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## INCHING FORWARD

**W**hen I started working for *Classic Car Africa* a decade or so back I had a dream. The dream of making and delivering a world-class publication that looks after our classic motoring scene and gives it the spot in the limelight that it deserves. Little by little we have inched closer and closer to that dream. But to up it a notch there was one ingredient that we needed to add. And that was to print the magazine on a monthly basis.

And here we are, with the first ever monthly issue of *Classic Car Africa*. This has been made possible by a new partner coming on board and of course all the contributors, advertisers and readers that have supported us. So thank you one and all – hope you enjoy as we continue to chase the dream.

As far as content goes the aim is still to deliver classic car, bike, memorabilia and personality stories that preserve our proud past, show off the variety of machinery and events that keep the niche we love so much ticking. All of these with distinctly South African flavour of course. This is your magazine, so we welcome any upcoming news, event reviews and personal motoring stories. Drop us a mail to info@classiccarafrika.com.

To keep the public in the loop as to any of these events we continually update the events calendar and as of this issue have introduced a section badged "Carbs & Coffee". No, it is not a new diet, but rather a spot for us to visit places of interest, sip some coffee and snoop around. This time we stopped at Peter Bailey's workshop for a cuppa and a peek at his replica



sportscars, restorations and believe it or not a prototype LMP2 race car that if the Rand hadn't plummeted could well have been at Le Mans this year. If you know of a garage, workshop or even model collection we can ogle over a cappuccino please shout – we'll bring the coffee and biscuits.

Graeme Hurst enjoyed a cup too while chatting to Porsche guru and engineering wiz John Beer and also got time with South African-born Formula 1 designer extraordinaire Rory Byrne.

On the South African car front we look at the Brospeed turbo conversions that were bolted onto various cars of the early 1980s and check out a beautiful AC Cobra recreation as built by Hi-Tech Automotive in Port Elizabeth. We shoot the diminutive Fiat 500 and Multipla on the historic Kallenbach Drive in Johannesburg – the closest we could get to the gradients of an Italian mountainside village where these 'People's Cars' made a name for themselves. Mike Monk went in the opposite direction, putting a luxury BMW 635 CSi tourer and hulking great Buick Riveria through their paces. Not to be left out of the fancy stuff but sticking with my love for Italian flavour, I tried out one of the underrated Maserati BiTurbos.

Historic racing from KwaZulu-Natal gets a look in and Chris Van puts on his period getup to partake in what looks likely to be the event of the year so far – the Vintage and Veteran Club's Great Train Race 2016.

Please enjoy and once again thank you for the push to go monthly.

*Stuart*



# WET WEATHER WONDER

In the days leading up to the increasingly popular annual Father's Day celebration at the Franschhoek Motor Museum, the appropriate words in a Barbra Streisand song from the 1964 movie *Funny Girl* often sprang to mind – 'Don't bring around a cloud to rain on my parade'. Sadly, the weather gods were not of the same mindset as the forecasts in the build-up to Sunday 19 June steadily got worse and, on the day, proved, for once, to be accurate. It did not rain – it poured, relentlessly, all day. But the inclement conditions failed to dampen the spirits of the visitors as they (excuse the pun) poured through the museum's gates in their hundreds to celebrate Father's Day. Dads entered free of charge.

Close to 1 400 tickets were sold pre-event for the morning and afternoon sessions, with on-the-day visitors also being accommodated. The rain, which began the night before in the Franschhoek Valley, brought out all manner of protective clothing and umbrellas as visitors made their way from the car parks to the reception area and the display halls. Nevertheless, everyone was in good spirits and determined to enjoy the outing regardless of the conditions.

In the days before the event, the museum's workshop staff had been busy preparing no less than 47 vehicles, to be paraded around the museum's quadrant area in five-minute demonstration runs. Drivers Lorenzo Farella, Deon de Waal, Donnie Tarental, Shawn

Botha, Dickon Daggitt and Derek Hulse took turns in driving the vehicles in what were adverse conditions, especially when in the open-topped and sports/racing cars. The vehicles ranged from a 1909 Le Zebra to a 2010 Ferrari 599 GTO but with a surprise inclusion of the mammoth new tri-axle all-wheel drive Mercedes-Benz G63 AMG 6x6. Sensibly, the ex-Jody Scheckter Tyrrell 007/1 Formula One car was not driven around, but the engine was started and throttle-blipped, the noise booming around the display hall to the unbridled delight of everyone around. Heavy mist and even stronger rainfall forced a shortened afternoon driving session but more engine fire-ups took place, bringing broad smiles to everyone's faces. Museum curator Wayne Harley was hoping to ride a few motorcycles around the quadrant but conditions were too treacherous.

In-between visiting the four display halls, visitors sought refuge under the giant marquee at the end of the quadrant where food and refreshments were being served on a non-stop basis and the vehicles could best be seen driving around. FMM's famed Deli was busy in the reception area serving hot beverages. Wine-tasting was also on offer. Apart from the cars, fine art prints by famous UK motoring artist Nicholas Watts were on view and for sale. A planned model aircraft flying demonstration had to be cancelled, but the planes were on display.

While the weather affected the

demonstrations and hampered freedom of movement for all the visitors, the FMM Father's Day Special was extremely well attended in the circumstances and the overall proceedings enjoyed by everyone. Hopefully next year the weather gods will listen to Barbra's lyrics...



## CHAMPION SURPRISE

Earlier in June, FMM had an unexpected visit from ex-SA Driver Champion Neville Lederle and his wife, Norma. Born in Theunissen in the Free State, Neville, now 77, had a short but notably successful racing career including taking part in the 9<sup>th</sup> SA Grand Prix held at East London on 29 December 1962. Despite a broken steering wheel and a cracked engine block, Neville finished sixth in his privately entered Lotus 21, was the first four-cylinder car home, and gained a World Championship point for his efforts, which made him an F1 graded driver for 1963. Legendary British driver Stirling Moss described Neville as 'the most promising young driver of the year'.

However, Neville stayed in SA and concentrated on local events, including the Springbok Series races where his finishing record – six overall victories in seven events – led him to the 1963 SA Drivers' Championship title. However, later in the year the death of his father

meant he had to take over the family business. Following this, a broken leg in a practice accident for the 1963 Nine Hour took a long time to heal, the combination leading to his retirement.

A surprise was in store at FMM for Neville and Norma when they saw on display the 1936 Rolls-Royce Phantom II that then owner and close friend Waldie Greyvensteyn had lent them for their wedding car. A photo opportunity not to be missed.



## 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](http://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.



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CAR AFRICA

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

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

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# 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](http://www.classiccarafrika.com)) please submit details along with an image or two to [stuart@classiccarafrika.com](mailto:stuart@classiccarafrika.com).

## 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 – Zwartkops Raceway	Pretoria
30	Studebaker Show Day	Irene

## NOVEMBER

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



## MONTHLY MUST DO EVENTS

1<sup>st</sup> Saturday of the month  
 1<sup>st</sup> Sunday of the month  
 2<sup>nd</sup> Sunday of the month  
 3<sup>rd</sup> Sunday of the month  
 3<sup>rd</sup> Saturday of the month  
 Last Sunday of the month  
 Last Sunday of the month  
 Last Sunday of the month  
 Last Sunday of the month

Classic Motorcycle Club of Natal  
 Classic Motorcycle Club Johannesburg  
 Pretoria Old Motor Club  
 Piston Ring  
 Cape Vintage Motorcycle Club  
 Vintage and Veteran Club  
 Southern Cape Old Car Club  
 The Crankhandle Club  
 The Veteran Car Club of South Africa

Bluff, Durban  
 Germiston, Johannesburg  
 Silverton, Pretoria  
 Modderfontein, Johannesburg  
 Parow North, Cape Town  
 Athol Oaklands, Johannesburg  
 Glenwood, George  
 Wynberg, Cape Town  
 Kloof, KwaZulu Natal





# STEWART CELEBRATES AT MONACO AGAIN

Three-time Formula One World Champion, Sir Jackie Stewart, teamed up with longtime sponsor Rolex in May to celebrate 50 years since his first Monaco victory in 1966. This significant win, driving a BRM P261, marked the start of a successful racing career and the Scot later went on to win the World Drivers' Champion in 1969, 1971 and 1973 by winning 27 of his 99 races, three of which were at the enduring Monte Carlo street circuit.



# OUTENIQUA CHOO-TJOE TO FIRE AGAIN

The clearing of the overgrown railway line near Knysna is the first concrete sign of the much-awaited return of the iconic Outeniqua Choo-Tjoe service between Knysna and George. It seems a deal is being struck in Johannesburg between parties who have been working for many years to reinstate the railway service. The Choo-Tjoe service came to a grinding halt in 2006 when floods washed away sections of the railway line near Kaaimans Pass. Heavy rains the following year caused extensive damage to the railway line, and it was predicted it would cost millions of rands to repair the infrastructure. On 17 September 2010 the Outeniqua Choo-Tjoe made its way from George to Mossel Bay and

back for the last time, after being in operation for 88 years. At the time Transnet did not consider this section of the line profitable enough to cover its operating costs. Ever since, numerous attempts to reintroduce the service have come to nought. Many business models were studied – including one undertaken last year, by the provincial government authorities. At one time there were even investors from the Netherlands who were keen to get involved. One thing that supporters can be sure of is that an entire decade of hard work has gone into the current business proposal, which is aimed at ensuring sustainability, along with all the tourism spin-offs that will come in the long run.



This year the BMW Car Club Gauteng celebrates the 35<sup>th</sup> anniversary of the Concours d'Elegance, the most prestigious event on the Club's calendar. The year 2016 also marks the centenary of the BMW marque, with celebrations happening all year round, globally. The Concours forms a key part of the Club's commemoration of the 100<sup>th</sup> year anniversary of the Bavarian Motors Works. It is a celebration of the classics focusing on the heritage of the BMW brand. With limited space, entries will primarily be done by invitation, making this year's event rather more exclusive. For 2016 the Concours d'Elegance returns to the iconic Nelson Mandela Square in Sandton, on 4 September. The emphasis this year will be on the modern classic BMWs, the icons of the last five decades that have made the BMW brand into the universal success it is today. For more information visit [www.bmwcarclub.co.za](http://www.bmwcarclub.co.za)

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# RIP EDDIE KEIZAN

South African motorsport legend, Eddie Keizan, who went on to establish Tiger Wheels as a major brand, died on 21 May at the age of 71.

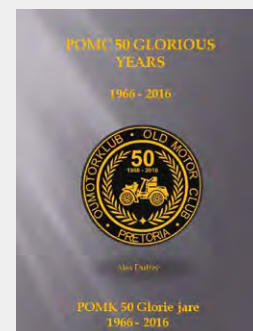
Keizan started racing in the mid-1960s when he modified his roadgoing Mini for competition, and went on to win local Production Car Championships in 1969, 1970, 1977 and 1978. He also nabbed the SA Formula 5000 Championship in a Surtees TS5A, won The Roof of Africa Rally twice, the Wynns 1000 endurance race, and contested three South African F1 Grands Prix, twice in a Tyrrell 004 race car and once in a Lotus 72.

Keizan used his prize money (R3 000) from winning the F5000 Championship in 1972 to buy a tiny wheel and tyre shop in Fordsburg called Tiger Speed Den. From there he grew the business into the successful Tiger Wheel & Tyre franchise and also became one of the largest alloy wheel manufacturers in the world, not only with the TSW mag wheel line but also as a supplier of original-equipment wheels to major carmakers.



## BOOK THIS BOOK

*POMC 50 Glorious Years*, a new book by Alex Duffey on the history of the Pretoria Old Motor Club, will be published soon. With more than 250 pages and thousands of photos, the book will cost R350, excluding postage cost. The names of members or companies who contribute towards the sponsoring of the printing will be listed in the book (minimum sponsorship amount is R250). Orders for the book can be placed with Taco Kamstra. For more information please visit [www.pomc.co.za](http://www.pomc.co.za)



## EASTERN CAPE ROD SHOW

The East Cape Street Rod & Custom Car Club's 5<sup>th</sup> Madiba Bay Car Show will take place on 8 October from 9.00 to 16.00 at Otto du Plessis High School in Algoa Park, Port Elizabeth. Entrance is R30 for adults and R10 for scholars and proceeds go to charity. Motorsport enthusiasts meet car and bike lovers to enjoy one another's company surrounded by a unique display of vintage, classic, custom, hot rod and supercars. The closing date for registrations is 15 August 2016. For more information visit [www.ecsclub.weebly.com](http://www.ecsclub.weebly.com)

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# AERODYNAMICS ARE FOR THOSE WHO CAN'T BUILD ENGINES

Ferrari received a record number of awards at the International Engine of the Year Award ceremony, held at the Engine Expo 2016 in Stuttgart in June. With 63 jurors from more than 30 countries, the International Engine of the Year Award is one of the industry's most coveted honours. Ferrari took the overall International Engine of the Year Award, with the twin-turbo V8 that powers the 488

GTB, 488 Spider and, with a slightly different displacement, the California T. This engine also won the Performance Engine and New Engine categories, as well as the 3-litre to 4-litre displacement category. Ferrari's naturally-aspirated 6.3-litre V12 engine that powers the F12 Berlinetta and F12tdf also received the above 4-litre award.

## EAST LONDON GP TRACK CROSSES THE BORDER

An ambitious R620-million redevelopment project for East London's Grand Prix circuit leapt to a new level when Buffalo City Metro (BCM) voted for Border Motorsport Club to be given a 20-year lease, sending the plan to turn the track into an international motorsport, technology and tourism destination on an exciting warmup lap. The R302 000-a-year deal bucks the trend as BCM

is whittling down its long leases for sport clubs, with West Bank Golf Club running on a month-to-month lease and others, such as the prestigious East London Golf Club, left with only a handful of years on the clock. This approval gives the multi-stakeholder East London Grand Prix Foundation the go-ahead to start raising investment.





# CONCOURS TO ROCK SUN CITY

The inaugural Concours South Africa will take place at Sun City from Friday 9 to Sunday 11 September 2016 with the main Concours judging taking place on Sunday. Concours SA will bring together the finest classic, luxury and sports vehicles from around the country. For the first time about 150 of the most prized collector cars will roll onto the lawns of Sun City. The cars taking part in the Concours and the Show and Shine will be located on the lawns of Sun City between the famous 19<sup>th</sup> hole, the original Sun City Hotel, and the tennis courts. Spectator entrance is free. For more information go to [www.concourssa.co.za](http://www.concourssa.co.za)

## 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](http://www.scottburghclassiccarshow.co.za).

## SA FESTIVAL OF MOTORING

The South African Festival of Motoring, which will take place at the Kyalami Grand Prix circuit in Midrand from 31 August – 4 September, promises to be a spectacular drawcard for those looking to buy a new car as well as motoring and motorsport enthusiasts. The entertainment schedule will alternate with test driving on the circuit and will include stunts, displays and parades. There will be daily on-track test drives from the North Pit Area for four cars from each exhibitor as well as demonstration runs of high performance cars from the main pit building. For more information go to [www.messefrankfurt.com](http://www.messefrankfurt.com)







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Email: [Silvio@dinosclassics.co.za](mailto:Silvio@dinosclassics.co.za)



# VARIETY IS A CLASSIC ◦ SPICE ◦

Since opening **Dino's Classic Restorations** the variety of classics that have passed through the facility has impressed. When talking variety we are talking variety in brands as well as ages, condition and type of job. We've seen everything from show cars in need of minor touch ups to rust buckets that have required a lot of cutting and metal shaping to meet the grade. In coming issues of *Classic Car Africa* we will share what is on the go at Dino's, what cars have come in, how much progress has been made in a month, what have gone out and what are on the waiting list. In the world of classic restorations you never know what you will find, so as and when any stumbling blocks occur, we will point those out too.



Despite being good solid cars this Volvo suffered rot in the floorpans. New pans were fabricated and fitted. Next job is to prepare for paint.



Uncovering any demons under old paint. This one is looking surprisingly good but we will only know the full extent once completely stripped.



A wildly modified Renault has spats and scoops added before it gets French blue coat.



A race car that has lived a hard life, so lots of rust cut out and some bent panels repaired. Final sanding of the panels before going into the spray booth.



A splitwindow Kombi prepped and ready to paint in a two-tone option as per client's requirements. While the booth is made ready the guys clean up the underside.



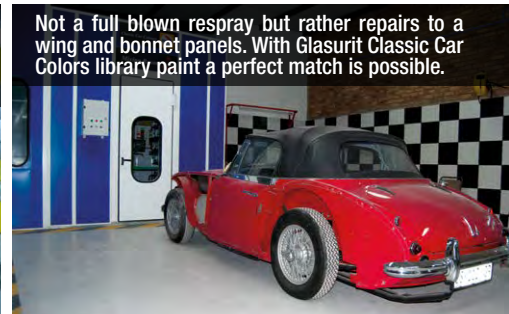
Previously converted to a bakkie, we were tasked with shortening the load bin and giving it paint. A lot of rust has had to be cut out and new metal added and shaped.



Completely stripped and repainted in period correct off-white. Re-assembly has started while we wait for chrome trim to return from plating.



A rare car. It came in yellow and was stripped back fully (including engine bay) to carry out a colour change. Final preparations being carried out before shooting the new colour.



Not a full blown respray but rather repairs to a wing and bonnet panels. With Glasurit Classic Car Colors library paint a perfect match is possible.



### THE WRITE TO WRENCH...

We're pleased to announce that we have a sponsor for our Letter's page: **Jonnesway Professional Tools South Africa**. With our move to a monthly frequency we're going to be telling a lot more stories, and one of the best storytellers is invariably you, Dear Reader.

**So each month we'll be giving away a Jonnesway JOT679 10-piece Imperial spanner set**, comprising six opened-ended wrenches and four ratchet ring spanners. And for good measure it includes a stubby ¼-inch drive ratchet – ideal for getting into those hard-to-reach places on your British or American classic!

So get writing and the first winner – as chosen by the editorial team – will be announced in our August issue.



### PUBLIC PUBLICA HELP

Hi Stuart

Your June edition has been a really interesting read, as always – thanks. I am looking forward to the monthly edition. I am hoping one of your readers can help us. My son, Nolan, has inherited a 1967 Toyota Publica bakkie which we would like to restore. It is missing its complete engine/gearbox assembly but is otherwise complete. The Toyota 800 range of cars, bakkies and kombis were never marketed outside of Japan so someone must have brought it in but we cannot trace much of its history.

It is such an interesting little vehicle that it would be worth restoring, if we can find an original engine and gearbox. The bakkie is tiny and has a 790cc aircooled twin opposed engine and 4-speed 'box with rear-wheel drive. We have tried advertising but received no useful replies. If you would like more information on this vehicle I can send you another email. For now I have just added a photo of the bakkie.

Regards

Steve Perold

*An amazing find and inheritance – Steve and Nolan have something I have never seen or heard of before. Let's see if any readers have more information or know of an engine lying around. This sounds like finding a needle in a haystack but I've often been surprised by the local classic fraternities' connections and memories. Just recently I stumbled across a Mazda 1300 Coupé, Isuzu Bellett and Subaru 360 – a trio of Japanese*



*classics that I never thought made it to South Africa.*

*I was also once in Toyota South Africa's head office basement and saw what must have been close on 80 classic Toyotas in storage. My memory is not sharp enough to recall a Publica lurking, but there were a handful of bakkies and cars from what looks like the same era. I will get contacts details for the curator of these museum cars and see if there is any more light to shed on the vehicle.*

*All the best*

*Stuart*

FOR BOOKINGS

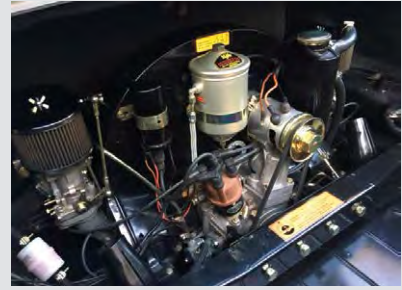
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## A RACE PORSCHE?

Hi Stuart

I have been meaning to get in touch in case you can help – it's a long shot to gather some info on my 1967 Porsche 912 that has just undergone an expensive and lengthy restoration.

I purchased the vehicle unseen (yes, I know, idiot!) in April 2013. I was desperate for a 912 so truth be told, I would have bought it regardless. It was not in the condition the pictures portrayed but I did find out the owner was the late Alec Krohn who had some connection to Phoenix Motors in Bloem, and the car has stood since his passing, I believe.

This leads me to your article on the old Beetle in your June/July 2015 issue and I am hoping that the son of Neville Lederle, who may have raced my 912, will be able to help with any stories or history. The vehicle came with nothing.

A lesson to anyone non-mechanical on restoring an old car – ensure the coffers are full and that you have serious patience – this took 2 years and 8 months

and although the job and workmanship is outstanding, right now it doesn't feel worth it. I'm sure over the miles the hurt and bitterness will subside.

For the past 17 years I have always owned a classic of sorts: a Lancia Fulvia, a few Mustangs, an El Camino I reluctantly sold to start my business, Fairlane 500, Camaro, Buick, Shadowline BMW, a few Mercs and the list goes on. Clearly I have a problem. The hobby has been rewarding as I've had some lovely cars and inadvertently made some useful money on the way by getting in at the right time.

I then bought a Porsche 3.2 Carrera a few years ago and lost interest in owning anything else. The 912 was the next Porsche to come my way. I have tried to keep it original and even though I changed the colour I kept it period correct. I have made compromises: leather, seatbelts and suspension upgrades, plus Weber carbs and an aluminium oil cooler – nothing that couldn't have been done in 1967, I suppose. This is the best restoration I

have ever seen. It didn't come cheap and cost me my 3.2 Carrera dream car along the way.

