ2As being painted a lightish green or grey with yellow or orange/red wheels. It had a higher windscreen, easily removable tailgate, ribbed rear floor and rear mudguard tops, petrol filler on the outside of the body, spare wheel on the right-hand rear quarter and the grille reduced from nine to seven slots to accommodate large seven-inch sealed-beam headlights. Instrumentation remained the same as on the military MB: a speedometer surrounded by ammeter, oil pressure, temperature and fuel gauges. There was also a high/low beam indicator light, cowl light to illuminate instruments, choke and hand throttle controls, walking stick-style handbrake handle and a handle to operate the engine governor. The MB's dashboard-mounted cubby hole was replaced by a toolbox under the front

What was more valuable in marketing terms was the name Jeep cast in bronze plates screwed to the bonnet sides, windscreen front panel and right rear body panel



1946 CJ2A being rebuilt at CJ2 Engineering in Bredasdorp.



Daria and Bobby Peyrot from Hermanus in their CJ2A near Franschoek in November 2014. Photo: Tony Bruton.

passenger seat. The CJ2A also had a fully enclosable canvas canopy with brackets behind the windscreen and on the left-hand body side to hold canopy frames when not needed. Slotted drain holes at floor level ensured the driver and passenger had relatively dry feet.

It was in gearing and transmission that the CJ2A was very much stronger than the MB. The CJ2A used the Warner T90 gearbox with steering column-mounted gear change. This had a lower first gear ratio than the MB's much lighter T84 box. Transfer case was upgraded with a heavier intermediate gear shaft, the low ratio now being 2.46:1 rather than the 1.97:1 used on the MB. Front axle was a fully floating Spicer 25, and the rear, a Spicer 23 with full floating side shafts, carrying 5.38:1 gears, as opposed to

the MB's 4.88:1. Overall low ratio first gear ratio was 37:1, low enough to cope with very hard pulling. The radiator was shrouded to aid cooling and a heavier clutch was fitted. Wheels were five-stud drop centre carrying 600X16 4-ply military type tyres. The same PTO drive as fitted to the CJ2 was used to power a wide range of equipment like winches, generators, air compressors, welders, mowers, hydraulic/water pumps and pulleys for flat belts driving almost every kind of farm machinery. One vacuum-powered windscreen wiper mounted in the upper windscreen frame cleared the driver's view in wet weather but passengers had the convenience of a crank-operated mechanism. A single red light was mounted on the left rear to warn others at night that there was a vehicle ahead as well as giving warning of intention to stop. Turns were signalled by hand, or for right-hand turns, by an aftermarket chain-operated indicator arm mounted on the lower windscreen panel.

1 850 CJ2As were snapped up by customers between mid-July and the end of December

1945, but matters were set to change, with 71 000 vehicles produced and sold in 1946. Various changes were made later that year. The problematic Spicer 23 rear axle with side shafts was replaced by a heavier Spicer 41 of semi-floating and stronger side shafts. The adjustable locking brackets allowing the inner windscreen to be opened for ventilation were changed from the MB slotted type to a more effective mechanism, and the MB-style steering wheel was dropped in favour of one with spokes completely encased in rubber. Gear control was moved from column to floor shift and headlight rims saw chrome finish, not paint. The range of colours was also increased, with Harvard Red, Michigan Yellow, Normandy Blue, and Princeton Black available, and wheels were painted in contrasting colours: yellow, black and red.

1947 saw in excess of 65 000 CJ2As produced, with Luzon Red and a darker, so-called Pickett Gray (American orthography) with beige and red wheels to contrast added. Front parking lights were mounted directly on the front grille, no longer the MB-style torpedo-shaped side lights in little cubby holes in the grille. 1948 saw improvements to the steering

1 850 CJ2As were snapped up by customers between mid-July and the end of December 1945, but matters were set to change, with 71 000 vehicles produced and sold in 1946



Removable tailgate, the canopy frames neatly stored in brackets and the heart of the matter, the PTO to drive implements.
Image: Claus Heydenrich.

bellcrank, with a heavier shaft mounted in needle roller bearings, and a light Potomac Gray available. A total of 74 000 CJ2As sold for the year. The introduction of an improved model, the CJ3A in late 1948 saw CJ2A production end in mid-1949 with fewer than 3 000 sold. Altogether 215 000 CJ 2As were produced.

CJ2A Jeeps were soon seen in South Africa, by 1946 being sold by Stanley Motors through Rootes franchises. It was a CJ2A that was the first motor vehicle to successfully negotiate the Sani Pass from Himeville in Western Natal to Mokhotlong in Lesotho. This was accomplished in May 1948 by Godfrey Edmond of Stanley Motors in Kokstad to demonstrate the Jeep's ability to the District Commissioner of Mokhotlong. Although there was little military use of the CJ2A, large numbers of World War Two MB jeeps were still in service around the world and the Union Defence Force of South Africa did use them in fair numbers.

Today CJ2As are much sought after. Because of the little vehicle's innate simplicity and toughness there are a good number of survivors. CJ2As and later the high bonnet F Head-powered CJ3B were built in large numbers under licence

by Mahindra in India, and the CJ3B by Mitsubishi in Japan. Production of the CJ3B by Mitsubishi ended in 1998, with 200 000 having been produced. By 1984 Mahindra was producing 20 000 Jeeps a year, and still produces a version of the CJ3B called the Thar. In France, post-war development of jeep-type vehicles by Delahaye, Hotchkiss and Peugeot for the French Army were just not cutting the cake. Hotchkiss, who assembled small numbers of the CJ3B, were granted a licence by Willys to produce a copy of the wartime MB, the M201, for the French Army. 28 000 were produced

between 1958 and 1968.

As Willys Overland hoped, the CJ2A Jeep saved their day, and continued through various morphs and improvements to become the CJ3A and CJB, CJ5, 6, 7, 8 and 10 and now the Wrangler. So, as is held by so many, Jeep is the toughest four-letter word on wheels. 🇺🇸

In case of any confusion over the use of the names jeep and Jeep: Jeep is the registered trade name of the civilian vehicle, the CJ, whereas jeep was terminology for the military MB.

WILLYS CJ2A JEEP SPECIFICATIONS

Wheelbase	80 inches (203cm).
Width	59 inches (150cm).
Height	69 inches (175cm).
Weight	960kg. Gross 1590kg.
Engine	4-cylinder side valve. 134.2cu.in (2.2-litres). Bore 79.37mm. Stroke 111mm.
Electrics	6 volt
Transmission	Warner T90. 2.798 first. Direct top. Spicer 18 transfer case. Spicer 25 front axle. Spicer 41 rear axle.
Tyres	6.00x16 4 ply non-directional type
Performance	60hp at 4 000rpm. 142Nm at 2 000rpm.



MOPAR MILES



Chrysler and Mopar are the underdogs on the South Africa muscle car scene with more often than not only the Dodge Charger springing to mind. Say the name Valiant however and we all have a fond memory of one of those. **Etienne Fouche** joins the dots between South African Valiants and the Chrysler offerings from abroad while eating up the roads of Mpumalanga.





In South Africa Chrysler rebadged its small 'A-body' platform cars as Valiant. So what the Americans referred to as the 4-door Dodge Darts became Valiant Regal/VIP, the Dodge Demons became Valiant Chargers and Plymouth Barracuda adopted the Valiant Barracuda tag. For the most part the local cars received the low option straight 6-cylinder long-stroke power plants, which although lazy, proved trustworthy and offered legendary reliability.

While impressive in the sales figures department, the name Valiant does not induce thoughts of power and performance. One can only imagine the cult following the likes of the pictured '69 Barracuda could have had if fitted with either the 318, 340 or 383 cubic inch small block V8s as found in the US of A. For even more bragging rights one could have even overdosed on the huge 440 cubic inch big block, or if racing was your game, the factory-built 426ci Hemi Cuda race specials that dominated Super Stock drag racing in the day.

Engine options aside, the main differences between South African and American '69 Barracudas were the right-hand drive steering conversions, mundane square design instrument panels instead of round 'rally gauges', and ineffective Girling front brakes designed for cars

half the weight. But today all is not gloom and depression for the Valiant. In fact these cars are a bit of an untapped source and a great platform to build real muscle relatively cheaply.

When purchased, the 'Cuda' was a bare rusty shell in a million pieces so thankfully swapping in more power and muscle accessories was straightforward with all the needed parts available from the States at the click of a mouse. Getting it to where I wanted was still an extensive and labour intensive 3-year task though. Renderings were drawn and various colour schemes played with, steering away from bright paintwork and shiny wheels, until I found something that brought the menacing yet stealthy look I desired.

Concept done, the next step was a steep learning curve of bleeding knuckles, sanding off fingerprints, late nights, body preparation, spraywork, interior trimming, mechanical and electrical work. Of course the power upgrade was key, so a self-built 318 cubic inch small block V8 replaced the 6-pot under the hood. To date hassle-free kilometres have been racked up, which with 40 degrees Celsius often hitting the Lowveld mercury is more than pleasing. Power is guesstimated at 350hp or so and a torque figure of 460Nm should pull the caravan well. At 1 300kg the consumption figure controlled by the carburettor and right foot



averages around 9km per litre, which if one equates it to a 1-tonne bakkie isn't all that bad, and makes it a classic drive, which is enjoyed daily with great pride. If it gets dirty then that's tough. Get in and drive.

And drive we did for the shoot – heading 350km to Pilgrim's Rest under the big African sky, rolling alongside majestic scenery, soaking up the hills and admiring the fantastic tarmac.

Pre-cruise ritual included letting the 'Cuda idle a while, rolling all four windows down for acoustic pleasure and the whiff of petrol fumes – the lunch of champions. The lack of stereo system was forgotten with the tunes coming from the burbling twin exhausts instead. Once warm it was onto the N4 towards Nelspruit then the R37 in the direction of Sabie. 15 kays outside Nelspruit the scenery changed completely, dominated by agricultural land with beautiful mountains framing the distance. The Valiant rumbled along effortlessly at 120km/h at 2400rpm.

Overtaking slower traffic was a lot of fun with just a slight amount of pressure on the gas pedal resulting in the auto box kicking down to second, filling ears with thunder and flying past – often accompanied by the whistles and cheers from the roadside fruit stall occupants.

Slow down for Sabie, exit town and start revelling in the curving tarmac that winds

through rows and rows of manmade forests – the sunrays divided into hundreds of flashing light strips through the trees. The odd baboon here and there chilling next to road paid no attention to the howling 'Cuda, which proved somewhat disappointing. The A-body cars had a shorter wheelbase than their bigger Chrysler brothers which aids side to side transition and handling. In this case brakes are manual, not power assisted, which takes some getting used to but provides good feel, constantly reminding you that this car is quite heavy and needs a fair amount of respect and physical input to keep facing the right way.

Entering Pilgrim's Rest is like passing through some twilight zone, transporting you back in time to when gold was first discovered in South Africa. One is reminded of those who came to seek fortune: some succeeded and some lost everything. Most buildings are over a hundred years old and have been lovingly restored. Jacaranda trees paint the streets and the parked tourist buses with purple flowers. The French tourists pour out of the buses with cameras in hand, excitedly taking pictures of the Barracuda idling past. Like classic cars, one wonders how much longer the town will stay untouched by more modern ways...and whether or not this will have a positive or negative effect on the place.

Whatever the future holds, the residents'

passion for their little town is infectious – so friendly and happy to tell you more about its gold rush story. They enjoyed time walking around taking photos of the Valiant; questions flowed in and I too answered with a similar passion and pride, after all, we are all trying to do the same thing – preserve and enjoy some real classics.

When the time came to leave and head back along the black ribbon to Malelane it all became clear: the journey is the destination. And no, a road is never long enough for a muscle car. 📍

THE SHOPPING LIST

- 318 cubic inch small block 30 thou oversize
- High compression pistons
- Forged crankshaft
- Forged connecting rods
- Edelbrock intake manifold
- Holley 600CFM 4-Barrel carburettor
- Patriot Block Hugger exhaust manifold
- Mopar electronic ignition
- Mopar electronic voltage regulator
- Carter 4070 electric fuel pump
- Holley fuel pressure regulator
- 727 Torqueflight gearbox with quickshift
- 15 x 7 inch alloy wheels
- Custom round gauge instrument cluster

**DO YOU KNOW THAT
ONE LITRE OF
USED OIL CAN
CONTAMINATE
ONE MILLION
LITRES OF WATER**

Used lubricating oil is hazardous.

