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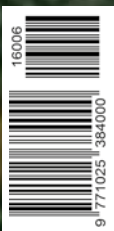
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THE BIG STEP

Those of you who have visited our new website www.classiccarafrika.com might have picked up a hint as to the big news I'm about to express. For those that haven't, things are about to get really exciting at the magazine. Thanks to your constant support and the occasional prod, we are taking the bold step to print monthly.

As far as content nothing will change as we strive to bring you the best local classic motoring stories. And we will not cut the magazine in half. We have maintained a minimum of 100 pages since 2008 and will continue to do this. If all goes according to plan the page of numbers will only increase from here on. If you are already a subscriber we will keep your subscription running so if you paid for six issues you will get six. Subscribing is now a lot easier thanks to a website that is able to process the application and payment online. We have also launched a digital magazine for those of you on the go and as a hardcopy subscriber you get the digital version thrown in free of charge – this should give you some reading material while you wait for the printed copy to arrive in the post.

The site also has a nifty section where you can submit your own classic story and a few images for publication. All of this is in order to move with the times and we only have you to thank for the opportunity.

But back to the issue at hand. Our featured South African car is the below-the-radar Triumph Chicane, which I think deserves a



spot a lot higher on the ranks than it currently holds. Graeme Hurst catches up with South African-born car designer Keith Helfet, who can list some of Jaguar's iconic cars as his pet projects. Graeme stays with the designer theme by looking at the bizarre Maserati/Citroën collaboration SM.

Mike Monk also goes the Maserati route with the luxury saloon Quattroporte before stepping back in time with a spin in a 105-year-old Lorraine-Dietrich.

BMW turned 100 a few months back and we celebrate by looking at the BMW 2002 and *Neue Klasse* cars that for all intents and purposes saved the company and set the parameters for what a true BMW should be. I might be biased here as a tatty black BMW 2002 that we fixed up through my school years was my first car, and one of the largest factors in getting me into this occupation. I also look at a car I was not familiar with in the form of the diminutive Subaru 360.

The usual suspects are here too with Gavin Foster keeping us informed on bike matters – this time with a look at 2-stroke Harley-Davidsons (who would have thought?). Ryno Verster talks Triumph Spitfire, Etienne Fouche catches up with a man with a serious Mustang collection and Andre Stemmet recalls the glory days of Volvo racing and rallying in South Africa.

So sit back, relax and enjoy the ride. It is only going to get better from here.

Stuart



HELPING THE HERITAGE

When BMW SA celebrated the mother company's centenary celebrations with a huge Heritage function at the plant in Rosslyn, near Pretoria, FMM took part in the proceedings by putting on a display of some of the museum's BMW cars and motorcycles. The vehicles put on view attracted a lot of enthusiastic attention from the gathering of around 3 500 employees.

The ex-Madiba 760Li Security Edition was the star attraction. "It's amazing just how powerful an icon Nelson Mandela still is today," said FMM curator Wayne Harley. At the function, BMW SA Managing Director Tim Abbott and General Manager for Group Communications Diederik Reitsma both expressed their deep appreciation for the museum's support. A dedicated BMW centenary display continues at FMM.



VISITORS ON THE RISE

The volume of visitors to the Franschhoek Motor Museum continues to rise. Following on from the record attendance in December 2016, the 2015 record of 9 329 visitors was broken when 11 490 people viewed the FMM collection. Last month no fewer than 8 432 patrons visited the museum, 3 599 more than the March 2015 figure. The Easter weekend helped stimulate tourist traffic, but by nearly doubling that month's figure, the 2016 total emphasises the ever-growing attraction of FMM.

Recently, the Belgian Classic Car Association took part in an organised tour of South Africa with a group comprising 28 vehicles with owners and friends emanating from Belgium, the Netherlands, France and Malaysia. Amongst the classics were a Citroën 2CV, Mercedes-Benz 190 SL, Jaguar XK and E-Type, Austin-Healey, Alfa Romeo Spider, Morgan +4 and an immaculate MG Magnette. Arriving in Cape Town, the group covered a distance of 2 675km over a round-trip route through the most scenic parts of the Western and Eastern Cape. Along the way the crews visited FMM and were highly impressed by the world-class range of vehicles on view. A similar visit by a group from England is being planned for November.

MEDIA FIRST

During April, FMM was the host venue of the South African launch of the new BMW M2 Coupé. This was the first time that the museum's facilities had been made available to the motoring media and the week-long activities were enjoyed by all who attended. A fresh group of journalists was invited each day and, following a media briefing, had the opportunity to drive the new car as well as various other examples of BMW's current M model range on the museum's challenging test track.



The M2 proved an entertaining drive irrespective of which drive mode was selected, providing high levels of grip through the faster sweeps, while in the twistier sections it responded predictably to steering and accelerator input. Base price is R791 000 for the manual and R841 000 for the M-DCT.

MODEL DONATION



FMM was honoured to receive a collection of scale model cars and Dinky Toys assembled by Wilhelm Lochner of Moorreesburg in the Western Cape, who passed away a short while ago. Wilhelm had an obvious love for American cars of the '50s and '60s, but the collection also includes a number of British and European makes. However, it is the Dinkys that really catch the eye, some dating back to the late '40s and all with a great 'sand pit patina'. His daughter Annemarie recalls even being allowed to play with one or two of them when she was a child. Wilhelm enjoyed visiting the FMM with his family on a number of occasions and so Annemarie and her husband, Gerhard de Beer, have bequeathed the collection to the museum in memory of Wilhelm's passion for cars and models.

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. Opening hours are: April to November – Monday to Friday 10h00 to 17h00 (last admittance 16h00), Saturday and Sunday 10h00 to 16h00 (last admittance 15h00). December to March – 10h00 to 18h00 (last admittance 17h00) every day. The museum is open on most public holidays except Christmas Day. Admission prices are R60 adults, R50 pensioners and motor club members (with membership ID), R30 children (ages 3-12). Guided tours are available upon request at no charge. An on-site delicatessen offers refreshments and tasting of L'Ormarins estate wines is also available.

CLASSIC

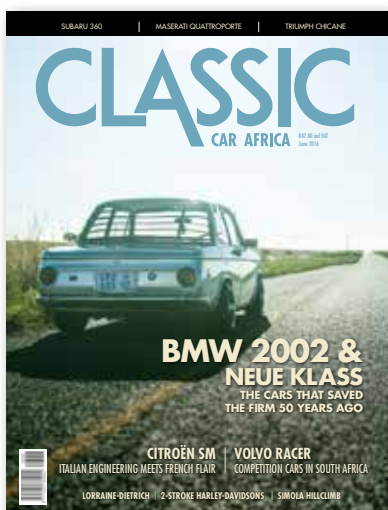
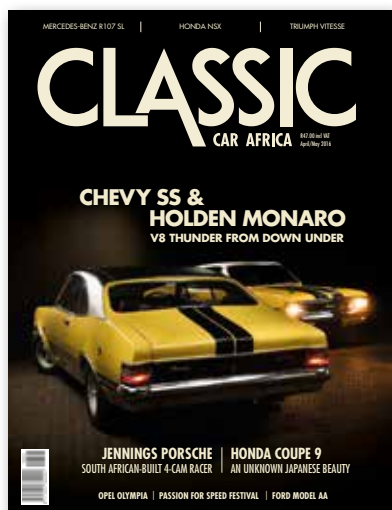
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MAKE A — DATE —

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.

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	Fouriesburg
18	Vryheid Old Car Show	Vryheid
19	Lowveld Cars in the Park	Nelspruit
25	Cars at the Mall	Rustenburg
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	Classics in the Bay	Hout Bay
8	Midas Historic Tour – Swartkops 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



SANDSTONE STEAM EVENTS

The Sandstone Heritage Trust collection ranges from the smallest industrial locomotives to the giants of South African Railways narrow gauge. To accommodate the collection, of which 22 locomotives are in working order together with nearly 100 items of rolling stock, a 2ft narrow gauge line was constructed on Sandstone Estates farm in 1999 from Mooihoek to Grootdraai followed by extensions in 2002 to Vailima and in 2004 to Vailima Halt and to form a balloon at Pandora Junction.

The central point is Hoekfontein where the main station is situated together with the loco depot and workshops. The line is well-known throughout the world for its scenery and fearsome gradients and is a photographer's paradise.

Today Sandstone is a centre of excellence in 2ft narrow gauge railways with the largest private collection in the world. It is a magnet to local and overseas enthusiasts who head to the Eastern Free State for the Sandstone experience. The annual Stars of Sandstone festival is a highlight of the heritage world and will take place from 29 March to 9 April 2017 but the estate is open all year round to day visitors – it is well worth doing a 2-hour walking tour of the facilities, including the impressive tractor, car and bus displays, through to special events. The next major showcase takes place on 18 June and The Cherry Express event from 17 to 19 November is a must see.

For details visit www.sandstone-estates.com.

GIRO DEI ALPINO DRAKENSBERG

This year's Italian Connection Weekend is heading for the beautiful Drakensberg Mountains 6-9 August 2016. The weekend for Italian cars starts by taking a stunning drive over the new Oliviershoek Pass followed by a trip to Dundee for a little bit of culture, education and an aerial display by the masters of the sky. Of course there's also a chance to savour the fruits of the vine. For your leisure time, there are canopy tours, helicopter flips and walks in the area. Members of Italian Car and Motorcycle Clubs are eligible for entry, and as always, participation with an Italian steed is mandatory. For more information contact lyndaflexmore@vodamail.co.za.



LOWVELD LOVING



Join *Classic Car Africa* as we make our way to the Nelspruit Cars in the Park this June. We leave Johannesburg on 17 June and head for Mpumalanga, exploring some of the best roads and scenery South Africa has to offer, before booking into the Hazyview Protea Hotel for the night. Saturday 18 June is a day of exploration and classic car driving in your own time or as a group. We will have route guides to take you to the likes of Long Tom Pass, Schoemanskloof Pass and God's Window. All of these are outstanding drives with quality tarmac, numerous photo opportunities, eateries, curio shops and historical significance. For sundowners and dinner we head back to the Protea Hotel. The plan for Sunday 19 June is to get an early start, toast all the dads on Father's Day and trundle into Nelspruit for the Cars in the Park classic car show. Having kicked a few tyres, filled stomachs and enjoyed the Lowveld classic car scene we will head back to Gauteng at our own pace. Protea Hotel is offering a package deal on the accommodation but space is limited, so it is worth booking as soon as possible.



CLASSIC CARS FOR SALE:



1927 Bentley 3 6.5



1974 Alfa Montreal



1956 MGA Coupe 1500



1993 Alfa Spider S4



1927 Rolls Royce



1962 Alfa Berlina 2600



Alfa Romeo 1600 Normale Project



Jaguar XK150

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MERCS & MORE AT SCOTTBURGH



This year's Scottburgh Classic Car Show will be held on Sunday 17 July at the Scottburgh High School, KZN. It will be the seventh show organised by the Scottburgh Classic Car Club and classic car and motorcycle clubs from several provinces have been invited to attend. The purpose of the show is for classic car enthusiasts to enjoy a day amongst great automobiles and bikes while raising money for local charities. A different marque is featured each year and this year Mercedes-Benz has been chosen to lead the show. These magnificent cars will have pride of place in front of the main grandstand and arena. There will be

several moving parades throughout the day but the first parade will be for Mercedes-Benz cars with a running commentary describing the marque's development over the years. The show attracts about 5 000 people and 450 classic vehicles. There will be a beer tent, a unique tea garden and lots to eat. Only cars and bikes prior to 1975 will be permitted to enter the display field. However, modern supercars and special interest models may attend by 'Special Invitation' from the organisers.

To book your spot and find out more visit www.scottburghclassiccarshow.co.za.



LAP UP THE EASTERN CAPE

The Lap of the Eastern Cape motor tour is open to motor cars, motorcycles and aeroplanes which are a minimum of 25 years old in 2016. The Eastern Cape is a surprisingly large area, now encompassing the old Transkei, and is very difficult to cover in a straight line hence it taking 14 days to do so. The entire route, excluding the game park roads in the Addo National Park, is tarred

and this will be checked on the reconnaissance and changes made as and if necessary. The event will officially start in Aliwal North and end at Gariiep Dam. A convoy down from Johannesburg will be arranged.

Contact Roger at roger@afriod.co.za for entry forms and further details.



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1930 Model A Phaeton – R280 000



1992 Jaguar XJS V12 – R680 000
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1997 Mercedes-Benz 600SL – R275 000



1953 Mercedes-Benz 300 Adenauer
R680 000



2014 Mercedes-Benz C180 – R358 000
(21 000 kms) – Ph. 082 566 7897

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RALLY ACE TAKES THE DJ

Ralph Pitchford, a veteran of the Dakar Rally both as a motorcycle mechanic and a co-driver, as well as a former champion SA off-road co-driver, was a popular winner of the 2016 DJ Rally for post-1936 motorcycles recently. This was the first outright DJ Rally win for Pitchford, riding a 1926 500cc Triumph P-type. His error at the various timing checkpoints on the 600km route totalled 230 seconds – 89 seconds on the first day and 141 seconds on the second day. Pitchford has competed in eight DJ Rallies and had finished second, third and fourth previously, with only one non-finish due to a mechanical problem. A good omen was his second place finish in this year's Pre-DJ Rally which was held a few weeks before as a warm-up for the big event. His immaculate, self-prepared flat-tanker Triumph ran perfectly on the two-day event which took competitors from Durban to Johannesburg with an overnight stop in Newcastle. And it became the oldest motorcycle to win the event in the past 33 years.

The 2016 event was the 45th of these regularity rallies staged to commemorate the annual motorcycle road races held most years between Durban and Johannesburg from 1913 to 1936, when racing on public roads was banned on safety grounds. For this reason only motorcycles manufactured before 1937 are eligible to compete in the commemorative regularity rally, with most of them being British makes.

Second place this year was taken by Gavin Walton on a 1936 500cc AJS with a total error of 255 seconds. Third place was filled by Tony Lyons-Lewis, riding a 1928 500cc overhead camshaft Norton, with an error of 270 seconds. He also won a special award for completing his 34th DJ Rally.

This year's event attracted an entry of 90 riders with 82 starting from Hillcrest and only 62 finishing, which was a higher rate of non-finishers than usual. Among the riders to retire was Samantha Anderson, who was riding the oldest motorcycle in this year's event, a 1909 500cc Humber pedal cycle. Soon after leaving Newcastle the fuel tank tap came adrift, drenching the hot engine in fuel, which ignited immediately. Samantha suffered burns to her leg but the motorcycle will require a lot of work to get it back to its previous state as a regular finisher on the DJ Rally.

The oldest motorcycle to compete in this year's event was a 1913 1 039cc Matchless ridden by Hans Coertse and finished 61st. The year-long restoration of this classic machine, which dates back to the first Durban-Johannesburg race, was completed shortly before the start.

The 2016 DJ Rally, which was organised by a committee from several clubs under the leadership of Clerk of the Course Ian Holmes, once again followed a route as close as possible to that of the original road races, being basically the old road between Durban and Johannesburg. Road construction meant a number of stop-go sections. In addition, the road was very rough in patches, but the competitors are hoping the resurfacing of most of the route will be completed for the 2017 event.



KNYSNA HITS NEW HEIGHTS

The Knysna Motor Show held on 1 May turned out to be a real blockbuster event, beating all expectations. Held in perfect weather, the most fantastic display of cars and motorcycles of a range of vintages was complemented by quality trade stores, topnotch food and drink and world class organisation.

The display ranged from Vintage and Veteran cars, classic sportscars, supercars, to classic and vintage motorcycles and continues to grow exponentially. It is wonderful to see the growth in popularity from across South Africa. Not only did the participants and visitors come from the Garden Route, but from across the country and were thrilled with what they saw. The Knysna Motor Show is now clearly recognised as a national event and going forward, a motor show that no petrolhead should ignore. The strategy adopted to personally select and invite participants is clearly paying off and ensures that a high level of quality and interesting vehicles and motorcycles is maintained.

This was a very interesting year, with many unique elements included in the display and visitors were awestruck at what they saw. The fantastic displays included vintage and veteran cars such as the Ford Model-Ts, EMF 30, Maxwell, Morris Bullnose, followed by a broad range of sport classic cars which included Jaguar, Mercedes-Benz, Austin-Healey, Porsche, Triumph, MG, Morgan, Lotus, Alfa Romeo and many more. These displays were complemented by real super cars: McLaren, Ferrari, Lamborghini, Porsche, Mercedes SLS And Audi R8. Great excitement was created with the inclusion of the Peter Lindenberg Shelby SA cars, the Hi-Tech Automotive display of AC Cobra, Daytona, and Zagato Perana

cars and the display of the magnificent car collection of Brian Bruce. If this was not enough, the almost 50 magnificent classic and veteran motorcycles created great excitement, particularly when the engines were started. The Nelson Mandela Metropolitan University also added a special touch with the display of their purpose designed carbon fibre prototype vehicle, the ECO-CAR. Along with this they exposed the visitors to their E-mobility innovation programme and had on display a BMW i8 and Nissan Leaf hybrid cars, as well as an electric bicycle, a Segway and an all-terrain electric vehicle. We can clearly say that the variety and grouping of cars and motorcycles on display will not easily be seen in one display area.

The Meilleur View Voiture award for the most beautiful vintage and veteran car went to Kevin Casey's 1911 Ford Model T Runabout while the Concours d'Elegance trophy for best in terms of appearance, cleanliness and authenticity was scooped by Lawrence Kroff and his 1967 Mercedes-Benz W113 Pagoda. The Style Et Lux trophy for the best featured one-make car display went to the Sunbeam Sports Car Club of SA with their brilliant display of Sunbeams and regalia while the best Classic and Vintage motorcycle on display, as voted by the public, was won by Gerard Roelofs with his 1946 Sunbeam S7 motorcycle.

Not only was the Knysna Motor Show bigger and better, but all records were smashed this year. Close to 400 cars and motorcycles were displayed and in excess of 5 000 people attended the motor show. Gate takings almost doubled from last year and the funds raised will be distributed to Hospice, Animal Welfare, E-pap and FAMSA.



TRIUMPHANT DAY

The annual Triumph Day, organised by Arnold Oliver and his team from the local importers of these iconic British motorcycles, was another big success. It attracted more than 600 visitors and hosted the launch of the all-new, five-model Bonneville range.

As usual there were a number of older model Triumphs on show which had been ridden to the event by enthusiasts. However, what was very evident at this year's Triumph Day was the attraction of the so-called café racers. There were quite a few examples of the special builders' art, with many of them exhibiting unbelievable craftsmanship. The organisers had judges to decide concours d'elegance winners in the modern and classic Triumph custom bike categories from the many motorcycles on display as well as an award for the best classic on show.

Seeing the new range of Bonneville up close was brilliant and it was pleasing to view the manner in which the British designers and engineers have continued to pay homage to the iconic Bonneville of the 1960s and '70s. For instance the new parallel twin cylinder engines are now cooled by both air and water, but they still have very obvious fins to echo the appearance of the old engines, while the water radiator is virtually hidden between the frame down tubes, and the water pipes run in the frame tubes. Then, the fuel injectors are hidden under covers that resemble the Amal Monobloc carburettors of Triumph's previous Golden Period machines.

Under the period costume the new Bonneville is right up to date, with all the electronic aids that ensure they are safe and easy to ride (traction control, ABS brakes, ride-by-wire throttle, slip-assist clutch and rider selectable power modes on most models). They also had to pass the latest, stringent European regulations for emissions and noise levels while still providing healthy performance and good fuel economy.





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1974 Jaguar V12 Drop Head Coupe Automatic top condition R1,95m



1974 Jaguar V12 Drop Head Coupe low mileage, top condition R2,4m



1962 Austin Healey 3000 mk2 tripple carb genuine triple carb R1.1m



1970 Triumph TR6, US Spec RHD Newly painted, R250 000



1998 Bentley RT. Number 232 of 252 ever manufactured R760 000



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



1989 Jaguar XJ-S 1987 Targa Cabriolet R175 000



1964 MG Midget Mk 1, Minilite wheels, wood rim steeringwheel R90 000



FORD & CHEV LOVING

What a surprise when I walked past the magazine shelf at the KwikSpar recently and saw one of my babies shining like a diamond on the front page of your April/May issue! And a further surprise arose as I read through the article, and you talked about the Fairmont GT – my very first baby.

At a very young age of only 21 years in 2001, I was looking to sell my 1973 Alfa GT Junior as I was looking for an old F100/F250 bakkie. But my dad talked me out of it as he said it would be bulky and big etc. I looked in another direction and on 28 May 2001 I bought my 1972 Fairmont GT from an old pensioner for only R21 000.

The big 5.8L V8 turned some heads as I drove all over with this classic – everything was still in excellent condition.

I never thought of getting another V8, but on 21 October 2007, I got my second baby, a 1973 Chevrolet SS 5.7L V8 with the 2-speed Powerglide gearbox, for only R28 000. It was complete with vinyl top and wheel caps, which weigh about 3.5kg each, and unbelievably still with original matching engine numbers. Since getting the Chevy, I haven't come across another with the same engine/gearbox combination.

Well, I still have both of them, in the garage, underneath the car covers, waiting to be driven. Never in a million years did I ever think that these two vehicles would be ultimate classics.

So yes, you guys have made my day. Well done!

Oh – you mentioned that one is either a Ford fan, or a GM fan? Well, I have both! And very, very proud of them. Everywhere I go, people just want to buy them, but where will I ever stumble across 2 legends like this again? Keep up the good work!

Cheers

Hendrik Coetzee

Hi Hendrik

Glad you stumbled across the issue that mentions your babies. At a similar age in 2001 I almost bought a baby blue Fairmont GT. Still in 100% original condition it really pulled at my heart strings but like you my father dissuaded me out of making the deal.