**Best wishes**  
**Wayne Mol**

*Hi Wayne*

*An awesome-looking restoration and nice to see the 4-cylinder Porsche 912 finally getting the same sort of love its 6-pot 911 brother has enjoyed over recent years. The pain should subside soon as the 912 value is currently on a steep value-increasing curve. But that will not matter anyway as you will enjoy the time behind the wheel even more and the numbers game will fall away from the mind. All the best.*

*I have sent your details on to Neville Lederle's son who will contact you to see if he can help track down any history on the 912 and whether or not it enjoyed any track time. Neville is a subscriber to the magazine so could well send his thoughts back by means of an email or letter. Keep me in the loop and thanks for all the support.*

**Stuart**

## BACK ISSUE

Dear Team

I would like to get your magazine from year 2012 as there you published an article about the vehicle that I have recently purchased: a TR2 Jabbeke. Your response regarding this would be highly appreciated.

**Regards**

**Marc Martens**

*Hi Marc*

*You are in luck! We have a very limited supply of back issues from 2012 but I have tracked down three copies with the Triumph TR2 Jabbeke speed record car replica. Tracy will contact you regarding shipping details. Thanks you for all the support.*

**Stuart**

## ONLINE ISSUE

Good day

I saw the magazine on the internet and saw an issue covering the XR8 – I have one and would like a hard copy – can the back copy be ordered? December/January 2013/14. Is the magazine available online?

**Philip Opperman**

*Hello Phillip*

*Thanks for the contact and it is brilliant to hear of another proudly South African special from Ford still on the road, being used and preserved. We have back copies of issues that feature the Sierra XR8 cover story and are able to post them to you. The digital version will soon be available to subscribers at [www.classiccarafrika.com](http://www.classiccarafrika.com). We have the current issue and about a dozen past issues up on the site at the moment but are continually loading the older issues for our subscribers. An online subscription costs R200 per year while a hardcopy is R500 – both can be bought from the website.*

**Stuart**







# BUILDING DREAMS

A Lola T70 coupé ranks at the top of **Stuart Grant's** dream car list but with the values of genuine examples in another league, owning one is more than just a pipe dream. Even driving one is near impossible but thankfully South Africa has a leading T70 replica manufacturer in the form of Bailey Cars. Intent on just sitting in one, he paid a visit to the outfit but discovered there's more than just this happening in the Jet Park-based factory.

**O**f course there is more. Bailey Cars, spearheaded by Peter Bailey, also churns out replicas of the Porsche 917, Ford GT40, Lola T70 Spider, Ferrari P4 and have just taken delivery of moulds to make a clone of the Jim Hall-designed Chaparral that introduced revolutionary aerodynamics to the sportscar racing world. All of these cars sit on in-house CAD-designed chassis to suit and have proven race winners for years. To ensure accuracy and consistency in spares supply all tubing and components are manufactured on machines driven by computers, where human error isn't a factor. The outfit also made it a long way down the road to the likes of Le Mans with an LMP2 race car project. Bailey Cars designed, built and tested the carbon-fibre projectile a few years back but as the Rand weakened the idea of taking the car overseas to race was shelved.

Only a partially built Lola was on hand the day I visited so the 'seat fitting' didn't

happen. But as a next best option the chance to slide into a GT40 type didn't get passed up on. This particular GT40 was built to the client's road requirements so had niceties like air-conditioning and a rear facing camera to help in reversing the monster, which like any true supercar has limited rear vision with the mirror filled by a hulking great V8.

While the replica business ticks along, the more surprising aspect to the visit was the sight of various classic cars being restored. With a workshop filled with people skilled in mechanics, bodywork and trim fitting almost any restoration project can be taken on but the dominant brand is Porsche. This particular day saw a completed shining white Porsche 912, a freshly painted 911 road racer having new suspension fitted and at least 4 other shells just sandblasted, having replacement panels fitted or primed and ready to enter the spray booth. Peter is a self-confessed fan of classic Porsches and believes that originality is the way to go for these machines. He has stockpiled a range of genuine parts but is also not shy to import brand new parts. Old school is cool and no

All of these cars sit on in-house CAD-designed chassis to suit and have proven race winners for years






more so than in the bodyshop where skills like working with lead filler and an English Wheel can be seen in action on a daily basis.

Pictures on the office walls show years of racing exploits by Bailey Cars, as well as around half a dozen finished Porsche 911 rebuild images and one of a pristine Aston Martin DB6 that Bailey recently finished off. In the workshop jobs on the go that piqued the interest were a set of Lamborghini Miura doors in new paint, a miniscule BMW Isetta nearing completion and a pair of custom trucks (American bakkies). Both these trucks are being tastefully modified to offer modern day driving standards while still maintaining an undeniable classic look. The Chevrolet Apache is far from ready but this at least meant the totally re-engineered rear suspension was visible. Years of race setup and experience by Peter and his engineer son Greg has seen to it that any customising is more than just for looks, and the geometry employed makes sure things like bump-steer and wandering over the road don't happen. Most Apache parts are available online so keeping the correct aesthetic will be a

reasonably simple task. Take reasonable with a pinch of salt because we all know that building cars is no walk in the park.

The blue International truck, which was having wheel-alignment done in the traditional string box manner on the day, is another kettle of fish altogether though with barely any parts available for it. This has meant some resourceful rebuilding and machining. Window winders and interior door handles have been machined and sent along with a handmade front bumper for chroming. The solid wooden loadbin panels and bench would make a carpenter or boat builder proud too. Handmade door cards were being upholstered and the fabrication of engine and gearbox mountings for the modern V8 must have taken some serious geometry and machining. Call me a hot rodder, but I like this truck a lot and would love it in the dream garage – perhaps pulling my Lola T70 racer to the racetrack. 

For more information on Bailey Cars sports cars or restorations for that matter visit [www.baileycars.co.za](http://www.baileycars.co.za)

Old school is cool and no more so than in the bodyshop where skills like working with lead filler and an English Wheel can be seen in action on a daily basis





# HEAD CASE

I have an affinity for second-hand and charity shops. You never know what you will find lurking in a dusty corner. And yes, I too am guilty of searching for the trendy man cave signage and petrol-related memorabilia that is all the rage now. Luckily for my bank balance my far-off, tight-fisted Scottish genes kick in and I don't pay the Discovery Channel pickers-inspired prices for these motoring items, but rather settle for oddities that nobody else wants. As a result, I have acquired a never used '70s gaudy orange slow cooker complete with 'Made in Rhodesia' instruction manual, a matching orange filter coffee machine and a pair of orange plastic-bottomed Pyrex glass coffee mugs.

Add to this list a Kiwi K20 helmet, a Parmalat BMW F1 Jacket, a push-button Tedelex TV that still works (I find watching the History Channel so much more authentic in black and white) and a set of Golf LS snow skis that sport stickers from the 1988 Calgary Winter Olympics to fit to my 1980s Thule roof racks (now I just need that Mk1

Volkswagen Golf to go with them).

There are a lot more trinkets lurking in my cupboard, under the bed, in the ceiling and even the odd one that serves as household decoration. I'm not old enough to have a personal connection with the vast majority of my purchases and the only reason I have them is the hankering to preserve any bygone era, where items were designed to last and not become disposable. But recently I found one relic that tugged at my heartstrings. No, it wasn't a pair of unused Polly Shorts or even a Variflex skateboard (though I am still on the hunt for those). The item that jumped out at me off the pile of 'rubbish' was one manky-looking white Lafé motorcycle helmet with red trim.

It immediately took me back to the early 1990s, Zwartkops kart track and my first go-kart: a PCR chassis with 100cc PCR 2-stroke motor. Years of doing the newspaper delivery rounds on my Le Turbo bicycle came together, along with a large cash injection from my dad, to see the purchase of said kart and a second-hand Lafé in white with red lettering.

There were not enough people in the neighbourhood wanting newspapers to allow us the budget to race the rocket but every other month we'd

bum some tyres and my dad, brother, uncle and mates would head to Zwartkops for the day. We'd share an old single-layer overall and the Lafé and burn the mix of 2-stroke and petrol all day. I will never forget my first spin or the exhilarating feeling that blew my mind as I put my foot down for the first time and the powerband kicked in. To this day I don't know if the coughing I did all the way up the straight was from the vibrations of the engine or adrenaline flooding my lungs. Whatever it was, I wasn't going to tell the folks in case they rushed me off to hospital and stop all karting fun.

Eventually the Lafé was traded in for a hand-me-down Kiwi K20 helmet because it was designed by Bertone and therefore way cooler in my mind. And the kart was eventually sold along with the Kiwi to put down a deposit on my first car. Who knows where either helmet ended up? But what I do know is that my scouring of second-hand shops has resulted in copies of both my early helmets now sitting in the garage.

Both are in need of restoration but news that Lafé, started in South Africa in 1977, still exists and is possibly able to supply new linings and visors, filtered through to me this week. So a mantelpiece-worthy bit of South African helmet history could soon be a reality. **G**

We'd share an old single-layer overall and the Lafé and burn the mix of 2-stroke and petrol all day

# FOR SALE

## 1935 3½ BENTLEY TOP HAT RAZOR EDGE — BY FREESTONE & WEBB —



### First registered in January 1936,

indicating that it is more than likely a 1934 model, this car is thought to be one of two surviving, from a batch of seven Freestone & Webb Razor Edge bodied cars. Razor Edge was typical of the period, alluding to the sharp cornered aluminium panels that clad an ash frame. With its imposingly long bonnet, massive wheels and abundance of chrome gadgetry, the car is as much an eye catcher as it must have been back in its 1930s Orange Freestate home. For five years the Razor Edge remained in its original owners hands before being auctioned off to help finance the war effort in 1940. A Mr Summerville stepped in and purchased the car.

Summerville appears to have been pedantic about the car. Proof of that being that during his forty-odd year ownership he only let one man work on it: Jack Baker. Baker then became the third owner and during his retirement rebuilt the car back to front with cosmetic treatments carried out by the then only accredited Bentley and Rolls Royce panel beater in South Africa.

When Baker passed away his daughter was instructed that the best home for the Razor Edge would be the current owner. And that is where the car sits today – four owners in 81 years, no wonder the original handbook is still inside the car.

In immaculate condition the car is now offered for sale to the fifth owner.

CONTACT WILLIAM ON 083 272 4556





# FORCING THE ISSUE

What was the fastest road-legal Ford sold in South Africa in June 1980? **Stuart Grant** finds out that it wasn't the big-engined XR6 or even a local special with a V8 shoe-horned under the bonnet of a tame saloon. It was in fact a 1600 Sport Escort, force-fed by a turbo-charger and sold through Pretoria-based Ford dealer, Steyns Ford.

U nique to South Africa the standard Escort 1600 Sport, which launched in 1979, was a nippy runabout that provided a more entry-level performance Ford to those that lasted after the 2-litre RS2000. The '1-6-double O' differed from the rest of the Escorts on sale by means of 5.5j Rosstyle wheels, round halogen headlights, spotlights, matt black quarter bumpers and twin side mirrors, and '1600 Sport' decals. Inside the cabin seating was amped up with headrests, Chevron cloth upholstery, three-spoked steering wheel and full set of gauges, glove box and an electric clock mounted in the centre console.

With Formula 1 employing the monstrous 1500bhp 4-cylinder turbo layout in the early 1980s it was no surprise that the 'real car guys' talked the turbo talk – especially those on the Highveld, where a turbo would somewhat negate the lack of air created by the altitude. Alan Brough, through his Randburg-based Brospeed Developments, was vocal about the benefits (performance, economy and relatively cheap smiles) of turbos in South Africa and the deal between Steyns Ford and Brospeed kicked off into 1980, with the first unit ready and tested by June.





An American-sourced Rajay induction turbo found home inside the 1600 Sport bonnet. With an induction setup the turbo is located between the carburettor and inlet port as opposed to the more usual turbo setup externally of the carb – this offered less turbo-lag than the traditional. In order to accomplish this technology, new inlet and exhaust manifolds had to be manufactured, as well as an easy breathing, remote-mounted air filter. For good measure, an oil cooler was also added. Options on top of this were mainly cosmetic items from Calbrook Colours in Booyens.

Operating at 0.3 bar the Brospeed Escort churned out 61kW at the rear wheels, a jump of 20kW on the standard Ford. A clean zero to 100km/h sprint was nigh on impossible with the 175/70 13-inch rubber and kart-like leaf springs combining to deliver more spoke and black lines than go, but *Car* magazine was able to break the 10-second

barrier with a run of 9.7 seconds. Top speed wasn't limited by the pulling power, rather by not enough gears in the 4-speed box, but it was still good enough to take the title as the quickest 1980 Ford for sale at 173.9km/h.

Selling price was set at R6 995, which could climb quickly to R8 315 by ticking a few extras like Scheel seats, alloy wheels, wheel-arch spats, bonnet scoop, rear spoiler, tinted sunroof and racy graphics. It raised the following questions: Was having a turbo important enough to warrant paying a premium of 18% over the Ford Escort RS2000? And is a top speed of an extra 4.7km/h or a 2-second faster 0-100km/h sprint worth the extra loot?

Sure, the low-drag droop nose on the RS2000 is a bit odd-looking compared to the slab-fronted 1600 Sport but at R5 680 it came with the Scheel seats, sporty decals, four halogen headlamps, a plethora of gauges, remote-adjustable driver door

mirror, aluminium sports steering wheel and the more modern 2-litre overhead camshaft Köln engine. Adding another R2 000 to your RS2000 budget would allow for some 6J Minilite wheels, wheel-arch extensions, sunroof, rally lights, window louvres, an engine tweak good for 60% extra oomph and limited-slip differential and you'd still be under the Turbo price tag. The wise ones would have gone for RS but the enthusiast and techno talker would have jumped at the Turbo.

And if you weren't of the Ford orientation there were a few more locally developed options on the market in 1980/81. A few months before the Escort Turbo hit the streets, Calbrook Colours had launched its own Brospeed-fitted turbo-charged Mazda 323. As a big player in the custom car market it was no surprise that this car, now called Distyl, sported the likes of bubble arches, custom alloy wheels, aero-kit and fancy





paintwork. Spotting a good thing, Steyns Sigma joined the party and called upon Brospeed to fit a turbo to some of its 1400 Mazda Meteor 323 offering. Again Calbrook was employed to tart up the bodywork, the odd add-ons and decals. If German was your thing and a Porsche was out the price range, Lindsay Saker offered a Brospeed Turbo Volkswagen Golf 1600 GTS. For the Toyota crew, Imperial Motors commissioned Brospeed to add a Rajay setup to a 1.6 SE Liftback Corolla and Corolla Sprinter.

Performance of the bunch of Rajay-fitted cars was similar across the board, allowing

for pub-talking techno gurus to opt for their brand of choice. And if you had already splashed out on a normally aspirated factory model the good news was you could keep up with the Joneses by taking your car along to Brospeed and having a turbo and decals retro-fitted. Exactly how many complete conversions were done on these machines is difficult to track down but the firm did fit 600 of these turbos to small capacity runabouts over a period of three years.

Operating at relatively low boost and with a reputation for reliability (it is the only turbo approved by the USA Civil Aeronautics

Board for use in single-engined aircraft), the lifespan of a Brospeed-modded car should be in a similar ballpark to the standard vehicles. But not many seem to exist anymore. Is this the fault of the modification – the fact the when something went wrong it was easy to unbolt and remove the turbo – or that cars were written off following some over enthusiastic driving, unwittingly encouraged by the charger? Who knows, but what does remain is the memory of a great little period in South Africa where dealers came up with ideas on how to make cars better and did a proper job of selling. **Q**

MAKE	PRICE	0 – 100km/h	MAX SPEED
Steyns Ford Escort Sport Turbo	R6 995	9.7	73.9km/h
Steyns Sigma Mazda 323 Meteor Turbo	R7 825	10.1	166.8km/h
Distyl Mazda 323 Turbo	R9 625	11.4	162.7km/h
Lindsay Saker Golf GTS Turbo	R8 975	8.1	178.2km/h
Imperial Motors Toyota Corolla 1.6SE	R9 780	10.9	175.7km/h





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# DOUBLE-TROUBLE

Performance and Maserati go hand-in-hand, kicking off with Maserati brothers Alfieri, Bindo and Ernesto building Grand Prix cars for Diatto in the early 20<sup>th</sup> century. When Diatto stopped its racing programme in 1926 the trio upped the ante, highlighted by Alfieri driving one of their own cars to victory at the 1926 Targa Florio. Race cars of 4, 6, 8 and even 16-cylinders followed with the likes of Fangio, Louis Chiron and Prince Bira enjoying on-track success. But with the withdrawal from all racing following the *Guidizzolo* tragedy during the 1957 Mille Miglia, the focus shifted to road cars where it was all about 'Luxury, sports and style cast in exclusive cars'. **Stuart Grant** chooses his favourite, Maserati BiTurbo, which sums up this tagline. **Photographs by Henrie Snyman**





**B**efore we get cracking on the bit of 1980s kit (in suitably cool period metallic brown paint) though, it is worth refreshing the Maserati story briefly. As mentioned, Maserati really took off in 1926 with the Targa Florio win, although the Trident logo we all know had appeared on their machines long before when Mario (another brother and artist) used this symbol in the logo at the suggestion of family friend Marquis Diego de Sterlich. It has nothing to do with the devil but rather is based on the statue at the Fountain of Neptune in Bologna's Piazza Maggiore, and as Neptune represents strength and vigour, they felt it fitting for the style of vehicles they built – add into the mix that the statue is a symbol of the company's original home city and it all made perfect sense.

Alfieri Maserati passed away in 1932 but the brothers, Bindo, Ernesto and Ettore soldiered on building winning race cars. Come 1937 and the trio sold their shares to the industrialist Adolfo Orsi who moved Maserati to Modena, with the brothers staying on in engineering roles. Maserati racers did well against the might of the German Auto-Unions and Mercedes-Benz and even scooped back-to-back Indianapolis 500 victory with its 8CTF in 1939 and 1940.

Car production stopped during the war as the factory produced components for the country's

war effort but development of a town car for Mussolini continued with the hope of beating Ferry Porsche/Volkswagen and Hitler to the task. When this didn't happen the plan for a people's car was scrapped and as war ended Maserati went back to their basics as race car builder, with the A6 model a popular and successful machine. Ten years on the contract between the Maserati brothers and Orsi came to an end and they went off to form OSCA.

Gifted engineers Alberto Massimino, Giulio Alfieri, Vittorio Bellentani, and Gioacchino Colombo took up the reins at Maserati and continued focusing on the best engines and chassis for motorsport. Models like the 4CLT, A6 series, 8CLT and A6GCS proved successful but the crowning glory had to be the Maserati 250F that spearheaded the Grand Prix of the mid-1950s in the hands of aces like Juan-Manuel Fangio, Stirling Moss, Jean Behra and Luigi Musso, Louis Chiron, Prince Bira and Enrico Platé. It wasn't all Grand Prix though for Maserati with sportscar racing models such as the 200S, 300S, 350S and 450S built, raced and sold to customers by the firm.

Factory-backed motorsport came to an end in 1957 when the Mille Miglia was banned following a crash in the town of Guidizzolo, where the Ferrari 335 S of Alfonso de Portago/Edmund Nelson suffered tyre failure and crashed, killing





the pair as well as nine spectators. Maserati continued making customer cars but the focus at the factory swung to building luxury roadgoing cars. The stance was set in 1957 with the first ground-up grand tourer design and first series produced car, the Maserati 3500 GT, rolling out the works.

From there badges like Vignale 3500GT, 5000GT, Quattroporte, Bora, Merak, Ghibli, Khamsin, Indy and even Kyalami followed. Ownership of the firm moved to Citroën, and then Italian state-owned De Tomaso to Fiat,

Ferrari and Alfa Romeo under the Fiat Chrysler Automobile umbrella.

Yes, I'd heard of legends like Fanie Viljoen racing Maseratis here in the 1950s and seen the odd luxury GT at various car shows over the years but as a product of the late 1970s there is only one Maserati that ticks all

the boxes – the BiTurbo, built between 1981 and 1994. Under De Tomaso ownership the BiTurbo saw Maserati chucking out the idea of mid-engined cars as well as any remaining bits from the Citroën parts bin and designing a fairly conventional compact 4-seater front-engined, rear-wheel-drive coupé. Where the creativity came in was in the power unit. Here a V6 engine, based on the 2-litre 90° Merak unit saw the addition of twin turbos – a world first for a production car. It was also the first production car to sport 3 valves per cylinder.

And it was this engine that won the hearts of some and disenchanted others. Initially a carburettor-fed 2-litre (mainly for Italian market consumption and skirting a value added tax ruling in the country) was used but a 2.5 carburettor version for export followed and then a 2.5 fuel injection and 2.8-litre fuel-injection hit the ground running.

Unfortunately the early cars set a trend for unreliability as they were prone to overheat and blow turbo so that the carbs needed constant adjustment and turbo lag

Under De Tomaso ownership the BiTurbo saw Maserati chucking out the idea of mid-engined cars as well as any remaining bits from the Citroën parts and designing a fairly conventional compact 4-seater front-engined, rear-wheel-drive coupé





was dominant. The odd BiTurbo caught fire too and many refused to start on hot days. Even though the later versions sorted these issues out the mould was set in many stubborn motorists' minds. On the upside those fans that don't listen to the negative talk are able to pick up a real performance machine with bucket loads of pedigree for a decent price nowadays.

The tested 1984 model you see here is such an example. With its fuel-injected 2.5-litre motor fed by a brace of Garrett turbochargers it gets up and goes strongly. Find first gear on the 'dogleg' 5-speed manual gearbox, pull off briskly and listen to the glorious sounding 6-pot's exhaust note. As the turbos spool up a new acoustic joins the concerto and acceleration increases noticeably, pushing you back into the cream velour seats. Zero to 100km/h is completed in 6.6 seconds and the top speed is in the 220km/h ball park. Compare that against a 1982 Ferrari 308 GTB QV at 6.7 seconds and you can see that the Maserati is bang for your buck.

With only 62 000km on the odo from new (still sporting the plastic protection on the velour door cards) this particular car is devoid of slop in the gear linkage or rattles and shakes from the suspension. It felt like a modern car with only the interior decor giving it away. But how awesome is the interior with the comfortable seating and abundance of woodtrim and stitched leather?