It contains harmful compounds. Irresponsible disposal of used oil pollutes our rivers, wetlands and the environment.

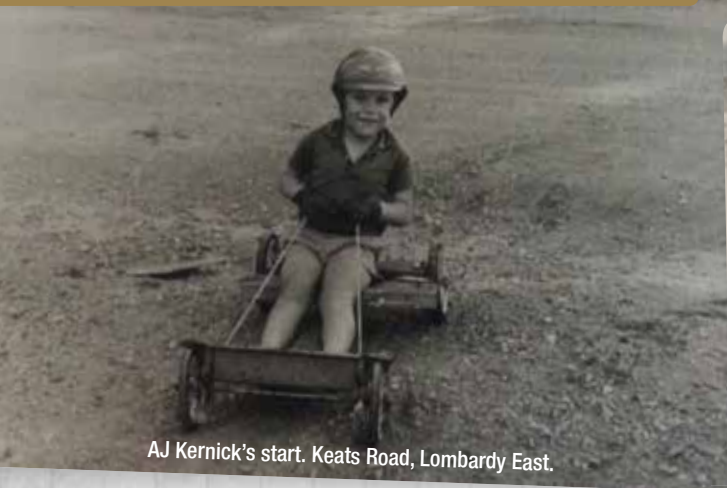
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e-mail usedoil@iafrica.com or visit www.rosefoundation.org.za



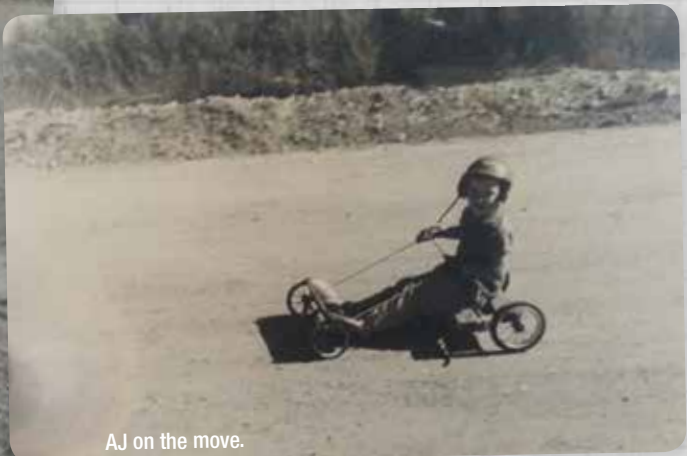
RECYCLING OIL SAVES THE ENVIRONMENT

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AJ Kernick's start. Keats Road, Lombardy East.



AJ on the move.



John Kernick and his 'Red Kart' powering around Port Elizabeth in 1958.



In 1983 AJ put his ex-Dennis Temple road car Renault R10 on pole for every Castrol Clubmans event entered. It was a handicap formula though.



Peter Kernick in the Tasman Mk1 circa 1980.



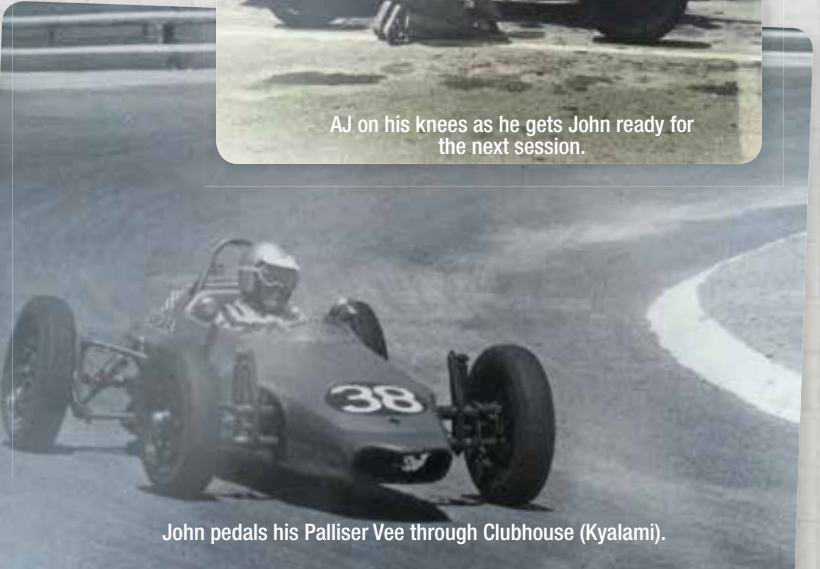
John Kernick leading Shane De Meillon out of Crowthorne.



AJ on his knees as he gets John ready for the next session.



Gary Magnus advises John Kernick in the paddock while AJ holds the helmet.



John pedals his Palliser Vee through Clubhouse (Kyalami).

DREAM RACER

Four generations in the Kernick family are still heavily involved in South African motorsport. Browsing through both current and old race programmes will see the name raise its head across the decades and as **Stuart Grant** ties in the name Tasman Cars to the crew, it's clear that the Kernick involvement is even more prolific.

Tasman Cars might sound like an Australian or New Zealand operation, perhaps even a firm preparing Holdens or Fords for the likes of Targa Tasmania. But no, Tasman Cars is a Johannesburg-based outfit run by Alan James Kernick – AJ to those familiar with a race paddock. Spectators will have seen a pair of Tasman Cars T19 (Chevron B19-type sportscar) successfully lapping up the circuits in recent years but the story of racecar building and preparation goes a lot further back than that.

Although not directly involved on the race scene, the Tasman and AJ tale kind of kicks off with the appearance at East London's Prince George Circuit of the monstrous Auto Unions in 1937. Working for Dunlop South Africa, AJ's grandfather, Norman, attended the event being employed by Dunlop and witnessed these German machines clocking an astonishing 180 miles per hour. AJ's father, John, who was a young kid at the time, was lucky enough to tag along for the racing and the impression was burned into his mind for good.

It was years later, after having completed his studies as a pharmacist, getting married to Anne and moving to Port Elizabeth to take up a position at Whitehall

Pharmaceuticals that John became heavily involved in the fledgling go-kart scene. He was instrumental in setting up the first track in PE, even getting stuck in cutting down trees to clear the space and then applied the mechanical knowledge and ingenuity that he'd learnt from his grandfather, to build his own kart in 1958. Powered by a Garelli motor he roped in the Whitehall maintenance technicians to weld up the chassis while old aluminium canisters used to transport pills were cut and hammered out to form the flooring and seat.

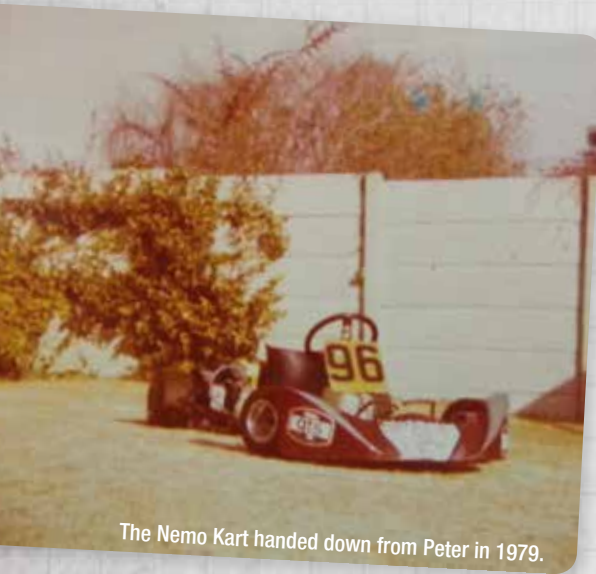
John piloted the kart that became known as the Red Kart throughout the region before taking a job in Johannesburg and transferring to the Highveld in 1963. With his work based in Isando it wasn't surprising that John took part in kart events at the old Brickor track, which was located close to Makro, on the R21 airport road. His kart of choice for this was another home-build – this time the Parilla-powered Blue Kart, which was revolutionary in that it featured an aluminium tub for the driver to sit in. This not only acted as a structural member but also made the kart light in comparison to the regular tubular chassis. It also lowered the centre of gravity with the driver sitting close to the ground.



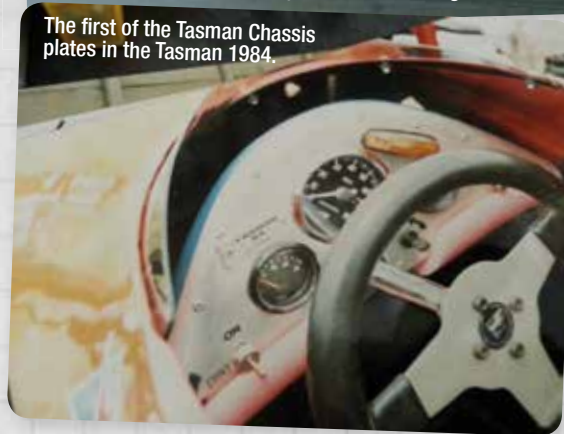
Bruce Kernick sideways through Clubhouse in his Maximiser Vee before he moved on Formula Ford.



AJ (Tasman Mk2 Vee) leading Ian Shrosbree in his ex-Mike Frankie Harrier through Clubhouse (Kyalami) in 1987.



The Nemo Kart handed down from Peter in 1979.



The first of the Tasman Chassis plates in the Tasman 1984.



The original Tasman Vee as acquired by John in 1978.

With a fledgling family and work taking priority, both financial and time constraints meant that John didn't compete as regularly as the rest, but it did expose his kids Peter, Bruce and AJ to the addiction that is motor racing. This addiction was further fed when John attended a meeting hosted by the SCC for 'interested people in Formula Vee' in 1965. Based on the Volkswagen Beetle, these relatively simple machines could be home-built and run on a shoestring budget, which was right up John's alley.

By 1968 he'd purchased George van Straaten's Capital Vee for R900 (Anne, who was already used to birthday gifts of camshafts and balsa wood, had to forgo her new sewing machine for this) and set about tidying it up. Mostly drives happened at Kyalami but there was the odd foray to his home town of East London and occasionally (Roy Hesketh- in Pietermaritzburg).

With Terry Townsend building his own Merleigh Formula Ford in 1970/71 by gutting a Palliser Formula Ford for bits, John was able to take over the remaining Palliser chassis and cobble together his own Vee racer named the Palliser Vee. His highlight in the Palliser was winning the Vee section in a club race while at the same time classified

second in the Formula Ford race because the car still resembled a F/Ford. The need for money to extend the family home saw the Palliser sacrificed and sold. The new owner managed to wreck it soon after and John bought the mess back. It sat in the garden doubling as a playground, the place for a week or two Sam Tingle's F1 Cooper had lived whilst in transit between races.

Growing up watching Dad race and being a founding member of the Scrutineers Association, and with a chassis as a jungle gym, it was no surprise that all three sons took to the track. Peter initially tried to bend his dad's arm for a 50cc motorbike but John brought that to a close by saying you either get a bike or you race the Blue Kart. Peter went the blue route before setting out to build his own Vee with the Palliser playground. Before completion this car was sold to Bruce Nielson and became the Malgas Vee, which was in turn sold to Brian Wagner and eventually, like so many old race cars, dissolved into thin air.