As a student I had next to no money and he warned me that as a V8 it would cost double in running costs than the BMW 2002 I was then using as a daily. I clearly remember him saying, "It will cost double the petrol, double the spark plugs and take up double the parking space." In hindsight it would have been a cracking car to buy as it would have more than doubled in value.

Not that this would have mattered though as the chances of me ever selling it would have been zero. Hang on to your gems and keep driving them.

Stuart



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RESTORE THAT TWIN CAM

I saw Mike Jewitt's letter in the latest *Classic Car Africa*. As he knows, his car is one of the twenty cars built by Motor Assemblies in Durban in 1961, more than a year after Twin Cam production ceased at Abingdon. I have the remains of 2014, including the original chassis plate. Car numbers 2 009 to 2 016 were dispatched as CKD kits from Abingdon in May 1959, and were kept at Motor Assemblies for about 2 years before being built, because of low demand.

Of these twenty cars from 1961, 18 are now recorded as survivors in one form or another, so he should definitely try to restore his car, even if he cannot yet find an engine – keep the 1600 pushrod engine for the time being – this was an accepted modification by the factory to replace the blown Twin Cam

engine. An engine in pieces, with a missing sump, was for sale at Stoneleigh in the UK in Feb for GBP10 000. Not worth pursuing.

Besides the engine, the most difficult parts will be the front stub axles, hubs and wheels. The braking system is not too difficult, and the rear axle can be modified and brackets fabricated. I have a spare front stub axle and opposite hub. Robin Clark has a spare set of front axles, which I don't know if he is willing to sell. Alloy peg drive wheels can be obtained from Realm in the UK for less than the cost of used steel wheels. The Twin Cam 7000 red line rev counter can be obtained from Heathrow MG in the UK.

592820 looks like the correct frame number for your car, but one digit too many – could it be 59282? The body number is correct.

Good luck!

Best regards

Bo Giersing

Thanks for the information, Bo, I have passed it on to Mike and fully back the idea of getting the car restored back to original – even if a 1600 pushrod engine for now. The fact that it was an acceptable factory modification further makes this a plausible solution to a very special car.

Stuart

WARTBURG WHEREABOUTS

In reply to Eric Fletcher's note about Wartburg cars in the December/January issue of *Classic Car Africa*, I have seen one on a plot near the Vaal River at Vanderbijlpark. The car is standing in the backyard of a house and looks pretty complete looking from the roadside. If anyone is interested, next time I go down to the river I will attempt to contact the householder and get details. Thanks for a great mag.

Mike Longley

Hi Mike

Well done on some impressive classic car spotting and identifying skills. If anyone should contact me looking for such a rare machine I will point them in your direction and we can find out the story behind the Vaal Wartburg. I have recently been contacted by a collector with a range of Wartburgs so will also spread the word to him. With this contact now made I will be setting up a feature on the forgotten marque in the near future.

Stuart



BEST OF BOTH CHEVY

I still thoroughly enjoy the wonderful read every two months of *Classic Car*. I really enjoyed the article on the Holden Monaro/Chev SS. They were iconic in their day and as a young 28-year-old GM fan I really wanted to own one, preferably the 3-speed 5.7-litre Chev SS. As I had a young family, and two door cars with stripes did not suit a young professional in those 'staid' days, I traded in my Opel Rekord and bought a new 5-litre Holden Premier V8 with 3-speed Trimatic transmission. I have always loved V8s so have been able to enjoy the best of both worlds. I had a lot of fun and trouble-free motoring with it. If only GMSA had imported the Holden Caprice with the 6-litre Corvette motor, instead of the Holden Commodore, badged Chev SS with stripes and spoiler.

Kindest regards

Chris Palk

Hi Chris

I see you come from the 'no replacement for displacement' school of thought and must commend you on finding a way to beat the system and still get your Chevy V8 kicks and be a respectable family man. Glancing at the sales figures from the period it seems as if GM had their ducks in a row in terms of a sales and marketing plan. In the early- to mid-'70s the brand more often than not headed the NAAMSA sales charts – albeit with its smaller engine machines. In our big-engine-loving land I would have thought a 6-litre option would have flown off the shelf but the decision-makers must have known what they were doing – perhaps the fuel restrictions that hit in 1973 played a role in not bringing in that monster from down under.

Stuart



GM RANGER RUMBLES

The Ranger model name is very much the flavour of the month in South Africa these days as it challenges Hilux for supremacy in the one-ton bakkie market, but the Ranger name came to South Africa long before it was used for a Ford pick-up here in 2007.

Originally Ranger was the name for a car model range introduced by General Motors SA in 1968, when it was billed as 'South Africa's own car'. It was a mish-mash of GM medium-sized models, using the body and running gear – including locally made engines

and rear axles – of an Opel Rekord with interior features from GM's British Vauxhall range and from GM Australia's Holden line-up.

I was involved in the media launch of this new model as I was working at *The Pretoria News* as a sports reporter and the motor editor at the time. In fact, this was the first new model launch I attended outside the boundaries of the old Transvaal.

We flew to Port Elizabeth and spent the night there in the Marine Hotel before the launch the next day. The unveiling event took place on a specially built stage at the factory the next morning, with the Ranger driving through a huge sheet of paper in the old fashioned way!

However, chaos erupted when we (the journalists) were able to get up close to the new model because we then saw the Vauxhall Griffin crest badge on the bonnet, in the centre of the steering wheel boss and on the chrome hubcaps. Immediately the impression was that this was not 'South Africa's own car', but a GM 'parts bin special' and at the time Vauxhall had a bad name in SA as a 'soft' and unreliable car so it was a no-no in the eyes of the scribes.

Evert van Niekerk, then the editor of *Citizen Motoring*, was particularly outspoken and was really stirring the pot about us being duped!

We went off on the launch drive which was leisurely and fairly short, taking us up the

Suurberg Pass to a hotel for lunch where the liquid refreshment made matters even more heated. Even dinner that night in the Mark nightclub at the Markham Hotel, complete with some exotic entertainment, did not calm down the journalists.

We later heard that the dealers had been up in arms too when told they would be selling Vauxhall Rangers.

The upshot was that the public launch of the Ranger was delayed until a new emblem – a Springbok head – had been designed and made for the bonnet (with a stylised 'R'), steering wheel and hubcaps! The retrofitment of these emblems to the 400-odd cars that had been built already proved another headache for the GM management team.

The power of the Press in those days!

Regards

Roger Houghton

Hi Roger

A brilliant bit of insider information. Badge engineering is a popular past time these days but I am not sure any manufacturer today is as brave at trying to pull the wool over our eyes as GM had been then, by marketing it as a South African car. Thank you for all the input and support. Your knowledge and experience of the local motoring industry is a huge benefit to us in recording our proud (and sometimes not so proud) past.

Stuart

VOLVO PRODUCTION FACTS

In the Letters section of your April/May edition, correspondent Fredrik seeks information on the assembly of Volvo motor cars at Motor Assemblies, Durban. I can advise that the production was as follows:

122S

March 1961 - June 1967
Total produced 8 241 (TBC)



544

April 1961 - December 1962
Total produced 462

122S Station Wagon

March 1964 - October 1967
Total produced 1 008

P1300

May 1967 - December 1970
Total produced 5 568

144 and 164 models were also produced from February 1968 and November 1969 respectively. In 1972 the production was transferred to Volkswagen in Uitenhage.

Fredrik is quite correct in suggesting that Motor Assemblies was the first company to produce Volvo cars outside Sweden. It was also the first company to assemble Lancia cars outside Italy.

Incidentally I have the production data for all cars produced at Motor Assemblies

from inception in 1948 until 1970. Many thanks and thank you too for an excellent publication.

Kind regards

Colin Downie

Thank you Colin

Getting stats and figures on local production can be a difficult task. I know Ryno Verster spends months in the National Archives researching our motor industry and occasionally even that doesn't cover all the bases. I am amazed at the number of Volvos we put together in South Africa.

And by the number of 122s and 144s I see still fighting the traffic or attending various events we clearly did a solid job when it comes to the quality of construction. I will get in touch regarding all the Motor Assemblies production figures as I find this a fascinating aspect of our proud history. Thank you for all the support and kind words.

Stuart

EXECUTIVE CARS



POA

1958 MG A ROADSTER

Absolutely sublime styling makes this model, arguably the finest creation to come from MG. This example has just come out of long term gentleman ownership and has obviously been extensively restored. A sweet driving 1500 cc sports car from the '50s for you to enjoy.



R125 000

1968 TRIUMPH VITESSE

Extremely rare 4-seater classic British cabriolet. Triumph's 2-litre straight-6 engine is a gem and in this case made even more usable by the fitment of a modern 5-speed gearbox. Loads of woodtrim give the tidy cabin a classy punch. Only a handful in South Africa.



R75 000

1978 VOLKSWAGEN BEETLE 1600L

Virtually a one family owned vehicle from new, this is the most original example of a 1600L model you will find. Its condition is superb and it drives as only an original can, beautifully. Cars are only original once so it's easy to understand why originality wins over restoration for collectors.



R95 000

1981 MGB GT COUPE

Excellent example of the MGB GT. The key to a car like this is the way it drives and this one drives very very well. 4 Speed with overdrive and Webasto period sunroof make this the ideal classic. A story of good maintenance and caring ownership



R480 000

1972 CITROEN SM COUPE

This vehicle is believed to have spent most, if not all, of its life in South Africa. One of only 20 believed to have come here. 105 000km on the 2670cc Maserati engine and in original condition. White with red velvet interior. A very rare and different alternative direction to true classic.



R165 000

1988 DAIMLER DOUBLE SIX

Superb example in impeccable and highly collectable condition. This 28 year old defies adequate description suffice to say that I will be perfectly happy to keep this car in my collection if it does not attract the right custodian. Under appreciated for far too long, the Double Six was the last of the proper Bill Lyons era cars and the penultimate XJ.



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.



R165 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.



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.



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!



R67 000

2004 TRIUMPH BONNEVILLE THRUXTON 900

One little lady owner from new. Clip ons, cafe racer seat and rear, Zard performance pipe, Wilbers shocks. A GORGEOUS example of a cafe racer with lots of attitude, plenty of stance and presence. She must have been one helluva lady in her day!!



R95 000

2013 HARLEY-DAVIDSON SPORTSTER 1200 CUSTOM

Absolutely beautiful example of the classic 1200 Custom in as new condition. Great colour, classic look and undoubted character. If you are in the market for one of these come and have a look for its the standard by which you will judge all others



R185 000

1994 MERCEDES-BENZ SL500 ROADSTER

Nice original example of the collectable W129 range. 22 years old with only 144000kms from new, hard top and brand new soft top. The time to buy one of these models is now before they start rising. Compare this to the other[s] currently for sale then come and see me.



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.



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.



R465 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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THOSE WERE THE DAYS... CAR PRICES IN 1960!

By Roger Houghton

I was recently given a reprint of the first edition of the Mead & McGrouther (M&M) *Auto Dealers' Digest* which was published in July 1960. The historic reprints were commissioned by Transunion and I was given a copy by Derik Scorer, who has a group of motor dealerships and has been involved in the SA National Automobile Dealers' Association (NADA) for many years.

This pocket-sized booklet soon became the backbone of the South African used car business. Mead & McGrouther was taken over by Transunion in 2012 and the used vehicle prices are now readily available on the internet.

Initially the booklet was only available on subscription of '10 guineas' (R21) a year and was sold only to the trade, where it was jealously guarded by those fortunate enough to have a copy. In the terms of subscription it stated that the proprietor was entitled to arrive at a dealership and ask for all the previous booklets – excluding the current edition – to be returned to him so as to ensure circulation was tightly controlled by the subscribers.

When the booklet was launched the prices were still in pounds, shillings and pence, but in less than a year (on 14 February 1961) South Africa switched to decimal currency where £1 (one pound) equated to R2 (two rand) or 10 shillings for R1.

Interestingly, the first editor of the Digest was certainly not an egotist as he did not even publish his name. He just signed off his editorial saying: "Until next month, The Editor." This was despite an impressive rundown on his qualifications as a 'motorman', not a publisher.

The first edition was pretty comprehensive. The major focus was on used cars and here the publishers depended on input from

dealers as well as collecting prices from the small advertisements in 'all the national newspapers in the major centres'.

There were also new car prices, technical specifications on new models – in this case the Chrysler Valiant and its rival the Ford Falcon. There were Technical Topics, reports on vehicle sales in the various centres, auction prices, a reconditioning guide with prices for engine machining, replacement batteries and the retreading of tyres. There were also sections listing distributors and franchise holders as well as second-hand car dealers.

The choice of car models was extensive in those days with a total of 66 brands listed. However many models on sale then are no longer being produced. Here we have Allard, Armstrong-Siddeley, Austin, Berkeley, Borgward (now on the comeback trail), De Soto, DKW (including Auto Union), Goggomobil, Goliath, GSM Dart, Hillman, Hudson, Humber, Lloyd, Metropolitan, Morris, Nash, NSU, Oldsmobile, Packard, Panhard, Plymouth, Pontiac, Rambler, Riley, Rover, Saab, Simca, Singer, Standard, Studebaker, Sunbeam, Triumph, Wartburg, Willys, Wolseley and Zwickau.

In fact, that is 38 makes of car, so here is the list of brands on sale in SA in 1960 and still on the market somewhere in the

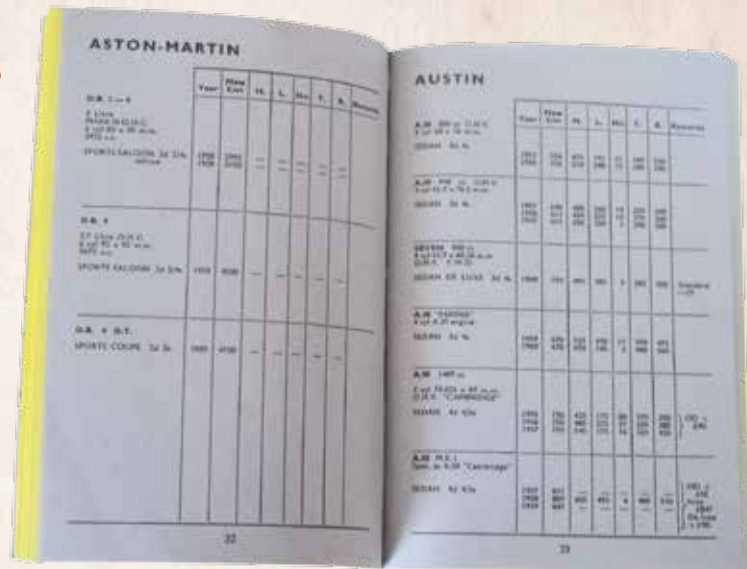
world today: Alfa Romeo, Aston Martin, Bentley, BMW (Isetta only at that stage), Buick, Cadillac, Chevrolet, Chrysler, Citroën, Datsun, Dodge, Fiat, Ford, Holden, Jaguar, Lancia, Land Rover, MG, Morgan, Opel, Peugeot, Porsche, Renault, Rolls-Royce, Skoda, Vauxhall, Volkswagen and Volvo.

Toyota had not even arrived here yet!

Advertising was slim in this first issue although it was pretty expensive at about R40 a page. (Compare this to only R60 for a Morris Minor engine sub-assembly!) The only advertisers were: National Spring Manufacturers (front cover at R80 per month!); Norman F. Hall, Motor Engineers; Power Electric, makers of Bartleite batteries; Girling bonded brake shoes; and Hi-Ho Vulcanizing Works, tyre retreaders.

Retail prices of cars varied by about R40 between the coast and the Reef due to transport costs.

How about these unbelievable prices: R1 280 for a Volkswagen De Luxe Beetle with sunroof; R2 320 for a Valiant automatic; R3 400 for a Chevrolet Impala V8 convertible; less than R3 000 for an Alfa Romeo Giulietta Spyder; R1 100 for a Morris Mini-Minor; R2 400 for an MGA Twin Cam; R1 250 for a Ford Anglia 105E; R2 350 for a Mercedes-Benz 180; and R3 080 for a Porsche 356B convertible! 🚗





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1974 Dino 308 GT4



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R 1 400 000
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R 1 050 000
2001 Ferrari 456M GTA

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1969 Ferrari 365 GTB/4 Daytona



1976 Dino 308 GT4

Winners of the Concours d'Elegance in their class, at the annual SEFAC Ferrari Show Day
held at Montecasino on the 8th May 2016

MIDLIFE CRISIS CONTROL

BMW turned 100 years old in February 2016 but as with most motor manufacturers the journey wasn't without the odd speed bump. For the Bavarian outfit the 1950s was a desperate time, but thankfully the launch of its *Neue Klass* (New Class) sedans in the 1960s saw the firm's fortunes swinging around. While some credit for this recovery can be attributed to the four-door saloons, the real stand out in cementing the outfit as a global giant were the 2-door sporting saloons. **Stuart Grant** celebrates 50 years of these cars, referred to as the 02 Series.

Images by Henrie Snyman and Mahomed Ozayr Abdulla





BMW stayed descriptive with its model-naming of the new cars, where numbers made up a model name. The first two represented the engine capacity and the second two the number of doors. So an 1804 was an 1800cc 4-door while a 1602 was, as you guessed, a 1600cc 2-door machine.

Let's step back a bit to lay the foundation though. BMW can trace its roots back to the Munich-based *Bayerische Flugzeug Werke* (Bavarian Aircraft Works) that formed to support the aerial war effort in 1916. Many of you will know that the famed BMW logo represents a rotating aeroplane propeller. With Germany defeated and the need for military aircraft not high on the list of wants the firm was forced into finding

new business avenues and diversified into building engines for trucks, boats and motorcycles. This meant a new name in 1922 and BMW was adopted, symbolising *Bayerische Motoren Werke*.

By 1923 the step was taken to build its own motorcycle, known as the R-23. It employed the revolutionary shaft-drive system instead of a chain – a feature still seen on BMW motorcycles. A next logical step on the expansion ladder was to make a car. To accomplish this BMW bought the Dixi company of Eisenach, which had licence to build the Austin Seven. BMW rebadged the Dixi 3/15PS as a BMW 3/15 and churned the little car out up to 1932 when it finally cut the Austin tie and introduced fully in-house designed sophisticated items like the very sporting 6-cylinder-powered 326 and

legendary 328 roadster.

With the onset of World War II BMW returned to its roots in the aeronautical field, making engines for the likes of the Focke-Wolf 190. This led to heavy bombing by the allied forces, with the Munich facility basically a pile of rubble in 1945 while the Eisenach plant was taken over by the Soviet forces. The latter managed to get the ball rolling in 1945, churning out EMW (*Eisenach Motoren Werke*)-badged variants of the 326 and 327 models but BMW had to wait until 1948 to get the Munich operation functioning again – albeit only as a motorcycle setup. Bike sales boomed though and set the finances up to restart car production with a brand new model in 1952 – the 501.

The 501, which was an expensive saloon, was a bizarre choice of vehicle to relaunch



4-door Neue Klass, perfect blend of practicality, class and performance.



The sporting nature of the Neue Klass was further enhanced by racing success.



An early 1500 Neue Klass, later replaced by an 1800.



The first Neue Klass to drop the 4-door layout was the 1600.

with, considering the world was recovering from the hardships of war. At the time Mercedes-Benz was the only other real player in the luxury saloon market with its 220 model but when they downgraded this to the more financially friendly and economical 'Ponton', BMW were left high and dry. Initially the response was to build even fancier cabriolet and coupé versions (titled the 503) and even a Mercedes-Benz 300SL 'Gullwing' competitor called the 507 but the bank balance remained lean.

For 1955 a new tack was taken in another very strange direction. BMW announced the Isetta micro-car, which was built under licence from Iso in Milan. 162 000 units sold but the bank balance was still not exactly flush and BMW realised the need for a true in-house designed and built commuter.

Although it was almost a stretched version of the Isetta with a rear-mounted BMW bike engine, the new 1957 BMW 600 was a step in the right direction. A more powerful 700 hit the shelves in 1959, which with lines by Italian styling house Michelotti, introduced the idea of 3-box shaped BMWs and gave the vehicle a 'real' car look and feel. The 700 did well in racing and sold decently but still the margins were so low that the books looked no better. Standing back from the picture it became clear that the gap in the model lineup between the small 700s and the luxury 501/502 saloons was the one that needed filling.

Filling this gap almost didn't happen though when BMW lost 15 million Marks and there was strong support from shareholders for a proposal that the company should

sell out. Thankfully for us BMW fans a minority group blocked this proposal and following some serious negotiations in 1960 the investor brothers Harald and Herbert Quandt put in money and acquired two-thirds of the outfit. They recruited new people for top management spots and put an emphasis on developing a new family saloon – *Neue Klass*.

Design parameters called for no carryover engineering and a new engine good for a minimum of 80bhp. Alex von Falkenhausen designed the engine, the chassis structure came from Eberhard Wolff and his team while Wilhelm Hofmeister steered the body styling. Billed as the BMW 1500 the new monocoque-constructed 4-door, which was shown at the 1961 Frankfurt Motor Show, found acclaim immediately and set



Cabriolet versions like these are extremely rare with most clients wanting an open version going for the Targa option.

Pushing the envelope and not wanting to stagnate BMW was already back at the drawing board in 1963, with plans to develop a slightly smaller 2-door version of the *Neue Klass*

many characteristics for BMW that we still see today. Able to hold 5 occupants at a decent lick thanks to its 1499cc overhead-cam 4-cylinder and Getrag 4-speed manual the 1500 offered practicality and style in bucket loads. It combined a sporting ride with comfort thanks to its MacPherson strut front suspension and independent rear and the ZF worm-and-roller steering box delivered a directness and feedback not common amongst its competitors. Sheer driving pleasure was born and BMW headed toward profitability.