Externally the Pierangelo Andreani (Chief of Centro Stile Maserati until 1981) penned bodywork is period fashionable hard-edged boxy in style, and said to have been influenced by the Giorgetto Giugiaro designed Maserati Quattroporte III released in 1979. Initially a good seller the BiTurbo did however have to move with the times and the first of two facelifts by Marcello Gandini occurred in 1987. Here he tried to soften the hard lines, added a taller and more rounded grille and more aerodynamic side mirrors. For revision two in 1991 he again fettled the grille, by making

it slimmer and more integrated with the bonnet. An aero kit was added too, which saw a rear spoiler and side skirts added as well as a shield that sat at the base of the windscreen and hid the wipers from sight.

The BiTurbo engine found its way into a saloon in 1983. Known as the 400 Series it used the same underpinnings but saw a longer wheelbase to accommodate the extra doors. A 2-seater Spider was added to the mix in 1984 while 1986 saw the firm trying to harp back to the day's genuine 4-seater GTs like the 3500, Mexico and Kyalami with the 228. They did this by employing the 400's long wheelbase but only fitting two doors. Fewer than 500 of these were ever made.

When the 2.8-litre engines, which

**With its fuel-injected 2.5-litre motor fed by a brace of Garrett turbochargers it gets up and goes strongly**





Even better was the ultra rare 222 4v, which made 279bhp and was good for a whopping 255km/h – impressive for the time, especially considering its diminutive engine capacity when compared to the supercars of the day

also saw 4 valves per cylinder and dual-overhead camshafts, arrived in 1988 the export market BiTurbos took on the 222 name. By 1990 222SE model was added which had the mentioned more rounded or smoother bodykit but more importantly put the Maserati even higher on the performance car ranks with 225 horses on tap. Even better was the ultra rare 222 4v, which made 279bhp and was good for a whopping 255km/h – impressive for the time, especially considering its diminutive engine capacity when compared to the supercars of the day.

At the start of the '90s the BiTurbo enthusiasm waned and sales started tapering off. To combat this some special

models were made. Stuff like the Karif (222 units), another short wheel base like the Spider but with a fixed hardtop and the Racing (230 units) which were basically 2-litre test beds for the Shamal and Ghibli II models which rounded out the BiTurbo era in 1997, when the modern 3200GT was launched.

In total, in all formats from the regular to Spider, Saloon and special versions just under 40 000 BiTurbos were manufactured, which is a reasonably large number when talking performance classics. With teething troubles sorted out early in its long lifespan, heaps of style and performance to boot, the boxy offering from Italy has to be one of the most underrated collector cars at the moment. 📌

Thanks to Executive Cars where the featured vehicle is currently for sale (011 781 0300 and [www.executivecars.co.za](http://www.executivecars.co.za)).



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# THE DARK DAYS ARE OVER

Photography by Henrie Snyman.

Post-war 1950s motoring was dominated by a class of car that we now refer to as the 'people's car'. It was a time for living life and mobilising the masses. America saw the birth of the Tri-Five Chevrolet, while Germany and France employed pre-war designs in the form of the Volkswagen Beetle and Citroën 2CV. The British plodded along in dated machinery until the Mini launched in 1959 and the Italians used Fiat Toppolinos when they needed more than a scooter to lug the family around. But as **Stuart Grant** finds out, the Fiat 500 or Cinquecento of '57 changed that and its variants became a deserved symbol of the country.







To me the Fiat 500 means a large man squeezed in and driving manically through Rome or up to Mama in the mountains

To be a 'people's car' the above offerings were produced in large quantities, were simple to maintain, practical, affordable and the European offerings at least minimal in specification. They all did the job, won over the hearts of all that used them, and gave us wonderful stereotypes from the land of origin. Say Chevy and one might picture young rock 'n' roll fans hitting a diner, the mention of Beetle pops up images of a grey Bug fighting Berlin traffic and it isn't difficult to picture a beret-wearing Frenchman driving a comical-looking 2CV complete with baguette and basket of eggs across a farm field. To me the Fiat 500 means a large man squeezed in and driving

manically through Rome or up to Mama in the mountains.

And it only took a few minutes on an historic Johannesburg pass to see why Giovanni and the rest of Italy are such spirited drivers and fans of motorsport. There is no other way to drive a 500. Not only do you have to keep the momentum going because of the miniscule power but the little Italian begs to be driven this way. It is like the Thomas the Tank Engine of cars, churning "I think I can, I think I can, I know I can" from its 500cc 2-cylinder air-cooled engine, egging you on to keep the fancier, faster cars behind you hairpin after hairpin.

Going to the village for some prosciutto becomes a Grand Prix as Mr Hyde kicks Dr Jekyll out the small driver's door. Turn on the ignition key, pull the choke lever below the handbrake and then lift the lever next to





## Select first gear, give a bit of gas and release the clutch and the 500 takes off in a nippy manner where no gap in the traffic is left empty for long

this to crank the starter motor. Seating is of the upright type, which allows for relatively decent rear occupant legroom. Pedals are typically Italian and offset a touch to the left. With the air-cooled engine up to operating temperature and the choke released a blip on a throttle, shows the perkiness of the engine. Select first gear, give a bit of gas and release the clutch and the 500 takes off in a nippy manner where no gap in the traffic is left empty for long. Second gear pulls well and before you know it you are heel-and-toeing into every hairpin you find, attacking

cockpit was so busy we never checked the simple gauge.

Stopping power comes from tiny drums all round sitting behind wheelbarrow-sized 12-inch wheels that swing dramatically into positive camber as the Fiat fights the tight turns and sloping road surface.

Over the years the Dante Giacosa-designed 500 evolved, but from the first 1957 Nuova (New) 500 through to the swansong 500 R of 1975 very little changed. Sure the Nuova became the 500 D in 1960 where it lost its full length fabric sunroof, got window

the corners with gusto as the direct steering carves the shortest line up the hill. Top speed is claimed at 95km/h but to be honest we never got close, or we don't think so as the

winders and gained an extra 4hp to total 17 thanks to a bigger 499cc power unit, but the overall platform of the saloon remained basically the same. Fiat did however add some versatility with the introduction of a station wagon version known as the Giardiniera or 500K in 1960, which remained in manufacture until 1975 to be crowned the longest running 500 production unit. But back to the saloon 500. Even before D production came to an end the 500 F, also known as the Berlina, hit the streets. Changes were minimal again with the most notable being the fitment of 'normal' non-suicide doors. A new model, the 500 L or Lusso was launched in 1968 and overlapped F sales until 1972 when it gave way to the 500 R (Rinnovata). The L differed from the F with a more modern interior and a chrome nudge bar above the bumper.





## Looking like a minivan that shrank in the wash the 600 Multipla, which is only 50 centimetres longer than the original Mini, is good to hold six people

With times and economies changing, and with the launch of the more modern-looking 126 model imminent, Fiat launched the final 500, the R. It made use of the coming 126's 594cc engine but lacked luxuries that the previous 500s had, like a fuel gauge. Sales weren't good but the very basic R lumbered on until 1975 as the more modern 126 took off. Despite its more contemporary lines the 126 was also heavily based on the original 500, so the little machine obviously got it right way back in the '50s. So right, in fact, that even the Germans made the 500 under licence as an NSU or Neckar and the Austrian-made one was done by Steyr-Puch.

Of course the 500 wasn't the only city or 'people's car' from Fiat. The firm had the slightly larger 600 in its arsenal that sold from 1955 through to '69. In reality the 600 would be a more comparable vehicle to the

likes of the Beetle or 2CV in size and performance than the little 500 but its cuteness, spurred on by the fun-loving colours that most were painted in, and popularity tugged at all our heart strings so the Cinquecento takes it to the German and French offering in the popularity race and we'll stick to that point.

If the love of pasta or a need for more seating arose there was however a bigger and arguably cuter machine on offer in the form of another engineering solution by Dante Giacosa, the 600 Multipla. Looking like a minivan that shrank in the wash the 600 Multipla, which is only 50 centimetres longer than the original Mini, is good to hold six people and was a popular option for Italian taxi services. It did this by using a 600 platform but moving the front bench seat over the front axle and a rear bench seat is followed by either a 633cc or 767cc 4-cylinder water-cooled engine.

Despite these bigger engines on offer the Multipla doesn't do much better than the 500 in the performance race with a top speed at 92km/h and a zero to 80km/h sprint of just under 45 seconds. Not surprising when you see at 700kg it weighs

200 more than the 500. Swing the suicide door open and step inside the Multipla. The moving of front seat over the axle has meant that the steering column runs through the floor between your legs and you have to thread your feet around it to meet the pedals. Slightly taller occupants need to duck a bit to see the full picture through the windscreen too.

Like the 500, the rear wheels are driven by a 4-speed gearbox but the extra weight, length (3 531mm against the 500's 2 970mm) and width (1 448mm vs 1 320mm) immediately tone down your driving style. With the Multipla you get in, load up the family reasonably comfortably and drive from A to B. With the 500 you get in, shoehorn or squeeze the family in and race from A to B.

The Fiat Multipla is Italy's iconic people-carrying car but the title Italian people's car goes to the cheap (back then at least) and cheerful (still today) 500. Drive one of these happily coloured babies around and it will bring a smile to both users or onlookers – just like it pulled people out of the dark war shadow almost 60 years ago and made every Italian driver a potential Formula 1 World Champion – in his or her head at least. **G**





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# BOAT-TAIL BRAVADO

A pillarless coupé that was not the sales success it deserved to be. Did the American public miss the boat? **Mike Monk** tests the waters.









It is not as if America is short on sun-kissed, surf-washed coastlines, but when it comes to images of heavenly bodies, beach parties and sundowners on the rocks, the stretch of Mediterranean coastline at the northern end of Italy,

Monaco and France, known universally as the Riviera, is synonymous with the good life. In 1949 the glamour of the Riviera appealed to conservative automaker Buick, who adopted the name for a 'stunningly smart' derivative of its Roadmaster line-up.

Under guidance from GM's legendary chief stylist William L Mitchell, the Cadillac XP-715 was created, its looks said to have been inspired by Mitchell having been impressed by the silhouette of a Rolls-Royce he saw while visiting foggy London

The name lasted as a spec level on various models until 1963 when it finally became a model line in its own right. GM needed a 'personal luxury car' to challenge the sales success of Ford's Thunderbird, which had first appeared in 1958. Under guidance from GM's legendary chief stylist William L Mitchell, the Cadillac XP-715 was created, its looks said to have been inspired by Mitchell having been impressed by the

silhouette of a Rolls-Royce he saw while visiting foggy London. It was presented on a Cadillac LaSalle II platform but the company's management was not really interested, so the rest of the GM stable were invited to pitch for the design. Buick was struggling and, with the aid of the McCann-Erickson advertising agency, managed to beat off Pontiac and Oldsmobile to earn the rights to production, and so on 4 October 1962 the virtually unchanged design was launched as the first-generation Buick Riviera.

Unusually for badge-engineering savvy GM, the Riviera boasted a unique bodyshell and it was an instant sales success, giving the T'bird its first serious challenge on the showroom floors. As part of the design, headlamps were concealed, a feature that did not meet with universal acceptance, but during its three-year production life it





sold a respectable 112 244 units. On the 1965 model, the stylised 'R' emblem was used for the first time, a trademark that would continue throughout the remainder of Riviera's 36-year production run.

The second-generation Riviera was in production from 1966 to 1970. The redesign incorporated a longer, wider, more rounded body style and modernised the 'sweepspear'-inspired belt line introduced in the previous generation. Headlamps remained concealed, but they now pivoted up above the grille when not in use. However, the lights were permanently exposed as part of a 1969 facelift. Interestingly, this Riviera shared its cruciform frame, powertrain and brakes platform with the Oldsmobile Toronado and, later, the Cadillac Eldorado but, unlike the other two, retained rear-wheel drive. Despite the fact that 1970 sales

dropped to 37 366, the second-generation Riviera proved more successful than the first with total sales of 227 669 during its five-year production life.

Although having always been a stylish design, the introduction of the third-generation Riviera (Series 49487) in 1971 certainly rocked the establishment. The boat-tail design was a revelation, an evolution of the split-screen of the 1963 Chevrolet Corvette Sting Ray. Bill Mitchell nominated it as his favourite car of all time. It was described as being as 'elegant as Jackie Onassis and as hard-hitting as Muhammad Ali'. The looks featured a distinctive bumper-to-bumper thin ridge line running right through the grille, along the bonnet, over the roof and down the pointed tail, its

**It was described as being as 'elegant as Jackie Onassis and as hard-hitting as Muhammad Ali'**





subtle enhancement best appreciated when viewed from above. The Riviera bears little other ornamentation, and the muscular 'raised hips' rear fenders and pillarless glasshouse make for a striking profile.

The car featured here, part of the Franschhoek Motor Museum collection, is a 1972 model that differed marginally by having a different, thrusting 'egg-crate grille', vinyl side mouldings that accentuate the 'Coke bottle' bodyside swage line but without the Full-Flo ventilation system's ill-fated full-flow louvres on the boot lid. Innovation does not always work out...

Hydraulic dampers support the gazebo-sized bonnet under which sits GM's cubic conquering Big Block 455ci (7 456cm<sup>3</sup>) V8. Fed by a four-barrel Rochester carburettor and running a modest 8.5:1 compression ratio (in line with the USA's EPA's new emissions legislation), it pumps out 187kW at a stress-free 4000rpm and a locomotive-like 509Nm of torque at an equally lazy 2800rpm. Transmission is GM's Turbo Hydramatic 400 three-speed with a column shift and together they propel the 2 040kg Riviera to a claimed 0-100km/h time of 9.4 seconds and a theoretical top speed (i.e. without a speed governor) of 202km/h. Average combined fuel consumption is given at (gulp) 21.2 litres/100km. Put your foot down and the popular belief that "there ain't no substitoot fer cubic inches" springs to mind as the V8 rises to the occasion and emits that characteristic *basso profundo* rumble from its twin exhausts.

**Manoeuvrability is hardly a strong point but the Riviera is built for cruising, not shopping**

It is a BIG car – 5 545mm long, 2 032mm wide, 1 372mm high with a 3 099mm wheelbase. Nominally it seats five, although the asymmetrically-split cloth-upholstered front seat – one of three front seat arrangement options – could take a middle passenger without too much of a squeeze. The driver's portion boasts electric adjustment via a joy-stick located in the door armrest, but even at its furthest setting, legroom is far from generous and the plastic three-spoke steering wheel sits close. With the front seat backrest tipped forward in typically angular style, access to the rear is reasonable and headroom all round is good – but, overall, the length of the cabin is shorter than you would think. The thick C-pillar protects rear-seat passengers' heads ahead of the dramatic one-piece rear screen, which is tapered and curved to blend with the lines of the boat-tail. Comfort is a given, and with all four panes of side glass electrically retracted, no matter where you sit it is a bit like sitting in a convertible with a peaked cap on. Cool!

Manoeuvrability is hardly a strong point but the Riviera is built for cruising, not shopping. The power-assisted steering is light and it takes a little while to get used to gauging the right amount of input required to guide the Riviera through the twisties, although the view over the huge flat, square bonnet is unhindered. With independent suspension up front and a self-levelling set-up at the rear, progress is

surprisingly steady, devoid of the expected float typical of American cars of the era. Although front and rear tracks are fairly wide – 1 615/1 626mm,

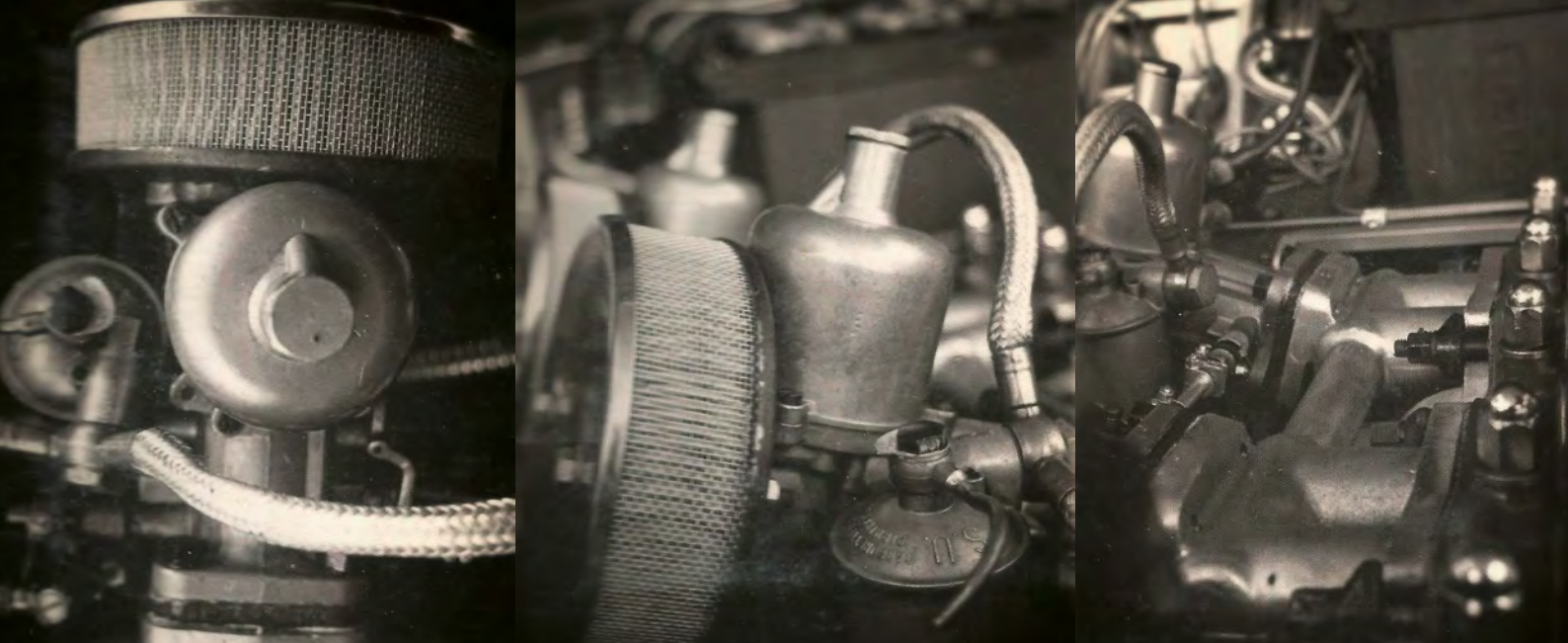
respectively – brisk cornering understandably brings about some body roll, but nothing excessive and not enough to tarnish what is the epitome of a boulevard ride. Attractive stylised rims are fitted with 225/75R15 whitewall tyres. Period road tests praised the disc/drum braking system, as well as the standard MaxTrac anti-wheelspin control.

Listed at \$5 903 – way under the T'bird's sticker price – sadly the third-generation Riviera failed to boost the company's fortunes. Sales for 1971 dropped to 33 810, the lowest to date, and to 33 728 in 1972, which led management to believe that the boat-tail deck lid was too radical for most customers' tastes, so in 1973 it was blunted and made slightly shorter. The design change however only led to a marginal increase in sales, with 34 080 being produced for the model year.

The fourth-generation Riviera was introduced in 1974. Built on the same platform and mechanicals – even with some carryover body panels – the distinctive boat-tail design gave way to what is described as the 'Colonnade' treatment, and the car became a pillared coupé with fixed quarter windows. Four more generations were to follow, none of which captured the imagination of the buying public in the way that the first three had done, and the Riviera name was dropped in 1999.

The first two iterations of the Riviera set a styling trend that captured the imagination of the American public. But when the dramatic boat-tail version appeared they inexplicably shied away, leaving in their wake one of the most stylish, charismatic and distinctive personal luxury cars of its time. It was one that got away. 📌





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# RACE LIKE A HERO



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South Africa has an affinity and a few strong links to the AC Cobra. It goes deeper than the beautiful curvaceous lines of the AC body and the thumping Ford V8 under the hood though. In **Stuart Grant's** mind two factors push the legend toward the front of our minds. The first being when Willment and Bobby Olthoff arrived here in 1963 with a full-blown Cobra racer, while the second is Hi-Tech Automotive in Port Elizabeth's outstanding recreations. While having a go in a genuine example is near impossible, it is now possible to feel like Olthoff for a day and more.

**H**aving made his name locally as top driver and mechanical ace, Bobby Olthoff packed his bags and set off for England in 1961. Employment came from BMC but the focused racer hit the track over weekends in his self-prepared MG A. Success followed, to which BMC sat up and offered him drives in Austin Healey 3000s and Sprites, culminating in a Le Mans 24 Hour drive in 1963. Bob suffered the biggest crash of his career that race, which meant a lengthy recovery time and an unemployed stint. Cash strapped, Olthoff went for an interview at the Willment team and landed the job. In all honesty the interview was a few laps around a track, so it was little wonder he secured the job.

John Willment's JW Automotive was the largest Ford dealership in the UK and put its might behind the Willment Racing team. When Willment got hold of two Le Mans Cobras and a third prototype unit Olthoff got the job of upgrading them to race winners. These three cars with Olthoff, Jack Sears, Frank Gardner and Paul Hawkins at the wheels competed successfully throughout Europe over the years and of course also took to the South African circuits as part of the Springbok Series.

Memories were made as youngsters watched the Willment AC Cobra squirming


on tyres, which would today be classed as skinny, out of the likes of Malmsberry Sweep, Clubhouse Corner or barrelling from Leeukop to the Kyalami Kink. Armfuls of opposite-lock and throttle control were the order of the day and what the crowd that packed the stands wanted to see.

Willment also supplied a Lotus Cortina, the monstrous Holman-Moody prepared 427 Galaxie and a Daytona Cobra for Olthoff to use in South Africa. He won the 1965 South African Saloon Car Championship with the Galaxie and made an attempt at the South African Landspeed record with the Daytona Coupé. This record run was staged on Cape Town's airport runway but when the first pass had to be cut short at 177mph due to not enough runway, the return run required for the record, and hoped for 200mph mark, were aborted. Olthoff did however eventually set a Landspeed record in SA when he drove his McLaren-Elva Ford to 177.972mph on a closed public road in 1967. He scooped numerous local track victories in the McLaren over the years and took the famed Basil Green Gunston Perana to two South African saloon car titles. When he hung up his helmet he was widely regarded as the most successful driver in South African history with 140 wins under his belt.