Peter did make it on the Vee grid though, taking over the Ray Bromley-built car that he had based on a Royale RP21 Formula Ford. Hailing from Australia, Bromley had decided that his Vee would be known as the Tasman



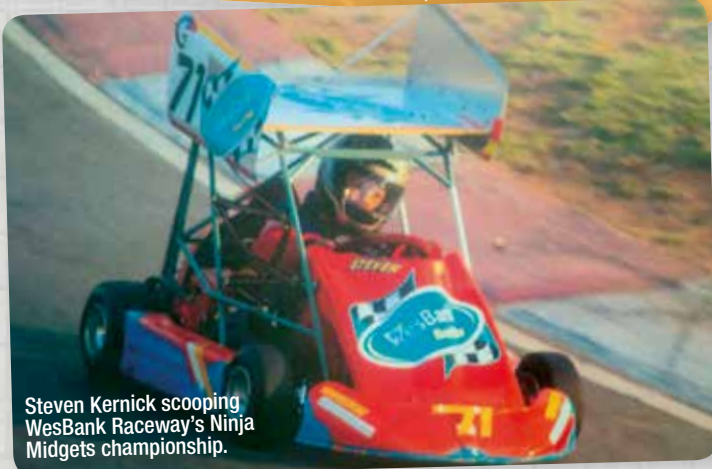
The Tasman 84 parked in the Formula Vee paddock at Kyalami with Leon Scholtz's LM Vee in the background.



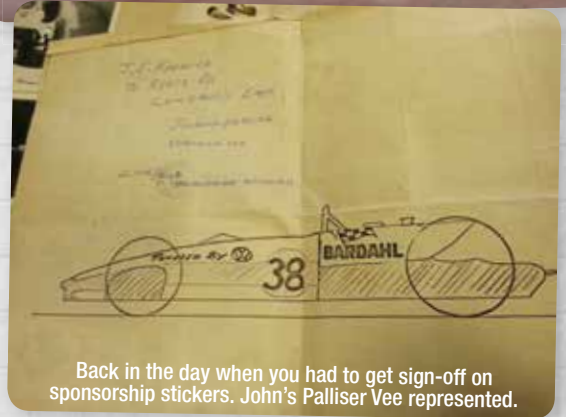
Michael as a toddler sitting in the Tasman 95. The same machine in which he won the 2015 Formula Monoposto Championship (pictured behind).



John in the beautiful Palliser Vee at Kyalami.



Steven Kernick scooping WesBank Raceway's Ninja Midgets championship.



Back in the day when you had to get sign-off on sponsorship stickers. John's Palliser Vee represented.

Vee. A young AJ was the go-to guy when it came to cleaning the Tasman and as a reward he got to drive the car to the pits from the paddock – Welkom was his favourite as the distance between the two meant he could even get into third gear. Peter would race the car in Formula Vee, jump out and belt John in, who then took part in the Castrol Clubman heats. In AJ's words: "the Tasman was a thing of beauty" and you guessed it – the reason why subsequent cars built by him carry the name.

Bruce also caught the bug and took to the track with numerous machines, including his homemade Maximiser Vee. This car, which because of a lack of trailer was driven on the road to Kyalami for competition, turned out to be the first Vee drive for AJ on a track, when he was allowed a practice in it. As family tradition goes, AJ raced karts prior to this. He worked at Dions as a packer to save up and bought the Chris Moss Nemo, which was John's Blue Kart stripped and built into a Zip copy from Peter. He'd also prepped a Renault R10 for a dash in Clubmans. But single seaters were his focus and with the McCulloch-engined Nemo always breaking there was no other option than to go Vee.

For 1984 it was a Kernick Vee attack

with Peter now in a Harrier and AJ in the Tasman. It was also AJ's first big prang when the Peter (piggy) Moore Gecko Vee slid at Leeuwkop, knocking a hay bale into AJ's path, which resulted in him being collected by the Ken Janisch Caldwell, flipping and destroying his 2-day old Bell XFM1 helmet. Peter fared better, taking his first national win the next day but then he too flipped at Lichtenberg a fortnight later. Peter eventually won the National Vee Championship in 1985 while AJ just missed out in 1989, finishing up ½ a point short on Johan Gericke. One of the best Vee moments for the Kernick clan took place at the 21st Formula Vee anniversary meeting at Kyalami when John got behind the wheel of his old Capital Vee, Peter drove his Harrier, Bruce the Maximiser and AJ the Tasman.

Having taught himself how to make fibreglass bodies, AJ set about building his own Tasman in between shift work as a computer operator at Perm Bank. He raced his Tasman a bit, sold it to a mate and then produced his first customer Tasman for Roy Adkins. Over the years 20 Tasman Vees left the 'production line', a mid-engined Renault 5 powered by VW Golf was engineered and



AJ and the Tasman Mk2 at Kyalami in '88. Dennis Temple attends to his Tempest MK1 Formula Ford behind.



Three Tasman 'school cars' commissioned by Mike 'Bryan' Schmidt in 1991 for the Kyalami International Racing School.



AJ racing the ex-Luiz Sampaio Eagle Vee at the Zwartkops Passion For Speed following a complete.



Michael's next passion, making models of racing cars that competed in South Africa from paper or clay.



A pair of Tasman T19s pictured at Redstar Raceway in 2015. Peter owns the Wynns car and Jenkins and Alex Gillespie the Canon version.



AJ's dream racer. The locally-built Lant F2, formerly raced by Dave Charlton and Trevor van Rooyen and which he is restoring for himself.



John's years of passion and dedication to Formula Vee acknowledged in 1990.



From humble beginnings. John's original 'Red Kart' restored by Tasman Cars and hanging proudly with his Vee helmet on the office wall.

the vast majority of fibreglass single-seater bodies and saloon panels in local racing were churned out by him. More recently AJ has taken to preparing race cars for select clients, of which one has spawned the latest Tasman Cars creation – the Chevron B19-inspired T19 sports racer.

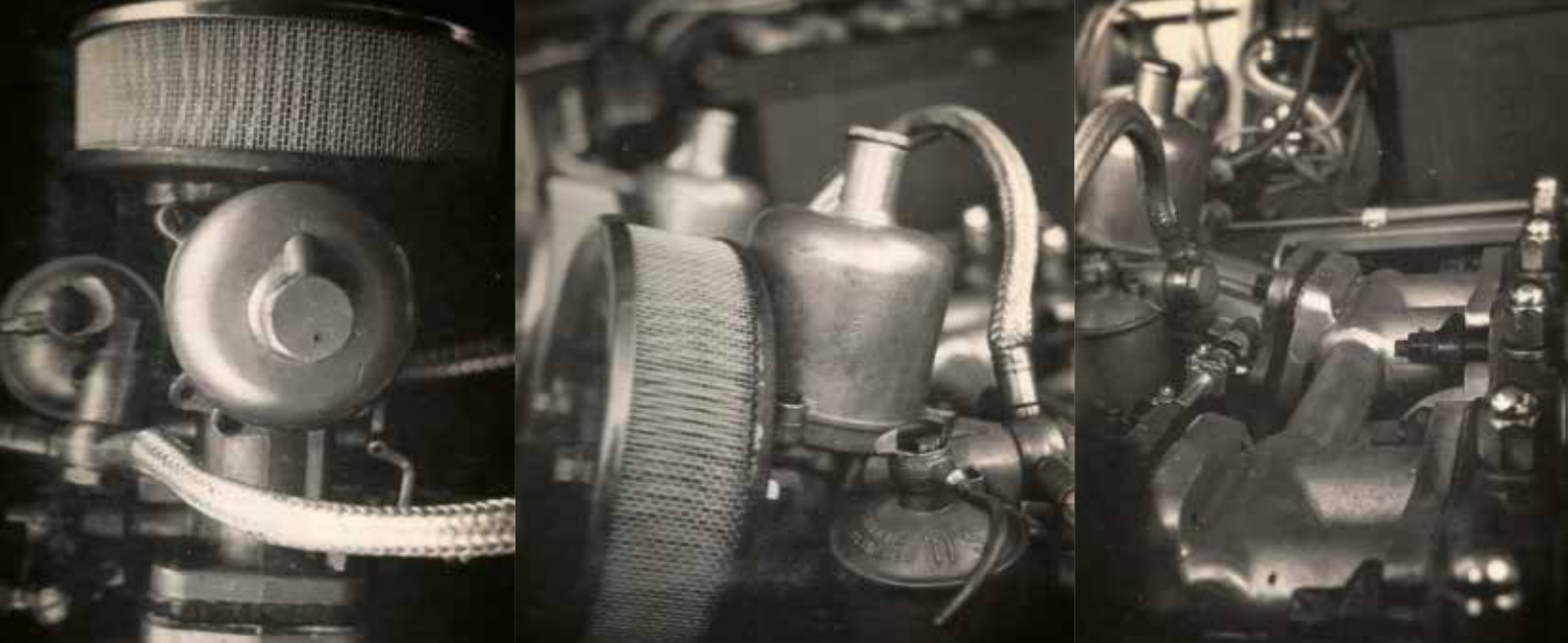
To date two Tasman T19s have been completed. From his premises, and for the large part working on his own, AJ makes a large percentage of the T19s from scratch. It is perhaps easiest to list the parts he does *not* make, rather than those he does, so here goes: AP 4-pot brake callipers, Avo shocks, Aurora rose-joints, Smiths gauges, Lifeline fire extinguisher, Spitfire steering rack, SAJCO driveshafts, Buck Rogers fuel cell, Goodrich hydraulic fittings, Magnesium wheels, Elite gearbox and Ford 2-litre Z-Tech engine.

For the rest it is hours of pattern making, casting, welding, machining and problem solving. The attention to detail has paid dividends though, with both the Peter Jenkins and Alex Gillespie T19s delivering top results – and looking beautiful while doing it. Good news is AJ has more Tasman chassis plates in hand and enough parts on standby for another three T19s. Alongside these three AJ continues to rebuild his dream

car – a Lant Formula Atlantic (F2), the car that he stood next to as a youngster and the one that will let him eventually realise the dream of actually owning and driving what is essentially a Formula 1 type car of the era – Lant being a 1980's locally built copy of the aluminium-tubbed Ralt.

He might have a helping hand on the next three as the next generation of Kernicks continue the addiction. AJ's eldest son, Steven, started his racing at WesBank Raceway oval track with Ninja Midget karts and has more recently raced a GSM Dart, Emgee Youth Team MG A and the Witter Vee. He even shines behind the microphone while commentating trackside. Younger brother, Michael, missed out on the oval experience but also has seat time in the Capital Vee as well as MG Youth programme time, and in his spare time he builds clay and paper models of famous race cars. 2015 was a cracker for his racing though, when he drove a Tasman Vee to the Formula Monoposto title.

The motor racing addiction is strong and gets into your blood. 79 years since the first Kernick attended a race meeting, the crew are still doing it as passionately as ever with no end in sight – building, racing and putting every last drop in to feed the addiction. **Q**



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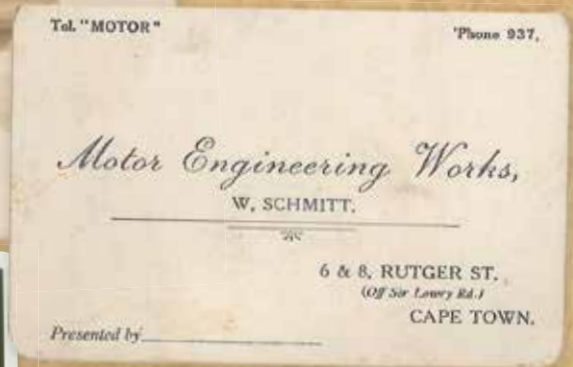
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The first Motor Engineering Works was located in 6-8 Rutger Street, Cape Town in 1905.



Schmitt's business sold and serviced Benz and Ford vehicles.



South Africa's first car, a Benz Velo, made its public appearance at Berea Park on 4 January 1897 in the presence of the State President, Paul Kruger, and the executive council.



Wilhelm Schmitt snr in a 1925 Benz with son Wilhelm proudly looking on.

SCHMITT-EN

The year after the first car appeared in South Africa in 1897, Wilhelm Schmitt brought the first horseless carriages into the Cape Province and shortly afterwards emigrated and established a motor engineering business in Cape Town that lasted for a century. **Mike Monk** traces the introduction of the first motor vehicles in South Africa.

Wilhelm Schmitt was a leading light in the history of cars being introduced into South Africa. Although he was not involved with the import of the very first car into the country, he did accompany and was involved in the commissioning of the next vehicles to arrive, which were delivered to Cape Town. A few years after returning to Germany, he emigrated to South Africa to establish a motor business and became a South African citizen, becoming a key player in the growth of the motor trade in the Mother City.