While the development of the 1500 had been a costly one it did allow for plenty of potential with regard to the extension of the model lineup. First up the engine's stroke was increased to give 1773cc, which saw the birth of the 1800 badged variant, good for 90bhp. To add more variety a 1600 model was also added, which saw the 1500 mated to a big-bore block with the result of a 1573cc capacity and 83bhp. The *Neue Klass* floorpan and running gear were then adapted to a delicate coupé known as the 2000C and yes, as you guessed from the badge, a 2-litre (1990cc) engine was added to the mix. In this format the engine was good for 100bhp. By adding twin-carburettors to the mix 120bhp was achieved. Of course this engine eventually found its way into the 4-door bodies, which not only meant record-breaking family holiday runs but also kickstarted BMW's passion for saloon car racing, which continues today.

Pushing the envelope and not wanting to stagnate BMW was already back at the drawing board in 1963, with plans to develop a slightly smaller 2-door version of the *Neue Klass*. The thinking was simple – a 2-door would reintroduce the real sporting characteristics the firm had earned in the 1930s. 2-doors meant a shorter wheel-base to enhance handling, a lighter body for better performance and a more athletic aesthetic.

In record time the wheelbase was chopped from 100.4 inches to 98.4. Most of the mechanicals carried over but Hofmeister redid the cabin and a facelift was given to the front end.

In March 1966 BMW launched the new 1573cc (1600) model called the 1600-2 and it immediately became a winner. The diet programme when compared to the 4-door meant the 1600 could keep up with the 4-door 1800 in the performance department and the handling and sporting feel blew the socks off most testers, with the only cars really comparable in most minds being the

Alfa Romeo Giulia and GTV. In reality the Alfa options had a bit more go than the 1600-2 but, as is so often the case with sporting saloons, a few people at the top of the firm can take a bit of credit for spearheading a slightly stronger option.

In the BMW case these top dogs were Alex von Falkenhausen and Helmut Werner Bönsch. Von Falkenhausen joined BMW as a bike racer and motorcycle designer in 1934. He later switched to car racing and did a stint as an independent racing car manufacturer. But in 1954 he returned to BMW where he headed the racing division and then from '57 onward held the overall responsibility for engine development. He took the step to independently slot the existing 2-litre into his personal 1600-2. Unknown to Von Falkenhausen BMW's Planning Director carried out the same conversion on his car. It was only when both cars arrived at the BMW workshop on the same day mid-1967, where they both talked enthusiastically about their machines that the idea of a production run really took off.

A proposal was put to the directors and it went through relatively smoothly and the 2002 was born. Timing was spot on as BMW, which had only seen very small sales in the USA before this, identified the market as key to the growth of the firm. US importer Max Hoffmann, who had seen the rave reviews and decent sales around the 1600-2, had coincidentally also asked Germany for a slightly more powerful version for the American conditions. The twin carb 1600ti could meet the requirement for power but fell short in the stringent emission legislations. And so the legend was born in January 1968.

Over its 8½-year life span the 2002 went through 3 progressions or facelifts and saw various subdivisions in spec and performance, with the cherry on top being a fearsome Turbo variant, which many claim to be the first production car powered by a turbo-charger. A total of 401 947 units hit the world's roads and thanks to its class-leading compromise between performance and practicality make it not only the recipe for BMW's success but also one of the most sought-after classics to own and drive.

Of course there is the story of the '02 in motorsport and the likes of the famed tuning houses such as AC Schnitzer and Alpina but that's a story for another day. For now we say happy 100 years to BMW and 50 years to the 2002. 🇩🇪



From the rear the boot spoiler and wide wheel arches indicate the Turbo's brutal performance.



At the front the deep airdam and red/blue clouring gives the Turbo game away. Early cars also had 'Turbo' written in reverse along spoiler but the authorities deemed this too aggressive for road use.

THE DIFFERENT FACES

1968 – 1971	Round tail lights. Short rear bumper wraparound. Black aluminium grille with two silver slats. Chrome windscreen wipers. 2-spoke steering wheel.
1971 – 1973	Round rear lights. Long rear bumper wraparound. Black aluminium grille with two silver slats. Chrome windscreen wipers. Knee-high bump strip along flanks. Rubber facings on bumpers. Standard reclining seats. Less dashboard brightwork. Addition of choke, fuel level and handbrake warning lights. 3-spoke steering wheel.
1973 – 1975	Rectangular tail lights. Rear BMW badge moved from rear panel to bootlid. Black windscreen wipers. 3-piece black plastic grille. New seats (taken from the new 5-Series). Indicator stalk moved to the left of steering column. American specification cars got extended concertina-type bumpers for safety regulations.

FACTS & FIGURES

MODEL	SPECIFICATION	PERFORMANCE (EU)	QUANTITY
2002	4-cylinder 1990cc SOHC Single Solex 40PDSI Carburettor 4/5-speed manual gearbox	98BHP@5500rpm 157Nm @ 3000rpm 0 – 100 in 10.9 seconds Top speed of 171km/h	284 194 (87 340 RHD)
2002ti	4-cylinder 1990cc SOHC Twin Solex 40PHH Carburettor 4/5-speed manual gearbox	118BHP@5800rpm 167Nm @ 4 500rpm 0 – 100 in 9.4 seconds Top speed of 185km/h	16 448 (0 RHD)
2002tii	4-cylinder 1990cc SOHC Kugelfischer fuel injection 4/5-speed manual gearbox	130BHP@5800rpm 178Nm @ 4 500rpm 0 – 100 in 9.4 seconds Top speed of 193km/h	38 703 (3 680 RHD)
2002 Automatic	4-cylinder 1990cc SOHC Single Solex 40PDSI Carburettor 3-speed automatic gearbox	98BHP@5500rpm 157Nm @ 3000rpm 0 – 100 in 11.7 seconds Top speed of 167km/h	36 661 (3 400 RHD)
2002 Cabriolet	4-cylinder 1990cc SOHC Single Solex 40PDSI Carburettor 4/5-speed manual gearbox	98BHP@5500rpm 157Nm @ 3 000rpm 0 – 100 in 10.5 seconds Top speed of 166km/h	200 (0 RHD)
2002 Targa	4-cylinder 1990cc SOHC. Single Solex 40PDSI Carburettor. 4/5-speed manual gearbox. drive units produced.	98BHP@5 500rpm. 157Nm @ 3 000rpm. 0 – 100 in 10.5 seconds Top speed of 166km/h	2 317 (354 RHD)
2002/2000 Touring	4-cylinder 1990cc SOHC. Single Solex 40PDSI Carburettor or Kugilfisher Fuel injection. 3-speed automatic or 4/5-speed manual gearbox.	98BHP@5 500rpm. 157Nm @ 3 000rpm. 0 – 100 in 10.9 seconds Top speed of 170km/h	22 435 (1 876 RHD)
2002 Turbo	4-cylinder 1990cc SOHC. Single Solex 40PDSI Carburettor or Kugilfisher Fuel injection with KKK turbo charger. 4/5-speed manual gearbox.	167BHP@5 800rpm. 240Nm @ 4 000rpm. 0 – 100 in 7.3 seconds Top speed of 209km/h	1 672 (0 RHD)

SMOOTH OPERATOR

You can't beat the French when it comes to radical automotive engineering, as anyone who's driven a Citroën DS will attest. But even that famously *avant-garde* marque surprised its own fans when it married hydro-pneumatic engineering with Italian power to create a futuristic GT coupé in the early '70s says **Graeme Hurst**.

Photography by Henrie Snyman





This futuristic coupé was once the pride of the French brand following a tie-up with Maserati. And it is as radical to drive as it looks

Most of us have our own reasons for being addicted to old cars. Maybe that Golf GTi in your garage was your wall poster favourite as a teenager, or you simply fell for the aesthetic qualities of Jaguar's Mk2. Or the glorious sound of its straight-six. Then again it could be the chrome exuberance of a 1950s Yank and the simplicity of its mechanicals. Me? What I cherish most is the unique driving experience of each marque – something that's increasingly been watered down with modern cars. Step out of the hard ride of a Big Healey into a wafting piece of Detroit iron and your fillings will remain in but you won't get round a corner in a hurry. Or stop that all easily. Get the keys to a '50s Italian and you'll revel in the tactility of its delicate handling, while fretting over the equally delicate bodywork, and a stint in one of Stuttgart's rear-engined marvels will thrill, thanks to the howl of its air-cooled flat-six and astonishing rear-end grip.

Fancy something radically different? Then

slide behind the 'wheel of something French, such as a Citroën. Or, for an utterly unique experience, one with a Maserati engine under the bonnet, as in Citroën's SM. This futuristic coupé was once the pride of the French brand following a tie-up with Maserati. And it is as radical to drive as it looks, thanks to its use of wafting-on-air hydro-pneumatic suspension, variable ride height, ultra-sharp steering and a race-derived quad-cam V6.

Never heard of it? Well SM stands for *Série Maserati* and the link came about after the French car-maker bought Maserati in the late 1960s. By then France's once-illustrious reputation for exotic GTs was waning, with Facel Vega about to fizzle out and luxury brands such as Talbot-Lago, Voisin and Bugatti mere names in history books. Citroën was on a roll after shredding the rulebook with its pioneering DS saloon and felt it could make its mark with a sophisticated Continental-crossing GT. But the marque's management wasn't keen on an evolution of the curvaceous DS. Instead it called on aeronautics designer Robert

Opron to pen the company's path into the angular 1970s.

What's more, the new model needed to offer a step-change in performance from

the marque's four-cylinder mainstay that had evolved from the Traction-Avant. Cue the benefits of its purchase of Maserati, which allowed Citroën to tap into the marque's band of talented engineers led by Giulio Alfieri.

He was tasked with creating a 2.7-litre V6 engine – the capacity being dictated by France's vehicle taxation categorisation. Developed in just six months, the V6 featured a 90-degree block and a flat-plane crankshaft as it was effectively a cut-down version of the V8 developed for the Maserati Merak. In SM form, the unit boasted triple twin-choke Solex carburettors and was good for 127kW at 5 500rpm.

The Italian power unit was married to standard Citroën thinking: a five-speed, front-mounted transaxle (ahead of the engine, Audi-style) driving the front wheels with hydro-pneumatically controlled suspension all round (wishbones up front; trailing arms at the rear). Braking was by inboard discs up front and conventional discs at the rear – also controlled by the car's hydraulic system with a pump running via shaft drive and a large reserve tank holding the crucial LHM fluid. The same system also powered the car's rack-and-pinion steering, but more on that later.

All very leading edge for 1970 but even more so were Opron's angular lights and styling flourishes: the wide glass nose

When the SM made its debut at the 1970 Geneva show, its *avant-garde* mechanical thinking attracted praise from the press, although some of it was guarded



(the SM's trademark) housed a rack of six headlights (the middle set of which point around corners as they're connected to the steering) and the number plate, while the rear was all angular stainless steel with the wheels partially encased in spats.

When the SM made its debut at the 1970 Geneva show, its *avant-garde* mechanical thinking attracted praise from the press, although some of it was guarded: *Motor* magazine called it 'a triumph of design complexity over production engineering'... clearly the SM's technical specification looked mildly terrifying for anyone accustomed to conventional car-making.

Quite frankly, on aesthetics alone, the SM must have looked like it was from Mars parked next to anything humble such as a Coke bottle Cortina or Rover at the time. Still, it was a hit and some 5 000 rolled (or glided) off the lines at the company's famous *Quai de Javel* factory in the first year alone as the SM became the must-have for sophisticated European playboys. The cars' owners dreaming about high-speed weekend blasts to the French Riviera with a Bridget Bardot lookalike ensconced on the passenger seat and an unfiltered Gauloise in their left hand...

Fast forward 45 years and the SM is an intriguing proposition. In some sense, it looks like it's waiting for a future that's yet to arrive. But get behind the 'wheel and the interior will

have you time-travelling in the other direction to an era of bell-bottomed jeans, big hair and orange and mustard soft furnishings.

Just as with a DS, starting and driving an SM involves a bit of theatre as the suspension needs time to rise up, particularly if the car's been parked overnight when the vast coupé will be on its bum, so to speak. Move off too quickly and you'll likely be making an immediate detour to your local Speedy exhaust branch.

Once the SM is up and running you can set the ride height using a ratchet lever left of the seat but there seems little point as it's hardly a car for tackling rough with although, if you're an SM virgin, your first few kilometres are likely to be rough. Seriously rough. The steering and braking systems are both *über* sensitive with the latter controlled by a large rubber button that would honestly look more at home below your mother's Singer sewing machine.

That floor button needs the merest hint of movement to trigger strong retardation while the steering's high gearing (just two turns lock to lock) and chronically strong self-centring ability need subtle inputs to make direction changes. Overdo the inputs on either – or accidentally let go of the large mono-spoke steering wheel – and you'll end up see-sawing ungraciously across the tarmac as the soft suspension amplifies the

coupé's lack of composure. Get it horribly wrong at speed and I suspect you could be admiring the Armco barrier up close. But get the hang of the need for precise, economical inputs and the SM will reward and inspire with surefooted progress that's surprisingly rapid: 0-100km/h in nine seconds and a top end nudging 220km/h was heady stuff for the time when a lot of the competition needed a V8 with twice the cubic inches to beat those numbers.

What makes the steering particularly tricky to master is the severity of the 'wheel's self-centring which isn't dictated by the suspension geometry (the castor) but by the system's design. While the concept of centralised hydraulic power for all the controls was already tried and tested in the DS, the steering arrangement in the SM was new. Referred to as DIRAVI – which is an acronym for *Direction à Rappel Asservi* literally meaning 'steering with controlled return' – its key design feature is that it doesn't have a direct mechanical link to the wheels which means unnecessary road feedback is ironed out. It was designed to harness and tame the power output of the V6 in a front-wheel drive format but it also found its way into the Maserati Quattroporte II and Khamsin.

Easier to adapt to is the SM's gear change which has a surprisingly direct, mechanical



feel (considering the location of the 'box') with a gear lever spouting out of a chromed gate that looks like an ashtray from a '70s night club. Other equally period touches include the vertically mounted radio cassette in the centre console and the horizontal stitched panels to the velour-covered seats which just seems very *Day of the Jackal*.

On the move the alloy V6 has plenty of grunt and moving deftly through the gears translates that into rapid progress. And it's at speed where this GT coupé comes into its own as it increasingly beguiles you with its smooth and rapid progress, with only the wind noise a clue to the fact you're piloting something that was built in 1970 and not 1990 or later. In cruise, it will glide comfortably at 140-150km/h if you're prepared to break the limit, while its braking ability inspires confidence to do so – unlike many other early '70s classics where an ABS-spec'd modern slamming on anchors ahead could spell disaster.

The SM was only ever offered in left-hand drive (although there were four right-hooker prototypes) and that meant it never officially made it to our shores. More than 12 000 were built and a lot of them went across the Atlantic although the car's frontal

treatment fouled Federal safety laws so, on US deliveries, the glass-encased nose gave way to conventional fixed headlights. On the plus side, engine capacity was bumped up to 3-litres to maintain performance with the auto option, which was popular with buyers Stateside, although I can't imagine quite what the average US mechanic made of the sight of hydraulic sphere-and-pipe-festooned longitudinally mounted, but transaxle-harnessed engine that greeted him after lifting the 'hood'...

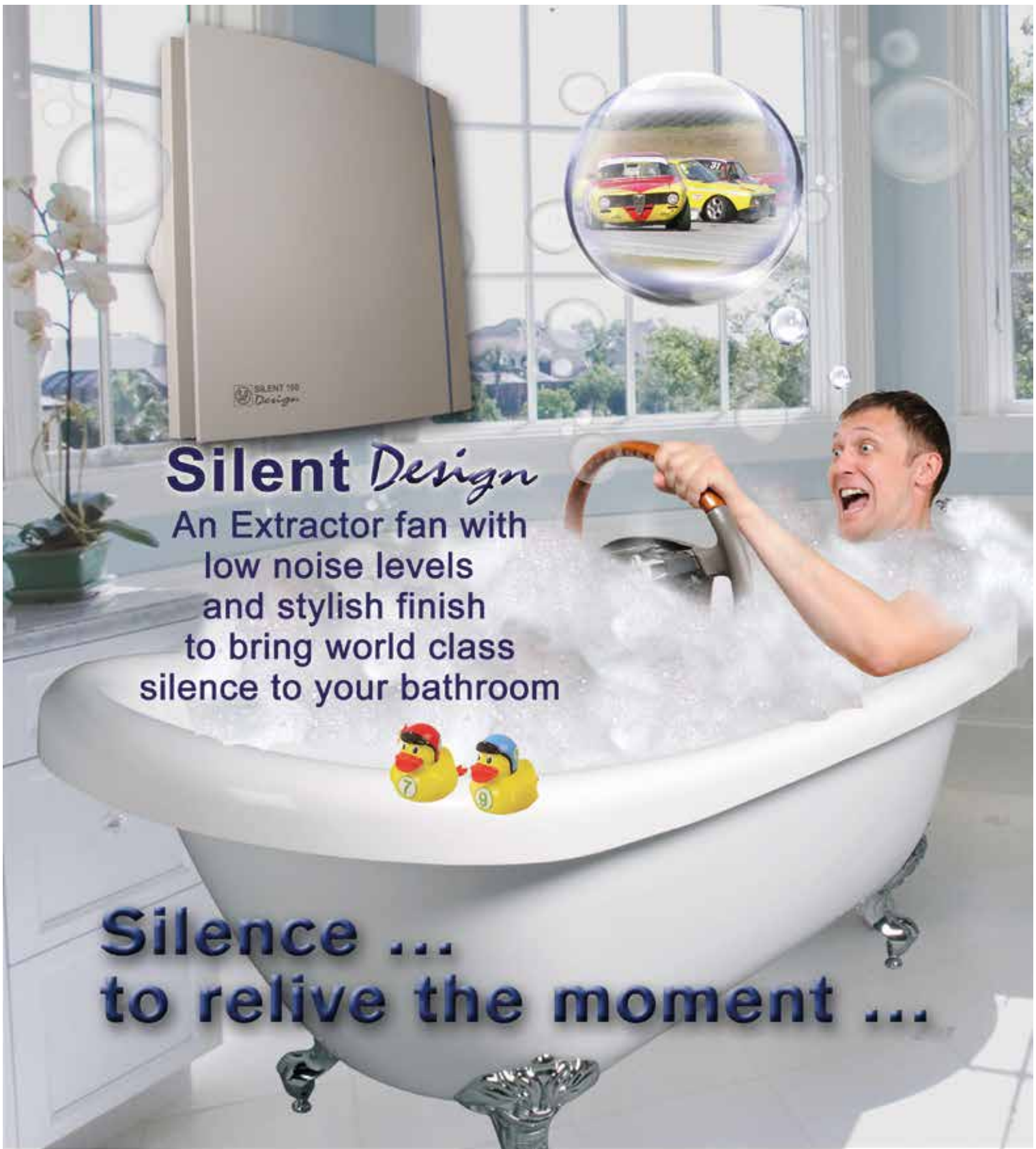
The SM had plenty of fans including motorcycle champion Mike Hailwood and Fiat boss Gianni Agnelli, who fell for the car's styling. Cold War leader Leonid Brezhnev had one tucked away in the Kremlin garage and Uganda's Idi Amin was known for coveting a pair. The SM has also been a favourite of successive French prime ministers who used a stretched open-top four-door, coach-built version for state occasions and which is still in the French government garage.

So how come this sophisticated and hugely capable GT coupé was only in production for five years? Too radical? In hindsight possibly, as it didn't inspire radical offerings from rival makes and, in reality, it was without peers if you consider

that Mercedes-Benz's SLC, Alfa Romeo's Montreal and Jaguar's V12 E-type were the two-door GT alternatives in the new car guides of the time. Citroën would arguably have made a bigger mark with its SM had corporate politics not got in the way. When Peugeot acquired the famous chevron brand in 1974, it couldn't stomach a product so obviously powered by another marque and also wanted to position Citroën as a mainstream saloon car maker so Opron's futuristic coupé got the chop a year on.

Today SMs are collectible having been the classic of choice – certainly in European capitals – of architects and advertising creatives although less so than a Mercedes Pagoda was a few years ago, the latter proving to be a lot more conventional to maintain. And that's what normally scares potential owners of SMs and its four-door sibling, the DS. But find a mechanic who is familiar with – or better still – specialises in them and you could be rewarded with a truly unique driving experience while living out your '70s spy-thriller fantasies. It'll be classic life like you've never known it. 📍

Thanks to Executive Cars (www.executivecars.co.za) where the featured car is for sale.



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FAST SELLERS



Per-Inge Walfridson and Kassie Kasselmann take a splash in their 144 on the 1974 Total Rally.

Mention the name Volvo and the majority of us immediately think of cars with class-leading vehicle safety and rugged reliability. Motorsport doesn't immediately spring to mind though, which is odd when you think of how successful the brand has been over the years. Volvo has excelled recently in the World Touring Car Championship and kids of the '90s will remember the joy of seeing the unlikely Volvo Estate spearheading the British Touring Car Championship. In South Africa, as **Andre Stemmet** recalls fondly, the idea of hot Volvos goes even further back and the sales figures show that what wins on Sunday sells on Monday.

Images thanks to www.motoprint.co.za

The 1960s and 1970s were exciting motoring times in Southern Africa. A booming economy and the development of a South African motor manufacturing industry introduced the 'golden age' of motor racing on the subcontinent. South Africa hosted a grand prix at Kyalami as well as the Springbok

Series where state-of-the-art sports cars mixed it with production cars for overall honours and the index of performance handicap award. The Springbok Series started off with a 9 Hour race at Kyalami in November, moving on to 3 Hour races in Zimbabwe, Moçambique and on circuits in the Free State, Natal and the Cape.

Rallying also took off in the early 1950s with amateur competitors using their daily transport with only rudimentary preparations for regularity events, carrying all spares and tools. The main event on the calendar was the Pretoria-Lourenço Marques rally, an event that allowed entrants to combine motorsport with fun and adventure, with white

beaches, huge prawns and cold beers awaiting those who made it to the finish.