This unintentional detour in the AC Cobra



# BROADBENT VULSTASIE



Our focus here is the MKII FIA Cobra that recreates the glory days of the 289 powered Cobras of the 1960s. The chassis is brand new but the urge to make the ride 'better' by fitting a reinforced chassis or unequal length control arms with coil-over shocks is resisted

story started out to simply illustrate that the beauty, performance, pedigree and rarity that make owning a real deal car near impossible, but Olthoff's background is too good to gloss over. Anyway, back to real Cobras. A quick Google reveals that an average-condition 1963 version with no racing history will set you back around \$900 000 while a tidier show car might be closer to \$1 050 000 (If you're lucky enough to find someone wanting to sell one).

Enter Hi-Tech Automotive, which for a lot less money can deliver a brand new recreation, which carries the original look, feel and performance. As the pictures here show, these recreations aren't over the top with massive chrome pipes, low profile tyres or silly paint jobs. These offerings look the part of a proper narrow 289 AC Cobra in period and are engineered to feel correct.

Hi-Tech, spearheaded by Jimmy Price, is a fascinating low volume car manufacturer housed in a 25 000 square metre building. It was the factory that built the Noble M400 supercar, the now defunct Joule South African electric car, the Zagato-designed Perana Z-One that is now badged as the AC Cars AC 378 GT Zagato, and the plant continues to deliver high-end recreation models of the Shelby Cobra MkII and MkIII, Daytona Coupé, GT40 and Corvette Grand Sport continuation series. The majority of these are exported without engines and sold via fifteen Superformance dealerships in the States.

Our focus here is the MKII FIA Cobra that recreates the glory days of the 289 powered Cobras of the 1960s. The chassis is brand new but the urge to make the ride 'better' by fitting a reinforced chassis





or unequal length control arms with coil-over shocks is resisted. Instead, only small functional changes were made for safety or practicality purposes and the original AC drawings of the chassis, springs, shocks and body dimensions were used to form the necessary jigs. This means a buyer gets a computer-assisted mig-welded Tojeiro-styled round tube chassis with authentic transverse leaf spring suspension set up for that Olthoff driving experience. Add to this an exclusive agreement with Carroll Shelby that makes the MKII FIA a licensed Shelby product. A Salisbury limited slip differential handles power delivery to the tar and stopping ability comes from a Willwood disc setup at front and rear.

While the original bodies were aluminium, the Hi-Tech MKII employs fibreglass to make the correct silhouette. With the intention to

race, a Le Mans-type fuel filler is fitted which feeds into a long-range safety fuel cell. Inside the cockpit Smiths gauges give only the vitals from behind a tasteful 3-spoked leather-rimmed steering wheel. Crank the starter, the V8 bursts to life, combining with the classic look and bringing home the point that this is a thing of purposeful beauty, offering loads of nostalgia and is an attainable dream.

Even more exciting is the prospect of living out your Olthoff dreams with a dedicated Shelby SA Cobra Series. Orders are open now, which not only means a Cobra fan can own a dream machine but also lap up East London Grand Prix Circuit, Killarney, Aldo Scribante,

This package, handled by Lindenberg Racing makes it a true arrive and drive race experience where all the driver has to do is rock up, sign the entry form and drive the car





Zwartkops, Phakisa Freeway, Kyalami and Dezzi racetrack in a 7-round race series.

It's a complete race package that, on condition of at least twelve being sold, will kick off in March 2017. Events at Zwartkops, Kyalami, Dezzi and Phakisa will dovetail with the Historic Tour while the East London, Port Elizabeth and Cape Town affairs will join with regional meetings. All cars will be right-hand drive versions powered by Holley carb fuelled 345 horsepower Ford V8s driven through a 4-speed top loader manual gearbox and run on treaded historic racing rubber. On

top of this each car sold will be road registered in the buyer's name and part of the purchase price is a full year race package.

This package, handled by Lindenberg Racing makes it a true arrive and drive race experience where all the driver has to do is rock up, sign the entry

form and drive the car. Lindenberg Racing will handle the entry form submission, car preparation, delivery of car to track, trackside support, flights/transport to the tracks, accommodation, fuel, tyres and even supply race overalls and team clothing. A Shelby SA VIP facility will follow the circus to keep drivers and their supports nourished and hydrated. The only real exclusions from the package are costs related to accident damage and mechanical replacement parts.

With a gaggle of equally matched venomous snakes all on track together you can bet the action will be spellbinding and the TV coverage broadcast by the promoter will be worth the watch. It promises to not only be a magical walk down memory lane, but also one of the most exciting one-make formulas ever to grace our racetracks. Narrow tyres, proper four-wheel drifts, an open cockpit allowing full view of the driver sawing away at the steering wheel and a V8 barking gutturally. Magic! 🏆

For more information contact Shelby South Africa.

With a gaggle of equally matched venomous snakes all on track together you can bet the action will be spellbinding and the TV coverage broadcast by the promoter will be worth the watch



# DO THEY STAY OR DO THEY GO...?

Car enthusiasts value motor vehicles deeply from within our very being. We felt our fathers' vivid enthusiasm from the moment we could perceive, we played with little toys that stirred their emotions and we developed our very own attachments from the first time we recognised the gleaming love rooted towards a machine of so many delights. If you are reading this magazine, then you too have fallen into this father and son heritage of car enthusiasm that is passed down generation after generation... it's why we love certain cars, and even why we 'dislike' others.

The world has become smaller and more accessible, and it is now truly a global market. There may be a perception that South Africans are losing our heritage in the form of cars that seem to disappear overseas, however, we too must acknowledge that these cars are exported

for various reasons. The common perception in this hyped up classic car era is that South Africans' are selling their cars to foreign buyers for better prices. Don't be misled into thinking that Mr Exchange Rate money bags will part with his cash too willingly because he too is a smart buyer looking for a good deal so that he can one day also stroke the curvaceous bonnet after having laid his personal touch on a car that stirs his emotions. In a global market place where good deals can be found, so too can we also find our own vehicles that tug at special heart string. The internet has made shopping for classics far easier, but before you buy, talk to the global vehicle shipping specialists who move cars around the world between their 7 key markets. Now doesn't that open a world of possibilities into what may be available?

PERHAPS THEY COME...?



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# ENGINEERED LIKE NO OTHER CARS IN THE WORLD

John with the Speedster – complete with Uitenhage number plate – shortly after arriving in Germany.



The Speedster in its Corvair-engined phase racing at St Albans in Port Elizabeth in the late '60s.







John with his Speedster in Wolfsburg in 1961.

Some of us enjoy our cars as they came out of the factory. Others like to tinker under the bonnet to squeeze out extra horses. And then there's the odd individual who just can't resist re-engineering it from scratch. Or designing his own, for that matter. And those born-with-a-spanner-in-each-hand types don't just stick to four wheels as **Graeme Hurst** learned when he met Capetonian John Beer. A life-long Porsche enthusiast and former Leyland engineer, he's built everything from the world's first six-cylinder Porsche 356 to a custom Land Rover boat and a 1/3-scale radio-controlled MIG jet.

“It could spin its wheels in first, second and third gear,” recalls John Beer when I ask him how his Porsche 356 Speedster went after he married it to a supercharged and heavily tweaked Chevrolet Corvair engine. “And the front wheels would lift off the ground in sprints.” Wait a minute... a Corvair engine rammed in the back of a Speedster? Given the values of these petite Stuttgart icons (we're talking around five or six bar these days) the idea of both the engine transplant and sprint antics will horrify 356 purists. But maybe if they learn that that was 50 years ago and that John had previously replaced the original 75bhp push-rod item with a pukka four-cam Carrera unit. And that he ultimately re-instated the original engine, their blood pressure will normalise. And if they're lucky enough to get to know John they'll appreciate that expecting this born engineer to leave the car (any car for that matter) untouched is about as likely as

asking Kimi Raikkonen to follow team orders at a Grand Prix...

John is well known in Cape Town for his one-family-owned Porsche 356B, his time at Leyland as a production engineer and for his incredibly fertile engineering brain. And although he joined Leyland in 1969, serving under Ralph Clarke for 17 years, his engineering skills and passion for all things powered began decades before as a boy in Burma where his parents were stationed. “My father was the plant manager in a Ford truck and car factory in Rangoon and I spent a lot of time watching assembly from the sidelines,” he explains.

After the war his parents moved to England and ran a bakery where he used to drive the electric bread van around the yard. “That got me hooked on cars!” By 1949 the family had re-located to South Africa after his father took up a position at Studebaker in Port Elizabeth. John, who was then 12 years old, designed and built his own downhill





On the production line which he developed for the Rover SD1 at Leyland's Elsie's River plant.



John's Midget racer which used a 250cc, twin-cylinder, twin-stroke Villiers engine.



Racing at St Albans. The engine lid was raised to promote downforce.



John toured England on a Vespa in 1958. It was good for 55mph thanks to a bigger carburettor and tuned exhaust.

racer. "It looked a bit like a 911 but long before the model came out," he recalls. By 16 he'd fabricated a small speed boat from plans in *Popular Mechanics* and started getting stuck into cars. "I bought a crashed MG TC and rebuilt it," says John. An MGA followed and it was immediately tweaked. "It had high compression pistons and a ¾ race ground cam fitted – basically stage three." John raced it heavily before designing a dirt-track racer from the wheels up: "It used a 250cc twin two-stroke engine," he recalls. "It was entirely my own design – chassis, suspension, steering and brakes – with a fibreglass body."

That was in the early '60s and by then he'd taken up training as a toolmaker at

Studebaker. "I made assembly tooling for Silver Hawks and Larks." He was also lucky enough to buy a Porsche 356 Speedster, shortly before he was seconded as a student engineer for two years to VW's Technical Development Department in Wolfsburg. "It was the Holy of Holies of automotive engineering," recalls John who was exposed to the development of new models, including the 411/12 and 1302 Beetle and other concepts that never made it to production.

John took the Speedster with him on the boat and immediately enjoyed the car's performance on the Autobahns. "Arriving at the port of Antwerpen I drove the Porsche through Belgium and Germany to Wolfsburg.

In those days one could cruise between 100-110mph and nothing would overtake you!" Not quite, it seemed: on one such occasion a year later a Jaguar E-Type cruised past and John gave chase. "We kept company for about half an hour until I noticed my heat gauge nudging the red. But then the engine had

been sitting at over 6000rpm. The E-Type ultimately spurted two black wisps of smoke from its exhaust and disappeared into the distance," chuckles John. "By this time the Porsche engine was sounding rough, so I pulled into a town and phoned my friends in Wolfsburg to tow me in."

Trouble was, there wasn't a Porsche agent in Wolfsburg to fix the car so John removed the engine in the parking bay outside his flat. "I got some friends to lift the back of the car up and I dropped the engine onto my legs and slid back out." A stripdown on the pavement revealed a damaged crankshaft and con rods. John bagged up the bits and hitchhiked to Hanover to buy reconditioned items before rebuilding the engine in his bedroom. "When my friends came back from work they were amazed as it was back together – we just had to reverse the extraction process!" he recalls. The damage turned out to be the result of low oil pressure owing to a missing oil filter restrictor.

Back in action, the Speedster was enjoyed extensively around Europe. "I did a few laps around the Le Mans circuit and even took it over the Gotthard Pass in the Alps. And it seems the Porsche was quite a

He was also lucky enough to buy a Porsche 356 Speedster, shortly before he was seconded as a student engineer for two years to VW's Technical Development Department in Wolfsburg





His self-designed and built swamp boat was powered by a two-cylinder Goggomobil engine.



The Land Rover boat was designed to be carried (inverted) as the roof panel of a 109in Land Rover with the engine hooked on to the back door.

catch for the young engineer while abroad: "Girls used to use it as a post box by leaving me cards. 'Hi, I am Sabina – here's a photo of me. We can meet at café so and so.'"

On his return to VW in Port Elizabeth, John was tasked with developing Studebaker Police Interceptors – VW and Studebaker being together at that stage. "My father said they'd been asked to supply a police chase car and they were going for a Studebaker and I said, 'No, no, no .... won't work.' The standard Studebaker had three-speed column shift and drum brakes and that was no good. So we got a CanAm car and specified the same Jet 1 V8 and disc brakes. I even made a cutout in the front so the police could fire a gun while on the move," he says. The concept clearly worked as John discovered decades later: "The film *Long Walk to Freedom* features one in Mandela's capture!"

In the meantime, John was quite into boating and designed his own swamp boat for fun. "I found a two-cylinder Goggomobil engine and made my own propeller using a set of spoke shaves my great-grandfather used when he made propellers for de Havilland!" Unsurprisingly his creation was

noisy enough to make the papers: "I got penalised by the police after a complaint from the Dutch Reformed Church about using it on the Swartkops River."

Back on land, John turned his attention to making the Speedster a bit quicker by swapping the 75hp pushrod unit for a super-rare Carrera four-cam. And not just a regular four-cam but a roller-bearing variant! "I used to race against a guy who had a four-cam speedster. But he ran the engine on Castrol R in everyday use and those engines don't like that as they need to be warmed up properly. As a result the chrome lining came off the bores and got into the oil and then messed up the roller bearings. It was seized solid and I bought it as scrap."

John needed a new crank assembly for the engine but a call to Dawie Gouws was fruitless as was one to Stuttgart: "Porsche said if I could find a new crank they'd buy it off me as the supplier had gone out of business." John was left with no alternative but to disassemble the complex, multi-part crankshaft *in situ*. "I removed the cylinder

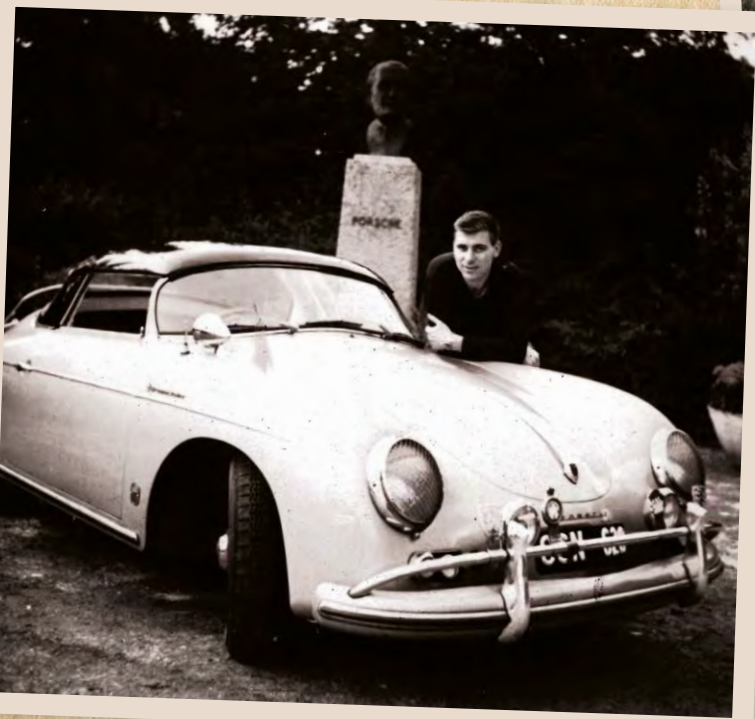
barrels so I could see the webs inside the crankcase and then made a set of spanners to take it apart bit by bit until all the needle rollers fell away." Once rebuilt the Speedster was campaigned in races with great success but not long after, John decided he could go one better.

"Porsche came out with the six-cylinder car and I wanted something to take it on." A local scrapyards had a turbo-charged engine from a Corvair Monza. "There were only two or three of these cars in the country at the time so it was a rare find." Presumably the Corvair's reputation for tail-happy handling had a hand in the motor's availability.

John was quick to seize the moment but mating the 150bhp flat-six with the 356 wasn't exactly a doddle. "The Corvair unit turns the other way so I either needed to turn the engine around which obviously can't be

I got penalised by the police after a complaint from the Dutch Reformed Church about using it on the Swartkops River





John and Speedster in front of a statue of Dr Porsche in a park in Wolfsburg in 1961.



John with his Porsche 356B today, bought new by his father in the early 1960s.

done or flip the gearbox over end on... but that would've complicated the gearlever linkages and given it a peculiar shift pattern." John's solution was to swap the crown-wheel and pinion assembly around but that wasn't as straightforward as it sounds: "The thrust bearings are only set up to take thrust in one direction so I got bearing supplier SKF to make up titanium spacers that could take the load in the opposite direction." He also converted the engine to solid valve lifters. "It was designed with hydraulic lifters but they don't work properly at high rpm so it couldn't rev." The upgrade increased

the redline from around 4500 to 7000rpm." That helped the car wheelie but he also tweaked the performance. "I ran wider tyres on the back and installed a hard-top which I had made up in Germany to improve the aerodynamics." John would also run the car in sprints with the engine lid propped open to create much-needed down force.

During this time the family had been enjoying another 356 for quite some time. "My father, who was by then Works Director for VW, was so enamoured with the Speedster that he bought a coupé out of the box as a present to himself – which my mother took over when he died in a car accident."

She drove the 356 B until she was 85 after which John's wife Helga used it daily for many years but only after a colour change. "It was originally black but that was impossible in summer so I re-sprayed it white." By that time the Speedster had hit the road after more than 300 000 miles. "I put the

original engine back, re-sprayed and sold it for R1 200 to a guy in Durban." That was in the late 1970s and I think I cleared less than a R1 000. Probably can't even buy a tyre for it for that today!"

By then John was well into his career at Leyland in the Cape, having assisted with – and in some cases designed – the assembly plants for everything from the Jaguar XJ6 and Mini range to the Triumph Chicane and Rover SD1. And that was in addition to his involvement with the assembly of Leyland trucks and bus chassis at the Elsie's River and Epping plants, which he was responsible for bringing into production.

Back in his own garage a Porsche 550 Spyder replica was taking shape but this wasn't one of the popular kits of the time: "I used a scrapped Beetle for the chassis and suspension but made my own body which was about 100mm longer than standard to improve the handling." John also used a pukka Porsche 356 push-rod engine and developed a tuned exhaust, and larger carbs with ram tubes to optimise the output.

But his focus was wider than Porsche as his next project proved: a Honda

His fascination with boating led him to build a series of small outboard speed boats, including a twin pointer hydro-plane and a hydrofoil – with the latter boasting some clever thinking in the way the propeller was situated





A rare soft-window Porsche 912 Targa that John bought as a wreck for R500 in the late 1970s. It had been heavily crashed on De Waal drive. John rebuilt it with a 411 VW fuel-injected engine to improve the performance.

John's 1/3-scale model MIG jet powered by two 10cc two-stroke engines driving propellers.



motorbike-powered two-seater 'Town Car'. "I thought there might be a need for a light and economical runabout. I used a 500cc bike engine coupled to a BMW 600 Isetta drive train and a Rover SD1 tailgate as the front windscreen panel." That idea didn't get beyond a working chassis and body frame (although he created a scaled mock-up of the proposed body) but another car concept – actually a car and boat concept – did get to fruition: the Land Rover boat.

That may sound like an oxymoron but it was hugely clever. "The Air Force was looking for a crash boat that they could easily transport but use on water in a hurry. I designed a fibreglass boat that doubled as the roof of a 109in Land Rover. I built a single-seater, for testing the concept, as well as two- and three-man versions," explains John. "The outboard motor was carried in place of the spare wheel on the rear door."


His fascination with boating led him to build a series of small outboard speed boats, including a twin pointer hydro-plane and a hydrofoil – with the latter boasting some clever thinking in the way the propeller was situated. "I started experimenting with

the depth of the propeller in the water and soon realised that if you let it run with one blade in the water you can reduce cavitation and increase the speed. I got it up from 50 to around 65mph doing that with a 40hp outboard."

And John didn't limit his garage tinkering to stuff on land and sea: even while still at Leyland and subsequently Tedex in the late 1980s, he pursued a love of radio-controlled aircraft with a stream of self-designed gliders (including one of a Vulcan bomber). Some of these featured nifty thinking where all the control surfaces (ailerons, flaps and elevator) were linked together while John used fibreglass as a construction medium when most enthusiasts were still reaching for their jig saw and sheets of balsa wood.

His creations were a little unconventional in looks too: John made a 1/3-scale model of a MIG jet! "I bought a small plastic model kit and used that and some photos to scale up my own design." Some scale: it was or is (as it's still hanging from the rafters of his garage in his Millnerton home) five-metres long! The MIG model is powered by two 10cc two-stroke engines driving propellers,

hidden in the engine nacelles with pulse-tuned exhausts to maximise the power. It also features what John terms 'aerodynamic intensifiers': small triangular airfoils in the air stream that act and assist the servos to move the control surfaces.

John, who's now 78, is still active in the radio-controlled aircraft hobby, flying electric-powered aircraft which he says is "a great way to keep your short-term memory active" and he enjoys driving and sharing his enthusiasm for both the 356 and Spyder replicas. He's also widely regarded as a fount of knowledge for all things Porsche in his retirement, although that concept hasn't remotely dented his thirst for engineering the world around him: when I met with him he spent the first ten minutes showing me a design for running a power station using superheated steam, created by pumping water 5km into the depths of the earth's crust so it can be heated to 300 degrees. John even shared the concept with the chaps at Koeberg who asked how he came up with the idea, to which he was quick to respond: "This is what happens when an engineer retires... he gets ideas!" 



# SLEEPER BEEMER







The E24 6 Series coupé is a sleek, sophisticated grand tourer worthy of more respect than it usually receives.  
**Words and pictures: Mike & Wendy Monk**

Over the years, BMW has produced some really handsome and striking coupés, with the E9 Series setting a standard that has evolved substantially since the Karmann-built model was introduced in 1965 as the 'New Class' 2000 C and CS. It used the 2000 saloon's running gear but in 1968 the body was then altered to accommodate BMW's famed inline-six, initially with 2.8-litre capacity. In 1971, this, in turn, was replaced by the 3.0 CS and CSi. Then, in 1972, the 3.0 CSL was produced as a homologation special to make the car eligible for the European Touring Car Championship, Deutsche Rennsport Meisterschaft and USA's IMSA racing series, a highly successful move that led to the creation of

the immortal 'Batmobile'. A 3.5-litre version later appeared to contest the Group 5 championship while a 2.5-litre road car was offered in response to the 1973 world oil crisis. Quite a pedigree, and one that BMW was keen to build upon...