First, though, back to the beginning. The very first car to arrive in South Africa was a Benz. The company's production ledger for July to August 1896 shows vehicle number 383 – a Velo – was dispatched to 'Capland' on 25 July 1896. The car was shipped aboard the steamship *Herzog*. The *Standard and Digger's News* of 22 December 1896 reported the car had landed in Port Elizabeth and was railed to Pretoria. The reason why it took five months to reach South Africa is not known, although *The South African Mining Journal* of 2 January 1897 suggested the delay had been caused "...by the stupidity of the Hamburg forwarding agent..." Whatever the reason, it was almost certainly to have been the first motor car to appear in the southern hemisphere.

The Velo was ordered by Pretoria entrepreneur John Percy Hess and A E Reno, one of the founders of the *Pretoria News*. It was presented to the South African

Republic as 'The Invention of the Age' at Pretoria's Berea Park on 4 January 1897 in the presence of the State President, Paul Kruger. On 13 January it made a further appearance at The Wanderers in Johannesburg, billed as 'The Rage and Topic of all Europe'. At the time of the Benz reaching SA, it was reported that only 720 vehicles were privately owned and operated in the civilised world.

The car was sold to Pritchard Street coffee merchant Albert H Jacob who used it extensively to market his wares. (Incidentally, Albert's surname is often quoted as Jacobs and there is even a picture of his business with the name above the door spelt as Jacobs, but in 1997 at the centennial celebration of the Berea Park unveiling, a descendant of his advised that the name is without the 's'.) However, six years later the car, nicknamed The Coffee Pot, was destroyed in a warehouse fire, reportedly at Jacob's premises.

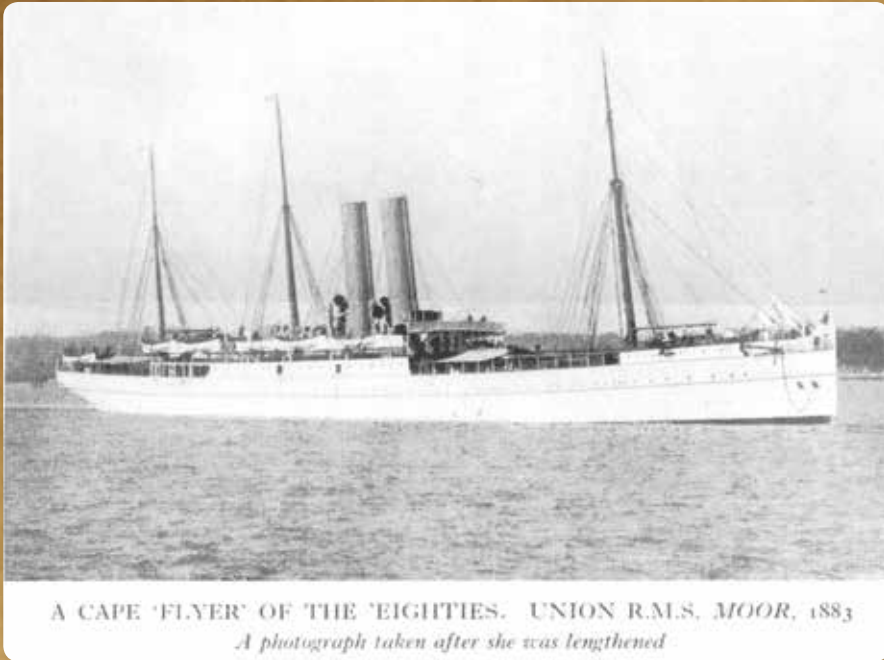
The second coming of the horseless carriage in South Africa appeared in 1898 with the help of Herr Wilhelm Schmitt. Wilhelm was born in Mannheim, Germany on 28 October 1874 to Georg and Dorothea, although it is recorded as being on 30 October. Details of his early life are unknown until a translation of a document in the Daimler-Benz archives states that Wilhelm "joined Benz & Cie as a locksmith in 1892, mounted

the first small Benz four-wheel, named the Velo, and was used in succession with the delivery to the clientele". In effect, he was apprenticed to motor pioneer Carl Friedrich Michael Vaillant Benz, who in 1883 had established Benz & Cie Rheinische Gasmotoren-Fabrik on a 4 000m² site at Waldhofstrasse 24 in Mannheim. Wilhelm became responsible for body fitment, and in some instances was sent with the vehicles to customers, including those overseas.

It was in this latter role that Wilhelm was involved in the shipment of the first vehicles to Cape Town. Levi Mole of electrical engineering company Koenig



Wilhelm and Louise Schmitt with their first child Wilhelm, born in 1910.



A CAPE 'FLYER' OF THE 'EIGHTIES. UNION R.M.S. MOOR, 1883
A photograph taken after she was lengthened

Schmitt, a Benz and two Daimlers arrived in Cape Town aboard the Moor on 2 February 1898.



The trophy presented to Schmitt "In memory of a beautiful trip, Johanneskreuz-Landau July 1902".

and Sons, whose offices were in the Opera House building in Darling Street, Cape Town, ordered three vehicles from Germany: a 15hp Benz Ideal, and two Daimler Wagonettes (charabancs). Wilhelm was sent out with the shipment aboard the Union Line mail ship *Moor*, which arrived in Cape Town on 2 February 1898. What is slightly baffling is that the ship sailed from Southampton, so Wilhelm must have first taken the Benz from Germany to England, where the Daimlers were manufactured (in Coventry) – the companies had not yet merged. Whether Wilhelm was responsible for all three vehicles is unknown.

As a brief aside, the *Moor* was built in Glasgow in 1881 and began the mail run to Cape Town in January 1882. A year later she set the Plymouth to Cape Town passage record in 18 days 13 hours 17 minutes, returning in 18 days 2 hours 28 minutes. In 1885 she was taken over in Simon's Town, equipped with 4x6-inch guns and sent to patrol the South African coast as far as St Lucia Bay as an armed merchant cruiser. In 1888 she was lengthened by 13.4 metres and received a faster, triple-expansion engine. The *Moor* was sold on to the Royal Mail Steam Packet Company in 1901.

While the Benz was likely the personal transport of Mole, the two charabancs provided SA's first bus services: one route was from the Standard Bank in Adderley Street along Dock Road to the harbour, and in the March 1899 edition of *The Cape*

Argus included the first published photo (of the charabanc in Dock Road) of a motor car in the Cape. The other route was Sea Point's tramway terminus along Victoria Road to Camps Bay.

After completing the commissioning task, Wilhelm returned to Germany and developed a friendship with Carl's son Richard, who also worked in his father's business. Individually and together, they took part in numerous motor races and on 17 June 1900, Wilhelm won a *grosse vase* after finishing first in the 110km Nürnberg-Bamberg-Nürnberg race in a 15hp (11kW) 'Contra' horizontal-twin Benz racer, with a time of 2hr 9min. On 16 June 1901, he finished seventh in the 155km Strasbourg-Colmar-Strasbourg race with a time of 4hr 20min. There is evidence of another 'event' in the form of a trophy currently held by Jill, widow of Wilhelm's youngest son, Rex. The translated inscription reads 'In memory of a beautiful trip, Johanneskreuz-Landau July 1902'. The engraving finishes with 'Roeker Moll. Riller', the exact translation of which has so far not been determined. Moll means 'minor' and Riller means 'grooves' – it is the word Roeker (spelling?) that has so far eluded a contextual translation.

The Daimler-Benz archive records state that Wilhelm returned to Cape Town in 1902 but, interestingly, the Mannheim archives have his entry/exit card showing him leaving in 1905. In either event, he most likely

settled in Philippi, which at the time was home to many German immigrants. We do know that Wilhelm established the Motor Engineering Works at 6-8 Rutger Street (off Sir Lowry Road) in Cape Town in 1905 – perhaps he made a return trip to Germany between 1902 and 1905 – and from these premises he serviced and sold Benz and, shortly afterwards, Ford motor cars.

The link with Benz is a natural progression of his early career, and Motor Engineering Works' promotional slogan was 'The car esteemed by all who know her – Benz'. However, B Bartholomew, a Cape Town importer of Yost typewriters and National cash registers, had started importing Benz cars from Mannheim just after the Anglo-Boer War had broken out in 1899, so became established as a dealer during Wilhelm's absence.

But the Ford connection is less obvious. The first Ford in SA arrived in February 1904 (the car exists today and can be seen at the Franschoek Motor Museum) but it was only the following year that Ford's export agency was set up by a famous American company Arkell & Douglas, which had offices in New York and Port Elizabeth and who acted as Ford's overseas agent. There is no mention of Wilhelm and/or Motor Engineering Works in Ford's historical records, so Wilhelm – along with other early Ford dealers based in Durban, Bloemfontein and Kimberley – must have secured the dealership through Arkell &




Schmitt's original Benz sales catalogue – in effect a photo album of all the models.

Douglas, which unfortunately no longer exists and its records appear not to have survived.

On 29 June 1910 at the age of 35, Wilhelm married Louise ('Lulu') Ottilie Marie Schwabel (aged 18) in the Lutheran Church, Phillippi. They lived in a house he built in Kenilworth before selling it and moving to Woodstock to be closer to the business. On 20 July 1912, Wilhelm took out South African citizenship. The industrious Wilhelm also built a holiday home in Milnerton, reportedly made out of the crates in which Ford cars and parts were shipped to SA! The couple had eight children, six boys and two girls, namely: Johann Otto Heinrich Wilhelm (1910-1984), Helene Auguste Sophie (1912-2002), Dorothea Christine Wilhelmine Marie (born 1915), Georg Gustav Erich (1918-1996), Johann Heinrich Rudolph (1921-1945), Robert Conrad (1923-1981), Richard Alfred (1925-1980) and Peter Rex (1930-2005). However, the still very active and alert Dorothea, known as Dora to her family, recalls that her parents actually had another son who died shortly after childbirth, whom Dora named Jimmy.

Motor Engineering Works moved to Francis Street, Woodstock in 1926. Then, on 1 October 1932, Wilhelm passed away at the Volks Hospital,

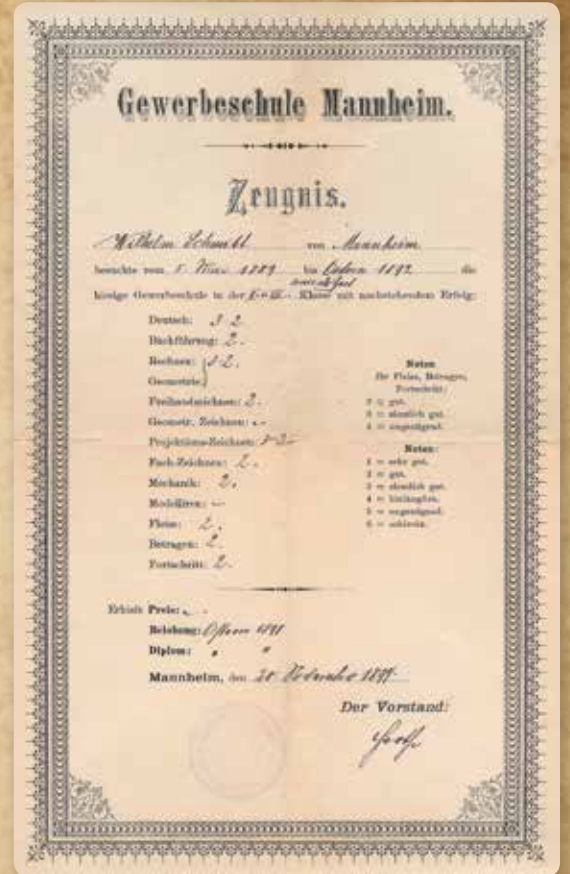
Gardens, Cape Town and was buried at Maitland cemetery. 'Willie' – aka Johann – then 22 years of age, took over the business in 1933, which continued to prosper, and he created a new family home in Highlands Estate. Louise died on 11 August 1942 and was also buried at Maitland.