The Volvo marque notched up many wins in both circuit racing and rallying during these times, gaining a reputation for fast, reliable cars, which enhanced its appeal to the public. A number of left-hand drive 544s were imported in the late 1950s, and from the early 1960s the Amazon, known here as the 122S, was assembled locally. Later the 144 and 164 were also assembled in South Africa, before political reasons saw the firm withdrawing from the country in the 1970s. Post-1994 the brand was back in South Africa but sadly not on track or rally stage.

Volvo's success started in 1958 when Francis Tucker, one of the main movers behind the establishment of Kyalami, and Michael Renton won the index of performance in the 6 Hour race at Roy Hesketh in Natal, while

South Africa hosted a grand prix at Kyalami as well as the Springbok Series where state-of-the-art sports cars mixed it with production cars for overall honours and the index of performance handicap award



The 122S of Arnold Chatz and Dave Clapham follows a Ferrari 250LM during the 1967 Kyalami 9 Hour.



Jannie Kuun and Kassie Kasselmann 144 on the 1973 Lucas Rally.



Jannie Kuun and Kassie Kasselmann 144 during a 1973 BNU Rally night stage.



The Frank Wingels and Dirk Marais 122S pit stopping at the 1967 Kyalami 9 Hour.



Start of the 1958 Grand Central 9 Hour with the Francis Tucker and John Meyers 544 blasting off the line.



A rare 2-door 142 driven by Arnold Chatz and Colin Burford in the 1969 Kyalami 9 Hour.

544s also featured prominently in the results of the 9 Hour and the other endurance races during the 1958, 1959 and 1960 seasons.

The local Volvo team was one of the most professional, being equipped with two-way radios to ensure continuous contact between drivers and pit crew. A humorous side to this technological advance occurred during the 1960 9 Hour when Peter Huxtable radioed the pits as the race entered the twilight hour. Huxtable complained about the weak lights of his 544. Fortunately, one of the mechanics noticed that Huxtable was still wearing his sunglasses, and relayed this technical explanation to him. Huxtable took the necessary measure which resulted in his vastly improved vision.

While the 544 was a winner it was the iconic 122S that in its B18 and later B20 version carried many a driver to the top spot

on the podium. In the 1960s, it became the car to beat in both production and endurance racing. Lawson Motors, the Johannesburg Volvo agency, supported many drivers at a time when motor racing and rallying was still an amateurish affair. Some of the more notable early successes of the 122S in long-distance racing include a fifth overall and third place on index for Jan Hetteema and Gary Wilson in the 1963 9 Hour, while Hetteema, partnered by Frank Wingels, won the event in 1965 on index, finishing eighth overall.

Volvos did extremely well in the 1965 Springbok Series. Arnold Chatz won the index of performance category of the Natal 3 Hour race, with Dirk Marais in a 544 Sport finishing second. Chatz, partnered with Dave Clapham, finished second overall behind a Porsche and second on index

during a 6 Hour race on the same Roy Hesketh circuit in 1966. Marais and Wingels won the 1966 9 Hour index of performance, finishing seventh overall. Wingels and Chatz teamed up for the 1967 Springbok Series, winning the 3 Hour races at Cape Town's Killarney circuit and Roy Hesketh on index. Chatz teamed up with Spencer Schultze, a Formula 5000 driver, for the 1968 9 Hour, winning on index.

On the rallying front, Jan Hetteema flew the flag high. Hetteema, who also successfully competed his Volvos in long-distance circuit racing, won the South African rally championship five times, gaining Springbok colours in the process. This made Dutch-born Hetteema a rare double Springbok, having gained colours for cycling as well, in which he represented South Africa at the Olympics in Melbourne in 1956. He won the



The Team Lawson 122S driven by Arnold Chatz in the 1965 Transvaal Production Car series at Kyalami.



Dave Clapham powering his 144 during the 1975 Highveld 100.



Arnold Chatz/Dave Clapham (33) and Frank Wingles/Jan Hetteema 122S ready for the 1965 Kyalami 9 Hour.



Louis Cloete pushing his 144 in Lourenço Marques on a 1970 Total driving test.



Volvo 544 in the 1958 Grand Central 9 Hour.



Fanie Els in the monstrous Speedocruise Star Production series 164.

championship in Volvos in 1963 and 1967, while Francis Tucker brought the honours home for Volvo in 1966, also gaining Springbok colours in the process. Volvo also won the South African Rally Manufacturers Championship in 1968 and 1969.

The Pretoria-Lourenço Marques rally had in the meantime gained sponsorship from the Total oil company, becoming known as the Total International Rally, and gaining some special stages in addition to the regularity parts. Already in 1959 a Volvo triumphed in the hands of Pierre Kelfkens and Rex Wakely-Smith, but when Hetteema entered the fray in a 122S, he was virtually unbeatable, winning it in 1963 (with Hennie Steenkamp as navigator), 1965 (with Gus Menzies), 1966 (with Mike Hooper) and 1967 (with Robbie Broekmeyer). Part of the prize

at the time was an entry to the prestigious Monte Carlo rally, and Hetteema participated five times in the Monte, twice in Volvo 122s. Steenkamp navigated in the 1964 event, and they finished in a creditable 19th place. He relates that the event was immensely intense and tiring, and if they had not fallen asleep while waiting to enter a control point, they would have done even better.

But as the song goes, the times they were a-changing. While the Volvos were competitive against Renault Gordinis, Alfa Giulias, Mini Coopers and Cortinas, new and more competitive machinery appeared by the late 1960s, against which the Volvo 122S was no longer competitive: Toyotas, Datsuns, Alfa GTVs, rotary-powered Mazdas and Ford Capris and Escorts. Hetteema switched to a Toyota Corona for

rallying and an imported two-door Corona GT5 for endurance racing, later moving on to an Escort DBA.

The heavy, square Volvo 144, produced in South Africa since 1968, was not really a match for these new machines. Piet van Niekerk valiantly campaigned one in production car racing in Cape Town, sponsored by Droomers, the Paarl Volvo distributor, but battled against nimbler Renaults and Datsuns, while Volvo stalwarts Chatz and Dave Clapham's Lawson-entered 144s also proved uncompetitive in production car racing on Kyalami. For the Springbok Series, Team Lawson imported the two-door 142s, never produced locally, and Chatz and Clapham managed a second place on index in the 3 Hour race at Lourenço Marques and a third on index



Regular 144 partners, Jannie Kuun and Kassie Kasselmann on the 1973 Total Rally.

during the Roy Hesketh 6 Hour during the 1969/70 Springbok Series.

On the rallying front Jannie Kuun and Kassie Kasselmann campaigned a 144 from 1971 to 1973, winning two national rallies and notching up a number of second and third places. They also entered the TAP rally in Portugal, an event counting towards

the European rally championship, an achievement for which they were awarded Springbok colours.

Shortly afterwards, Volvo ceased its operations in South Africa.

But there was one last throw of the dice. In 1981, a highly modified Volvo 164, then already years out of production, appeared as a private entry in the 9 Hour in the hands of Fanie Els and Hans Kruger, finishing in a very creditable sixth place in a race in which the first three places were filled by Porsches, driven by aces such as Reinhold Joest, Jochen Mass, Jurgen Barth and Derek Bell. A Lancia Monte Carlo in the hands of formula one racers Michele Alboreto and Emanuelle

Pirro came fourth. Two weeks later, the Volvo came seventh in the 3 Hour race in Cape Town.

When Volvo returned to South Africa, their range of S40, S60 and S80 cars proved popular among the public, but despite success on European racetracks, the marque did not return to South African motorsport. However, South Africa has followed an international trend by reliving the exciting times of the sixties and seventies in the form of historic racing. And once again, Volvos are there to conjure up fond memories of old times. Alan Poulter has campaigned a very fast 1965 122S for years and Vic Campher recently entered the fray with a beautiful blue P1800 coupé.

As they say in Moçambique, *A Luta Continua!* 🇸🇦

On the rallying front Jannie Kuun and Kassie Kasselmann campaigned a 144 from 1971 to 1973, winning two national rallies and notching up a number of second and third places



THE WALLFLOWER

Motoring historian **Ryno Verster** tells the South African tale of Triumph's coolest nameplate but oft forgotten sportscar – the Spitfire.

Photos by **Ronan Sanderson**





Attend any show in South Africa and there will invariably be several breathtakingly-restored Triumph sportscars displayed. From an outsider's view the TR series seemed to have established itself as the 'darling' for South African Triumph collectors and restorers, an elevated status that is still firmly entrenched years after production ceased in February 1963. It is not surprising when learning that Triumph TRs were all assembled by Motor Assemblies in Durban over an interrupted span of 8 years. From October 1955 through to December 1956 354 TR 2s left the plant before the TR 3 took over in January 1957. By the end of production in October '58 624 TR 3s had hit the local roads. A 27-month drought followed before the TR 3A got the ball rolling in February 1961. Two years later when the 72nd and last TR3A rolled off the floor, only South Africans saw the new Spitfire take over as the sporting Triumph.

By comparison, the Triumph Spitfire models seem to be in lesser numbers at shows, hence the wallflower label, but those in the know can gloss over this as the drop-top car has a charm of its own and deserves to be asked for more than one dance.

Let's look at our dance partner's background. The Triumph Spitfire in 4-cylinder configuration was manufactured in Coventry in the UK from 1962 to 1980 as the Mk1 (Sports 4), Mk2, Mk3, Mk4 and the 1500. There was also a Triumph GT6 with 6-cylinder engine and Spitfire body but as in the case of the Spitfire Mk4 and 1500, it was

never assembled and sold in South Africa.

Introduced at the 1962 Earls Court motor show the Spitfire was said to feature 'handsome and curvaceous styling' from the Italian stylist Giovanni Michelotti.

Michelotti was the obvious choice, having already penned a two-seater sportscar in 1957 for the Standard-Triumph company (code name was 'Bomb') but moth-balled with the company experiencing financial problems at the time. With Leyland Motor Corporation acquiring Standard-Triumph in 1960 though, the required funds became available to proceed.

To a large extent the Spitfire and Triumph Herald shared the same platform with the two using a steel-girder chassis. In the Spitfire's case the outer rails and rear outriggers were removed resulting in a shorter chassis. Wheelbase on the Spitfire was also shorter than the Herald by 21.6cm (Spitfire 211cm and Herald 232cm). To compensate and stiffen the body the Spitfire featured structural outer sills to stiffen its body shell. Suspension was carried over from the Herald so it had an independent front with wishbone, coil spring and anti-roll bar setup while the rear featured a swing axle with transverse leaf springs and radius rods. The rear suspension and its influence on the violent oversteer and comical rear wheel camber change when pushed hard was well-recorded but only addressed and improved on with the arrival of

the Mk4 version overseas.

Stopping came via disc brakes at front and drums at the rear while the go came from the diminutive Herald engine in various stages of tune and capacity. Perhaps because of the performance-sapping altitude on the Highveld and the realisation that a large number of cars would reside there, all local units had twin 1¼ inch SU carburettors and 4-speed gearboxes to eat up the large expanses.

If you've spotted one of the few that do make it to shows you'll probably have noted the much-praised nosepiece that sees the combined bonnet and front wing assembly tip forward, giving unimpeded access to engine and front suspension. By small British sportscar standards the Spitfire was described as 'surprisingly sophisticated and well-equipped' with luxuries such as wind-up windows which the counterpart MG and Austin-Healey Sprite were lacking.

But back to the SA cars. First up was the Triumph Spitfire Mk1 (also called 4 Sport), introduced here in August 1963. The '4' referred to 4 cylinders. Although never badged or promoted as a Mk1 this name stuck as the later models arrived. Production started at Motor Assemblies in July 1963 and it appeared in motoring magazines' price lists in August 1963 at

Introduced at the 1962 Earls Court motor show the Spitfire was said to feature 'handsome and curvaceous styling' from the Italian stylist Giovanni Michelotti



a moderate R1 530. At the time an Auto Union 1000 S Coupé sold at R1 675, an Alfa Romeo TI R1 996, and a GSM Flamingo GT Coupé R3 000. The last price for a Triumph TR 3A earlier in that year was R1 850.

Mk1 production continued locally until December 1965. Unfortunately Motor Assemblies' production records only show combined production figures for the Mk1 and Mk2 variants so an exact number takes a lot of homework. Fortunately *CAR* magazine's New Car Price List's last price on Spitfires was published in December 1965. After a four-month break in the price lists where no Spitfire price was reported, the Spitfire resurfaced in May 1966 with a launching price similar to that published in the New Model announcement on the Spitfire Mk2 in July 1966. In applying the cutoff date for the Spitfire Mk1 as end of 1965 to the NAAMSA sales figures, it would appear that roughly 626 Spitfire Mk1 units were assembled and sold over the period.

In this period the Mk1 price increased twice to bring it to a total of R1 560 representing a R30 hike over almost 2½ years. Just to reiterate how good the 'good old days' were, the annual licensing fees amounted to R16 per year.

Not many local Mk1 road tests were carried out but where it does get a mention the write-ups were quite positive. *CAR* said: "The Spitfire 4 is a little beauty, solid

and driveable and with many attractive features. It has moderate performance by sports car standards, but makes up for this by its reasonable cost, safety and enjoyable handling, and outstanding fuel economy. The Spitfire is deservedly popular in South Africa, and it is a pity that its production volume is limited here. It is our only imported sports car at this stage, and it's a good one." I suppose the reference to limited production volume refers to constraints imposed by the South African Local Content Programme. This programme specified tariff protection for car parts made in South Africa, progressive rebates of excise duty on cars according to their South African content and bonus import permits at a time of strict import control for CKD (completely knocked down) kits. This possibly also explains why the South African Standard Triumph Motor Company never saw a need for placing a single advertisement in any leading South African motoring magazine trying to increase Spitfire sales.

With its mildly-tweaked 1147cc engine the Mk1 had a top speed of 145km/h, slightly off what most thought sportscars should do, so bringing the performance more in line with sportscar standards must have been uppermost in the minds when introducing the Spitfire Mk2.

The announcement of this was made in the motoring press in July 1966. The Mk2 was still moderately priced at R1 650 in a market where an Austin Cooper 'S' cost R1 765, a Renault Caravelle R2 300, a GSM Flamingo 1500 GT R2 596 and a Sunbeam

Alpine 260 cost R3 350.

Mechanical changes on the 1147cc engine included revised camshaft design and a fabricated 4-branch exhaust manifold. The output of the Mk2 was improved by 3kW to 50kW and top speed increased to 155km/h. A water-heated inlet manifold ensured quicker warming up and a no-loss cooling system was introduced. A diaphragm-type clutch was introduced which required less pedal effort.

On the outside the look was updated with a new-look front grille and Mk2 insignia on the boot lid. Several interior improvements were introduced such as extra trim where there was previously bare metal – the fascia (except for the central instrument panel), passenger's grab handle, parcel rail, fascia support and windscreen surround were trimmed in black vynide. New seats provided more comfort and moulded carpets were added.

The Spitfire Mk2's price increased in 18 months by R64 (from R1 650 to R1 714) representing a 3.9% increase. Production of the Mk2 continued at Motor Assemblies until September 1967. Their records show that 257 units were assembled but according to NAAMSA records 223 were sold in 1966 and 42 in 1967 for a total of 265 units. This discrepancy of 8 units can probably be attributed to direct imports.

Between October 1967 and September '68 there was no Spitfire production in South Africa. It seemed to kick off again in September 1968 with Leykor Distributors announcing that South African assembly of the Triumph Spitfire Mk3 in South Africa had commenced. NAAMSA sales figures confirm that 89 Spitfires were sold in 1968 but for the first time recorded these sales under the newly-formed Leyland Motor

The question is, however, at which plant was the Triumph Spitfire Mk3 assembled? Some speculate that initial production was at the old Rover plant in Port Elizabeth



Corporation of S.A. Limited banner.

The question is, however, at which plant was the Triumph Spitfire Mk3 assembled? Some speculate that initial production was at the old Rover plant in Port Elizabeth. There is merit in this assumption since the other newcomer in the Triumph range, the Triumph 1500 was initially assembled at this plant. In October 1968 the *S.A. Garage and Motor Engineer* reported that “the first trial runs of Triumph cars will be undertaken at Blackheath during November. Triumphs are expected to be in full production at the BMC plant by early 1969.” This was confirmed in the *Motoring Mirror* of April 1970 reporting that Leykor Manufacturing’s car assembly was finally centralised at the Blackheath plant near Cape Town. During February 1969 assembly of the Triumph 2000 was transferred from Motor Assemblies in Durban to Blackheath, as well as the production of Land Rover and the Triumph 1500 previously assembled in Port Elizabeth.

In all of this, no mention was specifically made of where the Spitfire Mk3 was initially assembled. It is possible that it was first assembled from September 1968 to February 1969 at the Rover plant in Port Elizabeth or perhaps Spitfire production went straight to a Blackheath assembly line. No written proof of either of these theories could be found.

Whatever the case the launch price of R1 795 was still moderately priced against the likes of a R2 595 Alfa Romeo Giulia Sprint GT 1300, a Fiat 124 Sports Coupé at R2 980, Lancia Fulvia Rallye Coupé 1.3 R2 790 and a Renault 8 Gordini at R2 230. After three price increases the last price quoted for the Triumph Spitfire Mk3 was R2 115 in January 1972.

Mk3 versions featured several significant improvements. Engine capacity was increased to 1296cc and engine performance improved significantly with output up to 56kW and torque at 102Nm – a huge 12% for both. This is claimed to give the magical ‘ton’ of 100mph/161km/h maximum but most road tests overseas cautiously claimed a lower top speed. Acceleration to 100km/h improved by 1.5 seconds to 12.9 while a stronger clutch was installed to handle the extra torque. Brakes were improved by fitting a larger master cylinder, brake lining material was changed and larger front calipers gave greater pad area.

Several stylish changes refreshed the Mk3 with the most obvious at the front where the bumper was raised to cut across the centre of a new single-piece air intake – referred to in the media as the ‘bone-in-the-teeth’ bumper. This change was necessitated by American safety legislation. Single front indicator and parking lamps were fitted under the front bumper and new over-riders with rubber inserts on the front bumper were also introduced. Rear bumper was also raised, over-riders discarded and a pair of reverse lamps introduced. A most significant change was the inclusion of a permanently attached soft top, which could be erected single-handedly in seconds. The top was folded away behind the seats while a vynide cover snapped over it. The instrument panel was now also veneered.

No official Leykor production figures for Spitfire Mk3 are available. NAAMSA shows that sales of Spitfire Mk3 under the Leykor banner ceased at the end of 1971 with a total of 632. Added to the totals above it would appear that, across all models, 1 523 Spitfires were sold in SA between July

1963 and early 1972.

Whatever the model choice the Spitfire is a true classic with a strong South African link and the time has come to elevate them in the collector ranks. Before signing off though, I leave you with the following thought: Could we have had a more triumphant Triumph locally? It appears it came close...

Before the acquisition of BMC and Jaguar by Leyland South Africa in 1968 the company had strong views to build a plant for the production of fibreglass bodies. The July 1968 *Motorgids* reported that Leyland budgeted R3.5 million for the erection of a plant to produce fibreglass bodies for Triumph and later Rover cars as well as cabs for Leyland commercial vehicles. At the time it had not yet been decided whether a new plant would be built in Rosslyn or whether the Rover plant in Port Elizabeth would be expanded.

Already as far back as December 1966 the *S.A. Garage and Motor Engineer* wrote in a News Flash: “Leyland has announced that Triumph will have three ‘manufactured’ models by late 1967 – the 2000, a 1500c.c. saloon and a sports car. To achieve ‘manufactured’ status the cars will have fibreglass bodies – said to be cheaper than metal on short runs. While fibreglass bodies have found little favour overseas, South Africa has produced the two fibreglass sports cars – the Dart and the Flamingo. With no manufacturing competition in the sports car field, the Triumph sports car at least is likely to prove a proposition.”

One wonders if these plans materialised 50 years ago would have contributed to moving the Triumph Spitfire away from ‘wallflower’ closer to ‘Belle of the ball’ status among South African collectors and restorers. 🇿🇦



		SPORT 4 [MK1]	SPITFIRE MK2	SPITFIRE MK3
Engine	4 cylinder	1147cc	1147cc	1296cc
Main bearings		3	3	3
Compression ratio		9:1	9:1	9:1
Carburettors		Twin SU 1¼"	Twin SU 1¼"	Twin SU 1¼"
PERFORMANCE:				
	Output	47kW @ 5750rpm	50kW @ 6000rpm	56kW @ 6000rpm
	Torque	91Nm @ 3500rpm	91Nm @ 3500rpm	102Nm @ 4000rpm
	Top Speed	90mph/145km/h	96mph/155km/h	Claimed 100mph/161km/h
	Acceleration 0 to 100km/h	16.0 seconds	14.4 seconds	12.9 seconds
Gearbox		4-speed synchromesh on upper 3	4-speed synchromesh on upper 3	4-speed synchromesh on upper 3
BRAKES:				
	Front	Discs: 228.6mm	Discs: 228.6mm	Discs: 228.6mm
	Rear	Drums: 177.8mm	Drums: 177.8mm	Drums: 177.8mm
SUSPENSION				
	Front	Independent, wishbone, rubber bushed, coil springs and anti-roll bar	Independent, wishbone, rubber bushed, coil springs and anti-roll bar	Independent, wishbone, rubber bushed, coil springs and anti-roll bar
	Rear	Independent, swing axle, transverse leaf spring and radius rods	Independent, swing axle, transverse leaf spring and radius rods	Independent, swing axle, transverse leaf spring and radius rods
Turning circle		7.3 meters	7.3 meters	7.3 meters
Electrical		12V, generator voltage regulator	12V, generator voltage regulator	12V, generator voltage regulator
GENERAL DIMENSIONS:				
	Overall length	3682mm	3682mm	3734mm
	Width	1448mm	1448mm	1448mm
	Height	1206mm	1206mm	1206mm
	Wheelbase	2108mm	2108mm	2108mm
	Kerb mass	711kg	711kg	750kg



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A FOUR-DOOR TALE

Super saloons have been around for a long time – more than 50 years, in fact. Maserati was one of the first manufacturers to offer sportscar performance in a three-box body, and the concept continues to this day.