It appears as though a 'taller' version of the 3.0 CS was proposed but this was turned down by the company's Executive Vice President of Global Sales and Marketing in Munich, Bob Lutz. The Swiss American automobile executive is more regularly recognised for his exploits with GM, Ford and Chrysler, but he was a member of BMW's board of management from 1971 to 1974, and it was during this period that he instigated development of what was to become the E24 6 Series, which was based on the E12 5 Series saloon. The new model

was designed by Paul Bracq, the company's design director from 1970 to 1974, and boasts sleek, elegant lines with narrow pillars and deep windows. The car was launched in 1976 as a 630 CS (2 986 cm<sup>3</sup> carburettor) and 633 CSi (3 210 cm<sup>3</sup> fuel-injection), again with bodies built by Karmann.

It appears as though a 'taller' version of the 3.0 CS was proposed but this was turned down by the company's Executive Vice President of Global Sales and Marketing in Munich, Bob Lutz





But in 1978 production was moved in-house to Dingolfing, a move coincident with the introduction of the 635 CSi. As the badging indicates, under the bonnet is a fuel-injected 3 428cm<sup>3</sup> tuned to develop – depending on the market – around 160kW at 5800rpm and 310Nm of torque at 4200. There was a choice of a wide- or close-ratio five-speed manual gearbox or a three-speed ZF automatic (later to become a four-speed). A subtle but significant change under the skin took place in mid 1982 when the 6 Series was retooled to sit on the new, improved E28 5 Series platform.

BMW's marketing mantra of the time was 'Ultimate Driving Machine' and the 6 Series coupés certainly added substance to the claim. Cape Town engineering company

director Alan Dike's 1982 635 CSi is a really nice example, especially as it has an Alpina upgrade. The car's first owner was Dario Ferri, who purchased the car from the Alexander Von Essen BMW dealership in Baden Baden, Germany. The Alpina upgrade included lowered suspension, bigger road wheels, custom steering wheel, Alpina bodyside striping and a B10-spec engine conversion that realised 192kW at 6000rpm and 346Nm of torque at 4000. The car was later shipped to Cape Town and then driven to Johannesburg where it resided for many years until Alan purchased the car.

There are just under 70 000 miles – 110 000km – showing on the odo within the speedo's principal miles-per-hour calibration:

the km/h figures are given on an inner ring of figures. The car is in an original, unmolested state, showing few signs of wear and tear other than slightly scuffed front footwell carpeting and the to-be-expected slightly creased leather upholstery, patina that adds rather than detracts from the car's appeal. The bodywork is in excellent condition too, and

carries the deep front air dam (devoid of foglamps) and shallow boot lid spoiler that are claimed to have aerodynamic properties – they were actually a delete option – but the drag coefficient is given as a modest Cd 0.41.

The 6 Series is an easy car to get in and out of but despite its overall length of 4 758mm, the interior is not particularly roomy, especially in the back if someone long-legged is sitting up front. The car is more of a luxury 2+2 than a four-seater grand tourer. Although an option, an electric sunroof was specified for most cars, which cuts into headroom a little but, overall, thanks in particular to the generous glasshouse that creates such a light and airy environment, the cabin is a pleasant place to be.

It is comfortable, too. You immediately settle into the form-hugging Recaro front seats, which offer plenty of adjustment and although the steering wheel only adjusts for reach, a satisfactory driving position is quick and easy to achieve. The full-width fascia has an angular instrument binnacle and a deep, wide hangdown console angled towards the driver – an ergonomic 'must have' feature of the 1980s.

Automotive electronics were also

BMW's in-line six is without doubt one of the automotive world's greatest powerplants, to this day surviving all manner of economy and emissions legislation to provide super-smooth performance





making their presence felt with comfort and convenience features including an on-board computer, strip-light service indicator, fluid level monitoring, climate control air-conditioning, cruise control and an LED clock, items today taken as a given in mass-production vehicles but 30+ years ago were seen to be innovative. Power windows and mirrors – with demist – were also standard. The dual round headlamps on post-1987 models featured two-stage reflectors that provide better low-beam spread.

But it is the engine that is this car's crowning glory. BMW's in-line six is without doubt one of the automotive world's greatest powerplants, to this day surviving all manner of economy and emissions legislation to provide super-smooth performance. The single overhead-cam 12-valve unit is so s-m-o-o-t-h – the crank boasts 12 balance weights – and in this pre-catalytic converter guise has that distinctive thrum that can be recognised from the twin exhausts from far away. This car's manual 'box is similarly a joy to savour, superbly precise in its movement around the gate. The motor spins easily to the rev-counter's red line that starts at 6000 and there is little to be gained by pushing further, there being ample torque to maintain forward

thrust once changing up a gear. With the B10 engine, the car's top speed increased from 227 to 250km/h and the 0-100km/h time lowered from 6.8 to 6.4 seconds.

Enhancing the fluidity of progress, the all-independent suspension – MacPherson struts and lower control arm up front, coil-over struts with semi-trailing arms at the rear, both ends with a stabilizer bar – provides a stable and absorbent ride with minimal body roll through the corners. Dual-jointed half-shafts complete the package. Standard footwear was 220/55VR14s but this car features Alpina 7J alloys shod with 205/55R16 rubberware, which fill the wheelarches more convincingly. The power-assisted steering is a ZF ball-and-nut system, which proved to be surprisingly heavy at slow speeds but on the move it was easy to appreciate the absence of any fidget while still getting feedback from the Alpina four-spoke wheel. ABS brakes have ventilated discs up front and solid rotors at the rear.

In 1983 an M635 CSi was introduced that came with an engine upgrade, the M88 engine as used in the M1 supercar, which pumped out 210 kW at 6500rpm and 333Nm of torque at 4500. The car was fitted with a 25% limited-slip diff as standard. Available

only with a five-speed manual gearbox, the M moniker says it all – it was the powerhouse of the range. Race versions of the car scored numerous championship titles in Europe, Germany, Belgium, Australia and New Zealand. It also scored victories in the RAC TT, Monza 4 Hour 500km, Spa 24 Hour and Nürburgring 24 Hour races, feats less well known than those of the previous Batmobile.

When launched in South Africa in 1983, the special order purchase 635 CSi became BMW's flagship model with a price of R65 000 for both manual and automatic – the same as the otherwise range-topping 745i. Consequently, they are a bit of a rarity and in my estimation something of a sleeper in the classic car stakes. While perhaps not quite the 'ultimate driving machine', it nevertheless is a very rewarding car to drive.

Production of the E24 6 Series ended in April 1989, and it was succeeded by the E31 8 Series that, like what happened with the E24 over the E9, somehow did not quite possess the charisma of the outgoing model. But today, the E24's many attributes – amongst them style, performance and build quality – can be put into context and fully appreciated, as Alan's example clearly demonstrates. **C**



# FROM BEDFORDVIEW TO MARANELLO (VIA THE BEACH)

Ferrari's reputation as the ultimate F1 team was sealed with its meteoric rise in the early 2000s when Michael Schumacher brought the famous prancing horse emblem five consecutive Driver's Championships. And the first since South African Jody Scheckter won in 1979. But that unprecedented success was down to the efforts of another talented South African, as **Graeme Hurst** explains after meeting F1 designer Rory Byrne at a charity event hosted by Crossley & Webb.



**W**ith seven Constructor's and Driver's titles in F1 on his CV, Rory Byrne is the envy of the pit lane with a reputation that rivals the likes of Adrian Newey and Colin Chapman. And thanks to the phenomenal media hype associated with Bernie Ecclestone's F1 empire, most fans are well-acquainted with those championship wins when the legendary Michael Schumacher was behind the 'wheel. But what many may not realise is that the man who made it happen actually came out of retirement from a 15-year F1 career to get back behind a drawing board. And that he cut his motorsport teeth by cycling from his home in Bedfordview to Grand Central circuit in the early 1960s to watch Dawie Gous campaign his Porsche Spyder, before buying and hotting up a humble Ford Anglia.

"I left Benetton at the end of '96 when my

contract expired because I got disillusioned with all the politics in F1... things like Michael Schumacher being penalised for overtaking Damon Hill on a warm-up lap and so on... which left a bitter taste in my month so I thought I'd get out," recalls Rory. At that stage this South African born and raised racing designer already boasted (not that he would remotely brag about himself) 20 race car designs under his belt, two of which gave then Benetton-driver Michael Schumacher the tools for the first two of his seven F1 Driver's Championships. And Rory's achievements in F1 came after more than a decade in Formula Ford and Formula 2.

"I moved to Thailand and took up scuba diving while living in a beach hut. I think the rent was around R2 a day! One day the woman who was in charge of the beach huts came running over saying there was a call for me and I thought, 'not many people know I'm here so it must be serious'...

turned out it was Jean Todt offering me the job of chief designer at Ferrari. Ten days later I was in Maranello!" That was early '97 and Rory's move led to an eight-year stint with a string of cars that soon gave the famous Cavallino

badge its run of glory. He would retire again at the end of 2004 but agreed to remain as a part-time technical consultant, a position he fills today with an ongoing remit to work on next season's F1 car.

But back to Rory's formative years in the late '60s when he was a newly qualified chemist (he studied at the University of the Witwatersrand) with the keys to his Ford Anglia 105E, which he soon tweaked.

"I did what you did in those days as soon as you started work and got some cash and that was to make it go faster! The standard Anglia was around 40bhp and by the time I'd finished with it, it had a Cortina engine and a Lotus Cortina gearbox and was putting out 140bhp!"

Rory soon realised he was better at tuning the car than driving it. "On the circuit on my own I could put in a reasonably good lap time but as soon as I was surrounded by cars I knew I wasn't that good a racing driver." So he opted to get his neighbour, Eric Adamson behind the 'wheel. "He was a serious petrol head. I got him to drive and I worked on the car. In fact I can thank him for where I am today." The duo and a friend, Graham Ross, prepared the Anglia for a saloon race at Kyalami and finished second in their first race but Eric would total the car at a later fixture.

And that he cut his motorsport teeth by cycling from his home in Bedfordview to Grand Central circuit in the early 1960s to watch Dawie Gous campaign his Porsche Spyder





Fulmen chassis being constructed in Rory's Bedfordview workshop.



Royale RP16 Formula Ford at a race in the UK in 1973.



Fulmen being worked on during practice, prior to a race in 1971.



Kenny Gray in a Royale RP25 Formula Ford 2000 race in the UK in 1977.



Roy Klomfass and Royale RP16 at a race in the UK in 1973.



Royale RP16 at a race in the UK in 1973.



Royale RP21 Formula Ford in the UK in 1975.

'Well, this young South African seems to have half a clue so why don't you give him a try?' and that was how I got my first job as a racing car designer

"He had a big accident at Jukskei. The car was written off but the engine was still good. Then we secured sponsorship which helped to finance another car," recalls Rory. That was in the late '60s but by then the budding designer already had his eye on single-seaters.

"I didn't want to just modify saloon cars, I wanted to design and build proper racing cars. So Quinton Maine and another friend Mike Hutchinson and I got together and built a Formula Ford."

They managed a very credible third place in the local championship against some stiff opposition. "We were competing against professional drivers from overseas although our biggest problem – which we didn't realise at the time – was that our car was overweight which made us uncompetitive." That changed when Rory and his mates acquired a Lotus 69 in '72. "We bought it off one of the overseas drivers who came out for the Sunshine Series and we came second in the championship with Roy Klomfass."

By then the temptation to get involved in single-seater racing in the UK was growing and, a year on, Rory and Roy were over there, along with a Royale RP16 he bought to campaign privately. "It really didn't handle very well. I did quite a few modifications to it and improved it quite a bit but it was

really a learning year." His break came at the end of the year when Royale founder Bob King, who'd suffered a nervous breakdown, decided to sell the team. The new owner needed a designer and asked King for advice. "He said: 'Well, this young South African seems to have half a clue so why don't you give him a try?' and that was how I got my first job as a racing car designer."

"We spent the first year – '74 – designing a new Formula Ford as it was obvious that there were too many fundamental issues with the RP16. Then there was an opportunity to compete in the British Super V series so we updated the car to create the RP19, while I concentrated on designing the RP21. An English chap Geoff Lees drove it in 1975 and won the three major Formula Ford Championships and the Formula Ford Festival."

Fast forward four years and Toleman boss Alex Hawkridge hired Rory to oversee Rad Dougal compete in the European F2 Championship with a March 782. "At our very first race at Thruxton Rad qualified second on the grid and finished third in the race," recalls Rory. "We spent '78 learning the ropes about the European circuits with little success and then Alex teamed up with ex-Brabham designer Ron Tauranac to create a new car for '79, the Ralt RT2

with an engine from Brian Hart."

Alex realised that if we had to beat March we'd need to be more competitive in our design. "He could also see the limitations of with working with Ron and took a decision to go it alone. He said: 'Look, let's design our own F2 car. No money spared. We design it to win the championship,'" recalls Rory who worked with John Gentry (he'd been a designer at March) and the fruits of their labour, driven by Derek Warwick and Brian Henton, quickly paid off for the 1980 season. "We finished first and second in the Championship by a long way," says Rory who puts the Toleman team's domination that year down to two reasons: "The first was because we were on Pirelli tyres and most of the other cars were on Goodyear. Pirelli developed amazing rubber for F2." The second reason was to do with Rory's interpretation of the rules. "It's not what the intention is, it's what's actually been written," he chuckles.

In this case it was to do with ground effect. "One rule said the distance from the skirt to the ground had to be no less than 4cm, but there was a second rule that said the lower edge had to be no more than 1cm below the bottom of the driver's seat," says Rory, whose solution was to sit the driver's bum below the chassis. And it worked! "We won three races in a row but the fourth was





Derek Warwick at the wheel of a Toleman TG280 in a Formula 2 race.



Ayrton Senna in a Toleman TG184 at Kyalami.



Michael Schumacher in a Benetton B194.



Michael Schumacher in a Benetton B192.



Benetton B195.



Michael Schumacher in a Benetton B195.



Michael Schumacher in a Benetton B195.

at Vallelunga and there they had a pit for scrutineering... and who should be in the pit when we get there but old Robin Herd, March Racing's designer. You should've seen the look on his face when he saw what we'd done... I'll never forget it!"

Herd would pull the same trick with his cars for the next race only one of his drivers was too short to sit in a lowered seat. "He cut a hole and opted to fix a false panel in place so we all protested. In the end the whole pit lane went our way but by then we were winning on the Pirellis." It was a lesson for Rory. "From my experience whenever a team dominates like that it means they've got some strategic advantages!"

The next year heralded a new, more serious, era for Toleman as it entered Formula 1 for the '81 season and the start of the turbo era. The team considered using Lancia engines but opted to stick with a turbocharged version of the Hart engine from F2. "Brian Hart did a fantastic job for the budget – competed against Ferrari, Renault and BMW with multi-million budgets by doing it on a shoestring," recalls Rory.

The first few years for the team weren't easy but a step change in its results came in '83 when they tested a new Brazilian F1 hopeful called Ayrton Senna. "It was pretty obvious from the way he drove the car that this guy was something special. And he

could certainly tell you exactly what the car was doing. Nowadays we acquire huge amounts of data, so we really know a lot about the car's handling but back then we relied on driver feedback."

Senna moved on – following a contract dispute – to Lotus for the '85 season, which would prove challenging for Toleman because of tyre supply problems. "In '84 we changed from Pirelli to Michelin under fairly acrimonious circumstances," recalls Rory. "But unbeknownst to us, Michelin pulled out of F1 at the end of '84, so we had no tyre supplier for '85 as Pirelli refused to do business with Alex. We produced a car and loaded it on the transporter and took it to every race but had to park outside the circuit. I got speaking to Eddie Cheever who knew someone called Luciano Benetton, whom he thought might buy the team. Luciano went to Pirelli and said: 'If I buy the team will you supply tyres? Yeah sure.'" The move would herald a new era in F1 for both Byrne and F1 fans as Toleman morphed into Benetton – eventually switching nationalities to become an Italian team.

Those years made an impression. "For '86 we ran a BMW turbo engine and it was incredible. It was based on a four-cylinder block and in qualifying trim was good for 1350bhp at 5.5 bar boost – it didn't have a waste gate for qualifying use so whatever

the compressor could pump into the engine, it did. For the race the horsepower was down to about 850 to 950," recalls Rory. In those days the rules were vastly less restrictive than today with teams allowed to use engines in varying states of tune. "You practised on Friday with a test engine. Saturday you put your qualifying engine in and Sunday you used your race engine. We could use up to 30 engines a season per car. Now we're limited to five."

Fast-forward to 1990 and designer John Barnard joined the team, although he and Rory weren't easy bedfellows. "He said: 'Look I'm in charge of design and if you don't like it you can leave'. So I thought: Let's look at it: here's a man who's designed cars that have won a few World Championships and I've designed cars that have won a few Grands Prix. For sure I'll learn something from him." Rory spent a year working with Barnard but ultimately upped sticks to work with the Reynard F1 team although his career there was short-lived as the team was cash-strapped.

Meanwhile, back at Benetton, Barnard's car for the '91 season had been such a disaster that Flavio Briatore – who had taken over as Benetton boss – sacked the design team. By then Tom Walkinshaw and Ross Brawn were on board, which upped the game. "Briatore had got in all sorts of





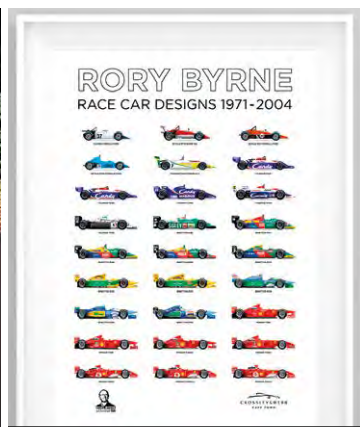
Rory with a Ferrari Formula 1 car in 2000.



Royale RP21 Formula Ford with experimental radiator.



Royale RP19 Super Vee.



Autographed posters of the cars Rory designed for sale at Crossley & Webb.



trouble and asked Tom to set up a meeting with myself and Ross, who in turn asked if I would be chief designer," says Rory. "It was clear to me that he and I could think the same way and we shook hands on a three-year contract. That was November '91 but no contract appeared. In March the following year the new car was finished but there was still no contract. Then we tested it at Silverstone and it was quick. The quickest of the day. Next day the contract was on my desk!" Of course the big news by then was Michael Schumacher, the driver that would gift Benetton the Driver's Championship in '94 and '95 with 19 wins, all behind the 'wheels of cars designed by Rory.

Fast-forward to the start of the '96 season and Michael was poached by Ferrari. Rory, who had arguably achieved the ultimate goal with one Constructor's and two Driver's titles, opted to retire in Thailand. But he'd made a huge impression on Michael who, later that year, supported Jean Todt in his decision to offer Rory the Chief Designer's job... which brings us to the famous call to a beach in Koh Lanta, Thailand.

Unsurprisingly, being re-instated at Scuderia Ferrari didn't result in instant success as it took time to learn and improve. "We lost the championship by a point in '97. In '98 we were second in both the Driver's and Constructor's. In '99 we won Constructor's

but we lost the Driver's. That was the year Michael broke his leg after the front brakes went at Silverstone and Eddie Irvine took over as Championship contender."

Things came right with Schumacher's first Driver's World Championship with Ferrari in 2000. "It took us those years to develop all the tools and the infrastructure to produce a car that was as good as it was. That was the first year we had a car that could take on McLaren and we won both the Driver's and Constructor's championship," recalls Rory with pride. Rory Byrne-designed Ferraris went on to dominate the sport like never before with those five Driver's and six Constructor's consecutive Championships from 1999 to 2004.

Today Rory is modest about his achievements but admits rather wryly that it did help him enjoy the company's products. "When I joined Ferrari in '97 Luca Montezemolo said: 'We haven't won the championship for 18 years. If you design a car that wins the championship, I'll give you a Ferrari.' In the end he had to give me a few!"

The phenomenal run of success at Ferrari sealed the boy-from-Bedfordview's admission to the hall of F1 engineering greats in

a career that saw him design 27 racing cars that earned 99 GP wins, seven Constructor's titles and seven Driver's titles – an achievement that puts him behind Newey and Chapman. But what most in the F1 community don't realise is that Rory is actually a two-time World Champion himself. "In the early 1960s I joined the Rand Model Aeronautical Club and I flew hand-launched gliders on weekends," he explains. "We used to have contests of five flights and the winner was whoever stayed up longest. The results were sent in to an international body and I was crowned World Champion in 1961 and '63." How did he do it? "Initially I built gliders from plans but I had a natural flair for aeronautics and I thought that the ultimate challenge was to design something yourself, which I did." It certainly paid off. **Q**

**THANKS TO:** Roger McLeery, and Crossley & Webb ([www.crossley-webb.com](http://www.crossley-webb.com)) which is selling signed posters of all the cars Rory designed in aid of his chosen charity, Thrive ([www.thrive.org.za](http://www.thrive.org.za)).

Rory Byrne-designed Ferraris went on to dominate the sport like never before with those five Driver's and six Constructor's consecutive Championships from 1999 to 2004



THE GREAT TRAIN RACE



Photo by Peter Thomas.



Photo by Freek du Toit.





Photo by Heinrich Kirstein.

# A SURPRISE VINTAGE PHENOMENON

By Chris Van

In 1929, in a short story called *Chains*, the unpronounceable Hungarian writer Frigyes Karinthy espoused his theory of the 'Six degrees of separation' – that anyone on the planet can be connected to anyone else on the planet through a chain of no more than five intermediaries.