Over time, many of the family members worked in the business. A final relocation of the company took place in 1953 into larger premises at 39 Salt River Road, Woodstock, and five years later, in 1958, it was renamed Schmitt's Motor Engineering Works, during which time it became well-known for its refurbishment of Volkswagen air-cooled engines. Following Willie's death, Rex (a VW enthusiast) took over the business in 1985 before retiring in 2002. The business was liquidated in 2005, 100 years after its formation. But its spirit and expertise were transferred into a new company, Northern Motor Engineers, which was formed in 1973 and was taken over in February 2003 by Rex's two sons, Karl Heinz and Hans Dieter with their mother, Jill, also part of the company, which flourishes in the true Schmitt tradition, keeping pioneer Wilhelm's legacy alive. 

The author wishes to thank Jill Schmitt, Dora Halliday, John Halliday, Warren Schmitt, Derek Stuart-Findlay and Daimler AG: Mercedes-Benz Classic Archive for their contributions to this research.



Schmitt poses in front of a cable car-less Table Mountain.



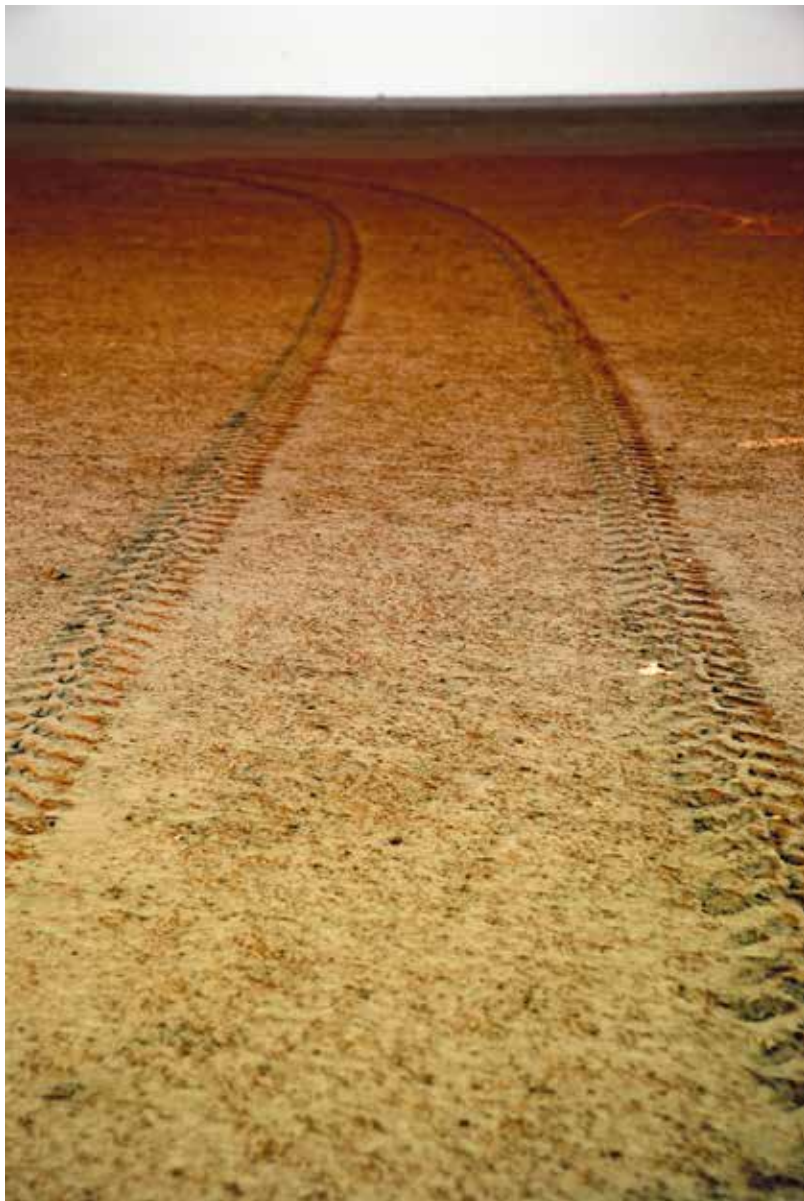
Schmitt's commercial school certificate. Top marks throughout.



Left to right: Wilhelm's sister Helena, mother Dorothea, Wilhelm, sister Elizabeth, brother Georg (who was apprenticed with Wilhelm at Benz & Cie), father Georg and an unknown.

TREADING CAREFULLY

WORDS & PHOTOGRAPHY: Graeme Hurst





Tyres are arguably up there with brakes when it comes to safety on your classic car, especially when you consider that just four patches of rubber roughly five or six square inches in size keep your classic glued to the road. But they're not something many classic car owners pay much attention to. And that's especially so on cars seldom used. Cracks from ageing and wear from use may be obvious but seemingly perfect (though out-of-date) tyres can harbour potentially catastrophic faults that may only come to light once the tyre is under load at speed. *Classic Car Africa* is aware of at least one fatal accident in recent years when an out-of-date tyre on a classic gave way, and a recent originality-centred classic car run in the Cape featured several cars sporting rubber past its best. But keeping yourself safe when it comes to tyres is straightforward with some basic knowledge.

1 CHECK IT'S THE RIGHT TYPE OF TYRE

Cross-ply tyres (as fitted to most pre-1960 classic cars) are made up of superimposed layers of textile cord running at alternate angles from bead to bead. This means they have a compliant tyre wall and are better suited to cars used on local/rural roads, and pre-war cars where cornering speeds are likely to be lower. They also have a higher wall-to-tread ratio, while the narrower 'tread print' makes for lighter steering than the equivalent radial tyres. These are constructed so that the functions of the sidewall and crown are separated,

with the latter made up of a casing layer held together by radial steel cords. This allows greater vertical flexibility while maximising contact with the road, meaning radial tyres offer better directional stability and grip. Cars fitted with radial tyres when new had suspensions designed to cope with the added road feedback.

Choosing to run a smaller diameter wheel and tyre (or a tyre with a lower profile) will reduce the tyre's rolling radius and, in turn, the car's gearing and the calibration of the speedometer (it will over read) while a larger tyre will increase the car's gearing and have the opposite effect on the speedometer. Deviating from original specification to improve grip or handling is sensible if you've up-rated the car's performance.

2 ENSURE THE TYRES ARE THE CORRECT WIDTH & PROFILE

Radial tyres use a combination of metric and imperial measures – the first three digits in the tyre size denote the tread width and the last the rim diameter in inches (so a 185R14 is 185mm wide and fits a 14in rim). Profile is a measure of tyre wall to tread as a ratio and is 82% as standard or lower (in which case it's denoted after the tyre width e.g. 205/70R14 – which denotes a 70% profile tyre). Fitting tyres too wide or narrow for the rim will place stress on the sidewalls. It's also important to have the correct width and profile to ensure sufficient grip while maintaining your car's overall gearing and ride comfort. Wider treads will decrease wheelspin and the potential of the wheels to lock up under



hard braking but their handling can feel less progressive, with a loss of grip on the limit more sudden.

3 CHECK THE SPEED & LOAD RATING

In addition to the width and profile, a tyre's nomenclature denotes both the speed and load rating at which the tyre has been scientifically tested. For example: 205/70 R14 95H denotes a speed rating (H) of up to 210km/h while the 95 is a European Tyre and Rim Technical Organisation (ETRTO) code (one of 65) denoting a 690kg load rating and the tyre has been tested at that load at 210km/h for one hour.

Other typical ratings include S (safe up to 180km/h), V (240km/h) and W (270km/h). Having tyres with a speed and/or load rating lower than the performance and/or weight of the car could invalidate your insurance.

4 ENSURE ALL THE TYRES ARE LEGAL

A tyre needs to have a minimum depth of 2mm across the entire tread area to be legal. Age is critical too as tyres have a maximum lifespan of ten years and shouldn't be more than five years old when fitted. All tyres made since 2000 have a four-digit code stamped into the sidewall.

The first two digits are the week and the second two, year, e.g. 3714 means it was made in the 37th week of 2014. If the code only has three characters then the tyre was made before 2000 and is too old to be safely used.

5 BALANCE THE TYRES CORRECTLY

Balanced tyres will wear consistently and are essential for a smooth drive. Spoke wheels lack sufficient symmetry and purchase in the cone of the spline to allow a modern balancing machine to do its job accurately, unless the tyre fitter has an adaptor (most machines will locate on the outer aperture which isn't the centre of the wheel – the cone or spline is). Spoke wheels can be balanced by hand using a level indicator tool. Regular steel and alloy wheels can be machine-balanced with discreet stick-on weights available for the latter.

6 ENSURE THE TUBES ARE IN GOOD ORDER

Any tyre that is 65% profile or less cannot be used with an inner tube while most spoke rims require a tube (although tubeless rims have recently become available for some sizes). Ensure that your tube is the correct diameter for your tyre (particularly if your classic has metric tyres, as is the case with

In addition to the width and profile, a tyre's nomenclature denotes both the speed and load rating at which the tyre has been scientifically tested



some French makes) and always replace the tubes when putting on new tyres. Apply a dusting of French chalk to prevent friction and to absorb moisture. Remove and clean the valves every couple of years.

7 CHECK THE CAR'S SUSPENSION AND GEOMETRY

Having the correct tyres and ones in good order is of limited benefit if your car's suspension components and shock absorbers are worn or the geometry (toe-in, camber and castor settings) is out. Either will disrupt the ability of the tyres to do their job and cause uneven wear, which could render the tyres unsafe and detract from the car's handling.

8 IDENTIFY ANY WEAR PATTERNS

Feathered edges (one side of the pattern on the tread higher than the other side) mean the wheel's alignment is toe-out while a cupped finish to the surface (tread pattern missing or severely worn relative to the surrounding rubber) results from worn dampers, suspension joints or unbalanced wheels. Tread worn more on one side is a sign of too much positive or negative camber.

9 LONG-TERM MAINTENANCE

Rubber is a natural, organic product that hardens with age but regular use will

slow the process to a degree by keeping the rubber supple. Consider lifting the car off the ground to avoid flat spotting the tyres if the car isn't going to be used regularly. Inspect them regularly for cracks and tread deterioration.

10 SOURCING


Tyres for typical 1960s, '70s and even '80s classics come in rim size and profile combinations that aren't common to many of today's mainstream cars. That can make them hard to source – and expensive if they need to be imported. For that you need an import permit and be ready to stomach our exchange rate, in addition to import tax, VAT and shipping – all of which can add on around 30% to the base price. Tyre suppliers such as Jeppe Tyres can import them for you but also keep stock for common classics such as Morris Minor or Mini (with 10in rims).

And there are modern tyres available locally that can be used as substitutes: Hankook 165/80R15 Optimo K715s will work happily on an Austin-Healey 100 or 100/6 while Federal SS657 185/80R15s will fit a Jaguar E-type. In each case the locally available option is R900-R1 100 – around a fifth of what you'd need to fork out if you'd rather import period-correct Michelin or Pirelli options for either car. **C**

Rubber is a natural, organic product that hardens with age but regular use will slow the process to a degree by keeping the rubber supple. Consider lifting the car off the ground to avoid flat spotting the tyres

PUTTING THE ADVENTURE BACK



A scenic landscape featuring a dirt road in the foreground, rolling hills, and mountains in the distance under a clear blue sky with light clouds. The scene is captured from a low angle, looking down the road.

Gavin Foster attends Honda's recent relaunch of the Africa Twin name. Spurred on by the legendary machine, he left the party pondering real African adventure riding.