Mike Monk explores this concept with a series three generation Quattroporte.



Calling a three-box saloon a four-door is unimaginative but if you are an Italian manufacturer of premium-priced cars with a racing pedigree, then chances are that you will get away with it. Maserati has done just that with its luxury sports saloon – the Quattroporte (sounds sexy in Italian, hey?). The first generation appeared in 1963 but Citroën's brief takeover of Maserati all but brought an end to the concept. Fortunately, fortunes changed for the Italian brand and the third generation rekindled the virtues of the original Quattroporte and there have been three further iterations since then. But back to the beginning.

Turin-based coachbuilder Pietro Frua was given the task of designing Maserati's first saloon, the Quattroporte. At the time, Frua, aged 50, was riding high on his status as one of Italy's foremost stylists, his designs being synonymous with good taste. He was involved in every aspect of each car's development, even to driving them to motor show unveilings. After

several prototypes, a pre-production Quattroporte (Tipo 107) was revealed at the 1963 Turin Motor Show, and manufacture, with monocoque bodies built by Vignale, began the following year.

It was a large car – 5 000mm long, 1 720mm wide, 1 360mm high and weighing a hefty 1 757kg – and powered by a 90-degree V8 engine, a production car first for Maserati. The double-overhead-cam 4 136cm³ 32-valve motor developed 194kW at 5 000rpm and 370Nm of torque at 3 500, and was fed by a quartet of downdraught Weber carburettors. It was offered with either a ZF five-speed manual or a three-speed Borg-Warner automatic transmission. A limited-slip differential was optional. Top speed was 230km/h. Suspension was independent up front with coil springs and hydraulic dampers, with a De Dion tube set-up at the rear incorporating inboard brakes – Girling solid discs were fitted all round. Anti-roll bars were used at both ends.

The car was exported to America where legislation



necessitated the car's rectangular headlamps being replaced with twin circular units. Production ceased in 1966 after just 230 examples had been sold.

A Series II version was introduced in 1966 that featured the dual headlamps as standard, a completely redesigned interior with a fashionable-at-the-time full-width wooden fascia and, surprisingly perhaps, the adoption of a leaf-sprung Salisbury solid rear axle with a trailing link. In 1968 a 4 719cm³ engine became available, which produced 213kW at 5 200rpm and 410Nm at 3 500. Top speed was raised to 255km/h. Around 546 Series IIs were built before production ended in 1969.

There was a lull in the model's lifeline following Citroën's takeover of Maserati in 1968. In 1971 a couple of special saloons were built to an order from Prince Shah Karim Aga Khan on a Maserati Indy platform (for which South African and ex-Ferrari F1

designer Rory Byrne was the chief engineer) but Citroën opted for its SM platform as the basis for the second-generation Quattroporte

(Tipo 123), which appeared in 1976.

The concept car appeared at the 1974 Paris Motor Show. Designed by Marcello Gandini at Bertone, the car was built on a stretched Citroën SM chassis, which meant front-wheel drive and hydropneumatic suspension – it weighed 1 600kg. Under the bonnet was a 3-litre V6 developing 154kW at 5 500rpm which helped realise a 200km/h top speed. However, in the aftermath of the 1973 global oil crisis, the car was not granted EEC approval and, to make matters worse, Citroën was declared bankrupt, which led to a takeover in 1975 by the Italian state-owned holding company GEPI and Argentinian industrialist, ex-racing driver and motor manufacturer Alejandro de Tomaso. All this adversity rendered the car as a non-starter and a mere (unlucky) 13 examples were built.

From 1976 the new corporation began introducing new models, including a third-generation Quattroporte (Tipo 330) that was launched in 1979. Styled by Italdesign's Giorgetto Giugiaro, the final design evolved from two show cars, Medici I and Medici II, the latter built on a Maserati Kyalami platform. A pre-production prototype made its public debut at the 1976 Turin Motor Show but production only commenced three

There was a lull in the model's lifeline following Citroën's takeover of Maserati in 1968



By today's standards, the car looks a little under-wheeled on its silver 15-inch Campagnolo alloys, but 30 years ago they were *de rigueur* for sporty cars

years later. At first it was badged '4porte' but this was changed to Quattroporte in 1981.

It is a clear and positive evolution of the first-generation car, measuring 4 910mm long, 1 890mm wide and 1 385mm high and tipping the scales at 1 780kg. Exterior joints and seams on the bodywork were filled to create a seamless appearance. Two V8 engine sizes were offered, both still with four Weber carburetors: a 4 136cm³ unit with initially 177kW that in 1981 was increased to 188kW at 6 000rpm and 350Nm at 3 200, and a 4 930cm³ version with 206kW at 5 600rpm and 390N.m at 3 000. Again, a five-speed ZF manual and a Borg-Warner three-speed auto were the transmission options, but the B-W 'box was quickly replaced with a three-speed Chrysler A727 Torqueflite

auto. Depending on the chosen transmission, top speeds varied between 220 and 240km/h. All of the 4.2-litre cars were shod with Pirelli Cinturato 205VR15 tyres.

Front suspension

consisted of dual wishbones, coil springs and an anti-roll bar while at the rear a Jaguar-like set-up was employed consisting of cast aluminium hub carriers linked to the chassis by lower wishbones, the half-shafts doubling as upper control arms. The calipers of the inboard-mounted rear brakes were bolted directly to the diff housing, the entire assembly supported by a bushing-insulated cross beam. Initially, a Salisbury-type limited-slip differential was used, which was replaced in 1984 by a more advanced Torsen diff, which Maserati dubbed 'Sensitork'.

The Quattroporte's slightly offbeat charm caught the attention of Anthonij Rupert, son of South African businessman, philanthropist and conservationist Anton Rupert. In 1985 he imported an example and for some time it was his personal transport. Sadly, in 2001, 49-year-old Anthonij died in a motor accident while in another car, but the Maserati stayed in the family and it now resides in his memory at the Franschhoek Motor Museum, which was created by his brother Johann.

The left-hand drive car has not been refurbished since new and surprisingly, the maroon paintwork is still in good condition – Italian paint was once prone to severe fading in SA's harsh UV rays. Quad headlamps



and an evolution of the traditional Maserati grille complement the Quattroporte's overall square lines. It remains an imposing vehicle and never fails to attract onlookers. By today's standards, the car looks a little under-wheeled on its silver 15-inch Campagnolo alloys, but 30 years ago they were *de rigueur* for sporty cars.

Inside the cabin, trim materials include light beige leather and briar wood, a fashionable alternative combination to the more usual tan and dark wood found in upmarket vehicles of the time. A plethora of individual switches electrically activate pretty much everything and the instrument cluster offers no less than 8 gauges – including a fuel consumption meter – and stacks of warning lights. It is easy to get comfortable behind the wheel and the seats are sumptuous and supportive. Despite the car's width, the rear seat is styled for two;

the actual seats near identical in shape to the fronts. Both pairs of chairs are separated by a padded armrest.

On the move, the engine exhibits a slightly gruff tone while the autobox performs its duties with typical period American autobox slur. Designed to whisk four occupants in style and comfort along endless *autostrada*, the Quattroporte does not disappoint. The spring and damper rates have been tuned to provide a firm but supple ride, the emphasis being on grand touring rather than outright sportiness. Given such weight and size, the car's handling traits are what you would expect, a degree of roll and slight understeer but in context nothing to complain about.

In December 1986 a limited edition Royale version was offered to celebrate Maserati's 60th anniversary as a manufacturer. The 4.9-litre V8 was tuned to deliver 221kW and 400Nm of torque and different alloy wheels

were fitted, but inside was where the most changes were made. The facia was revised and included the now-traditional analogue clock, all four seats were electrically adjustable and the rear doors had fold-out wood veneer tables, and a mini-bar was provided. A run of 120 units was planned but only 53 were built, which suggests it was a failure, but during the Quattroporte III's 11-year life cycle that ended in 1990, an impressive total of 2 155 units were sold.

It was four-year gap before the fourth generation Quattroporte appeared (Tipo 337), the model lasting until 2001. Series V (Tipo 139) ran from 2003 to 2012, and the current model, Tipo 156, was released in 2013, continuing Maserati's 53-year association with luxury sports saloons that offer an air of exclusivity to go with Italian style and performance – *Quattro porte* for *Quattro persone*. Simple and effective. **C**





Pablo Clark's S.A. Ferrari Price Guide

Model	Year	Production Numbers	01 / 09 / 2015	01 / 06 / 2016
V6				
246 GTB	1969-1974	2609	R4 800 000,00	R5 500 000,00
246 GTS	1972-1974	1274	R5 200 000,00	R6 200 000,00
V8				
Mondial 8	1980-1982	703	R250 000,00	R300 000,00
Mondial QV	1982-1984	1145	R350 000,00	R400 000,00
Mondial T	1988-1993	840	R650 000,00	R950 000,00
308 GTB FG	1975	712	R2 000 000,00	R2 750 000,00
308 GTB/S	1975-1981	5404	R1 200 000,00	R1 600 000,00
308 GTBi/Si	1980-1982	2237	R1 000 000,00	R1 400 000,00
308 GTB/S QV	1983-1985	3790	R1 200 000,00	R1 500 000,00
328 GTB/S	1985-1989	7412	R1 700 000,00	R2 200 000,00
348 TB/TS	1989-1994	7125	R950 000,00	R1 400 000,00
348 Spider	1993-1995	1090	R950 000,00	R1 300 000,00
F355 GTB/S Manual	1994-1999	5877	R1 700 000,00	R2 300 000,00
355 GTB/S F1	1997-1999	1571	R1 500 000,00	R2 100 000,00
F355 Spider Manual	1995-1999	2664	R1 500 000,00	R2 300 000,00
355 Spider F1	1997-1999	1053	R1 300 000,00	R2 100 000,00
360 Modena	1999-2004	8800	R1 300 000,00	R1 500 000,00
360 Modena Spider	1998-2004	7565	R1 500 000,00	R1 700 000,00
Challenge Stradale	2003-2004	-	R3 000 000,00	R3 600 000,00
360 Challenge	1999-2004	-	R800 000,00	R900 000,00
F430 Berlinetta	2004-2009	Not available	R1 700 000,00	R2 000 000,00
F430 Spider	2005-2009	Not available	R1 900 000,00	R2 200 000,00
430 Scuderia	2007-2009	Not available	R4 200 000,00	R5 000 000,00
F430 Challenge	2005-2010	Not available	R1 300 000,00	R1 400 000,00
12 Cylinder				
365 GT4 BB	1974-1976	387	R6 500 000,00	R7 500 000,00
512 BB	1976-1981	929	R5 500 000,00	R6 250 000,00
512 BBi	1982-1984	1007	R5 000 000,00	R5 500 000,00
Testarossa	1984-1991	7177	R1 800 000,00	R2 500 000,00
512 TR	1991-1994	2261	R2 200 000,00	R2 700 000,00
512 M	1994-1996	501	R4 000 000,00	R5 750 000,00
456 GT	1992-1998	1548	R950 000,00	R1 050 000,00
456 GTA	1996-1998	403	R850 000,00	R1 000 000,00
550 Maranello	1996-2001	3600	R1 600 000,00	R2 000 000,00
550 Barchetta	2000-2001	448	R4 000 000,00	R4 500 000,00
575M	2002-2005	2100	R2 000 000,00	R2 200 000,00
612 Scaglietti	2004-2010	Not available	R1 900 000,00	R1 900 000,00
599 GTB	2006-2011	Not available	R2 300 000,00	R2 800 000,00
599 GTO	2010-2011	599	R8 200 000,00	R10 000 000,00



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- These values are based on an average mileage vehicle in good running and original aesthetic condition.
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Viewing an early version of the XJ41 at Sir William Lyons' home, Wappenbury Hall. From left: Jaguar boss John Egan, chief engineer Jim Randle, Keith Helfet and Sir William.



The XJ220 as it went into production. Slightly shorter than the concept car and with a turbo-charged V6 in place of the planned V12.

HIGH ON EMOTION

Forty-five years ago Capetonian and dyed-in-the-wool car nut Keith Helfet decided to re-design the body of a Triumph Spitfire in his parents' Pinelands garage. The car never got to turn a wheel but his efforts impressed London's Royal College of Art enough to launch him into a career in car design... a career that was guided by Sir William Lyons and included styling everything from the fastest road-going Jaguar to medical imaging apparatus. **Graeme Hurst** caught up with a modest car designer who claims he never learned to draw...

“I didn't even know what a magic marker was when I started at the Royal College of Art,” recalls Keith Helfet. For someone like me who's been lucky enough to meet a few famous car designers at Pebble Beach and Villa d'Este concours events, such humility and candour is refreshing; the automotive design profession is about as light on ego as it is on black turtleneck jerseys and designer eyewear. But then South African-born Helfet doesn't fit the modern day car-designer bill. For one, he set out to be an engineer and, two, his exceptional, innate ability to visualise things meant he had the confidence to model his designs directly in 'the flesh' so to speak. “I visualise things in 3D so to translate things back to 2D didn't make sense. Virtually all my designs were done as scale models,” explains Keith, who spent 25 years with Jaguar before starting his own design consultancy.

That career kicked off when Keith completed a post-graduate degree at the RCA and took a position with Jaguar in Coventry, a position that would see him work under Sir William Lyons and design the fabulous XJ220 sports car and original F-type concept, among other high-profile projects.

But his success started back here when, as a Pinelands-schooled lad totally besotted with cars, he started remodelling the bodywork on a Triumph Spitfire. Back then Keith was already a complete petrolhead, having acquired a Ford Anglia when he was 21 years old. “I sold that and bought an MGB and I redid the gearbox and fixed it up, as most of my friends were doing to their cars. We were complete

garage addicts and loved going from garage to garage working on each other's cars.” With that background it's no surprise to learn that he was then a student in Mechanical Engineering at the University of Cape Town, although he wasn't overly enamoured with the course.

When Keith bought the Spitfire it had been damaged in an accident and its separate chassis construction made it a great candidate for re-bodying. He fancied a body with a Targa roof, which was popular at the time, but first he had to learn about the principles of design. “I knew that to model a car you had to really pay attention to the surfaces,” recalls Keith. “Fortunately I had friends who knew of people with exotic cars, the designs of which I was able to study. I think it was Jan Piccard who had a Maserati Ghibli which was quite influential in the design as I thought it was a beautiful car.” Keith spent the next 2½ years just learning by shaping his idea of an ideal sports car out of insulation foam obtained from a local abattoir and around 700lbs of Plaster of Paris. “After six months I had a shape, a design. My friends dubbed it 'the concrete car!'”

Around the same time Keith realised engineering, which at UCT seemed centred around applied maths, wasn't to be his game. An aptitude test revealed remarkable spatial perception ability, suggesting that he would be better suited to a career in Industrial Design but he finished his degree nonetheless. “I took longer than possibly anyone else,” says Keith. “Although they seem proud of me now, I think I'm in contention for being their worst-ever student!”

With varsity out of the way he realised he needed



Keith (on right) discussing the headlamps for the F-type concept on a full-size mock-up.



Show poster for the F-type concept.



Styling for the XK180 concept was influenced by the D-type.

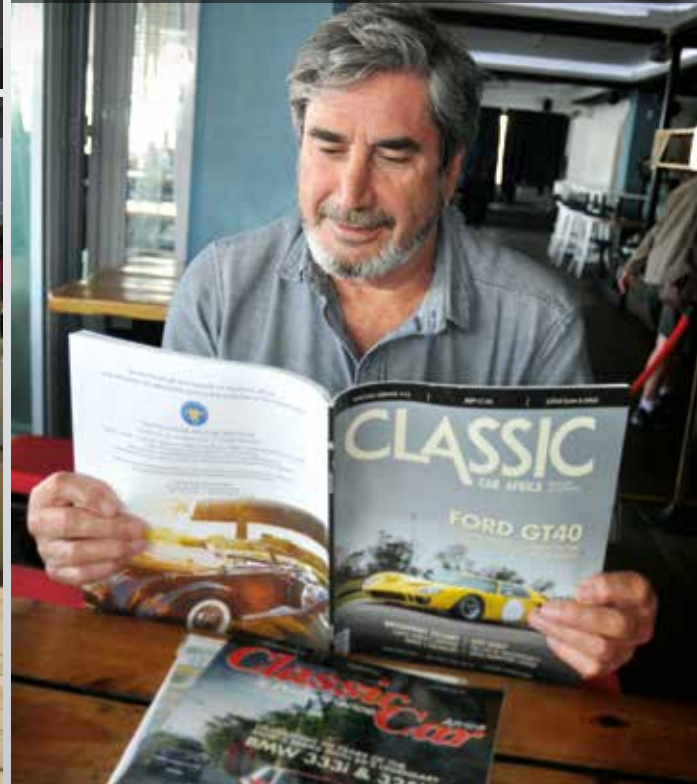


Scale and size of the F-type concept was influenced by Porsche's Boxster.



Keith is a regular visitor to South Africa and enjoys reading about the local classic car scene.

One of the five Joule electric car prototypes.



to focus and bought a one-way ticket to England, with aspirations of training as a car designer. In those days there were only two places in the world where you could study the field: the Art Centre in Pasadena, California and the Royal College of Art in London, which he opted to visit. "They asked me if I had a portfolio of drawings and I said, 'No, but I made a car'," adds Keith, who showed them photos. Evidently that fairly much astounded the RCA who sent him off to complete a set of drawings to support a formal application which was successful. "It was a leap of faith as the other students all had art degrees but they believed that I would learn how to draw. The reason they accepted me was that nobody had ever submitted a portfolio of a design in 3D, let alone one in full size. In retrospect I was so naïve as it just didn't occur to me to try and draw my design."

Keith's efforts at the RCA paid off with the job at Jaguar in 1978 where, two years on, he competed for the design of a sportscar spin-off of the company's proposed new saloon, the XJ40. Codenamed XJ41, it was a replacement for the XJS in the hope it would rekindle the excitement of the E-type and haul the then British Leyland-controlled carmaker out of the doldrums.

Keith's efforts proved to be a life-changing exercise after his design was selected by retired Jaguar boss and founder Sir William Lyons himself. "He reviewed the scale models and everything. Viewings of the actual car were done at his home and he would walk around and point out various aspects with his walking stick," explains Keith who had a real connection with the great man which he puts down to common ground when it came to design. "He also didn't draw but what I found was that he understood form and the flow of form across a surface better than anyone else I've ever come across. That's how he created some of the most beautiful cars with fluid form and shapes. He taught me that surface lines can be both static and dynamic – it's why the E-type looks like it's doing 100mph standing still."

Keith was in weekly contact with Sir William for five years until his passing in 1985 and sees the relationship as being absolutely pivotal to his career: "There was no better tutor and mentor." In the world of cars you don't get much better than that; it's akin to being Ferdinand Porsche's assistant as he built his 356 prototype, or spending time with Enzo during Scuderia Ferrari's formative years.

Sadly, despite his obvious influence, the great man never got to view what is undoubtedly the highlight of Keith's career: his role as stylist for the company's magnificent XJ220 supercar. Famously the product of the 'Saturday Club' after the project's out-of-hours gestation without the knowledge of Jaguar's board, the XJ220 was the brainchild of Jaguar's chief engineer, Jim Randle, in late 1984. He was keen on a Jaguar supercar to take on Porsche's 959 and Ferrari's 288GTO in the Group B sportscar

championship, and convinced Keith and other skilled professionals to develop a concept in their spare time as Jaguar simply had no budget to fund any R & D.

Their efforts resulted in a 200mph+, V12 mid-engined, four-wheel drive prototype wearing a dramatically curvaceous aluminium body. And their efforts to do it in secrecy paid off as Jaguar's board was so taken with it they gave it the green light to go into production. The prototype was unveiled at the 1988 Birmingham Motor Show to an astonished press and public.

"We could not have anticipated in any way the response to it. The press was not expecting it. Ferrari was across the aisle with the F40 and it was ignored." The following day the XJ220 was on the front pages of all the main newspapers and that led to gridlock on the roads around the show venue. And lots of those show-goers wanted one. "We said: 'Look it's just a concept car and we haven't costed it yet for production.'" That simply upped the ante according to Keith. "We had plenty of responses like: 'Don't worry, here's a cheque – you can fill in the amount.' On press day we got three orders and then word spread and we got dozens. For a car that hadn't turned a wheel in anger! That's not rational, that's emotional appeal."

The massive interest shown propelled the XJ220 into production, although not quite as intended after the envisioned quad-cam V12 gave way to the turbocharged 3.5-litre V6, harnessed to two-wheel drive transmission. But the project was still seriously demanding, given the car's metrics and that's where Keith's engineering background kicked in. "Some years later, I gave a talk at UCT and my old professor asked if my time at UCT was useful and I said, 'Absolutely – having an engineering background was tricky while I was at RCA but it was hugely beneficial to understanding the design requirements for ensuring enough downforce on a car with 700bhp and a top speed of over 200mph.' "

The XJ220 went into production as a road car from 1992-4 and some 281 were built. And it had an unexpected spinoff for Keith's career after a phone call from a Russian executive in the medical imaging industry. "His name was Alex Palkovich and he asked to speak to the designer of the 'Jaguar Two Hundred and Twenty' describing it as the 'ultimate piece of automotive sculpture' and then telling me he was developing an MRI machine and needed a designer." When Keith researched what MRIs had looked like to date he was told they resembled a 'coffin in front of a washing machine.' Once engaged, he completed a more integrated and appealing design in his own time (with Jaguar's blessing) and it was a hit when it was launched at a trade show in Chicago. And – as with the XJ220 – the company took six orders before they got it working. It was another example of the power of emotional appeal: "Even at \$1m apiece, they found reasons to buy it."