Now whilst I can't speak for the theory's validity, its cousin – the six degrees of coincidence – was in ample evidence for the chain of events needed to make the 'Great Train Race!' in Johannesburg in June, the

surprise, amazing, success that it was.

It goes something like this. On 24 October 2015, Reefsteamers – the passionate recorders, restorers and preservers of old SAR/SAS steam train heritage – held an Open Day at their hard core depot in industrial Germiston. That morning, my 'enthusiastic amateur' photographer friend Grahame Hall called and asked if I wanted to accompany him to check out the vintage trains. Ever keen to see some vintage railway hardware, we

hopped in my trusty 1931 Model A Ford and headed for the depot. We got hopelessly lost and at one stage considered abandoning the trip and heading back home.

Just as well we didn't.

The depot, with its industrial railway workshop (complete with real live blacksmith straight out of the Industrial Revolution), was an experience to savour. But I also really wanted a pic of the 'A' next to one of the locos parked at the back. So I asked around for the proverbial Big Shot, and was met by the warm engineer



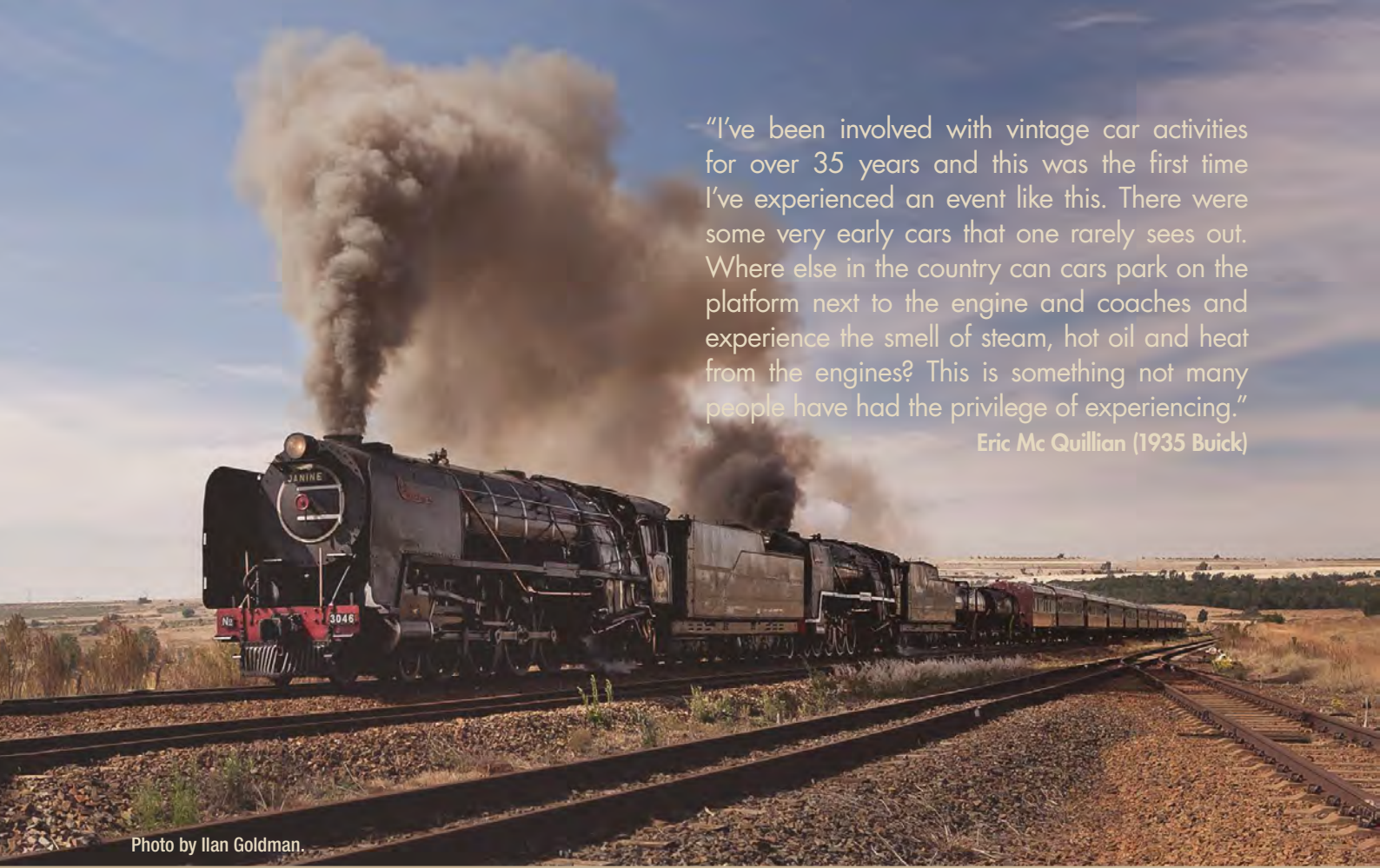


Photo by Ilan Goldman.

"I've been involved with vintage car activities for over 35 years and this was the first time I've experienced an event like this. There were some very early cars that one rarely sees out. Where else in the country can cars park on the platform next to the engine and coaches and experience the smell of steam, hot oil and heat from the engines? This is something not many people have had the privilege of experiencing."

Eric Mc Quillian (1935 Buick)

"When I looked behind me, there was a stream of biplanes and monoplanes. With white scarf whipping in the wind, I couldn't help but smile ..."

(Pilot) Courtney Watson

Shaun Ackerman, and enquired whether it would be okay to manoeuvre the Ford to the other side of the depot, for a photograph. "Don't you rather want a pic of your car next to that loco over there?" he replied, pointing to the prize, gunmetal locomotive *Janine*. I looked at the lattice of railway lines between the train and my car. "But how can I get my car over there?" I queried.

"Ah," he replied, "but we can get the loco to your car." I was stunned. How wonderful was this! Who are these people? Can you see, gentle reader, how things are starting to unfold?

It was thrilling to be able to climb into the big loco's engine room and watch the coal being funnelled into the dragon's mouth, until it was sated. If we think that our vintage

cars have torque, the twist of this two-cylinder, 114-ton engine is measured in kilo Newtons. 188.3Kn at 75% boiler pressure. Maximum torque at zero rpm from coal, water, grease and human charge. Incredible!

The ice having been broken, I mentioned to Shaun that I belonged to the Vintage and Veteran Car Club in Johannesburg, and that it might be nice for us to organise a trip to the depot. He responded that every once in a while the train does a trip to Magaliesburg Station, and mused that often he had noticed that for a mile or two, before the station, a section of the railway line runs alongside the R24. I thought for a moment, and then the lights came on.

I reiterated the prospect of our vintage cars travelling alongside the train to VVC chairman Paul Koski, whose instant response was to remind me of the fabled 'Great Train Race' in 1930, from Monte Carlo to Calais, in which

Woolf Barnato, having just won Le Mans, bested the Blue Train in his personal Speed Six Bentley, to win a £100 bet. In turn I enthused that the VVC is graced with a smattering of vintage Bentleys, one of which is a Speed Six!

I called Shaun to discuss matters further and he pointed me to Reefsteamer's marketing man, Ian Morison, who, as it transpired, is also a very focused photographer. Ian loved the idea of a re-imagined 'Great Train Race', and over multiple cups of steaming coffee in Parkhurst, out of the blue, asked, "What about planes?" and produced a photograph he had taken of a romantic yellow-and-blue Tiger Moth flying above the speeding loco *Janine*, in Magaliesburg.

It turned out that that very bi-plane belonged to VVC club member Courtney

"The coordinated convergence of two steam locos, a convoy of beautiful vintage cars and a flyover of vintage aircraft was a mind-blowing and thrilling experience."

Cecil White (1915 Cadillac)





Photo by Kit Bruyns.



Photo by Kit Bruyns.



Photo by Kit Bruyns.



"The whole thing was such good fun!"  
Ali van Jaarsveld (3 litre Bentley)

Photo by Kit Bruyns.

Watson. Suddenly, we had a party. Watson got the buy-in from the other magnificent men in their flying machines at the picturesque Jack Taylor Airfield (Krugersdorp Flying Club). The VVC members with pre-1939 cars were, like me, in love with the prospect of driving beside the steam train with planes fluttering overhead and Reefsteamers had something special to add to their repertoire for their June rendezvous to Magalies. Sometimes, things do just come together.

I soon discovered that Ian is an organisational perfectionist, and I admit to not having had much work to do, what with Courtney Watson managing the aviation side of things (including the securing of overnight hangar space for the vintage cars), and Paul Koski working the car entries and indemnities. Silver Ghost owner Johan van der Wat mentioned that his son,

*"It was an outstanding occasion for my wife and I to enjoy our car on a glorious day in the company of the steam engines and flying machines."*  
Syd Biddulph (1911 Ford model T, Torpedo)

George, was the manager of the Krugersdorp Game Reserve and Lodge, adjacent to the airfield. A quick visit to the Reserve revealed that it was perfect for our event: "Cheap and cheerful" accommodation, as George described it, and he even offered a free shuttle service to and from the airfield.

The trio of photographic protagonists – Ian Morison, Richard Webb and Kit Bruyns – made it clear that if we wanted decent pics of the cars and the planes, we'd have to have the machines on the airfield at sunrise. Paul Koski later confessed: "I had thought this freezing early morning stuff to be over the top ... until I saw the pics!"

My humble Model A couldn't believe its luck, settling in the hangar for the night, among Bi-planes, Bentleys and Cadillacs.

Friday evening at the Krugersdorp Game Reserve restaurant was memorable. George van der Wat had assembled a super-long table

*"A day of sensory overload... sights and smells from yesteryear, truly amazing... a race back in time."*

Bruce Woolley (1933 27-litre "Liberty" Rolls-Royce)

for us VVC folk, and we all swapped stories tall and short, anecdotes and antidotes. A road trip enables a level of engagement not achievable at casual monthly meets and the food was excellent.

Next year, same again for sure. You don't mess with a winning formula.

Saturday morning, as they say, was 'fresh'. The spectacle of vintage cars and old planes a sight to behold. From nowhere, Richard Webb conjured a bevy of stunning models, all in period dress, to perfume the scenery. After the perhaps hundred Joburg Photowalkers had taken perhaps ten thousand pics, the bevy of vintage cars fired up their engines to set off to the so-called 'convergence point', some fifteen miles yonder at a side of road off the R24.

I was chastened by erstwhile club chairman Ian Holmes for my suggestion to put the 'best cars' in front. "All the cars are





Photo by Kit Bruyns.



Photo by Kit Bruyns.



Photo by Kit Bruyns.



Photo by Kit Bruyns.

**“Was truly an amazing event, going back in a time capsule... ”**  
**Thasvir Premrajh (Passenger in a 1925 Standard)**

the best cars!” he corrected. “But I’ve only got a Model A!” I argued, to which he said, “And I have got a Model B”, and we both had a good laugh.

Koski and I each had our pre-arranged points of contacts on the train with Pat Wheelan and Don Smith, to phone when the train left Tarlton. This would give our convoy – spearheaded by Steve Martin’s glorious Speed Six – exactly ten minutes on the section of road next to the railway line. For me this part of the event was nerve-wracking because for the train to have arrived while we were all still walking around and waiting, would have been an unmitigated disaster. Wickedly, as we were all still milling around, Steve Martin shouted at the top of his voice, “Here’s the train!” while his entourage found my mortified reaction incredibly funny.

Kurt Rewitzky in his cream Ford F100 with car trailer was the sweeper, with a big signboard on the back, ably made by Brian Style, announcing the procession of vintage

and veteran cars. Special mention of Ali van Jaarsveld, ably piloting her 3-litre Bentley. Her late husband, Kobus, would have been very proud of her.

After an interminable wait in the Magaliesburg air, Paul and my cellphones simultaneously erupted. Game on! We all leapt into our cars, fired up our engines, and set off.

Within moments every one of us heard the piercing whistle and saw the smoke and then the astonishing, magnificent, double header itself – *Janine* and *Avril* – two steam locomotives siamized for the first time in 45 years on South African rail, hauling a record Reefsteamer’s cargo of 500 passengers, with a bevy of bi-planes buzzing overhead and a ribbon of vintage cars, each one doing the job it was supposed to do.

What a wonderful experience it was.

Let’s let the pictures and the comments, and the poetry, say the rest. See you all again next year. 📷

“It was a rare and very enjoyable experience to see so much of the history of mobility on display. All old car buffs are victims of nostalgia but occasionally an event actually defines what blows their hair back and this one was such an event. If you were not moved in some way by the sight of the old cars, the train and the aircraft doing what they were intended to do which is to delight humanity then perhaps I could never understand what does move you.”

**Ian Holmes (1930 Ford Model A four door Phaeton Rosy)**





Photo by Kit Bruyns.



Photo by Kit Bruyns.



Photo by Peter Thomas.



Photo by Kit Bruyns.

## AN ODE TO A VINTAGE PAST

Infused in the air  
 Is locomotive cologne;  
 Water soot steam sweat and oil.  
 Intoxicating  
 In its simplicity.  
 It engulfs everything  
 In deep breaths  
 As an eruption of smoke  
 Forcing a bass beat  
 Along steel railways.  
 The sound elicits crinkled  
 Smile creases  
 Like lines of crumpled paper  
 On the edges  
 Of coal-darkened engineer eyes  
 Flames lick  
 The edges of a riveted boiler  
 And brass-rimmed gauges  
 Keep a pressured watch  
 Like horn-rimmed goggles.  
 A patchwork of iron  
 Clack under laden wheels

And a churlish whistle  
 Echoes in meandering hills.  
 Overhead  
 An elongated note that  
 Is Gypsy in origin  
 Winds canvas wings  
 Whipping a yellow-blue biplane.  
 Leather-jacketed pilots  
 Flock to the steam,  
 Their silk-white scarves  
 Undulating from the cockpit  
 And they peer earthwards.  
 Returning their open-mouthed smiles  
 Is eloquent coachwork  
 And wooden spoked-wheels  
 Varnished to a sheen  
 Of bright coloured cars.  
 Shining brass and nickel and silver  
 Headlights chase the Tiger and the train  
 With the cacophony  
 Of combustion  
 Resonating steam and fuel.

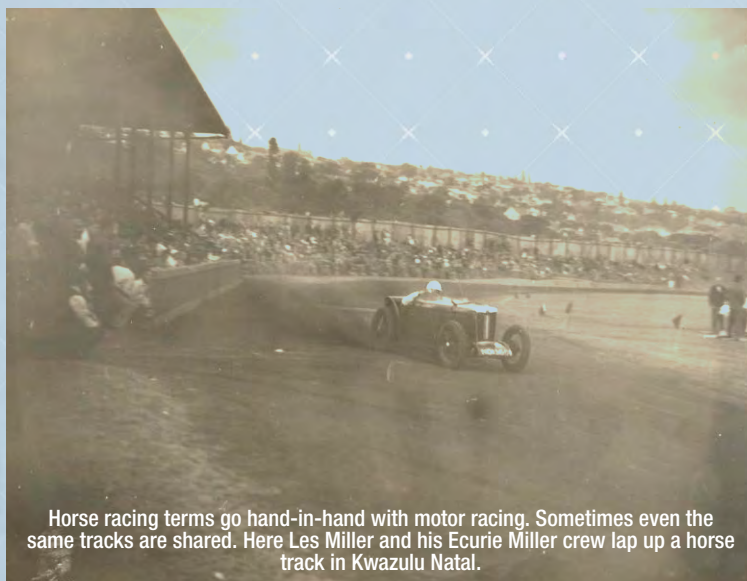
The past and present combine  
 And in some way a penny drops  
 From the pleasure of reconnecting  
 With romance  
 And reminiscence.  
 Of paintings and stories  
 Charcoal-sketching  
 Glorious days of  
 Hard men,  
 Beautiful women.  
 When travel was not  
 An irritant but an exploration  
 And flight was not a passing drone  
 But a source of upward awe.  
 Of excitement.  
 The senses remind us  
 That our past is not too far away  
 And while we might be lost  
 In being frantic  
 We can still take time to appreciate.

**Courtney Watson (4 June 2016)**

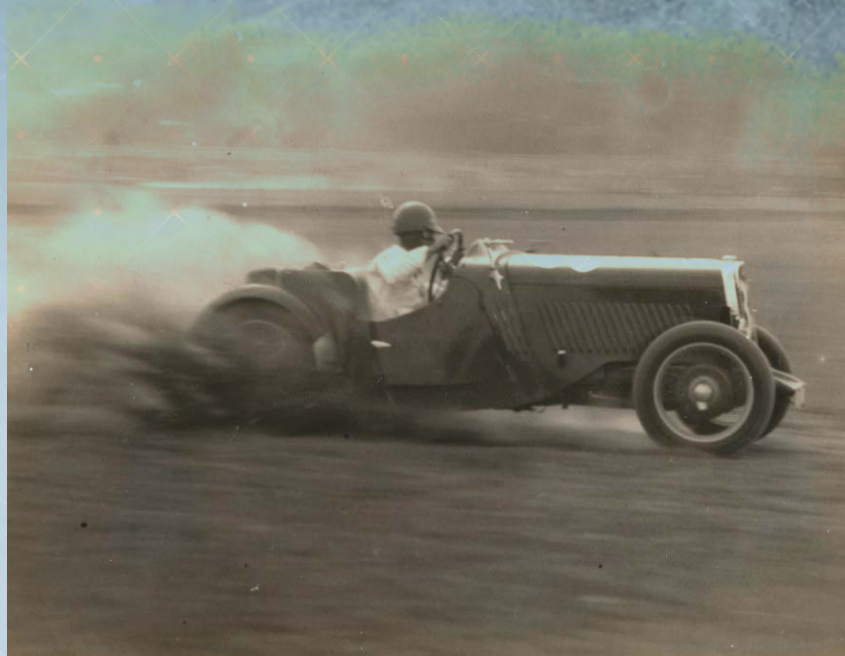


# STRAIGHT FROM THE HORSE'S – MOUTH –

There are certain everyday expressions and words that are so well known and commonly used that we never even question how they came about or what their origins are. But if you delve a little deeper, as **Sivan Goren** did, you discover some interesting little gems – particularly when it comes to racing or car terms.







Of course, in the days before automobiles or any kind of mechanised transportation, there were horses. Horses were part of everyday life and therefore it is obvious that they would have permeated society and popular culture. Think about common expressions like 'dark horse', 'looking a gift horse in the mouth' or even 'get off your high horse' to name just a few.

Horses were primarily used for practical purposes, such as transporting of people and cargo, labour and farming. But their other purpose, which has remained to this day, was entertainment and sport. Before fast cars and motorcycles were even conceived of, horses were raced both for spectator value and of course, for a slightly more disreputable purpose – gambling. So it makes sense when you realise that a large number of idioms relate to the sport of horse racing. And what is more interesting is that a fair number of these have carried over into motor racing.

An obvious example is the expression of pole position. The term goes back to the 19<sup>th</sup> century, in which the fastest qualifying horse would be placed on the inside boundary fence of the course, next to the pole. Other fairly obvious examples of horse racing-related expressions are 'win by a nose', 'neck and neck', 'pre-race paddock' and 'home stretch'. But what about words or expressions that seem to have no obvious origin at first glance?

One of the words I always wondered about was 'dicing'. We all know what it means (and no, I don't mean chopping vegetables for dinner in this case). In racing

terms, if you will allow me to paraphrase the dictionary, dicing means either a jockeying (there are those horse references again) for lead position between two or more drivers in which tactics are used to pass other cars or prevent other cars from passing, or duelling with one or more drivers in a 'dice'.

The use of the word 'dice' might give you a little clue as far as the origin – back to that iniquitous form of entertainment again... gambling. The word 'dice' comes from the Latin *datum*, meaning 'something which is given or played', interpreted as 'something given by chance or fortune'. In the early 20<sup>th</sup> century, journalists began to use the phrase 'dicing with death' when describing the risks taken by racing drivers – and so the phrase was coined. Interestingly, this is probably also the source of the word 'dicey', which means dangerous, and was first used by RAF pilots in the 1950s.

Another expression I wondered about was 'drag race'. A drag race by definition is a race between road vehicles (usually two), from a standing start, over a quarter-mile straight track in order to determine which vehicle has the greater acceleration. So why 'drag', one might wonder? There are a few theories on the origin but the one I like most (and think is the most plausible) takes us all the way back to the 1500s.

In those days, a drag was a heavy sledge that was dragged by horses (think of it as a sort of cart

An obvious example is the expression of pole position. The term goes back to the 19<sup>th</sup> century, in which the fastest qualifying horse would be placed on the inside boundary fence of the course, next to the pole





without wheels that was known as a 'dray' from about the 14<sup>th</sup> century). By the 18<sup>th</sup> century, smaller drags/drays were being used for selling goods and the unfortunate people hauling them around finally had the inspired idea of putting wheels onto them. As time went on, the word 'drag' started being used for the thoroughfares along which drags were trundled (think main drag of town). The roadway meaning of 'drag' then made its way across to the United States and in the 1950s, the teenage pastime of racing cars along the 'main drag' began to be called 'hot rodding' or 'drag racing'. In time, drag racing became a sport, first taking place on unused airstrips and later on specially built drag strips, and the US National Hot Rod Association was formed in 1951.

Did you ever wonder about the word 'jalopy'? Everyone knows that it refers to a car that is old, run-down and falling to pieces – basically a piece of junk in a barely functioning state. It seems that the term 'jalopy' first reared its head around 1924, when it replaced another commonly-used term at the time, 'flivver', which simply meant 'a failure'. Other early terms for a wreck of a car were heap, tin lizzy and crate, which probably came from the WWI pilots' slang for an old, slow and unreliable aeroplane. So where does the term actually come

from? Nobody really knows for sure, but one theory suggests that non-Spanish-speaking New Orleans-based longshoremen, referring to scrapped autos destined for scrapyards in Jalapa, Mexico, pronounced the destination on the pallets "jalopies" rather than multiples or possessive of Jalapa. Another possible origin is the French word *chaloupe* which refers to a motorboat and sounds like the noise an old car would make.