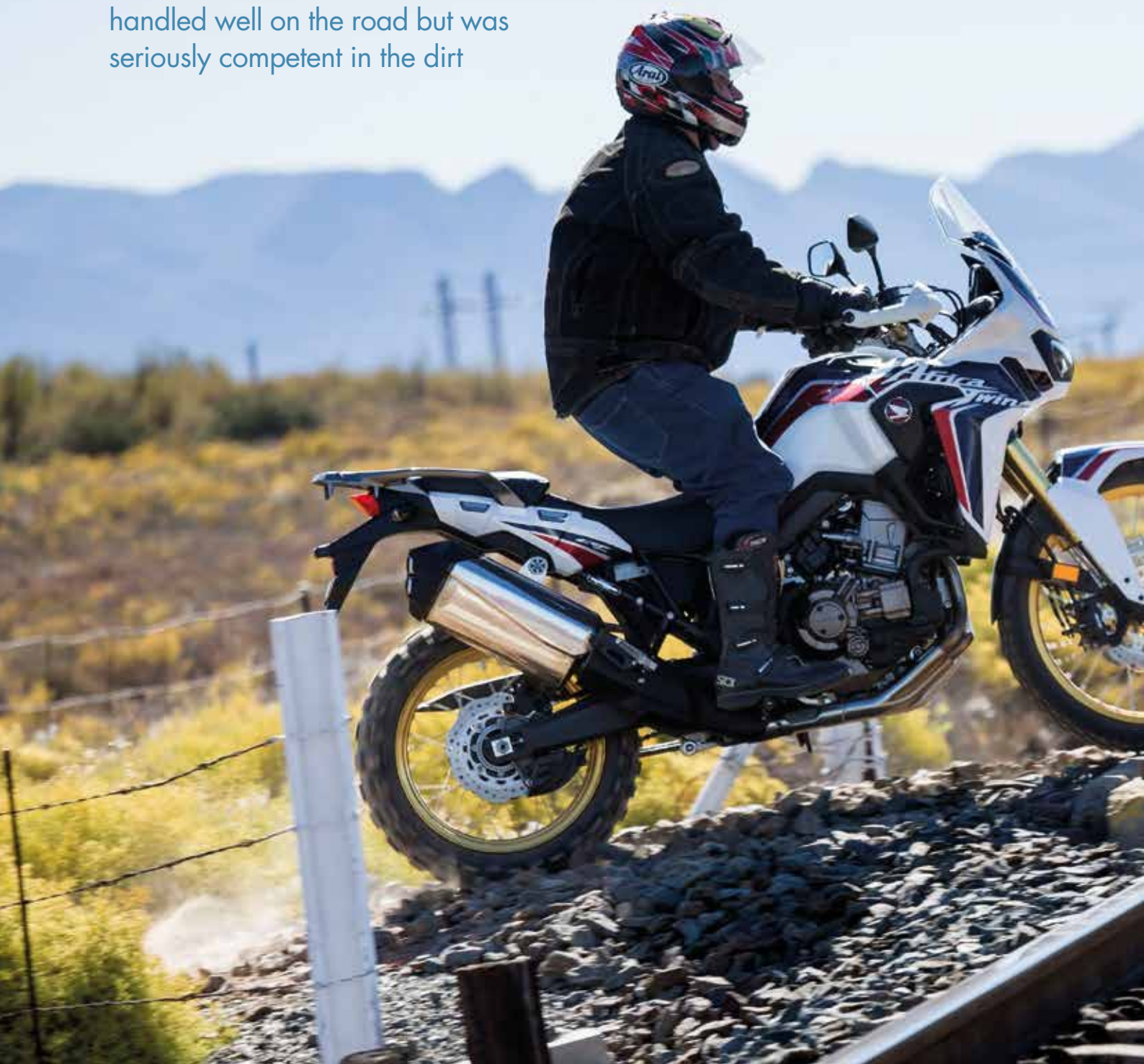
“**T**here are two types of rider – one who runs around town on a lightweight and who would not think of going out when it is wet, and the other, who is an all-weather rider... This class of rider uses his machine much as a horse, and is not afraid of cross-country journeys.” Those words describing motorcycling in South Africa in 1921 came from James ‘Pa’ Norton, the founder of the famous British motorcycle marque, and were published in *Motor Cycling* magazine that year.

Pa had made his keen observations during his 5 000km ride around our country on a Norton Big Four motorcycle with a sidecar attached. Ensnared in the sidecar was a Zulu lad called Jim who spent three months travelling with Pa for the sole purpose of helping him dig the bike out when it got stuck in the mud. Norton's brother, Henry, was a public servant in Pietermaritzburg and James spent some time with him there. In describing a day-ride he'd enjoyed to Howick with members of the Pietermaritzburg Motor Cycle Club the British magazine went on as follows: “It was practically impossible to proceed without assistance as the wheels clogged solid with mud, and had to be freed constantly with tyre levers and screwdrivers. For one mile he rode with the front wheel absolutely locked, and after that he had to be frequently dug out by his passengers, who, divesting themselves of boots and stockings, worked like slaves to assist him. This, mark you, on a main trunk road.”

A hundred years ago all motorcycles could be considered as adventure bikes because every ride was an adventure in the days of unpaved roads, cattle grids and very little law enforcement.

This rather long-winded intro is given as the earliest illustration I can find of the fact that there's nothing new about adventure bikes, and although the BMW R80GS marked a shift towards large, usually twin-cylinder engines, many dual-purpose bikes had come before. In the late '60s

Honda's designers were briefed to build a rugged motorcycle that was a fast, comfortable tourer that handled well on the road but was seriously competent in the dirt



and early '70s the Japanese manufacturers semi-formalised things with models called 'trail bikes' or 'street scramblers', mostly two- or four-stroke singles of up to 500cc that were capable of occasional forays into the dirt, but the one that stands out as the most plausible precursor of today's bulky adventure bike was the gorgeous Honda SL 350 twin of 1969 - 1973.

Its 33hp gave it close to 100mph on the highway, but the bike coped pretty well with dirt tracks in between, even with luggage and a passenger. It was in those days disparaged as being too heavy because it weighed all of 145kg, so for '71 Honda drilled bits and pieces of it full of holes and ditched the electric starter to save about 6.5kg in weight. By today's standards, with adventure bikes often weighing more than 250kg, it would be considered a featherweight, albeit a slow one.


The next iconic Honda adventure bike – and the first real rival to BMW's R80GS that had started the modern adventure bike phenomenon a decade earlier – was the original Africa Twin that was hugely popular from its launch in late 1989 until its inexplicable disappearance from Honda's lineup in 2003. After years of mutterings and grumbles from Africa Twin fans, Honda relented and late last year in the Western Cape introduced a long-awaited new Africa Twin to the world's motorcycle media. There'd been dissension in the ranks when word leaked out that the new bike would use a 1000cc parallel-twin engine rather than the 750cc V-twin that powered the older model, but the complaints were about the architecture rather than the increase in displacement: V-twins are perceived to be sexy, while parallel-twins aren't. Aware of this, Honda injected some V-twin personality into the new motor by giving it a 270-degree crankshaft that does a brilliant job of emulating the uneven pulses of a 90-degree V-twin. The new engine puts out 95hp compared with the 61hp of the old 750, with torque of 98Nm at 6 000rpm also dwarfing the old model's 63Nm at the same revs. The 2016 bike is, of course, also slightly heavier than the old, kicking off at

228kg for the base model compared with the 218kg of the older 750cc machine. On the plus side, it'll cruise all day at 180 - 200km/h and reach a top speed of around 220km/h or so compared to 185 of the old V-twin.

Honda's designers were briefed to build a rugged motorcycle that was a fast, comfortable tourer that handled well on the road but was seriously competent in the dirt. For that reason they gave it a skinny 21-inch wire-spoked front wheel, decent long-travel suspension, a respectable fuel range and an unburstable engine. The 95hp single-cam eight-valve parallel-twin falls short of the 125hp of its BMW rivals and 150+ hp of some Ducati and KTM models, but the real question is whether that much power is necessary in a true adventure bike. Nice to have, yes, but it's also expensive, potentially less reliable and usually heavier.

After riding the Africa Twin for two days at the launch we reckon Honda's done exactly what they set out to do. The bike's ruggedly built, it's more than powerful enough, it's surprisingly nimble for its weight, the suspension and wire-spoked wheels are exactly what's needed for a bike that's meant to go off-road rather than just look the part, and its dimensions allow even shorter riders to comfortably reach the ground. There will be three derivatives available in March: a base model *sans* ABS or traction control, an ABS model with both of these, and a self-shifting six-speed dual-clutch version of the ABS model.

One of the Honda's most likeable features is that all of the electronic settings are quick and easy to fettle with simple buttons rather than having to wade through dozens of different screens. The ABS can be disabled – on the back wheel only – which is good in the dirt, while the traction control offers three sensibly uncomplicated modes (plus off) that can be selected in a jiffy.

Job done, Honda! The Africa Twin is exactly what it would have become had the earlier model been allowed to evolve from 2003 till today. Pricing is expected to be between R155 000 - R180 000 depending upon the model and exchange rates. 







ALL THE INGREDIENTS

Take a humble MkII Ford Escort 1300L body, add some trick overseas components, flared body panels, wing and the definitive racing engine of the time to the mix and you are in for a truly fantastic Group 5 racer. This is what Broadway Ford did during the late 1970s. In the true spirit of historic racing, with a monstrous effort by the now owner Pieter van Nieuwenhuizen, the car is back on track. **Stuart Grant** finds out what it takes to build such a beast the second time around.

Photos by Ilani Vonk

Built to Group 5 specification for use in endurance racing and The Star Modified categories, it is crucial to point out that despite sporting similar wings and arches to the car piloted by Sarel van der Merwe in the Manufacturers Challenge, this is not the famed Kolbenschmidt Escort. Nor is it one of the German-built Zakspeed cars that visited our shores in the 1970s.

As the official Ford team in the German Deutsche Rennsport Meisterschaft (DRM) series Zakspeed did have its hand in a number of European cars that occasionally raced here. Ford Köln entered MKII RS Escort, which, driven by Peter Hennige/Hans Heyer/Jochen Mass, romped home victorious in the 1975 Kyalami 1000. In 1976 a Hazeman/Shenken MkII Zakspeed took part in the Kyalami 1000 event but failed to finish 100 laps in with differential issues. All was not lost for the European crews though with another MkII Escort piloted by Ludwig/Heyer running in second behind the Jody Scheckter/Gohs/Nilsson BMW 3.0CSL. 1977 was a bumper year for the Zakspeed Escorts with the Scheckter/Heyer Group 5 car taking the top step ahead of Hahn/Hezemans/Jöst in another Zakspeed entry.



1885cc Ford/Cosworth BDG heart.



Must-have 16-inch BBS split rims.



Pieter van Nieuwenhuizen.

But these are cars and tales for another time. Back to the local vehicles. Of course those of us with rose-tinted glasses will fondly remember the Manufacturers Challenge, which was announced late in 1978 as the ultimate saloon formula to have ever raced on local soil. However the no-holds-barred silhouette formula that promised much sadly folded within two years.

It is said that in December 1976 Alex Blignaut paid a visit to Andre Verwey, telling him of an idea he had to entice local car manufacturers into building brutal saloons, as brought out by Europeans in the preceding years' endurance events. Billed as the Manufacturers Challenge it obviously struck a note with Verwey, who set about building the first of these modified Escorts.

With Ford heavily focused on rallying,

Verwey couldn't even get a bare shell from the manufacturer to start his build so he took the next 'logical' step and sourced a showroom-ready 1300L 2-door body from Rand Ford. From his Randburg base he located a new 2-litre BDG engine, ZF gearbox and limited slip differential. Larger brakes were bolted in and magnesium uprights imported – although he later cast his own as well as the BBS wheel centres to fit into imported spun sections. Widened wheel spats were also on the overseas shopping list while Bilstein shocks came from the local agent. Time was tight though and despite pushing hard to finish, it was not ready for its proposed August 1977 debut. When finally ready the Ford debuted at Hesketh with an overall win. From there it headed to Zimbabwe for a race, but what was promised in terms of rules

didn't materialise as the Manufacturers Challenge evolved into an almost no rules, big money formula that didn't offer much to privateers. A despondent Verwey mothballed the project.

Designed to elevate saloon car racing to the height of the good ol' Gough

Escort versus Scheckter Renault days, the formula combined regular roadgoing saloon silhouettes with state of the art racing trickery under the hood. It appears that the rules asked for the original roof structure, pillars and windscreens to remain and that the engine had to come from the range of motors belonging to the marque. Ford started with a rally-inspired BDA-powered Escort for Sarel van der Merwe but later shoehorned a Cologne 3.4-litre V6 as found in the overseas Group 5 Capri into an Escort. The debate is still out there as to whether or not the same shell was used in the swap from BDA to V6.