A convertible version of the planned XJ41.

The work led to other industrial design work as Keith became involved in styling Jaguar merchandise and even aircraft interiors before the next high point of his career: the XK180. "In 1998 Jaguar's PR wanted to make a bit of a splash for the 50th anniversary of the XK engine and I was asked to create a one-off using a cut-down version of the XK8 to take the weight out but I said to my boss Geoff Lawson, 'We really ought to redesign it.' 'But we've only got eight weeks. Are you volunteering?' was his response." Keith rose to the challenge by shortening the XK package and using Photoshop to work out what was possible for doing a full-scale clay model. Codenamed XK180, Keith admits to being heavily influenced by the D-type. "There's a lot of sculpture in the XK180 and I even put some cleavage into the windscreen to accentuate that."

Just three were made – a test mule, the show car and one for the North American dealers – and when the show version was driven in anger at the Goodwood Festival of Speed that year by Jaguar's test driver Mike Cross (now head of engineering) it was a hit, particularly with Wolfgang Reitzle, the then head of Premier Auto Group, which Jaguar fell under by then. "He was so excited by it he asked if we could do a production version and out of that was born the F-type concept." That was Jaguar's first move towards a compact, affordable sports car.

Unusually in the world of car design, that brief came with no constraints. "There was no brief or even dimensions or anything, so I thought, 'I'll design what I thought would be my ideal Jaguar sports car'. Dimensions were based on the original Boxster concept, which was tiny. I used Photoshop to play with the XK180 design and proportions, before doing the full-size clay model." The F-Type concept was launched at the 2000 Detroit Motor Show and displayed at every other major show around the world, to phenomenal response. There was undoubtedly an appetite for a compact, Boxster-beating sports car from the famous Coventry company but, despite that, the good news ended. A change in Jaguar management resulted in the project losing its backing and the design was shelved. Keith opted to take early retirement and to start his own design studio.

Fast forward a few years and a chance phone conversation while buying property here in SA led to a role as designer for, what would've been, SA's

first all-electric car, the Joule. That R300m project for a five-seater, affordable battery-powered car with global appeal kicked off ten years ago. It was backed by some key investors in SA in collaboration with the Industrial Development Corporation (IDC) and the Department of Science and Technology with the aim of producing 50 000 vehicles a year.

An electric car may sound simple to design but there were a lot of constraints regarding the size and packaging. "It was going to have a double floor to hold batteries underneath and initially it had to be a six-seater," explains Keith who was determined to make it appealing to look at. "A lot of electric cars before then looked like tree hugger-cum-hippy cars. I wanted it to be a serious design – if you're going to change the world you have to make something people want to own."

His eye-catching, curvaceous five-door concept was certainly a hit when it was debuted at the Paris motor show in 2008. And it performed well on test with a 140km/h ability and leading-edge technology such as regenerative braking. Some five prototypes were made before a funding crisis saw the plug pulled on the project and the Joule remains a tantalising 'what if' in SA's automotive history, given the success of the likes of the Tesla.

Is he disappointed that both the Joule and the gorgeous F-type were binned? Yes, a bit, but corporate politics and egos are part of life in car design, and therefore, lost opportunities become an occupational hazard. In the case of the F-type concept his design for a compact, affordable sports car clearly lit the fire for the current, and highly successful chapter in Jaguar's history with the 2013-launch of the current F-type roadster (and the coupé a year later).

So what does he think of the current F-type and the competition it's against in today's crowded sports car market? This modest designer is again candid and unconventional: "It doesn't matter what designers or even journalists think, it's what the public thinks that matters. When the original F-type concept was shown Jaguar received more than 50 000 orders through its global network. And these orders were based on the show car, or pictures of it. That is not rational, but simply the power of emotion appeal." To my mind there's no better accolade for the excellence of design. Especially when it's by a bloke who claims he never learned to draw. **Q**

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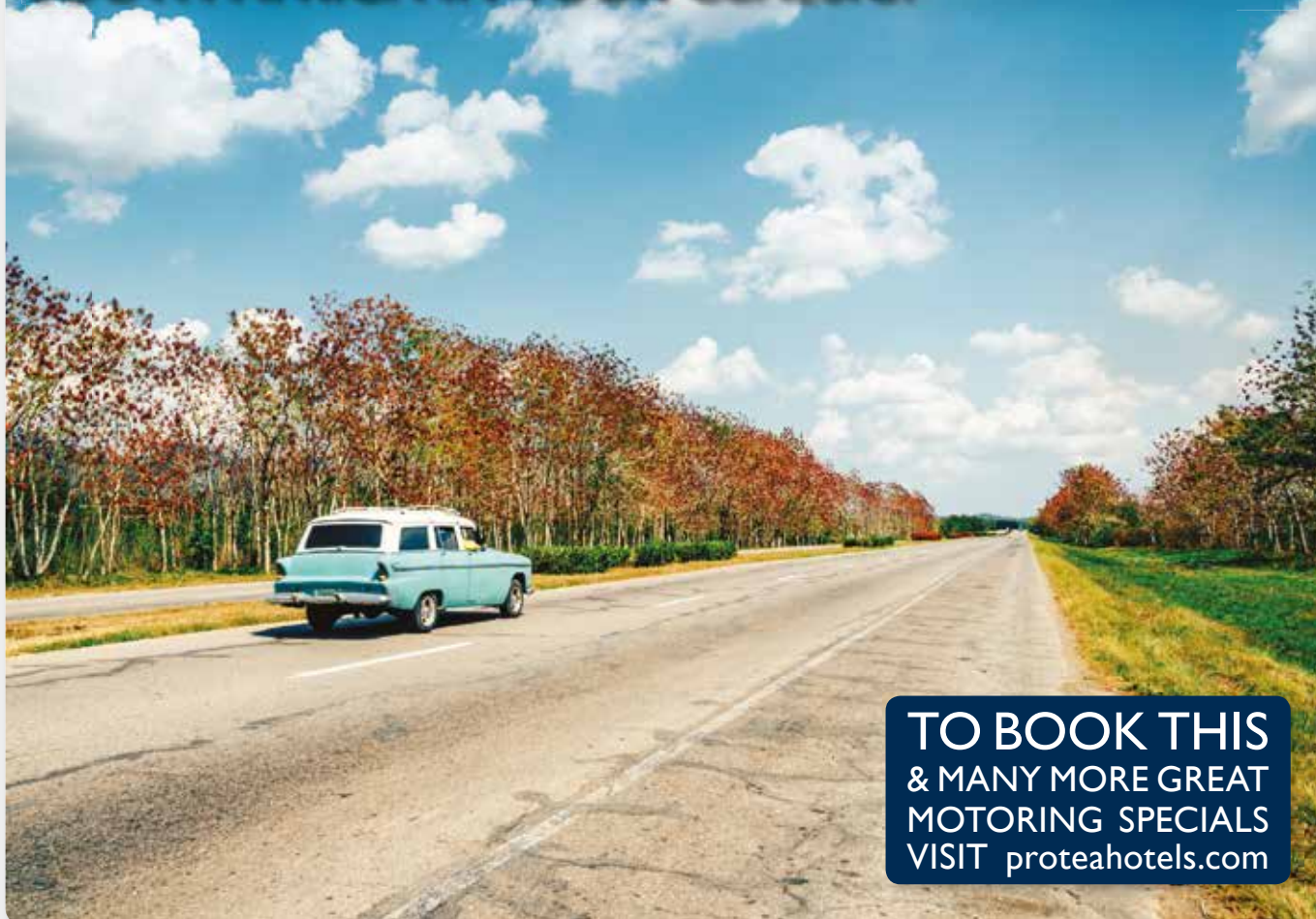
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A SHIFT IN DIRECTION



The word 'chicane' comes from the French verb *chicaner*, which means 'to quibble'. It also means trick or subterfuge. In racing terms it is an artificial feature creating turns on what was a straight section of a track in order to slow vehicles for safety reasons. For the sake of simplicity imagine driving down a straight, swerving around a curb or obstacle before continuing in the direction you were originally travelling. **Stuart Grant** takes a look at the South African-built Triumph Chicane that saw the luxury saloon head off in a different direction to its international counterparts.

Photos by Ronan Sanderson





When launched early in 1973 the Triumph Chicane was by no means a brand new car. In fact it was simply a combination of the Michelotti-styled Mk II Triumph 2000 and 2.5PI models that had been available on our shores since 1970 and 1971 respectively. The MkII 2000 featured a 1998cc motor fed by twin Stromberg carburettors while the 2498cc in-line 6-cylinder 2.5PI got its fuel by means of fuel injection. Local Leyland engineers decided to detour from the modern trend and dumped the primitive and inconsistent Lucas fuel injection from the 2.5 and revert back to a pair of Stromberg 150CDs as seen on the 2000.

In fact it was simply a combination of the Michelotti-styled Mk II Triumph 2000 and 2.5PI models that had been available on our shores since 1970 and 1971 respectively

Reason for this change was more than likely to circumnavigate the expense of the injection system and the resultant price increase the 2.5PI had over the original 2-litre 2000. Oh yes, and then there were the constant client complaints about rough idle and the fact that not every mechanic in every dorp was knowledgeable in the ways of the Lucas system. Whatever the reason though the change was an inspired one, as the car they badged the Chicane could almost equal the 2.5PI in performance while still remaining in a reasonably affordable price bracket. The rest of the world, also fighting the same PI gremlins, took note. Australian Motor Industries in Port Melbourne, Victoria, which assembled Triumphs were the first to echo the SA car in 1973 with its 2500TC while the UK introduced the carb variant in mid-1974. South Africa changed it up though in 1975 when the Strombergs were replaced by SU carburettors.

Visually the South African Chicane differed from the regular MkII by means of 'Chicane' badging, and rear quarter panels covered in black vinyl that sported 'TC' (Twin Carb)

lettering centrally mounted. A black rocker panel and ribbed rear number plate holder were added and Rostyle-looking wheels kept the look updated. Like the overseas PI the Chicane interior moved away from vinyl to brushed nylon seat inserts and a sporting leather-rimmed steering wheel. Dashboard finishing stayed true to the British classy look with full width woodgrain, which housed a well-stocked cluster with speedo, rev counter, trip meter, fuel, water temp and battery condition gauges. Warning lights for oil pressure, indicators, main headlight beam and choke were there too and so was an electric clock.

Leyland claimed that a 3-speed automatic Chicane would accomplish the zero to 100km/h sprint in 12.8 seconds and would make the magical 100mph 'ton' with a top speed of 165km/h. Although test figures are scarce we estimate that the 4-speed manual with overdrive in third and fourth gears would go a touch quicker than this. These figures that would pit the Triumph up against the likes of the Mercedes-Benz 230-6 of the time were made possible thanks to 77kW at 4 750rpm and 185Nm of torque at a low



down 2 200rpm. Where the Chicane just lost out on power it made up in the price department selling for R3 585 in 1973 as opposed to the Benz's R3 732. For R3 935 a South African buyer could have ordered the 97kW, 207Nm Triumph 2.5PI model but the extra oomph and added niggles of the injected model clearly wasn't enough of a swing to get the consumer to splash out the extra.

In 1973, 1 479 Chicanes left the showroom floors while only 139 PIs made it to the streets. Leyland then applied the Chicane name over to the injected (97kW, 207Nm) offering, referring to it as the Chicane PI but the carb version continued to outsell the Lucas-fed injected Chicane by a large margin. Injected Chicane production ceased locally in 1975 while the proper carb Chicane soldiered on until 1978. According to *Auto Digest Data* a total of 5 733 carburettor Chicanes were sold while only just over 327 Chicane PIs found homes.

With McPherson struts up front and fully independent rear suspension the twin-carb Chicane handled well. This, combined with rack and pinion steering, had road testers of the time praising the handling with words

like 'tremendously responsive and safe in enthusiastic motoring, while at the same time extremely comfortable'. Stopping power was also praised with the servo-assisted discs at the front and drums at the rear capable of stopping the 1 161kg adequately.

With the decent amount of torque offered, the Triumph proved a capable tow vehicle and perfect family car where all occupants could sit comfortably in the well-appointed interior. Leyland products of the 1970s get a bad rap for poor quality and finish but the Chicane somehow managed to keep a high standard, and even today the interior seems to age admirably (close, in fact, to a similar-aged Mercedes).

The compromise between performance, comfort and easy driving had *Car* magazine even loading the title of best Triumph they had ever tested, on it. Although none of them mentioned it, the sound from the silky straight 6-cylinder motor is difficult not to love either. And the Michelotti styling, with its shark-like nose and Kamm tail rear is not half bad. The slightly taboo publication *Scope*, got it right in 1978 listing the Chicane as one of its top cars of the

year, summing it up as 'Plush and luxurious, the Triumphs come from a line of cars with a long tradition of sporty motoring. The Chicane is a smooth performer and looks very British with its walnut fascia and door trim. With overdrive the 6-cylinder becomes one of the most economical sixes around.'

So is the Chicane a South African special? It's a tough call. It is named and badged differently to any other Mark II Triumph 2000 or 2.5, so yes, it is unique. The rest of the world markets saw the benefits of what the Leyland engineers down here accomplished and followed suit, so no, it is not unique. What it is though, was a leading light in taking Triumph saloon thinking in a different and unexpected direction to where it thought it was heading. The Chicane was a 'chicane', a trick we shouldn't miss, and deserves a decent spot on the list of South African-made classics. 📌

Although none of them mentioned it, the sound from the silky straight 6-cylinder motor is difficult not to love either





— A FRENCH — CONNECTION

The history of Lorraine-Dietrich is jumbled and relatively short-lived, but as **Mike Monk** discusses, the cars certainly impressed.

One of the pleasures in researching veteran and vintage cars is that there is almost invariably a fascinating story to tell, some easy to fathom, others a lot less straightforward. While early history of a particular marque is occasionally sketchy and sometimes contradictory, a specific model's ownership record is more often than not vague to say the least, but when pieces do fit together, the resultant tale paints a fascinating picture of times gone by. Like the background to this prestigious 105-year-old French Lorraine-Dietrich.

The background to Lorraine-Dietrich automobiles began in 1896 when, typical of many companies that had firmly established themselves in the wake of the industrial revolution, railway equipment manufacturer *Société Lorraine de Anciens Etablissements de Dietrich et Cie* (otherwise known as *De Dietrich et Cie*) founded in 1864 by Jean de Dietrich, decided to diversify its engineering expertise into the manufacture of the horseless carriage. *De Dietrich et Cie* had two plants, one in Niederbronn-les-Bains in the Alsace region and the other in Lunéville, Lorraine, a region bordering Belgium, Luxembourg and Germany. The managing director of the Lorraine factory was Baron Adrien de Turckheim, who bought the rights to a design by pioneering automobile manufacturer Amédée Bollée and production began of the car, which was driven by a front-mounted, horizontal two-cylinder engine, sliding clutches and a belt drive. The car also boasted a folding roof, triple headlamps and a plate glass windscreen.

More advanced models soon followed and the company recognised that motor sport was a means to promote the brand, so in 1898 De Dietrich entered a four-cylinder *Torpilleur* (Torpedo) racer, which boasted front independent suspension, for the Paris-Amsterdam Trial where it finished third despite an accident along the way. Famous driver Charles Jarrott finished third in the 1903 Paris-Madrid Rally, and





in 1905 a De Dietrich entered the Gordon Bennett Cup race powered by no less than a 17 012cm³ four-cylinder engine, where it finished sixth with an average speed of almost 70km/h over a 550km route. Led by ace works driver Arthur Duray, De Dietrichs achieved a 1-2-3 in the 1906 Circuit des Ardennes, and in 1923 three cars entered the first-ever Le Mans – one car finished 8th, another 19th (out of 30) while the third retired. In 1925-26, Lorraine-Dietrich became the first marque to win the 24 Hour classic twice, and in successive years. But this is getting ahead of this story...

In 1902, De Dietrich hired 21-year-old Ettore Bugatti who designed a 24/28hp model, driven by a four-cylinder engine with four-speed transmission, followed by a 30/35hp, but he left the company after just two years in its employ. Also in 1904, the Niederbronn factory ceased automobile production, although it sold Turcat-Méry cars badged as De Dietrichs. This came about as a result of Baron Turckheim's association with brothers-in-law Léon Turcat and Simon Méry, engineers who had started their own motor manufacturing business in 1899 and sold cars with the slogan 'The Car of the Connoisseur'. (Incidentally, a Turcat-Méry won the first-ever Monte Carlo Rally in 1911.)

However, the Lunéville facility continued, and cars produced there carried the heraldic Cross of Lorraine on the grille to distinguish them from the Alsace models. In 1907, Lorraine-Dietrich briefly took control of Isotta Fraschini, as well as taking over the British company Ariel Mors Limited, but the amalgamation survived for little more than a year.

Nonetheless, for 1908, De Dietrich offered a line of four-cylinder, chain-driven cars: the 18/28hp, 28/38hp, 40/45hp, and 60/80hp, and a six-cylinder 70/80hp. This was the year that the name changed to Lorraine-Dietrich – as did that of the aero-engine division that had been created within the company a few years earlier.

The Lorraine-Dietrich featured here was built in 1911 and fitted with a convertible body by Cockshoot of Manchester, England. Joseph Cockshoot and Co. was established in 1844 and steadily earned a reputation for high quality craftsmanship and elegant design, winning numerous awards. In 1903 Cockshoots turned its attention to motorcar bodies and the first agencies with which it became involved with were the Stanley Steam Car, Rex and Velox, followed by Daimler, Delaunay-

Belleville, Léon Bollée, Lorraine-Dietrich, Mercedes-Benz, Panhard, Renault, Rolls-Royce, Sunbeam, Talbot and Wolseley.

This car was reportedly a wedding gift to a keen hunter who often went on safari in East Africa. He was also an enthusiastic motorist and a member of the East African Automobile Club, the club's badge still adorning the car's scuttle. It was later purchased by diamond mining magnate Charles Newberry, who had emigrated from the UK in 1864 and worked in establishing Kimberly's 'Big Hole' to the point of becoming a shareholder in Cecil Rhodes' Central Mining Company, which later developed into De Beers.

With his hard-earned wealth, Newberry moved to Clocolan in the Eastern Free State and established a classic English country estate that he called Prynnsberg Manor. He and his family acquired many expensive *objects d'art* along with some prestige automobiles including this Lorraine-Dietrich. But the Newberry empire fell apart in quite a dramatic way and both the property and most of its contents were either sold off or fell into disrepair (see sidebar).

The Lorraine-Dietrich was saved by Durban enthusiast George Huddleston who set about restoring the car, but he had little info to work from. By this time virtually all of the Lorraine-Dietrich archive material had disappeared but Huddleston was fortunate in obtaining information from the former workshop chief who had worked on practically all of the cars during his 57-year tenure at the company. Sadly, the correspondence on file between them does not reveal his name, but the 75-year-old displayed an extensive knowledge of the cars. He confirmed the car as a 1911 Type HJ 28hp model constructed at both the Lunéville plant and a new factory in Argenteuil, Seine-et-Oise, which became the company's headquarters after WWI. The engines were made and tested at the former before being sent to the latter to be mated with the gearbox then fitted to a chassis, which was available with either a chain or Cardan shaft drive to the rear axle. The engine is a four-cylinder – two twin-cylinders in line – with a bore/stroke of 110x150, giving a capacity of 5 700cm³. The gearbox is a four-speed and drive is via a Cardan shaft. Brakes are fitted to the rear wheels only and the wire-spoke wheels are shod with 880x120 Dunlop Cord tyres.

Once restored and resplendent in its burgundy paintwork, Huddleston used it in many social and competitive events before

This car was reportedly a wedding gift to a keen hunter who often went on safari in East Africa

THE NEWBERRY CONNECTION

As mentioned in the main story, this Lorraine-Dietrich was once part of a collection owned by the Newberrys at their home Prynnsberg in the Eastern Free State. Another car in the collection was a 1922 Isotta Fraschini, which was featured in the Dec15/Jan16 issue of *Classic (& Performance) Car Africa*. This car was owned by the Greyvensteyn family for many years and is also now part of the Franschoek Motor Museum collection. A more detailed explanation of the remarkable rise and fall of the Newberry dynasty formed part of the Isotta Fraschini feature.



being persuaded to part with the car by another of South Africa's eminent collectors, Waldie Greyvensteyn. Waldie had long wanted to own the car and continued to put it to good use before he, too, opted to restore it. The result is what you see here, now painted in a more dramatic shade of green and sporting an enormous, patented Boa Constrictor horn with its head – complete with forked tongue – mounted on the front mudguard and its flexible pipe tail extending to the bulb mounted just to the side of the windscreen. A quaint throwback to the car's early safari exploits.

Waldie's son Rudi inherited his father's passion for old cars and he also kept the car active before it was eventually sold to the Franschhoek Motor Museum, where it is often put on public display. After topping-up the fuel system and setting the ignition, the starting handle was given some muscle-testing twirls – compression was remarkably high – the engine coughed into life with a

determined beat that rocked the vehicle on its stand before setting out around the museum's grounds under warm autumn sunshine. The exterior and the stout gear lever are positioned alongside each other either side of the bodywork. The driving position is cramped, but the clutch action is fine and with first engaged – pull back for first and third in the well-defined H-gate – the Lorraine-Dietrich pulls away with no fuss.

It takes quite a heave on the sturdy, wood-rimmed multi-function steering wheel (there is nothing new in the auto world...) to manoeuvre the car at anything up to brisk walking pace but the effort lessens noticeably as speed rises. Selecting fourth brings about a change of character, progress suddenly becoming a more relaxed affair affording the opportunity to take in the scenery and enjoy the sights, sounds and smells of travel, veteran style. Effective braking demands anticipation and a hefty shove on the right-hand pedal (the accelerator is in the middle). The mini-sofa-

like front seat is comfortable while at the back there is a similar padded and pleated leather bench, along with a pair of taxi-like jump seats.