Generally when a car is old, neglected or damaged enough, it is no longer worthwhile keeping and is often either abandoned or stripped for parts. However, some people not only kept these cars to use for transport but also for racing. In the 1930s, early hot rodders bought decrepit cars as a basis for racers. Early stock car racing was called 'banger racing' in the UK (banger being a shortened form of 'old banger', which could refer to the older, poorly maintained vehicles' tendency to back-fire). In the US, stock car racing was known as 'jalopy racing' and was often raced on dirt ovals. Jalopy races began in the 1930s and went on right up to the 60s.

Times may have changed and horses are now seen less on the street and more in stables, but they have definitely left their mark on our culture and language. As for dicing and drag racing, nothing much has changed there, except maybe the technology. And jalopies? They are still alive and well – and can be regularly seen on our roads. Except here you would call them *skedonks* or maybe *skoroskoros*. **C**

Other early terms for a wreck of a car were heap, tin lizzy and crate, which probably came from the WWI pilots' slang for an old, slow and unreliable aeroplane





# Silent Design

An Extractor fan with low noise levels and stylish finish to bring world class silence to your bathroom



## Silence ... to relive the moment ...







1933 Lancia Astura II by Castagna won the Coppa d'Oro Villa d'Este: Best of Show, as voted for by the public.

1972 Ford Escort RS1600 won the East African Safari rally.



The oldest entries included a 1937 Lancia Astura Series IV and rare 1935 1.5-litre Squire – a relatively unknown British marque. Other unusual pre-war beauties included a 1932 Austro-Daimler Bergmeister Cabriolet – a star of the Pre-1945 Supercars class





# CIAO / BELLA!

From Pebble Beach to Salon Privé, the classic car world has no shortage of Concours d'Elegance events but arguably none rival the sheer elegance of Italy's Concorso d'Eleganza Villa d'Este, as **Graeme Hurst** discovered when he recently ticked it off his bucket list. ●

**W**ith a five-star hotel setting on the banks of Lake Como, an invite list peppered with automotive celebrities and the sight of Riva motor launches powering past George Clooney's lake-side villa in the distance – not to mention gorgeous women presenting each car to a raft of judges and wealthy collectors elegantly attired in linen suits – the annual Concorso d'Eleganza Villa d'Este is intoxicating from a 'how the others live' perspective. It's also one place where sporting your favourite vellies and PT shorts will have you back outside on the pavement, pronto; where most signs at a venue's gate comment on smoking or pet policies, the one here explicitly prohibits shorts as attire... But then one expects nothing less from a prestigious car show just 45 minutes from Milan, Europe's fashion capital. Quite simply, the annual concours at Cernobbio is a chance to mingle with the rich and famous while admiring a stunning array of the world's finest classic cars and, as the adage goes, if you can't beat them, join them...

Held over the third weekend in May, the event, which was first held in 1929 and was revived in 1995, is hosted by BMW but caters for all makes. This year it featured nine classes covering in excess of 50 cars from eight decades as well as a group of concept cars. The oldest entries included a 1937 Lancia Astura Series IV and rare 1935 1.5-litre Squire – a relatively unknown British marque. Other unusual pre-war beauties included a 1932 Austro-Daimler Bergmeister Cabriolet – a star of the Pre-1945 Supercars class.

But the real standouts were the post-war entries, which included race oddities, such as 1955 Porsche 550 RS developed by Swiss engineer Michael May, who fitted a massive adjustable wing that looked utterly out of scale and caused outrage from the competition when it drastically reduced lap times at the Nürburgring 1 000km race. It was part of the Daring to Be Different Class: Designs That Pushed the Envelope. Also pretty daring, but in the Petite Performance: Pretty Pocket Rockets class, was a uniquely preserved Alfa Romeo Giulietta SZ.

Nicknamed by showgoers as the 'half-and-half', the rare Zagato coupé was





1952 Ferrari 225 S Vignale Spider was South Africa's first Ferrari.



Radically equipped Porsche 550 RS was a standout in the Daring to be Different: Designs that Pushed the Envelope class.



Bentley T1 Speciale by Pininfarina.



Barn-find Giulietta SZ frozen in time.

discovered recently as a barn-find after being lost for 50 years. However, owner and serial Italian car collector Corrado Lopresto elected to preserve one half of the car (complete with laquer-treated dust) in its as-found state while sensitively restoring the other half. His efforts won him the show's FIVA World Motoring Heritage award which was presented by Khalil Karam, the Lebanese ambassador to UNESCO, which supports FIVA's efforts to honour preserved cars.

Also rare was a 1951 Pegaso Z-102 Spanish sports car by former Alfa Romeo engine designer Wilfredo Ricart and a highlight in the GT Man is Back class. It vied for attention with entries in the Cars of the Stars: From the Silver Screen to the Studio Lot class, which was topped by the ex-Steve McQueen Ferrari 275 GTB/4. Delivered in metallic brown in 1967, McQueen had it repainted red before selling it to Guy Williams who had it converted to a Spider. It's since been rebuilt as a coupé. Another Ferrari to get the chop in the same class was the 1975 Ferrari 356 GT/4 Berlinetta Boxer that Hollywood-icon Clint Eastwood had converted into a Targa.

But the show standout when it came to a topless configuration was the eye-catching 1980 Lamborghini Athon. Named after the goddess of sun, it was the work of stylist Marc Deschamps after he took over from Marcello Gandini at Bertone. It was a





Rare South Africa-only BMW 333i headed up the BMW 3-series 40<sup>th</sup> anniversary line-up.

concept car for the Turin Motor Show that year and scooped the award for the 'most exciting design by the jury' at Villa d'Este while the Coppa d'Oro Villa d'Este – Best of Show as voted by the public – went to a Castagna-bodied 1933 Lancia Astura. Picking up the same award, as voted by the younger set (those 16 and under), was a 1975 Lancia Stratos; part of the Rally Cars: Heroes of the Special Stage class. That was won by the 1972 Ford Escort RS 1600 which clinched the '72 East African Safari Rally in the hands of rally legend Hannu Mikkola.

And there were two South African connections at this year's Villa d'Este: event sponsor BMW put several cars from its classic collection on display, including one of the 204 BMW 333is uniquely built and sold here in SA in cooperation with Alpina. It was on display to mark 40 years of the 3-series range but it was slightly out-shadowed by the other former SA set of wheels: a 1952 Ferrari 225 Sport Spider. Bodied by Vignale, this pretty spider was first ever Ferrari to make it our shores after it was imported in 1956 by Gigi Lupini, patriarch of the well-known Lupini family. They entered it in the first ever Grand Central 9 Hour race in '58 before later swapping it for a pair of revolvers with a farmer in Three Sisters... Entered into the show by a Spanish collector, it was exported to the UK in the early '90s, before passing through various collectors' hands, and is now worth an eye-watering R160m! 🇿



Ferrari 275GTB/4 was owned new by king of cool Steve McQueen.



Unique Targa Ferrari 365 GT/4 BB .



Interior of the Lamborghini Athon concept car.



# COASTING ALONG QUICKLY

The phenomenon of comfortably warm temperatures in the middle of winter held true for most of the running of the third round of the Historic Tour at Dezzi Raceway, Oslo Beach on 4 June and, while some locals found a warm jacket necessary, the upcountry folk were happy gallivanting about in shorts and T-shirts. **Colin Windell** was there with pen and camera in hand.



Keith Van Heerden (Jaguar D-Type Replica).

**A**lthough race organisers had dispensed with the ‘lunch break’ for fear of some late afternoon rain, the downside of the equation came into play as the Geysersworx Endurance Race kicked off in low light and then plunged into full darkness – this event being called to a red flag halt eight minutes short of time when Jeff Gable (Taylor Lotus Birking 7) hit the wall down near the dam.

With enough laps run, it was classified a race and Dino Scribante in his incredibly quick Tiga took the honours after covering 36 laps of the 2.2 kilometre circuit – two laps ahead of Alex Gillespie (Chevron B19), and Colin Ellison in his 1970 Alfa Romeo GTAM coming in a further two laps behind the leader.

Ellison won Class D with Dave Leyshon (VW Scirocco) fourth overall and first in Class F ahead of fifth-placed Jan Jacobs in an Alfa Romeo GT Junior. Next up was Greg Gossman in a Pre-66 Legends Datsun Sunny equipped with a LED light bar that made it the most visible car on the track.

Hubi von Moltke, who pedals the behemoth Mercedes-Benz 280E at a very rapid pace won Class G and finished up seventh overall, having completed 29 laps,

while Barry Nell took Class CTF (1978 Datsun 1600J) and Djurk Venter claimed Class H in his 1968 Ford Escort.

### Pre-66 LEGEND PRODUCTION CARS

For both heats it was largely a lottery pick with Cuan Helen (Alfa Romeo Junior) mixing it with Mike O’Sullivan (BMW 1804), Francesco Lombardi (Alfa Romeo Giulia Sprint) with Roger Houston in another Giulia and Andy Gossman in the Datsun Sunny poking their noses in.

Round one went to Helen from Lombardi, O’Sullivan and Houston with Gerald Campher (Alfa Romeo GT) coming in ahead of the immaculate Volvo P1800 driven by Vic Campher.

At the end it looked easy for Helen, finishing 22.9 seconds ahead away from Lombardi but easy just does not happen in racing and in the second encounter he found himself dumped to sixth overall across the line, while Lombardi went away to win it from O’Sullivan, Gossman and Houston.

However, Helen had done enough on the day to earn overall honours on combined race times with O’Sullivan second just 7.9 seconds adrift and Houston third, ahead of Lombardi, Gerald Campher and Vic Campher with Ishmail Baloyi (GSM Dart)

seventh overall and the last runner on the lead lap.

### Pre-79, Pre-84 SPORTS & GT – ABCDE

A full race track is a spectator’s delight – and there were plenty of those at Dezzi – but it does get quite hectic trying to follow the action across all the classes.

Not surprisingly it was Dino Scribante who howled away into the distance to win overall, the Tiga nearly 35 seconds better than Willie Hepburn’s Opel Rekord. The opening laps of the race had Hepburn engaged in a mighty duel with Mike McLoughlan’s Backdraft Cobra but apparent oil pressure issues saw the Cobra retire to take no further part in proceedings. Hepburn said later his Rekord was geared wrong for the track and coming off the cam in the tight corners and then battling to pick up.

Third in Race 1 was Colin Ellison in the Alfa, ahead of Jannie van Rooyen’s VW Scirocco and the monster Ford Fairlane V8 of Peter Lindenburg – this car too scheduled for retirement in the second race. So, Hepburn won Class A, Ellison Class D and Lindenburg Class C. The other Class winners were Meredith Willis (Class E Ford Escort 1600), Wayne





Dino Scribante (Tiga).



Stefan Puschavez (Porsche 911 RSR).



Allan Poulter (Volvo 122S).



Mike O'Sullivan (BMW 2002).



Francesco Lombardi (Alfa Romeo Giulia Sprint) fends of Cuan Helen (Alfa Romeo Junior).



Andrew Horne (Royale RP31) heads a packed Formula Ford grid.



Colin Ellison (Alfa Romeo GTAM) battles with Fred König (Porsche 911 RSR).



Jeffrey Kruger (Lotus Birkin 7).



Willie Hepburn (Opel Rekord) and Tony Martin (Backdraft Cobra).

Canciani (Class F VW Scirocco) and Steve Herman (Class G Alfa Romeo Junior).

Race 2 was again Scribante from Hepburn with Anton Raaths in the Mazda R100 screamer coming in third overall ahead of Colin Ellison and Fred König in the Porsche 911 RSR. That order also took care of class wins for Pre-84SGT, Class A, Class C and Class D. Alistair Johnstone (Datsun GX Coupé) won Class E with Canciani taking his second class win of the day and Hubi von Moltke winning class G.

### LOTUS CHALLENGE

No less frenetic than the saloon cars, the Lotus 7 races produced some enthralling scraps in each of the classes all the way through the field – but, at the end of day there can be only one winner and at Dezzi it was Jeffrey Kruger (Lotus Birkin 7) who took overall honours from Jeff Gable, Allan Spies and David Jermy all in similar cars with fifth place going to the Birkin S3 of Sean Hewitt.

Mark Butcher, Rowan Blomquist and Rod Schafer took the top three spots in the Lotus C Class with Juan du Toit, Gerdus Smit and Johan Powell doing the business in Class L (Lotus Rocam). In the

Endurance Race it was Hewitt from Jermy and Gable.

### INVESTCHEM FORMULA FORD

Busy man, David Jermy had two straight wins in the Formula Ford races, his Van Diemen RF90 just edging out current titleholder Andrew Horne (Royale RP31) with Ian Schofield's Mygale SJ a little off the pace in third place.

Dean Venter (Mygale) was fourth in Race 1 ahead of Dalan Holton (Van Diemen RF90) and Ben van der Westhuizen (Royale RP21) – this latter worthy having a big moment coming into the horseshoe before the start/finish straight and going way up the bank before safely rejoining the race.

In Race 2 it was Jermy from Allen Meyer (Van Diemen RF94) and Sean Hepburn (Ray 90), with Schofield, Venter and Donny Lamola (Mygale SJ) following close behind.

### HANDICAP SERIES

The handicap-based scrap was split into two classes with road legal cars fighting for Marques Cars honours and out and out racers scoring toward an invitational Trophy championship.

As is the norm the slowest car starts first and the fastest last with the mathematics

calculated to, in theory, see everyone cross the finish line together. This is of course a best case scenario but because racing throws in so many variables it is inevitably the driver who is most consistent that takes the spoils.

Race 1 saw Trophy contender Grant Duckham (Ford Escort) set the quickest qualifying time and start at the back while Marques contender Rob Clark (Citroën CX2200) led the field away at the front.

Clark broke out of his allotted handicap laptime handing the victory to fellow Marque Cars driver Bert van Aarle (Ford Capri). Duckham romped through to second on track and Rob van Aarle (Ford Escort) secured third. In the class honours it was Bert van Aarle, Rob van Aarle and Darrell Cramer (Mercedes-Benz 280) on the Marques podium while Duckham led in Stan Stacey (Alfa Romeo GTV6) in the Trophy section.

Bert van Aarle repeated his form in Race 2, this time leading in Ilani Johnstone (Ford Escort) and Wynand du Plessis (MG B GT). This meant Van Aarle was again victorious in Marques Cars with Cramer and Jose Vasques (Mercedes-Benz 280) second and third. Johnstone took the Trophy honours ahead of Du Plessis and Stacey. **🏆**









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# A DONE DEAL

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James Burford gets to drive his BMW 2002 on the eve of his 20<sup>th</sup> birthday. It was a case of better late than never.  
**By Adrian Burford with images from Ross van Schalkwyk**





James Burford reckons it has been worth the wait... still plenty to be done on the inside though, including a Rockford Fosgate sound system.

The final piece in the jigsaw puzzle that has been BMW 2002 Youth Project has been fitted. When the rollback returned the car – now officially the Jonnesway Tools South Africa BMW 2002 – to Evolution 2 it was fitted with a Powermods engine management system, loaded with a ‘default’ map for a 2.0-litre 16-valve, normally aspirated Alfa engine.

As luck would have it, it was *still* not quite a runner, and there had been too little fuel pressure for the Powermods crew to run a full start-up test. This was eventually traced to an incomplete fuel supply issue, which was quickly solved. With a healthy four Bar at the fuel rail, we were ready to fire her up.

But the starter then refused to cooperate and the consensus from the Evolution 2 team was that it had cranked its last. So it was out with the jack and the axle stands and back into the air. An important note to anyone buying a cut-out engine from the Far East: ancillaries may be missing, and those that are there may have been subjected to a long and slow seafreight, so go and choose your engine personally!

In our case we had to purchase a thermostat housing assembly, replace the rubber boot between the airfilter and the inlet

manifold and are now on the third starter – the removal of which is not straightforward.

At this point another important decision was made: remove the entire back axle again and get to the root cause of our inability to achieve anywhere near the geometry settings recommended by BMW guru, Geoff Goddard. A former BMW South Africa research and development engineer (and a pretty handy racecar driver too), Geoff played a key role in the projects that made the Rosslyn plant famous in the 1980s: locally-built homologation specials based on the E30 3-series.

With the entire rear subframe/suspension removed it was obvious that we would never get to the eight minutes of toe-in and half degree of negative camber he recommended and the problem was obvious: the fabricator commissioned for the suspension work had made some fundamental errors with the tape measure. Not only did we have excessive toe-out, but it was all on one side of the car and it would’ve gone down the road like a Hiace taxi repaired on a Diepsloot pavement.

This meant cutting the trailing arms pick-up points off the subframe and repositioning them. At the same time, we took the opportunity to drag Ted ‘Mr Bilstein’

Garstang from Bilstein South Africa back to the Evolution 2 workshop for more input. He’d helped us get the front sorted, and came up with some very useful recommendations and suggestions at the back.

As I’ve said before on these pages, Chip Foose has a lot to answer for. A generation of youngsters now think that you can build a custom car in a week, all the while smiling broadly at the camera. But the Overhauled World is nothing like the real world.

We forgot all that when we set out in mid-2013 to: “Build a road-legal 2002 within a reasonable budgetary framework which is faithful to the classic car world, but which capitalises on more modern technology to come up with a car which is safer, more refined, more economical and more reliable than the original without losing the magic of classic car ownership.”

That’s when it got complicated. Working on the misguided notion that one BMW four-cylinder takes up roughly the same amount of space as another, we decided on a 1.9-litre M44 motor, as fitted to the E36 318iS. Then Mrs B decided we needed ABS brakes, an argument I couldn’t counter, and that’s when it got *really* complicated.

So we have built a car with an engine and gearbox from an E36, the steering rack





Where it all happened... the Evolution 2 workshop has become our second home over the last couple of years. There's no better place to build a BMW!

## THE FRUITS OF OUR LABOUR

A DRIVING IMPRESSION BY  
JAMES BURFORD

She drives! Three years and many, many hard-worked hours later – Bitsa is running! I was able to take my 2002 for its first drive on public roads on Sunday, 12 June and it is hard for me to put into words just how special the moment was, but suffice it to say, my dream has finally become reality.

Admittedly, a few aspects still need to be refined, such as the starter and a leaky steering rack – but the first test drive still exceeded all my expectations. After a quick wash to bring back the shine after being tinkered with in the workshop for a while, I got to take her for a drive around the Kyalami area. The accuracy of the steering system, gear shifts and throttle response all feel absolutely amazing!

Leaving the workshop of Evolution 2 for the first time without the use of a trailer was pretty damn awesome and the best part of it all has been the exhaust note – the sound of the M44 engine with a badass exhaust system does not disappoint. Thanks Rob Green and the RGMotorsport team! Having it all come together after many roadblocks along the way is such a special experience. The many hours put in by my father and me, as well as the amazing crew we have behind us, have really paid off.

Soon enough Bitsa will be my daily drive, just a few more bits and pieces to be sorted out, but the finish line is really in sight now! Then it is off to Cellsound for the Rockford Fosgate sound system.

and semi-trailing arms from an E30, and an ABS control unit from an E46. The airbags she wanted we unfortunately couldn't accommodate.

In brief, the change to the E36 engine required the use of rack and pinion steering and the engine most certainly wouldn't go into a right-hand drive 2002 with the steering box in place. Our original fabricating partner, and the less said about him the better, ran the radius arms backwards and located them against the chassis legs. This was a decision motivated by a decision to fit an E90 rack, notwithstanding the fact that the rack is almost as wide as a 2002.

To cut a very long story very short, we subsequently changed to an E30 rack, relocated the radius arms in their original position and re-fabricated the steering linkages to come up with a solution which is more workable.

More challenges came in the form of the absence of a speedometer drive on an E36 gearbox. This meant a Stack electronic speedometer was required, along with further wiring and the need to fabricate a bespoke bracket to carry the sensor at the right front wheel. An E36 radiator meant a remote header tank had to be plumbed in, non-standard ignition called for a custom HT

circuit, and ABS meant finding space for the electronic/hydraulic control box.

Fortunately, we had made the decision early on to move the battery to the boot but with the M44's complex dual-length intake manifold, we've still had to reduce the brake booster count to one, and run the rears unassisted. Once you've accounted for the aluminium cold air intake system and power steering fluid reservoir, there's not much room in the engine bay.

While all this was going on there was the usual refitting and repairing of parts that were made in the 1960s or early 70s. Even the notoriously fragile high/low beam stalk was successfully repaired, and when the items in question couldn't be rescued we took to the Internet and got well acquainted with exchange rate fluctuations, not to mention the helpful folk from Jaymic, Walloth&Nesch, and Ireland Engineering.

Purchases included mainly plastic, rubber and trim bits that don't stand the test of time well, especially in South Africa's hot and dry Gauteng Province. To save money we tried to buy one rather than a pair and wherever possible the bits on the driver's side are the new ones, for maximum value when it comes to look and feel.

Unlike the exterior, we didn't feel too





## MAKING SPARKS FLY!

The sky is the limit when it comes to aftermarket engine management systems (as opposed to piggybacks) so choosing one isn't easy. We opted to partner with PowerMods early in the build cycle due to the recommendations of two people we trust emphatically when it comes to tuning in general and BMWs in particular: Steve Green from RGMotorsport and Alec Cęprnich from Evolution 2. Since then we've heard a lot more about PowerMods – all good – and they are widely regarded as one of the most progressive and innovative engine ECU manufacturers and developers.

They fitted a DFI V1 dual-map system to the Beemer, which allows for full sequential control of the fuel and ignition. It can also run dual maps (ideal for a road car which is also used for track days or street drags) and accommodate add-ons like launch control. This particular unit has a wide range of applications and, for example, will fit most modern four-cylinder cars.

A PowerMods system replaces a stock management system – but that doesn't mean it is designed solely with motorsport or performance cars in mind. In fact, if the ECU on Mrs Burford's Elantra suddenly failed, instead of paying a Gazillion Rand for a replacement from Hyundai we would rip it out and actually replace it with PowerMods units similar to this – for a fraction of the cost.