For its effort BMW fitted a Group 5 specification M1 motor to a trick 5-Series before letting Ian Scheckter loose while Geoff Mortimer and the Chev Dealer Team plucked the old CanAm racer's engine and running gear and squeezed it into a Chevir. Willie Hepburn built his own V8 Rekord while Fiat had Basil van Rooyen spearheading the attack, taking a 131 floorpan and combining it with a spaceframe. Fiat's 131 perhaps best showed the sort of resources the few manufacturers involved were throwing at the formula by fitting a turbo-charged 2.5-litre V6 Lancia Stratos rally car engine – legal as Fiat owned Lancia and therefore from the same stable. Mazda too went wild, utilising a 323 floorpan to which Ken Gillebrand built a

Of course those of us with rose-tinted glasses will fondly remember the Manufacturers Challenge, which was announced late in 1978 as the ultimate saloon formula to have ever raced on local soil



Pictured here racing at Dezzi Raceway it is no surprise to hear the Broadway car was awarded the Midas Tour Night of the Stars 'Most Significant Car of 2014'.

monocoque structure, fitting a peripheral port 13B rotary and running on Zakspeed Escort underpinnings with Dave Charlton at the wheel. Charlton later moved across to the Fiat and Errol Shearsby took over the Mazda, which also got the turbo treatment at a later stage.

For a brief moment in time the racing was fast (as fast as any saloon formula in the world) but the cost of running such beasts proved excessive, even for the large manufacturers, and it all but came to an end in 1980, with one of the most famous crashes seen on local circuits. Locked in a titanic battle, Sarel and Sheckter entered Kyalami's Jukskei Corner at over 200km/h and tangled, both running off the track, demolishing the catch fencing and damaging the cars severely against the pre-cast wall. Like the Senna/Prost Susuka prang arguments still rage as to who was to blame. Ford somehow managed to get a car (again it is unclear if it rebodied the crashed car or fixed it) for one more event at Hesketh while it seems BMW built a new car with bits from the crashed car and it became the car affectionately called the Low-rider. At Hesketh politics about rule interpretation boiled over, which combined with the fact that there were only a handful of manufacturers able to play this financial game, brought the Manufacturers Challenge to an early end.

It would appear the Van der Merwe Ford took part in another race though where it was again crashed, this time while diving up the inside of the Fanie Els Firenza. Apparently the V6 engine was returned to Europe and, although impossible to verify with time blowing stories up, the rest was chopped up and dumped in the ocean. Owner of our featured car, Van Nieuwenhuizen, does however have the Manufacturers Challenge Ford's rear wing as a garage memento – believe it or not made from what looks like marine plywood.

During this period we see another name rising to the fore in the world of hot South African Escorts – that of Billy Maloney and the Broadway Ford. Maloney was an accomplished Escort driver and over the years built and raced six cars, including 1300cc giant-killers, through to the wild Zakspeed-like MkII and a droop-nose Escort RS2000. And this is where our featured car comes to the party – the 2-litre Broadway car arose from the ashes of the Verwey car to become the white Castrol-coloured Broadway Ford machine.

Those remembering the black Broadway car will be glad to know that it too is undergoing a rebuild at the moment in the capable hands of Paolo Piazza Musso.

With Verwey canning the idea of competing when the Manufacturers Challenge didn't follow the path he expected, the Zakspeed bits were sold to SIGMA for use in the Mazda silhouette racer while the BDG engine and shell went into what was to become the Maloney Broadway Ford car – now fitted with suspension sourced from BMW. With victories in his 1300 machine Maloney stepped up a level for the 1978 Wynn's 1000, teaming up with Ronnie van Rooyen to take class victory and finish sixth

For a brief moment in time the racing was fast (as fast as any saloon formula in the world) but the cost of running such beasts proved excessive, even for the large manufacturers, and it all but came to an end in 1980 with one of the most famous crashes seen on local circuits

Ford **Broadway Ford**

WHERE ALL FORDS COST LESS



1978 RESULTS

1ST PLACE: DRIVER BILLY MALONEY CLASS E 1300 cc BROADWAY ESCORT
 2ND PLACE: DRIVER CHRIS WHITE CLASS E 1300 cc BROADWAY ESCORT
 LAP RECORD HOLDER CLASS E BILLY MALONEY 1.45.7

1978 CHAMPIONSHIP POINTS

2ND PLACE: BILLY MALONEY/BROADWAY 1300 cc ESCORT
 RACES ALL RUN ON CASTROL PRODUCTS.

Nobody knows ESCORTS like **Broadway Ford:**

COR. MAIN, ANDREW, LEO & RUBY STS, ROSETTENVILLE, JHB.
TEL. 683-5855



Billy Maloney occasionally teamed up with John Gibb - here at Kyalami.



The must have pre-9 Hour press shot for Maloney and the Escort.

overall. Following this the Broadway car racked up wins at the Killarney 3 Hour and proved a success story at various endurance events like the 2 Hour races at Maritzburg and Welkom as well as running in as the first local entry in the 1982 Kyalami 1000 race.

As with many racing cars they eventually get side-lined, either because they become uncompetitive or as other projects beckon. Many a circuit car of this era ended up in the hard-hitting oval track arena, never to be seen again. The Broadway car is said to have been sold off to someone in Cape Town where it was eventually tracked down by Ford tuning guru, Mike Budd, in 1990. Complete with Zakspeed struts, but missing its 2-litre engine, ZF gearbox and vast majority of panelling it sat in his Johannesburg workshop for years until Van Nieuwenhuizen, a regular Escort racer in Northern Regions historics took the plunge and bought it. Like Verwey he looked overseas for the required, period-correct parts.

One can imagine the costs he incurred importing a 2-litre Cosworth BDG, dry sump system, ZF 5-speed close ratio gearbox, Atlas rear axle and AP brake callipers for all corners. Add in the required safety items like

seat, harness, extinguisher and then the top quality gauges and it is enough to make your eyes water. But all the heartache was forgotten when in August 2014 the muscular Ford hit the track. It had taken Van Nieuwenhuizen and his friend/helper Johan Ferreira just over 6 years from purchase to track. Three of these had been planning his attack, with the build taking the remaining 3 and a bit.

With the intent of preserving a small slice of motorsport history and showing the public just what local racing was all about at the end of the 1970s he still takes part in historic events from time to time – this is history in motion keeping the Broadway Ford history on the go, albeit closer to the original Verwey car than the Maloney machine in specification. **C**

SPECIFICATION

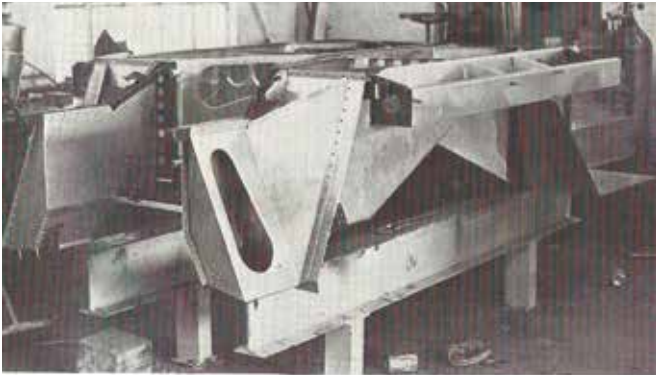
Body	Ford Escort MkII 1300L monocoque with detachable panels
Engine	Ford/Cosworth BDG. 1995cc. Bore 90.3mm x Stroke 76.6mm. 12:1 compression ratio. Twin overhead cam with 4 valves per cylinder.
Gearbox	ZF close ratio 5-speed.
Differential	5.14 ZF Limited slip.
Carburetors	2 x Weber 48
Exhaust	Zakspeed 4 into 1
Suspension	Front – Fully rose-jointed Zakspeed. Bilstein shock absorbers and magnesium struts. Rear – live axle, rose-jointed 6-linkage system. Watts linkage. Atlas floating axle.
Wheels	BBS alloy split rims. 11x16 front and 13x16 rear.
Weight	735kg
Performance	260 to 280hp at 8 500rpm.



Manufacturers Challenge Mazda 323 driven by Dave Charlton.



Sarel van der Merwe in the Kolbenschmidt V6 Escort.



MAZDA 323 10 DAYS BEFORE THE RACE



Sarel with Ian Scheckter in the BMW just behind. It ended in tears.



Mazda monocoque build by Ken Gillebrand.



Errol Shearsby took over the Mazda 323 from Charlton when he moved to Fiat.



Willie Hepburn's Chevrolet Rekord leads Geoff Mortimer in a Chevaiv.



The Hennige/Heyer/Mass Zakspeed on track to win the 1976 Kyalami 1000.



Zakspeed Escort, the cars that inspire the Manufacturer Challenge.

NO ONE




-TRICK PONY



Some cars just make you feel special. **Etienne Fouche** catches up with John Herring and his beautifully presented and tastefully updated 1965 Ford Mustang Fastback, that ticks the special-feeling box and more in bucket loads.





Regardless of your mood, any time behind the wheel of a 'Stang puts a smile on your face as the pony personifies power, style and freedom. An American bestseller, it has always enjoyed a huge following and as a brand sits up high on the charts, perhaps even rivalling Coca-Cola in the motoring fraternity.

Initial pricing was within reach of the masses, performance (especially in V8 guise) was more than adequate and with a long hood (bonnet to you and me), short trunk (boot) and smooth roofline the aesthetics formula was near spot on. Add in some motorsport success and the Mustang stole market share from the opposition.

Selling like hot cakes (almost half a million units in the first six months) Ford took Chrysler and Chevrolet completely by surprise and wiped the floor with them. In one fell swoop Chevy and Mopar had to play catch up, producing their own variants of the pony car in the form of the Chevrolet Camaro and Plymouth Barracuda. This set in motion a muscle-fed tussle between the big three US car manufacturers, and for enthusiasts spawned a lot of cool and interesting cars.

Engine capacities grew and speeds increased, designs, colour options and 'go fast' decals became more and more in your face. Big hood scoops, non-functional brake ducts and rear wings were the order of the day. Did they handle and stop? Not as well as the vast majority of European offers, but so what? You looked cool cruising the strip with your mates in the cabin. In period these machine cars were aimed at the

younger crowd, a motley bunch that I doubt ever realised just how desirable and in some cases valuable their cars would become. Today enthusiasts the world over swarm around good versions leaving the generation that owned, drove and occasionally abused them kicking themselves as they try find good examples to relive their past or make a sound investment.

Although not one of the 1960s Mustang abusers, John Herring hankered after some sort of muscle. Although admitting to not really being a Ford fan, his views were warped in 2006 when he spotted a very rusty 1965 Fastback Mustang in Zimbabwe. As he says, "The 65/66 Fastbacks are great-looking cars and you cannot help but adore them." It took a year of negotiating to buy the car and another year to get it over the border. Once the car made it onto local soil John set his mind to finding the right people to tackle this extensive rebuild project. The Mustang was transported to Johannesburg where a 4-year nut and bolt restoration ensued. Most of the metal was cut out and replaced – read entire floor, hood, trunk, both fenders, doors, front and rear valance, bumpers. Add in the replacement of all glass and you can imagine the hefty sum of cash that was being handed over. And the often forgotten cost of plenty of time.

With maturity comes wisdom and, although John wanted a car that could accelerate, he also added cornering and stopping to the requirement. The decision was made to start with a fresh Dart racing small block of 302 cubic inches and add in a longer stroke forged crank, forged connecting rods and pistons totalling up

to a little 347 cubic inch stroker that revved like a race engine and had plenty of torque too. Flowed aluminium heads sealed the combustion chambers while a roller camshaft got the valves motivated. The final few ingredients for this horsepower cocktail were a 600cfm Holley carb bolted to a Weiand intake, mid-length exhaust headers and twin exhausts to hurry the spent gases

out. The cherry on the sporting cake was the 4-speed manual transmission.

Flying past acres of pine trees accentuates the feeling of speed, add to this petrol fumes and a V8 growling in your ears and it all equates to a truly immersive experience. The Mustang in current spec makes just shy of 400hp at 5 000rpm and the all important torque is enough to smoke the tyres and push you back in the seat at will.