By 1914, all Lorraine-Dietrichs were shaft-driven and built at Argenteuil. After WWI, the company recommenced manufacture of automobiles and aero engines. Following the De Dietrich family selling its share in the company, it became known as simply Lorraine from 1928 but automobile production had become unprofitable: the 20CV model was not a success. In 1930 De Dietrich was taken over by the *Société Générale Aéronautique*, and the Argenteuil plant was converted to making aircraft engines and six-wheel trucks. By 1935, Lorraine-Dietrich cars ceased to exist and it is sad that so little of the company's history has survived, but at least we can appreciate the cars that made a significant contribution to the development of the French automobile industry. **C**

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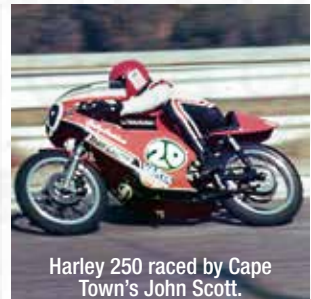
Rikuo Internal Combustion Company military Harley-Davidson.



Harley Grand Prix bike.



Aermacchi 250 Ala Verde.



Harley 250 raced by Cape Town's John Scott.



Harley-Davidson-RR350.

SMOKE & MIRRORS

Harley-Davidson. Big rumbling bikes with v-twin engines, made in the USA, and an integral part of the All American Dream. That's how the legend goes, but **Gavin Foster** asks if that is 100% truthful?

When you've been around for 113 years there are always going to be a few offspring born on the wrong side of the blanket and spoken of only in hushed tones behind closed doors. Harley-Davidson over the years has built single-cylinder two-strokes and four-strokes; they built a copy of the German 750cc BMW R71 flat twin, complete with shaft drive and an electric starter for the US Army during the war; and, for almost two decades after the shooting was over, they churned out many thousands of Harley-Davidson copies of their vanquished foe's little DKW RT125 two-stroke commuter bike. Despite its paltry three horsepower output and front forks that used big rubber bands for springing, the littlest Harley proved popular, and sales for the first seven months of 1948 reached 10 000. That little DKW travelled the world – BSA did very well out of a copy of it called the BSA Bantam; various Eastern Bloc manufacturers copied it under a multitude of names, and Yamaha's first ever motorcycle,

the 1955 YA-1, was a straight crib of the German bike.

Technology migrated the other way as well when Harley went through a rough patch after the Great Depression struck in 1929. There were at the time 400 Harley-Davidson dealers scattered around the Japanese islands, and Harley's agent in that country persuaded the American factory to sell tooling and licensing rights to a Japanese company to keep production costs down and avoid import duties. The Rikuo Internal Combustion Company thus became one of Japan's earliest motorcycle manufacturers, selling Harley clones under first the Harley-Davidson and later their own name until well into the 1950s. GIs fighting against Japan between 1941 and 1945 were surprised to find the enemy dashing about on 750 and 1200cc Harley flathead v-twins.

But let's move on to 1960, when Harley decided that they needed more modern light- and middleweight machines in their product range – the old German DKW design had gone about as far as they could take it. Italian aircraft manufacturer Aeronautica Macchi had, after the war, started producing such motorcycles to cater for the enormous demand for affordable transport, and their sporty Aermacchi *Ala d'Oro* (Gold Wing) seemed to fit the bill perfectly. Its 250/350cc four-stroke overhead valve engine with its laid-down horizontal single-cylinder was lively and reliable, and the Italian aircraft

Technology migrated the other way as well when Harley went through a rough patch after the Great Depression struck in 1929



DKW Harley-Davidson.

industry had recovered from the post-war slump, meaning that Aermacchi could shift its primary focus back to aviation. In 1960 Harley bought 50% of the motorcycle division and a year later the first Harley-Davidson Sprint, built in the Aermacchi factory at Varese in Italy, went on sale in the USA. Things went swimmingly – apart from being a good street bike, the Sprint proved to be a useful basis for a racebike, and it didn't hurt sales when Harley works racer George Roeder set a new 250cc land speed record of 285 km/h on a Harley-Davidson Sprint at Bonneville in 1965. The half-share in the Italian factory came with a further real benefit – it gave Harley unfettered access to Aermacchi's excellent range of two-stroke machines, allowing the American company to sell rebadged

two-stroke Italian-built road and dirt bikes of between 50 and 350cc under their own name until the late '70s.

Ah! Two strokes. As we know, the Italians are fanatical about road racing, and they still owned half the factory. Yamaha's twin-cylinder production racers were the weapons of choice in the smaller GP classes at the time, but the crew at Aermacchi reckoned they could build even better twin-cylinder bikes by effectively doubling up on their 125 and 175cc two-stroke motocross racing singles. The Yamahas were based upon street bikes, so the Aermacchi motocross DNA would be a very good starting point in terms of weight savings and size. For simplicity the crankshafts were made up of two halves that bolted together, and some

reports say that the pistons, connecting rods and various other engine components came straight from the Yamaha parts bin. After a few shakedown races in 1971 the Aermacchi was deemed ready for combat, and in 1972 the factory hired Italian star Renzo Pasolini to contest the full world

championship season on their new twins; he rewarded them with three wins, four seconds and a third from 13 starts in the 250 series to take second place in the championship, just one point behind Jarno Saarinen on a Yamaha. In the 350cc class he picked up eight podiums to end the season in third place behind Giacomo Agostini on the MV Agusta and Saarinen on a Yamaha.

Harley-Davidson obviously sat up and took notice, because when Pasolini arrived at the season opening 1973 French GP his new water-cooled bike and that of his teammate, Michel Rougerie, were badged as Harley-Davidsons. They finished 3rd and 4th respectively in the 250cc class, making Harley-Davidson's entry into grand prix racing memorable. Then, on 20 May, disaster struck at the Italian GP at Monza when Pasolini crashed hard on the first lap of the 250 race, and was hit by world champion Jarno Saarinen in a pileup involving 14 riders. Pasolini and Saarinen both died in the crash. Rougerie soldiered on to finish 5th in the world championship, and in 1974 was joined by Italian racer Walter Villa. Harley-Davidson was a real force in grand prix racing for the next three years, with Villa winning the 250cc championship from 1974-'76. The 250cc engine's power output crept up in that time

After a few shakedown races in 1971 the Aermacchi was deemed ready for combat, and in 1972 the factory hired Italian star Renzo Pasolini to contest the full world championship season on their new twins; he rewarded them with three wins



Harley-Davidson Hummer 165.

from 50hp at 10 000rpm to 58 at 12 000, while the 350 was less easy to improve upon, but in 1976 Villa snatched the 350cc title from Yamaha as well.

Harley-Davidson believed they were onto a good thing because they bought the rest of Aermacchi in 1974, and business went on as normal in the GP team until 1977 when the opposition caught up. Then, in '77 Mario Lega took the 250cc title on a Morbidelli with Franco Uncini and Villa coming second and third on their Italian-built Harleys, while Yamahas took the top ten placings in the 350 title chase. Interestingly, three boykies from Pinetown and Pietermaritzburg made the top ten in both classes – Jon Ekerold was 9th in the 250 and 3rd in the 350 classes, Kork Ballington was 6th and 5th while Alan North was 10th and 7th.

Harley-Davidson were in the meantime going through tough times thanks to the Japanese motorcycle invasion of the USA. In 1978 they sold their Aermacchi division to Cagiva and went back to selling what they knew best – big rumbling bikes with v-twin engines, made in the USA, and an integral part of the All American Dream. Funding for the GP team dried up, but Villa struggled along for the rest of the year without success before switching to Yamaha for 1979. Harley-Davidson's GP fairy-tale was dead and buried, and it's unlikely to ever be repeated. Or spoken of much, except in hushed tones behind closed doors. 🇺🇸



Aermacchi 250 Ala Verde.

In 1978 they sold their Aermacchi division to Cagiva and went back to selling what they knew best – big rumbling bikes with v-twin engines, made in the USA, and an integral part of the All American Dream



THE LADY BUG IS NO BEETLE

The people's car. A vehicle that mobilised the masses by offering simplicity, practicality and affordable pricing. The Germans churned out the VW Beetle, the French the Citroën 2CV, the Brits the Mini and the Italians upgraded many of their population from Vespas and Lambrettas into the Fiat 500. With the Europeans accounted for and the Americans having already met the people's car grade with the Model T, **Stuart Grant** ponders people's cars from Japan and stumbles across the bizarre Subaru 360 locally.





There are a lot of people in Japan. In 1960 the population was just shy of 92 million. So it is no wonder the powers that be wanted a people's car. And having seen the success of the Beetle in the American market, the ever-ambitious Japanese wanted to hit the exports hard and Japan's Ministry of International Trade set the ball rolling advocating the development of a people's car for export. So what came from the Land of the Rising Sun? Toyota or Datsun? No, not really. Initially the main players back in the day were the Suzuki Suzulight and the Subaru 360.

Kei Cars or *Kei jidōsha* are what the Japanese refer to as city cars – small

vehicles designed to comply with their local tax and insurance regulations. In 1949 the limitation was a 150cc unit in 4-stroke guise or 100cc for 2-stroke but dimensions and engine sizes gradually increased and by 1955, in order to tempt more manufacturers into making the little machines, capacity limit sat at 360cc for the both 2- and 4-strokes. By the 1960s the cars improved in specification with automatic gearboxes and disc brakes, etc. being added and the likes of Honda and Daihatsu joined the party.

Kei Cars continue today, albeit larger in dimension and engine capacity departments, but in many minds the Subaru 360 is the original leader of the pack and between 1958 and '71, 392 000 were churned out

of Subaru's production facility. Although Subaru's holding company, Fuji Heavy Industries, was well-respected in the manufacture of heavy equipment, the Subaru 360 was the firm's first foray into the passenger car market.

Designed by Shinroku Momose it featured a steel monocoque construction with fibreglass roof and quickly earned the nickname 'Ladybug'. For those wanting a bit of extra room a station wagon was added to the mix and even a convertible with rollback fabric roof like the one pictured here. 'Suicide' doors were the order of the day and although it was a tight squeeze it was possible to fit a family of four in to potter around town. 'Potter' probably



being the only appropriate word when you see power came from a rear-mounted 356cc 2-stroke engine. Fed by a Solex-type Hitachi sidedraft carburettor, power came in at a whopping 25hp at 5 500rpm and 34Nm torque at 4 500. Performance figures are not easily found but some claim a top speed of 100km/h, which it reached in about 37 seconds. One can only assume that getting to this and maintaining it would take a lot of stirring in the 3-speed manual with overdrive fourth gearbox department. Not to mention how scary it would be on the small tyres at each corner. Interestingly, later variants offered an 'Autoclutch' option which worked similarly to Volkswagen's Autostick or Porsche's Sportomatic, with no clutch pedal, rather operating the mechanism via

an electromagnet or solenoid when the gearlever was pushed.

Although the real market was in Japan, the allure and desire for export was there and America called. Initially a few were imported by private individuals but by 1968 an official US Subaru distributor was established. This brave man who looked to take on the vast expanses of the land of the free was Malcolm Bricklin. He'd made his money by establishing a large hardware shop chain before buying up a Boston-based scooter operation with a large consignment of Lambretta scooters. Once the scooters had been flogged he looked at the Fuji company to supply its Rabbit scooter. He learned that this scooter was being discontinued and set about buying

all the tooling to start his own manufacture. It was while negotiating this in Japan that he was introduced to the Subaru 360. Together with business partner Harvey

Lamm, Bricklin established 80 Subaru dealerships stateside.

10 000 units hit the American shelves and he marketed the 360 as a Volkswagen Beetle opponent, even echoing VW's 'It's ugly but it gets you there' tag line by using 'Cheap and ugly does it' for Subaru. On paper it trumped the Beetle, costing \$1 297 against the Germans' \$1 699. Sadly the difference in price did not make up for the 360's inability to really meet the American consumer requirements in practicality and performance. About the only aspect that tied it to how America buys cars was the fact that, like the Model T Ford, the Subaru was only available in one colour – white with red interior.

A lack of colour choice was the least of the 360's problems though. The real nail in the coffin came when the publication *Consumer Reports* declared the vehicle not fit for the market because of a lack of power and serious safety concerns in the event of an accident. The 360's sub-1 000lb. curb

10 000 units hit the American shelves and he marketed the 360 as a Volkswagen Beetle opponent



weight exempted it from US safety standards but the article slammed the Subaru for iffy handling, lack of passing ability and rubbed in the negativity by putting it into a 30mph crash test against a 1 800kg American car where the front bumper ended up in the passenger seat. The summary came out as “unacceptably hazardous” and ended the story with “It was a pleasure to squirm out of the Subaru, slam the door and walk away.”

Sales collapsed following the publication and Bricklin had to scramble back to Japan and beg for the larger front-wheel-drive Subaru and later the four-wheel-drive variants the outfit is now famous for to salvage some pride.

332 units were sold in 1968 and a few more trickled out over the next three years but clearly there was surplus stock filling the dealerships and robbing them of space to sell better propositions. Bricklin left the business with Lamm while he went off to build his own car known as the Bricklin. Lamm then in turn sold the importation

rights back to Fuji Heavy Industries.

But what of the unusable stock? Bricklin took a bunch and operated a time trial company on a private racetrack where customers could come and pay \$1 to set a time. As for the rest they seemed to dissolve as spares became unobtainable with the importer refusing to bring any parts in. Rumour has it that some 360s were shredded while a lot were tossed from ships and left to rust away at the bottom of the ocean. Thanks to the later Subaru Rex gaining respect, Subaru survived in America, drawing a cult status and operating profitably.

Australia got 73 Subaru 360s with a used car dealer in Victoria importing them in 1961. How this one ended up at one of South Africa’s best-selling Subaru dealerships in Centurion remains a bit of a mystery. Past employees at Barloworld remember seeing

a 360 years back so this could well be it. Whether it came in as a show car or a dry run for a potential model in the lineup is not known. What is known is that with our past propensity to squeeze big engines into cars and eat up the wide open roads, the chances are the 360 would have been a financial flop here too.

Flops do somehow have the ability to become cult and collectable though and the 360 is no exception with a strong following in the world’s micro-car fraternity. This one rebuilt by and on show at Subaru Centurion is now desirable and could well be the only one to have made it to our shores without being tossed overboard. 📷

Rumour has it that some 360s were shredded while a lot were tossed from ships and left to rust away at the bottom of the ocean





MUSTANG ALLEY

With some of the best driving roads, insanely beautiful landscapes and warm weather, it is a no brainer that the Lowveld is a place to find pure car enthusiasts and mind-blowing car collections. **Etienne Fouche** tracks down such a collection and tells the story about a man and his undying passion for the pony car, but not just any pony cars... those massaged by the one and only, Carroll Shelby.

Carroll Shelby is an absolute legend in the performance car world, a man with vision and passion for going fast. From an early age Carroll lived for cars, jumping at the chance to take a ride with his Dad on his daily deliveries or riding his bicycle to the local track to check out the action. He was a pilot in World War 2 and loved flying, became a flying instructor and stayed throughout the war. Soon he built a small MG-based racer and started competing and winning on the local circuit. From the get go it was obvious that this young man had real talent and the scouts took notice. He landed a contract racing for Aston Martin, even taking them up the ranks in the 24 Hour of Le Mans. A heart condition, however,

cut short his racing career. Luckily for us this glitch gave rise to his hands-on racecar building and development programme.

Back in the day Ford Motor Company had ambitious plans for the brand, so from racing, Shelby stepped up to the plate to manage development of a racecar worthy of sharing the black stuff with the likes of Ferrari. Shelby took the Bristol out of the English AC sports car and shoehorned a 289 cubic inch Ford V8 engine under the hood. As we all know the AC Cobra was born, which, thanks to a brilliant power to weight ratio, proved successful on the world's circuits. These over-the-top cars did well and engine displacement grew to an astounding 428 cubic inches of American muscle and beat the Corvettes





that had dominated the US racing scene.

Following this, coach builders and aerodynamic masters of the time put their heads together with Carroll, and the Daytona Coupé was born. Built on the same chassis as the Cobra this new body could slice through the air much more efficiently and top speed was increased by roughly 40 miles per hour, hitting 200mph down the Le Mans Mulsanne straightaway.

In 1964 Ford commissioned Carroll to develop a Ford Mustang Fastback. Soon after, the SCCA accepted the little pony car entrance into B road racing class. Already an established company, Shelby-American took over the GT 40 car programme. All of this cost huge money but still Ford wanted more. Le Mans and Ferrari were in his sights and Mr Ford would stop at nothing to be the best. Carroll's insight, drive and business sense took them even further with the Lola-based GT40 which eventually took them to first, second and third at Le Mans. All of this success reflected brightly on anything Ford-related and with the Mustangs already breaking sales records, things were going well.


In another brilliant attempt to let the masses share in the Shelby phenomenon the car rental company Hertz was approached

and 'Hertz Rent a Racer' Mustangs were available for hire. The boy racers rented these cars and swapped engines with their stock Mustangs, ending up with the performance they wanted to beat their friends on the street. This and the fact that these cars were frequently wrapped around trees were some of the reasons why Hertz Mustangs were short-lived.

Shelby Mustangs were road-legal racecars, specced to the hilt with race-proven parts and performance: magnesium rims, brake pads that needed to be warmed up to work effectively, solid lifter camshafts, big carburettors, functional brake air intakes and 4-point harnesses to name a few. These cars have become extremely collectible with prices soaring and forever climbing. To own even one of these cars is a privilege and reserved for the wealthy, but seven Shelys? Unheard of, right? Wrong!

Once I arrived at the owner's house I was greeted by no less than six garage doors. One by one he opened them up and my jaw just kept dropping further and further. GT350s and GT500s parked in rows with paint and chrome gleaming. Every car kept meticulously clean and each with a tailor-made cover. This is not your typical garage; this is a Shelby Mustang Museum!

The walls are adorned with almost every Mustang-related memorabilia and trinkets imaginable. The first Mustang that caught my eye was the black and gold Shelby GT350, which happens to be a 100% real and authenticated Hertz Rent a Racer. In the opposite corner, a blue Mexican Shelby complete with supercharger and below-average fit and finish for which the Mexican cars were famous. This specific car is actually featured in the Shelby Mustang reference book, which makes it so much more interesting. Everywhere you look there are more and more parts, wheels, books, DVDs, posters, seemingly never-ending. The 'in' thing lately is having a 'Man Cave'. Well trust me when I tell you that this will be hard to top. Most of the cars have Carroll Shelby signatures inside, and the owner has been lucky enough to have met Carroll twice. These cars are 100% original from the radiators to the voltage regulators; you won't find any aftermarket upgrades on these beauties.

The amazing collection of Mustangs is almost surreal and I feel very lucky to have experienced it. It goes to show that the grass is not always greener in America or Europe; sometimes the most unassuming places deliver the biggest surprises. 





Franco Scribante drove his Chevron B26 to a new record and took the King of the Hill title.

THE DOMINATOR

Franco Scribante wrote his name into the Jaguar Simola Hillclimb record books by becoming the first-ever double winner of Classic Car Friday (CCF). Driving his 1970 Chevron B19 with which he secured the 2014 title, Scribante also set an all-new CCF lap record for the 1.9km Hillclimb course of 41.432 seconds, beating his own fastest winning time from two years ago of 41.811.

Almost 50 cars lined up for the start in cool and damp conditions, with persistent drizzle making the route even more challenging than usual. This resulted in the early practice session topping out at 53.121sec, led by Clive Corder in his roaring 1969 Lola T70 Mk3B. Brent Watts was quickest in the very

slippery second practice, setting a time of 54.223sec in his 1973 Porsche 911 RSR.

Scribante, surprisingly, failed to make the first two practice sessions, breaking a driveshaft as he pulled out of the pits for his first run. New driveshafts were fitted in record time, and he immediately set the pace for the third practice on 51.457sec.

Fortunately, the Hillclimb course dried out progressively during the ensuing three qualifying runs, with Scribante topping the results on each occasion as the times tumbled, dropping from 47.397sec in Q1 to 43.537sec in Q2 and ultimately to 41.816sec in the final qualifying session – just 0.005sec slower than his 2014 record.

The Scribante-Chevron combination landed up effectively being in a class of

its own this year, heading into finals with a margin of 6 seconds over second-placed Watts. The highly anticipated challenge from outgoing Classic Car Friday champion, Charles Arton, sadly never materialised, as his March 79B Formula Atlantic single-seater blew two engines in the week preceding the Hillclimb, thus relegating him to watching from the sidelines.

The running order at the sharp end of the qualifying field was echoed in the Classic Conqueror final one-run dash, with the top 10 competitors setting off in slowest-to-quickest order based on their best qualifying performance.

Ian Schofield (1977 March 77B) and Graeme Nathan (1972 BMW 3.0 CSL) had qualified for the Top 10 shootout, in 5th



King of the Hill and Classic Conqueror winner Franco Scribante.



Ian Schofield looked like a contender to the Classic Conqueror title until his March 77B clutch gave way.



Andre Bezuidenhout was in with a King of the Hill shout but an electrical gremlin forced his Dallara F1 into retirement.

Rodney Green led the pre-war battle in his Pursang Bugatti Type 35b.





Damp conditinos saw Djurk Venter battling to find traction in his V8 Perana Capri.



Josh Dovey won the pre-1966 road cars class in his 1964 Lotus Elan S2.



Rodney Green recieves the 'Spirit of Dave Charlton' award.



Richard Evans won Class H8 in his 1959 Chevrolet Corvette.

and 6th places respectively, but both were forced to withdraw at that late stage due to clutch failures.

This left Scribante free to dominate and win the Classic Conqueror title for 2016 – thus giving him the exclusive status of the first-ever double winner for the classic event. From a standing start, the Chevron B19 covered the tricky 1.9km course at an average speed of 165km/h – impressive stuff indeed!