Cornright Motors brought the car back from the brink. It is hard to believe it is one and the same.



strongly about keeping the cabin visually authentic. We kicked off with some stylish, high-backed OMP Style seats, with the rear bench covered in a similar black fabric. We also have an equally stylish OMP gearknob, which along with a racing-type short-shift, makes changing gear like flicking a switch.

To get the driving position suitably low and ensure the backrests weren't uncomfortably close to the headlining, we chopped the mounting rails out of the body and mounted them lower – on Volkswagen rails. And seeing that it is confession time, the seatbelts and the high-level brake light are from a Toyota, and the ignition coil/HT circuit is from an Opel, but other than that, everything we've used is stamped with a roundel.

One of the best parts of the project was witnessing a network swing into action. The news on Project 2002 spread pretty quickly through our media partners, and BMW fans from far and wide were keen to help. There was some trading of parts, but in most cases there was just good, old-fashioned generosity, in many instances from industry friends of long standing.

Despite all this, the project has overrun its budget by well over R100 000, but more importantly, missed its deadline completely: instead of the car ready being on James Burford's 18<sup>th</sup> birthday, his 20<sup>th</sup> will have passed by the time you read this.

Nevertheless, as a Dad and Lad experience it was extremely valuable. James learnt a lot of things about cars in general and '02s in particular and it also gave me some remarkable insights into the mind of

Techniflow exhaust system is a highlight and gives our normally-aspirated a racy 'zing' when revved.



PowerMods engine management computer replaces the missing original system on our M44 powerplant in its entirety.



my son: for one, he's a lot more patient and laid-back than I am. So while I was riddled with guilt and angst (about the budget, the delays, and meeting obligations to various partners), he was chilled. It'll be ready when it is ready, he said. With my big '50' recently out the way, I'm now trying harder to be like my teenage son.

Despite the frustrations, we did get to spend many quality hours working on the car together, much of it in a corner of the workshop at Evolution 2 Motorsport, well-known for building fine BMW race replicas and restoring of local ex-racers. There were plenty of laughs, lots learnt, and beer quaffed once the work was done. Without a doubt, I would've thrown in the towel many months ago without the help of boss-man Alec Cęprnich, and his young and talented understudy, Wade Noble.

But the single biggest highlight of the project? That moment when the engine fired up for the first time, the Powermods aftermarket engine management system doing exactly what was intended. The fact that we could engage all six gears, activate the ABS brakes, wash/wipe the windscreen and switch on the (new) dome light were all welcome bonuses.

Yes, there's still a niggly list to work through (including the wipers developing a mind of their own on the morning of the final photoshoot!) and the in-car entertainment system is yet to be installed, but she's a runner. And when I look back at that sad hulk of June 2013, I can't help but feel very, very satisfied. ☑



## THE ROLL OF HONOUR (OR, THANK-YOU VERY MUCH!)

**Cornrights** for the bodywork and paint  
**PowerMods** for the engine management system

**Evolution 2 Motorsport** for handouts, support, expertise, and for being there when we needed a helping hand!

**ZF** for rebuild our E30 steering rack

**Jonnesway Professional Tools South Africa** for truly awesome tools, and enthusiastic support since day one

**Retail chain Autobarn**, and specifically **Motozone** in Halfway House, for all manner of spares

**LuK** for the clutch/flywheel assembly

**Northern Bolt and Tool** for bits 'n' bobs

**Automotive Technology Specialists**  
**OMP Style seats, K&N filter, Thermotec heat shield** and our electronic **Stack speedometer**

**Summit Brake and Clutch** for the powersteering plumbing

**Stuart Thompson Motorsport** for quality welding in important places

**Bilstein South Africa** for the shocks, and

**Ted Garstang's** suspension savvy

**Norbrake** for the entire ABS braking system (Gavin, you're The Man!)

**Bearing Man** for wheel bearings

**Supreme Bumpers** for the black chrome – looks wicked, doesn't it?

**RGMotorsport** for building an exhaust system which not only sounds beautiful but looks beautiful too. It's so pretty, it should go over the roof, not be hidden under the floor! And an equally impressive cold air intake system.

**Pro Auto Rubber** for all the rubber stuff we couldn't afford to buy from overseas!

**SAJCO** for driveshafts and propshaft

**Indyoil** lubes, fluids and consumables

**Dunlop Tyres** for our staggered rubber set-up (185/55/15 front, 205/50/15 rear)

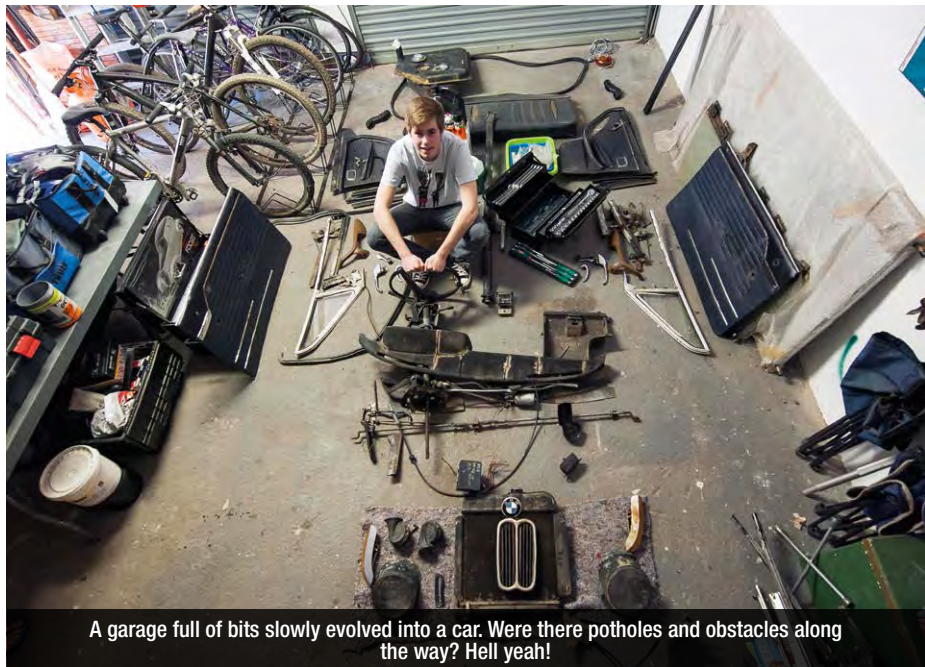
**BMW South Africa** for the ABS sensors and steering components

**Cellsound** for the awesome sound system which awaits us!

**Rockford Fosgate** for supplying their equally awesome hardware for Cellsound to install!!



Where it all started... Lad wanted a 2002 a bit like Dad's. Mom wanted ABS brakes. It got steadily more complicated from there...



A garage full of bits slowly evolved into a car. Were there potholes and obstacles along the way? Hell yeah!



GrandDad and Lad... tackling some wiring issues early on in the process.

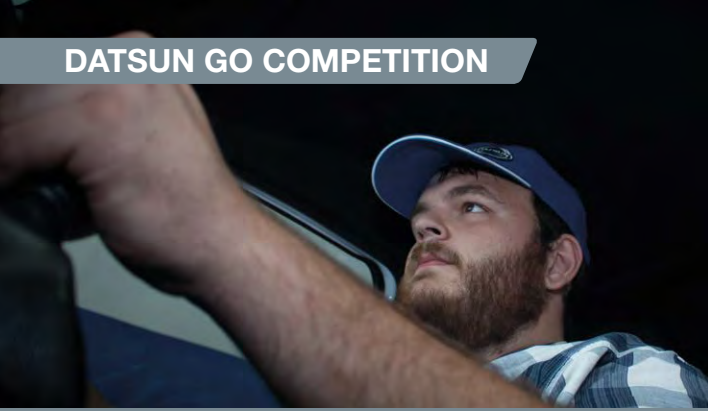


Key guys...Gavin Ross from Norbrake (left) and Ted Garstang from Bilstein muse over braking/suspension issues.



The modern engine required a change to rack and pinion steering... like so much, easier said than done.





# DATSUN DAZZLE



Many of you will remember the relaunch of the Datsun brand in South Africa and the competition *Classic Car Africa* ran where a reader could jot down ideas on how to personalise and dazzle a new Datsun GO. If chosen as the winner the recipient would be given a GO and given free reign to carry out his or her plan. Well the process has taken its course and the lucky man with the master plan was Viktor Spanenberg.

**V**iktor delights in the old displacement versus technology debates. But, being a final-year mechanical engineering student at North West University in Potchefstroom, he is all new school. Just what he can achieve with a little ingenuity and twenty-first-century technology is what won him the competition and a Datsun GO that he transformed into a rally car – inspired by the Datsun SSS heritage that made the brand a South African legend.

Viktor started with an advantage: Having already purchased a Datsun GO that he was using as a daily commute when he saw the competition, he turned his engineering skills to designing his ideal GO – an undertaking of 90 hours.

He began his design plans by examining the features of the Datsun GO and the aspects that he could work on. The key plusses of the vehicle for his project were:

- ease and low cost of maintenance

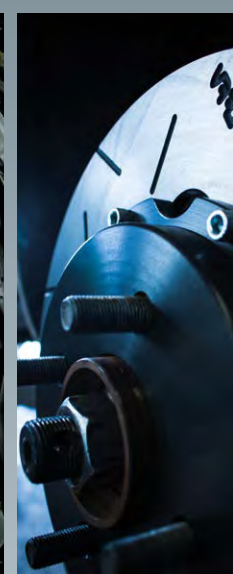
- fuel consumption
- lightweight construction
- nimble roadholding.

“I used these features when beginning to design. I wanted to take these strengths and incorporate them into producing a performance car,” explains Viktor.

The first aspects to get his attention were the suspension and chassis – both of which needed work to transform the car from an A-segment winner into a potent rally machine. “I had to concentrate on adapting the current design to more racing aesthetics so I looked at the shocks and chassis. There were a couple of factors that I considered when it came to the chassis: I wanted to keep the weight low, but improve its strength. The answer was a roll cage. It improved the rigidity, especially with additional weight on the back wheels, which is essential, because if you lose control of the back wheels, the car immediately loses rigidity.”

In keeping with rally tradition, Viktor went for authenticity by stripping out





interior parts that he thought “weren’t necessary”. Carpets and passenger seats fell victim to the process, but a new rally-style steering wheel and twin semi-bucket road seats with four-point harness anchors took their place. Viktor’s original Datsun GO was then used to provide a template on what sort of shocks and brakes should be fitted. New suspension was installed with new springs, and adjustable KONI shocks were fitted on the rear with alterations taking place in front.

“The rear drum brakes remained, as the car weighed only about 720kg after the rear seats and interior parts were removed, making it too light for large discs,” he says. Standard front discs were changed for larger discs and racing callipers.

“Braking power was then rebalanced between the front and the rear, so that the greater braking power up front wasn’t held up by the rear drums. On the performance side, a power boost was provided by installing larger injectors and fitting a turbo,

which took the power from 51kW at the flywheel to 89kW at the wheels. Although there is some turbo lag, boost still starts coming in at around 2800rpm.

“No changes were made to the radiator, because the car is specced with one that is suited to conditions in India and Indonesia. Despite this, the overall changes meant that much more heat was generated from the engine bay and through the new stainless steel exhaust system. We compensated by fitting larger air filters, removing the front number plate and making a cutaway to allow more air flow. We also installed a custom-made heat shield.”

A good portion of the budget was spent on fitting suitable tyres on larger alloy wheels – appropriate for a car that is now lowered and sports 15-inch rims, which have increased overall wheel diameter by 24%.

The final touches were supplied by fitting standard trim available for

personalising more sedate ‘street’ Datsun GOs. These included a roof spoiler.

So, is Viktor, now a two-car Datsun GO owner? The answer is: No.

His original GO now has a new owner and the ‘rallified’ version is now Viktor’s primary mode of transport – something that he took into account when designing the car of his dreams.

The car is now a fixture in Potch and has prompted several people to ask the aspiring mechanical engineer and racer for a sticker price. 📌

On the performance side, a power boost was provided by installing larger injectors and fitting a turbo, which took the power from 51kW at the flywheel to 89kW at the wheels



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**1967 Citroen DS21**  
2.1-liter with 5-speed manual. UK built car with rare pre-face-lift headlights and Marcel fog lights. Mechanically excellent, performs well and hydraulics work perfectly. New leather interior. A few exterior nicks but lovely driving car. **POA**



**1949 MGTC, British Racing Green** with Tan interior, 1275cc XPAG motor, 4 speed manual, soft top and all weather gear, same owner for 40 years! Recently recommissioned. **POA**



**1988 Porsche 928S4 Auto**  
Cobalt Blue with cream leather interior. Lovingly owned and maintained. Has books and service history. 928s are the next investment Porsche.  
**POA**



**1964 Mercedes Benz 220SE Cabriolet**  
Upgraded to 280SE spec and restored about 7 years ago. Power-steering and uprated disc brakes, 4 speed manual, electric windows but manual roof. Excellent condition.  
**POA**



**1981 Ferrari GTSi, Rosso Corsa** with Tan leather interior, A/C, Electric windows, recent complete repaint, major service with cam belts done at Ferris in JHB, new tyres. Car drives exceptionally well. **R1,495,000**



**1951 Jaguar C Type Replica**, British Racing Green with Green leather seats, built by Nostalgia Cars UK, Fibreglass body, space frame chassis with Aluminium panels, 4.2L XJ6 Motor, 5 speed manual gearbox, disc brakes. **POA**



**1984 Ferrari Mondial QV Spider**, one of only 26 RHD QV Spiders built, 3 owners from new, FSH, owner's manual, recent cam belts replaced, new soft top. Lovely original car. **POA**

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**1981 Porsche 928S.** 125 000km, with service history. Very original including paintwork and interior. Very under-valued but appreciating classic Porsche. This is an automatic lhd example. Very good tyres, Just had cambelt service. Excellent condition. R150 000. Tel. 076 136 7007.



**1934 Armstrong Siddeley Limousine 20hp.** A true Lady of the Highway. A welcome visitor at any event and would be the *Grande Dame* of any collection. Tyres good as new. Wilson pre-select gearbox. Engine runs smoothly. All upholstery and glazing in good condition. R200 000. Contact Siggie at 082 492 5214.



**1979 Chevrolet C20 Firetruck.** This truck has a double rear-wheel axle. Original pump with only 2 440 hours. Chev V8 engine. One owner from new (Ekurhuleni Fire Department) retired from service in 1995. A rare opportunity to own this classic Chev Firetruck. Perfect for a lodge, farm or just to add to your collection. R189 000. Contact Steven on 082 783 9833.



**1972 Jaguar XJ6.** A real classic beauty with brown interior, car still original, very good running order, no rust, automatic box, 4.2 straight six engine. R35 000. Call Caesar at 076 264 9884.



**1973 Peugeot 504 Sedan.** Automatic. Practical classic in really good original condition. Garaged its whole life, well maintained, good runner. Contact Carl on 081 473 9359.



**Mercedes-Benz Fintail 1968 230 W110 Series.** Beautiful Chocolate Brown classic, with great provenance. Belonged to the late former Mayor of Grabouw, in the Western Cape. Original vinyl red interior, which is in a good condition, brand new white wall Tyres. Matching numbers engine and chassis. Good gearbox and suspension assembly. It has a Hamburg radio, with jack and spare wheel assembly. R99 500. Contact 082 329 8639.



**1963 Ford Cortina 2-Door.** In immaculate condition. Never been in an accident. Engine – 1600 Ford Cross-flow engine with 4-speed gearbox. 5½ inch rims. Licensed and in perfect running order. Call Cheryl on 082 774 6436.



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**Porsche 924.** Left-hand drive. Complete car, in reasonable condition. Ideal race car project or donor car. R45 000. Call Paul on 083 735 4219.





**1964 Volkswagen Variant 411.** Grey with red interior. Automatic. Needs some TLC. Phone 076 051 9221.



**1980 Mercedes-Benz 280CE.** Left-hand drive. Has had a respray in correct green. Interior is as per original. Sunroof. A very nice classic. R120 000. Contact Pieter on 082 337 8251.



**1971 Volvo 122S B20 2-Door.** Great example that drives very nicely. Car needs some cosmetic work done. Contact Manfred on 083 5370 470 or [prowo@telkomsa.net](mailto:prowo@telkomsa.net)



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**1972 Mercedes-Benz W108 280s.** In running condition with current licence and all paperwork in order. 4 nearly new tyres. Though running and licensed (and mechanically sound) this car does need a full restoration of its bodywork and upholstery. R32 500. Call Kyeon on 078 008 8781



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**1985 Ford Sierra XR8.** African Muscle Car, 1 of 250, VIN EY89819, Engine RY00134. 2nd Owner, only 67500 km, have all documents inclusive the service book. R235 000. Call Manfred on 083 5370 470 or [prowo@telkomsa.net](mailto:prowo@telkomsa.net)

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I am looking for any information, specifications and history on the pictured Micro Car. What is it, how many came to South Africa and what where they used for? Contact [lee.buck@vodamail.co.za](mailto:lee.buck@vodamail.co.za)







**1969 Mk1 Escort Super (square headlight model).** Has just seen a 2-year long restoration. Car was completely stripped down before painting in ermine white. Finished with imported rubbers, seals, grommets and subsidiaries from East Kent and Burton Power in the UK. Aldridge auto interior, from door cards, down to the footwell. Kick panels are brand new. Powered by an all-methanol 2.2-litre all-steel pinto motor fed through 48mm Webers and a custom branch manifold. Custom Ronal RS wheels and coil over suspension system finish off the job. Asking price is R250 000 not neg, or swap for another classic Ford – ideally a Fairmont GT or XR8. Whatsapp: +965 900 11 325.



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**We all have our secrets.** For **Stuart Grant** it is his addiction to browsing classic cars and motorcycles for sale on [www.gumtree.co.za](http://www.gumtree.co.za). Hours fly by as he finds himself lusting after a top of the line Porsche then as the next sale item pops up he swings the other way and desires a Volkswagen Beetle project car. His head fills with thoughts of the hours he

will spend with his new dream car. He's bought a number of these dreams online, and sold a few in the same way to fund the next purchase. But still he searches for one more dream. Here we share his top two dream cars, the cars that set his mind racing and advertised on Gumtree within the last month.

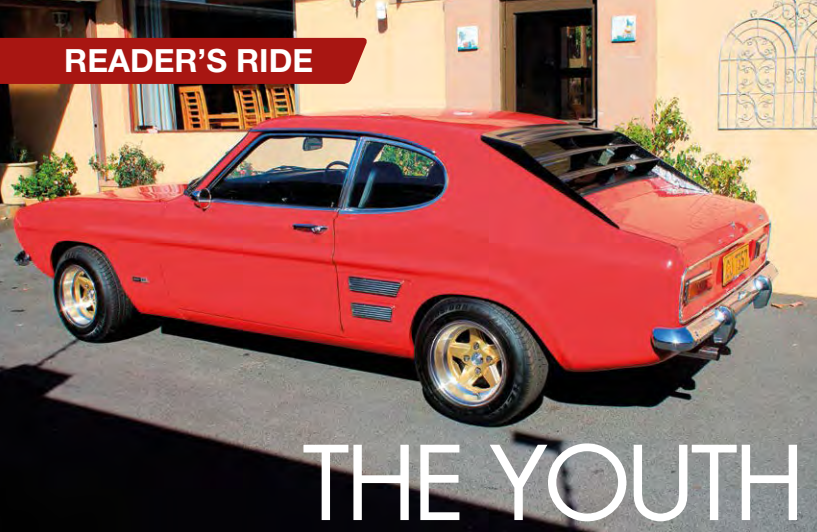
### 1938 Chevy Master Deluxe



### 1978 Volkswagen Kombi







# THE YOUTH UPRISING

It all started on 16 June 2012 when Justin Coetzee and his father Mark were scanning Gumtree for an old classic Ford project. An obvious brand choice was a Ford, as the family's passion ran deep with dad having had plenty of Escort 1600 Sports, Capris and Cortinas back in the day.

**A**mongst the masses online one single car jumped off the website: a 1969 Capri 1600GT. They phoned the guy advertising the car immediately that night and arranged a viewing for the following day. Luckily the seller was able to accommodate the viewing early but he did mention that he already had a long list of people who wanted the car. On hearing this and somehow knowing that this was for sure the Capri that they wanted to complete a father and son project, the pair even offered to pay an extra R3 000 on

top of the selling price to view the sporting saloon first. The early bird catches the worm and the Coetzee crew, after months of looking, had found the car they wanted – a decent offering with minimal rust.

Deal done, the duo drove their new-old Ford off to its new home. With the car being the seller's first ever vehicle, a car he'd owned for 8 years and one that he'd bought from an old lady who had owned it since new, you can understand his lump in the throat and severe case of seller's remorse. And this was no big sales pitch as Justin and his dad also took ownership of the notes the previous owner had illustrated on how to use the indicator unit and how to adjust the clock in the centre console. Not to mention the original key and owner's manual that came with the car when she drove it off the new car showroom floor.

Late in 2012 the Coetzees started to slowly strip the car and prepare for the rebuild that they wanted to do together.

As they suspected, the shell was in good condition with barely any rust and the all important floor panels and chassis were solid considering the year of manufacture.

Mark, being a qualified panelbeater with 25 years under the belt, and Justin with all the skills learned from dad, restored the bodywork back to factory finish themselves. As the engine seemed in decent mechanical condition it was given only a visual tidy up and any gaskets that had seen better days were replaced.

Not only did the project get father and son working together and passing on years of experience, but it also brought out the passion that youngster Justin has for old cars and his love for cars in general.

Even better, it has the pair lining up another machine that they will re-introduce to the classic scene when they start their next project – a 1980 Ford Escort 1600 Sport. In another good lesson that we all should listen to, the Escort is again a completely original, untouched but structurally sound car that in all honesty only really needs a respray because of age and the bright South African sun. **📍**

**With the car being the seller's first ever vehicle, a car he'd owned for 8 years and one that he'd bought from an old lady who had owned it since new, you can understand his lump in the throat and severe case of seller's remorse**







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