In the handling and braking department plenty of upgrades found their way onto the little pony. Original front suspension was thrown out and tubular armed TCP coil over suspension bolted in. Aided by a TCP rack & pinion steering system the car is much more responsive to steering input when compared to original; SSBS disc brakes were chosen all round to slow the show and it all came together well, encouraging some corner carving. Out back is your typical 9-inch diff with a ration of 2.8 to 1, but this will soon be changed to a more purposeful 3.5 to 1 ratio.

Mustangs always look right in bright red which made colour choice easy. To make for a stealthy clean appearance badges and engine size callouts were deleted but a nod to the era was made with some American Racing Torque Thrust 'D' wheels, which, although 16-inch in diameter, sport relatively narrow 225 tyres so as not to look out of place. Interior is tastefully done in black as per original while a beautiful Lecarra Wood steering wheel frames the gauges – with the steering column mounted factory-optional Rally pack tachometer taking centre stage. Seats offer no lateral support meaning that the passenger best get something other than the 'top loader' transmission's white ball Hurst shifter when the driver gets enthusiastic.

Perhaps the only downside to this sort of V8-powered monster is the rate at which they guzzle the gas. Petrol attendants within a 100km radius get to know you on a first name basis and then of course there is spending every weekend attempting to solve that small mysterious oil leak. But no 'Stang owner would have it any other way and neither would we. 🇳

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Today enthusiasts the world over swarm around good versions leaving the generation that owned, drove and occasionally abused them kicking themselves as they try find good examples to relive their past or make a sound investment

9 HOUR RETURNS WITH A *BANG*

Images by Reynard Gelderblom



With an hour to go the Jan Lammers/Sarel van der Merwe/Greg Mills Ginetta mounts an attack on the Simon Murray/Craig Jarvis/Andrew Culbert Porsche 911 GT3 Cup car.

Real endurance racing returned to South Africa when the African Endurance Series staged a genuine 9 Hour in December 2015. With the traditional 9 Hour home of Kyalami not ready yet, the mix of sports racers and saloons battled it out at Cape Town's Killarney. There were dices and thrills aplenty as Carruthers, Adcock and Engelbrecht dominated up front.

Home trio Francis Carruthers, Nick Adcock and Johan Engelbrecht put in a stirring performance to dominate the South African 9 Hour Endurance Race at Killarney. The Harp Motorsport trio driving a Juno SS V6 based at the Killarney circuit took a lead on the second lap that they would never relinquish, and simply drove away to leave the rest to fight it out behind them, completing 372 laps in the nine hours.

And fight it out the rest certainly did with second place and the GT category decided in the last hour, when former Le Mans 24 Hour winner, Dutch driver

Jan Lammers driving the Team Africa Le Mans Ginetta G55 with SA race legend Sarel van der Merwe and Greg Mills, chased the second-placed Simon Murray, Craig Jarvis and Andrew Culbert's Simon Murray Racing Porsche 911 GT3 Cup down into a spectacular Cape Town sunset to wrest second overall and first GT car home, 15 laps behind the leaders with less than an hour to run.

The Murray Porsche then hit trouble to retire minutes from the end. To be classified as a 9 Hour finisher the car has to be running at the finish and despite turning in enough laps to have seen them to third, the Porsche had stopped to allow the similar Fourie Racing Porsche



Jan Lammers and Sarel van der Merwe.



The winning Juno of Francis Carruthers, Nick Adcock and Johan Elngelbrecht.



GT3 Cup of Keith Fourie, Gary Fourie and William D Luzmore through to complete the podium.

The second-placed Lammers/van der Merwe/Mills Ginetta also won overall Index of Performance, which scores crews on their consistency throughout the race versus their fastest lap of the race. The race-winning Carruthers, Adcock and Engelbrecht Juno was second on Index ahead of the AutoNews-entered Nathans team Sebenza Alpine Volkswagen Golf of Zander Roos, Steve Truter and Ernst Viljoen – one of the slowest cars on the grid.

Another consistent crew, Stefan Puschavez and Craig Jarvis's MI Equipment Porsche 911 RS rumbled home in fourth

overall, 60 laps behind the winners and two laps ahead of Vos brothers Duncan and Graham in the Ecurie Zoo Juno, which hit trouble early on before fighting back to fifth, a further 3 laps clear of Elna Croeser, Jon Wilson and Doug MacDonald's Fantastic Racing Shelby Can Am.

Alfa Romeo South Africa GT trio Theo van Vuuren, Bradley Scorer and Martin Botha were the first saloon car home in seventh overall, having fought back from an incident at mid-distance, with Taylon Motorsport trio Jeff Gable, James Forbes and David Jermy eighth in their Birkin7 ahead of the Mike Schmidt and Bruce Avern-Taplin Gumtree Frankie's Toyota Corolla, as Gavin Ross, Iain Stevenson and

Derick Smalberger rounded off the top ten in their Cosmol Norbrake VW Polo, which hunted down the Roos/Truter/Viljoen VW Golf to take the Class G win with only 25 minutes left on the clock.

Seventeen of the 27 starters finished the race, with the pole-winning Rui, Jason and Keegan Campos family Hollard Shelby V8 a notable early retirement, while Thomas Reib, Sean Greve and Andre Bezuidenhout's Rico Barlow Racing Ligier and Colin Plit, Dawie Joubert and Mark Patterson's Juno fought up front early on before both retiring.

In the classes, overall winners Carruthers, Adcock and Engelbrecht took Class R, the Croeser, Wilson and MacDonald Shelby won Can Am Class P and the Lammers, van



der Merwe and Mills's Ginetta stole a hotly contested Class V from the Fourie/Fourie/Luzmore Porsche. The Mike McLoughlin/Piet Bredenhann/Mark Owens Backdraft Cobra took Class U and the Puschavez-Jenkins Porsche won Class W with Gable, Forbes and Jermy Birkin first in Class Y. Van Vuuren, Scorer and Botha's Alfa Romeo took Class I and the Schmidt and Bruce Avern-Taplin Toyota won Class F.

Class G was however the biggest class in the field and it produced an epic race, with the Ross, Stevenson and Smalberger Polo initially leading the way before hitting trouble to allow the Dewald Brummer and Bevan Williams's MAD Racing/Ango Truck VW Golf into the class lead. But they too hit trouble to allow Ebrahim Levy, David Walker and Michele Lupini's Index of Performance leading AutoNews/Jive/HHR Golf into the lead at mid-distance.

But that car hit an electrical problem, which saw the VW Golf driven by Deon Crous, Ronald van Rensburg and Terence Ehlers into the class lead until they were slowed to allow the Levy/Walker/Lupini car, which had by then fought back to an incredible fifth overall and a commanding Index lead, into the class lead. That car's differential then exploded at seven hours to see another local crew, Peet van der Walt, Gavin Cerff and Clint Renard's PSW Sport VW Polo leading the class until it stopped with engine trouble.

So the Ross, Stevenson and Smalberger Polo was back in front at nightfall, but lighting problems saw it into the pits to

allow the Roos/Truter/Viljoen Golf to lead the class into the darkness. Ross however put in a stirring drive to overhaul Viljoen and take the class win by just 35 seconds after nine hours of racing!

The South African 9 Hour endurance race produced a thrilling day's racing at Killarney, where African Endurance Series organisers confirmed a 6-round 2016 championship starting with the Welkom 6 Hour on 27 February before four three-hour

races at Port Shepstone's Dezzi Raceway on 14 May, East London on 23 July, Zwartkops on 3 September and in Port Elizabeth on 15 October.

Next year's season will close with a Killarney 6 Hour on 12 November and judging by the success of this increasingly popular series and this year's 9 Hour race, the African Endurance Series looks set to become a most significant aspect of the South African racing calendar. **GA**

SOUTH AFRICAN 9 HOUR, KILLARNEY - OVERALL RESULTS

1. F Carruthers/N Adcock/J Engelbrecht (Class R Harp Motorsport Juno)	372 laps
2. J Lammers/S vd Merwe/ G Mills (Class V Africa Le Mans Ginetta)	357 laps
3. K Fourie/G Fourie/W Luzmore (Class V Fourie Racing Porsche)	346 laps
4. S Puschavez/K Jenkins (Class W MI Equipment Porsche)	304 laps
5. D Vos/G Vos (Class R Ecurie Zoo Juno)	302 laps
6. E Croeser/J Wilson/D MacDonald (Class W Fantastic Shelby Can Am)	299 laps
7. T v Vuuren/B Scorer/M Botha (Class I Alfa Romeo SA Alfa Romeo)	298 laps
8. J Gable/J Forbes/D Jermy (Class Y Taylon Birkin)	288 laps
9. M Schmidt/B Avern-Taplin (Class F Gumtree Frankies Toyota)	283 laps
10. G Ross/I Stevenson/D Smalberger (Class G Cosmol Norbrake VW)	280 laps
11. Z Roos/S Truter/E Viljoen (Class G AutoNews Nathans Alpine VW)	280 laps
12. D Crous/R v Rensburg/T Ehlers (Class G Hendok VW)	247 laps
13. M Altona/P Zeelie/S Pickering (Class R Mitsubishi Electric Porsche)	223 laps
14. C Hart/S Hart/G Wright (Class G Tyre Plus VW)	219 laps
15. M Verrier/B Algar/D Lobb (Class W Fantastic Shelby Can Am)	208 laps
16. M McLoughlin/JP Bredenhann/M Owens (Class U Backdraft Cobra)	202 laps
17. T Martin/M Wright/P de Klerk (Class V Backdraft Cobra)	171 laps

INDEX OF PERFORMANCE RESULTS

1. J Lammers/S vd Merwe/ G Mills (Ginetta)
2. F Carruthers/N Adcock/J Engelbrecht (Juno)
3. Z Roos/S Truter/E Viljoen (VW)

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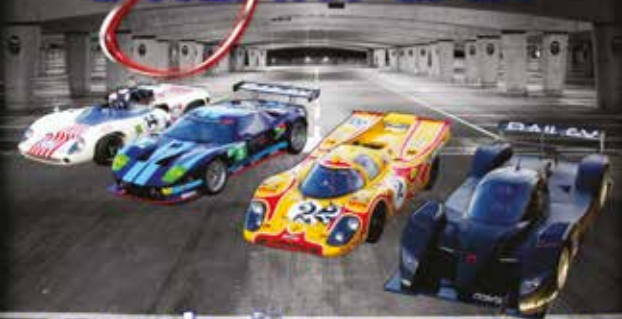
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A FULL HOUSE

Photos by Reuben van Niekerk



Classic Car Africa held the first of its informal Classic & Shakes meeting in early December. With word spreading via Facebook, Twitter and Instagram around 50 cars gathered at the Doll House for a non-competitive meet and chat with like-minded people. Cars ranged from a 1920s Bentley Blower and Buick through to 1950s, '60s, '70s and '80s sports and saloon cars. For good measure some more modern supercars like Lamborghini Diablo, Lotus Exige and a sprinkling of Porsches were thrown into the mix showing that no matter what your choice of machine,

we all speak the same passionate language. A convoy of 20 cars left Rim & Rubber in Greenside, headed up through Joburg's CBD then up and over Munro Drive, before cruising down Louis Botha to the legendary Doll House.

The Doll House is said to be in the region of 80 years old and one staff member has been working there 35 years so the chances are this is not the first time he's seen some of these cars. Thankfully with most owners a bit more mature than a few decades ago, the activities included sipping milkshakes and walking around cars rather than 'dicing' robot to robot. For the record, the 'shakes

were pretty darn tasty.

Every other month we'll plan a quick get together and either milkshake, coffee or snack it up at various venues around the country. For the next one the plan is a February run from the Melrose Arch area through to Lollipop Roadhouse in Pretoria – the same roadhouse that we think could have seen the very first meeting of the Sports Car Club of South Africa (SCC) in the 1950s. To stay in the loop, like our *Classic Car Africa* page on Facebook and follow @ClassicCarZA on Twitter and *ClassicCarZA* on Instagram. Go to our website for details: www.classiccarafrika.com 📍

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

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