Aside from determining the list of finalists for the Top 10 shootout, each competitor's best qualifying time for the day dictated his class-qualifying results – with only the

top three progressing to the class finals. A one-lap dash up the twisty Simola hill ultimately decided the podium positions for each category.

In Class H1 for pre-war cars, Rodney Green once again led the way in his Pursang Bugatti Type 35b with a 1 minute 10.537sec. Fittingly, he also earned the inaugural CCF 'Spirit of Dave Charlton' award and a floating trophy that six-times SA single-seater champion Charlton won at the last Formula 1 event held in Zimbabwe (then Rhodesia). This special award recognises the person that reflects Dave Charlton's spirit of impeccable attention to detail, meticulous preparation

and commendable performance.

Josh Dovey won Class H2 for pre-1966 road cars in his 1964 Lotus Elan S2, covering the course in 51.062sec while the pre-1975 category (H3) was won by Brent Watts in his rapid 1973 Porsche 911 RSR (49.250sec), with Pierre Rousseau leading Class H4 for race-bred cars from the same era in a 1957 Austin Healey Sprite Mk1 (1min 08.719sec).

Robert Rowe emerged victorious in H6 in a 1976 BMW 2002 Tii Turbo (55.746sec), with Enzo Kuhn topping H7 in the Datsun 240z (49.434sec). Richard Evans won Class H8 in his iconic 1959 Chevrolet Corvette Roadster with a time of 1min 02.301sec.



Drying conditions on day 2 saw the wet tyres removed and slicks fitted. Andre Bezuidenhout's Dallara F1 ready to pounce.



Franco Scribante dials in his Chevron B19 for the Classic Friday win.



Ian Scheckter gives Heyns Stead and his Spider MG Special the countdown.

Scribante hadn't stopped with the record setting though. At the end of the two-day-long King of the Hill competition for more modern machinery, his Suzuki-powered Chevron B26 topped the table again, smashing the record with a blistering time of 38.646. It wasn't all plain sailing though as his Chevron lost a wheel at speed in one heat and he faced stiff opposition from the Formula Renault of Robert Wolk, the genuine Dallara Formula 1 car of Andre Bezuidenhout and former winner Des Gutzeit in his insane 1500bhp Nissan Skyline GT-R. Wolk's challenge came to an end when he clipped a tyre and damaged the suspension while a sensor on the Dallara forced Bezuidenhout into retirement. Despite the most spectacular launches, Gutzeit couldn't find the pace to match Scribante. 🏁

CLASSIC CONQUEROR

1.	Franco Scribante	1970 Chevron B19	41.432
2.	Brent Watts	1973 Porsche 911RSR	48.204
3.	Clive Corder	1969 Lola T70 Mk3B	49.124
4.	Enzo Kuhn	1972 Datsun 240Z	49.412
5.	Josh Dovey	1964 Lotus Elan S2	50.284
6.	Peter Lindenberg	1968 Ford Fairlane	52.395
7.	Kobus Brits	1967 Porsche 911R	52.686
8.	Donny Lamola	1972 Dulon Formula Ford	53.854
9.	Jan Vosloo	1973 Porsche 911 RS	55.102
10.	Djurk Venter	1972 Ford Capri Perana	55.348



Stance seems about right, may need to come down a little in the back.

★ SHOP TRUCK ★

The idea of the Dream Garage is one that will come up at some point in every motor enthusiast's life, sometimes repeatedly. Putting together your bucket-list of ultimate cars is sometimes unrealistic, but it is always fun.

Words and Pics: Barry Ashmole



Rolling for the first time in years.



On the trailer.



Ashley, Barry & Simon ready to hit the road.



The old chassis and drivetrain.



Courier rolling chassis with engine moved back.



Time to fabricate engine mounts.



Preparing front cab support.



Cab in place, mocking up front sheetmetal.



Hours of measuring and re-fitting.

My own experience of this has shifted around occasionally, and while I have never really put them in any particular order, the idea of a flathead-powered 30/31 Model A coupé, a tail-draggin' 35/36 Ford 3-window, and a traditional-looking black-'n-flamed '40 pick-up make me weak at the knees. Now while these may not be as exotic as some guys' wish lists, they're all pretty rare items down here in SA. I do know of a not-for-sale-unmolested-A-coupé parked in an East Rand garage, and missed out on a basket-case '36 that was sold for scrap a while back. So when this 40/41 farm truck showed up on *Junkmail* a year and a half ago, I knew I had to have it. Negotiations and circumstances shifted, with the sale being withdrawn at one point, but eight months later I had a tentative agreement

and some cash scratched together – all the incentive I needed.

Three Cape Town hotrodders hooked up a trailer and set off on a Friday morning for the long trek to Rustenburg. Extensive roadworks on the N1 saw to it that we only arrived in Gauteng sometime after midnight. Grabbing a quick few hours of sleep we hit the road to Rustenburg at 06:00. On arrival, and after the obligatory introductions and exchange of pleasantries, I made a beeline for the bakkie parked under the carport. It didn't take long for the disappointment to set in: I'd had it checked out beforehand, but my brother who had done so for me is not the car-nut that I am. On face value it looked okay, a little rust (to be expected) and some trim damaged, but for the most part intact. Looking a little more closely it was obvious that this was a truck that had been worked hard. There had been numerous

attempts to repair sagging doors – the butchery was terminal. The rest of the body was tatty and torn, and while the engine was mostly all there, it was seized up solid and was in any event not the original-era flathead. The same could be said for both axles – while they were early Ford, the years didn't match. Realising that I was biting off a whole lot more than I had bargained for, the temptation to return home empty-handed, but without having landed myself in another money-pit, was strong. But so was the desire to get my hands on one of my lifelong dreams. Having never seen another one for sale, and only knowing of a few in the country, the dissenting voices in my head were getting quite rowdy. Mulling it over, I re-negotiated my telephone agreement with the seller, and ended up handing over a little less than I had prepared myself for. Even so I was paying about double what I would have



Going to get new floor and firewall.



Preparing new leaf spring hangers.



Test drive is a must – cue revving noises!



A new 95litre fuel tank was made.



Ready to weld the seam.



View from below – exhaust note gets attention.

for any other old pick-up in similar shape.

Loading up the trailer with mixed feelings, we hit the road at about lunchtime. With two quick stops in Johannesburg we decided to see how much of a bite we could take out of the return leg before daylight and energy ran out. Every time the inevitable buyer's remorse wanted to kick in, a quick glance in the rearview mirror put paid to it – ideas and thoughts started to coalesce into a workable way forward for the project. Reaching Bloemfontein in the late afternoon, we decided to push through to Colesberg and give ourselves an easy run back the following day. Once we started calling guesthouses for accommodation we realised we might be in for a change of plan. It turned out there was a massive religious gathering in Middelburg that weekend and there wasn't an empty bed in a 150km radius. With Beaufort West becoming the next logical stayover, we just got on with it. Arriving there at 01:00 painted a different picture and without an option to put our heads down, we just pressed on. A series of accident scenes along the way were enough

Every time the inevitable buyer's remorse wanted to kick in, a quick glance in the rearview mirror put paid to it – ideas and thoughts started to coalesce into a workable way forward for the project.

of a reminder of the stupidity of this little lark, and we made sure to keep a check on one another's state of wakefulness all the way back. Stopping in Stellenbosch the next morning, no-one was up for unloading; a couple of hours sleep was top of the list.

Having parked up the loaded trailer for a few days, and allowing the various options to digest and formulate themselves properly, a tough choice was made. As much as I would have loved to have run with the original chassis and dropped the suspension with the side valve eight warmed over a little, it simply wasn't going to work either in terms of time, effort or budget. With a Ford Courier rolling chassis on standby, and a 351 Windsor backed up with a T5 box already in place, the option of transferring the body made a whole lot more sense. Decision made, the whole mess made its way over to Old Mill Rod & Custom for the teardown. Losing no time, the truck was apart the same day and the cab offered up. Turns out we had measured correctly and with a slight adjustment to the chassis rails it slid into place. The motor and box needed to shift backwards, and the wheelbase was shortened by moving the back axle forwards. I am making this sound a whole lot simpler than it was, and Simon spent ages running through mock-ups and test fits to ensure that everything would work as it should and equally importantly, look the part.

Getting the stance right, the

wheels placed correctly in the arches, and packaging everything neatly is no small task. It is make or break though; get it wrong here and nothing else you try will make it look right.

With the chassis mods all figured out and tacked in place, the cab came off again and made its way back to my own workshop for new floor and recessed firewall to be fabricated. I tackled some patch panels to replace the rotted out cab corners and reinforced the door hinge sections. All of this while Old Mill pushed on readying the chassis. A valiant effort was made to try to get the truck driving for Cars in the Park in August, but luckily sanity prevailed. It was possible that we could have made it, but that would have meant cutting some corners... the kind of things we wouldn't have gone back to improve on later. No sense in compromising the integrity of the build.

With the crazy deadline out of the way, things pressed on more normally. Rohan Hartsliel finished up the rewiring, some brand new headlights came from Stateside Auto, and a few other bits and pieces were fitted. I don't think I will ever forget the first night we got the truck fired up. Still without the doors hung, a jury-rigged fuel tank, and battery tied down with a ratchet strap, Simon and I hit the deserted streets and behaved like a couple of joy-riders. After a number of circuits, with the requisite amount of rubber burnt and everyone grinning from ear to ear, the impetus to get things finished was back on track!

I fabricated a suitably sized fuel tank (although I am sure my wallet won't agree at



First day out on the way to Franschhoek

the pumps!!) and everyone got busy tying up loose ends before properly popping the cherry on a little Sunday breakfast run around the Grabouw, Villiersdorp and Franschhoek passes. The truck ran great, although an ill-fitting fuel cap (read: some duct tape!) saw to it that a lot of fuel was wasted on right hand turns... not too clever.

With a fantastic-sounding exhaust system custom built for us by Phil & crew at Noise Boys in Goodwood, the doors hung and the latch and winder mechanisms rebuilt, the truck is pretty much ready for daily service.

Plans for the immediate future include fabricating some aluminium ribbed bumpers styled after the iconic 1937 De Soto ones. We'll be combining this with a hand-fabricated stainless steel grille (made from flat sheet no less!!) and assorted other shiny bits. We're hoping that these will contrast beautifully against the rust and patina'ed paint. Ultimately this truck will get a full respray, but in the meantime we plan on driving it while we make running repairs and changes.

Other immediate plans include getting a suitable gauge cluster built, with modern faces adapted to look period correct. We may even get around to finding a saner final drive crown wheel and pinion sometime, though don't hold your breath on that score!

This truck will probably take years to 'finish' if we ever get there. But we are taking the early hotrodder's approach of getting it driving and then making all the improvement as time and money allow. Far better than taking forever to make it perfect and then being too scared to drive it. 📷

Resources:

Noise Boys – Exhausts.
Phillip Duff (021) 591 3600 348 Voortrekker Rd, Goodwood

Auto Electrical.
Rohan Hartsliel (079) 490 9716

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FORTY YEARS AFTER

the mythical Porsche 917LH last raced, the stories continue but the engines expired. Belonging to the Automobile Club de l'Ouest and resting in the 24 Hours of Le Mans museum, Sébastien Crubilé was chosen to breathe new life into the engine and put it back into working order. For the French Patrimony Foundation, proudly supported by MOTUL, there was never any question of just dismantling it. Sébastien spent MOTUL's sponsorship wisely, using specific products to unjam parts and remove rust. Three long weeks later, the long-tailed Porsche roared again. While some revive old legends through passion, MOTUL supports them with expertise.

IRON PASSION



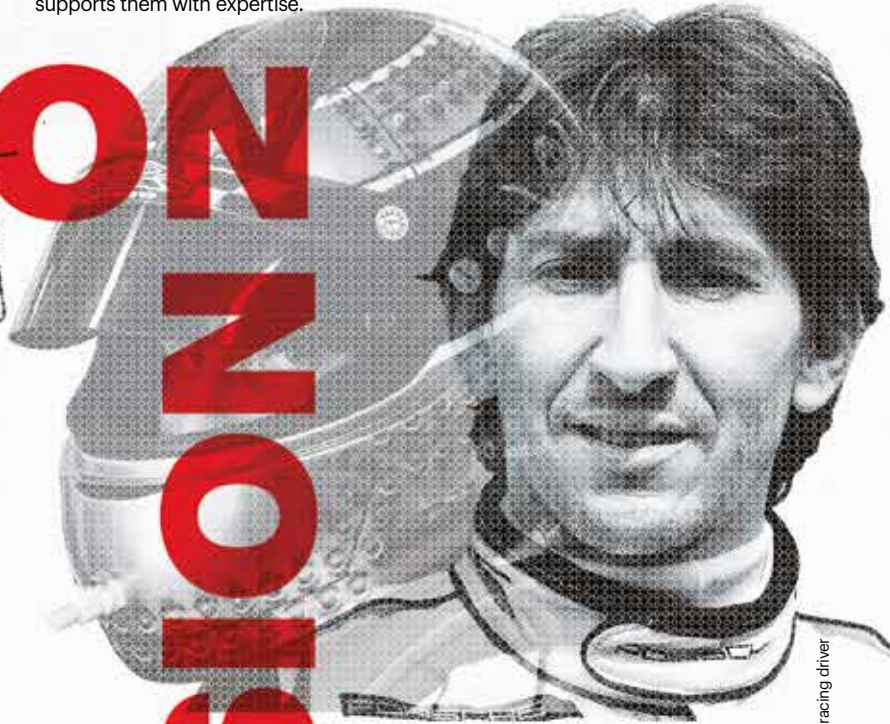
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Passion, Grace & Fire

MATT GRAY WENT IN SEARCH OF ANSWERS TO LIFE'S MOST IMPORTANT QUESTIONS:

— TAPE TECH —

Masking tape is one area where spending on quality is definitely worthwhile. Stickier isn't always better, but there is no sense in using expensive low-tack tape for mundane jobs either. Here are a few tips to get the best out of your tape:

- When applying pull a long section off 30cm or so and allow the tape to drape in place pushing down a small section at a time. Avoid stretching as this may lead to the tape lifting in these areas.
- Before painting rub the tape down firmly using a squeegee to seal the edge. Some painters will fog a little clear over the area first to seal the edge.
- Apply tape shortly before and remove as soon as possible after painting for best results.
- Take care on freshly painted surfaces - you may imprint marks or worse, pull the fresh paint off on removal.
- Lift tape at 90° to the surface and pull back steadily, neither too fast nor too slow.
- Remove any adhesive residue by dabbing with another piece of tape rolled up backwards.
- Working too hot or too cold will affect both performance and adhesion. Just like Baby Bear on this one folks.

Tape should be stored in an airtight container to prevent drying out. If you are like me you'll reach for a roll late at night only to find it is all wavy, shrunk and dried out. Good news is that you can save it. Popping it in the microwave for 30-40 seconds on high will soften it, but it tends to harden very quickly again. Doing the same thing over a bowl of boiling water (or steaming it over a pot on the stove) is a more lasting fix. The tape becomes soft and supple again. Won't work on your skin though...

— DRIVEWAY TIPS —

An assortment of down and dirty advice that will save your bacon, get you out of a bind or just help you on your way quicker. Common sense no matter how long you've been doing this stuff.

Car won't start? Doesn't swing at all?

Turn the lights on and turn the key again. If they stay bright your problem is on the primary circuit side. Start looking at the solenoid and ignition switch. If they go dim check for a weak battery, or a bad contact at the terminals.

Not sure if the alternator is charging?

With the engine running hold a screwdriver at the back of the casing. If it is charging you should feel a magnetic pull towards the centre. It won't tell you the amperage, but is a first line of diagnosis.

Suspect a weak or bad sparkplug?

From cold, spray water on each exhaust and start the engine. The last one to evaporate tells you which plug is the culprit.

Unsure of your carburettor settings?

Remove the air cleaner and place your palm loosely over the throat of the running engine – if it speeds up it is lean, if it stumbles it is rich.

Engine is running with a dead miss?

Pull off and replace each plug wire in succession. If you pull one that doesn't affect the engine speed you've got your suspect. If you get yourself a nice jolt doing it, then it is time to replace your plug leads. You are throwing away spark before it gets to the plug. Watching the wires in the dark may show this too.

Can't loosen an oil filter by hand?

Before you jam a screwdriver through it, use your leather belt. Put it through the buckle and pull it back on itself. The leather will grip the smooth (clean) steel. Since you are already down there, put on a latex or nitrile rubber glove to do the final loosening. Keeps your hand clean. With the filter still in your gloved hand pull the glove off with your other hand leaving the filter inside. No mess. Just remember to dispose of it responsibly.

Doing an involved repair on something?

Keep an old speaker magnet handy. Stick all the bolts, nuts etc to the magnet. It saves them getting lost or kicked halfway across the garage by your drunken friends. Great idea when you are on the side of the road or working underneath the car – everything is there in plain sight and easy reach when you put it all back together.

Need an extra pair of hands?

Keep a stocked fridge in the garage. It makes it so much easier to get that help when there is heavy lifting to be done. Sometimes a cold beer will get you further than a 100 bucks.

And lastly, for all the workshop owners:

Teach your employees to throw all the tools on the floor when they are finished with them. Much easier than replacing them when they drive off inside the customer's car!

DEALING WITH — BROKEN-OFF BOLTS —

Inevitably when working on anything mechanical you will have to deal with broken off bolts or studs. There are a number of options, not all of them effective.

Common advice will be to drill a hole and use an 'easy-out' type extractor. A hardened tapered shaft with a left-hand type screw thread to be inserted into a pilot hole drilled into the broken fastener. In theory they will tighten as they are turned anti-clockwise, grip the bolt and allow it to be turned out.

In practice there are drawbacks:

- Access may be limited.
- The hole needs to be centred and straight and exactly the right diameter.
- It is often difficult to start the hole on the break, and you may be dealing with a hardened bolt requiring a cobalt drill bit.

- Given that the breakage is often because of too much torque used, the extractor may also break off creating a bigger issue

Welding a nut on to the broken extractor is often a quicker fix. We took some pics of just such an occurrence. The heat from welding will help to break free corroded threads and the weld will not easily stick to cast iron or aluminium (common on engine and gearbox components). A MIG (CO2) welder is ideal for this, but it can be done with an arc (stick) welder if you are careful. When the bolt is in steel, care must be taken to not weld it to the surrounding metal. Using a washer as shown will aid in this. With the washer tacked in place a large sized nut is offered up and welded through the centre.



OTHER TIPS:

- Where part of the bolt protrudes, a slot can be cut and an impact screwdriver used to loosen.
- Heat the bolt with a torch and apply a candle to the area – wax will wick down in the threads aiding loosening.

SIGN LANGUAGE

BY RACEY LACEY



When it comes to driving, we all have our pet peeves: what makes my blood boil is drivers who seem oblivious to the little lever sticking out the side of the steering wheel column (ostensibly meant to be used to indicate an intention of turning but mostly a superfluous motoring ornament). But there are some things that seem to be especially prevalent on South African roads.

Take for example the humble traffic circle or roundabout, the rules of which seem to be shrouded in more mystery than the Bermuda Triangle, at least when it comes to South African drivers. And maybe a circle in the middle of an intersection makes some people's minds go blank, in which case let me give you a hint: it is called a traffic CIRCLE for a reason – you are supposed to drive around it and not over the middle of it. Oops, there goes my blood pressure again!

There is no doubt that South African driving is very unique and certain local road practices are not usual in other parts of the world. One such example, you might be surprised to discover, involves the unlikely

There is no doubt that South African driving is very unique and certain local road practices are not usual in other parts of the world

hazard light button. You see, worldwide, hazard lights are used to caution other drivers of a stationary vehicle or a traffic hazard. Not in South Africa though. Apart from being used by taxis to indicate that they may or may not be stopping somewhere in front of you at some point, they have also become useful for another reason: as a way of saying thank you.

An American friend once came to visit and we took him on a road trip across the country. Apart from the obvious delight he took in the scenery and local culture, the one thing that really tickled his fancy was what he eventually started calling the 'Thank You Button'. This refers to the way it has become generally accepted practice to flick hazard lights several times after passing a car which has courteously moved over for you. Without fail, anyone travelling long distance across the country will inevitably have witnessed a massive truck chugging along in the emergency lane, flashing its lights gleefully in response to the grateful cars zooting past it.

Some of our road signs are also a source of amusement – and sometimes *bemusement*. Another foreigner, this time from the UK, expressed his incredulity at the fact that instead of actually fixing the multitude of potholes peppered across the country's roads, there were instead permanent road signs erected warning of 'Potholes'!

On another day we had been driving around and doing some sightseeing. As the hours passed, he looked more and more perplexed until eventually, much to

everyone's confusion, he blurted out: "What the heck are slegs?" He was referring to the large words painted in white on the road which read 'Slegs Only'. I can only imagine the mental picture he must have had of some weird African vehicle that needed its own lane...

South Africans also take their cars very seriously, as we all know. A car, especially in fast-paced cities, is a status symbol and is treasured above all else. Interestingly, this is not the case in many parts of the world. In Israel, people seem to care very little about the kind of car they drive. In the big cities especially it seems that the smaller your car, the better, as this means you can squeeze into the smallest of parking spots. And I literally mean squeeze. I have witnessed people actually getting out of their cars and pushing them into tight parallel spots. And this is evident by the way most cars driving around look battle-scarred – sporting bumps, dents and scrapes all over.

So yes, South African driving has its ups and downs (and lefts and rights) but is definitely not as bad as you might think. If you don't believe me, try driving (or more accurately, being driven) through rush hour traffic in Russia – trust me on this one: Joburg drivers have nothing on Sergei in St Petersburg. And actually, despite all our road quirks and eccentricities, we Sefricans are quite a cool lot. Sure, we come across all aggro and tough but we secretly quite like using our 'Thank You Button'. And yes, sometimes traffic circles drive me round the bend, but I still wouldn't live anywhere else in the world. 🇿

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