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GETTING INTO THE SWING OF IT

Going monthly has been an eye-opener, not only in terms of time management but also as to the depth, variety and willingness that can be found in South Africa's classic car scene. Any worries about whether or not there was enough content on the local front was quickly thrown out of the window, as support and story ideas flooded in from our readers. So thank you, and keep them coming. This is our magazine and your personal stories entertain enormously.

Like that of Jethro Bronner and his immaculate Alfa Romeo in which he drove from KwaZulu-Natal to Ireland recently. How many of us would attempt it? And of those, how many would have chosen an Alfa? Well, this young mechanical perfectionist did and through an interview with Graeme Hurst, gets the point across that proper preparation is the key to vehicle reliability and when it comes to before-its-time technology and practicality, the Alfa trumps most.

We continue our look at the various 'people's cars' this month with a Citroën 2CV and Volkswagen Beetle side by side. Mike Monk looks at the Studebaker Champion and attends the launch of Shelby South Africa. Our

usual look at South African-built cars detours off from the traditional SA special to a pair of one-offs made by some extremely talented individuals – one being a full-sized Mustang made from stainless steel wire and the other a fully functional interpretation of the fearsome Mercedes-Benz C9 sports prototype racer.

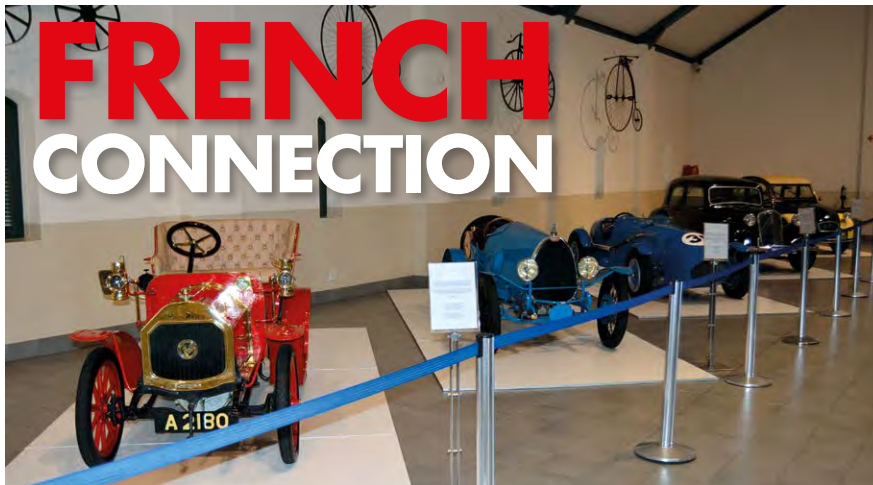
Gavin Foster looks at the relatively unsuccessful MGC that is now highly prized with collectors and also shows us how to give it to the fancy supercars for very little money on a delivery bike. Reader Mo Skikne recalls his motorsport memories that date back to the pre-war era and in honour of women's month we chart the rise and dominance of Shirley Muldowney on the American drag racing scene.

There's more in there too with news, upcoming and past events, your letters and the classified adverts that keep us planning our next classic purchase.

Please enjoy and feel free to drop us your story on www.classiccarafrika.com by clicking the 'Submit your story' tab and while there, browse the online shop or take out a hardcopy or digital subscription.

Thanks for all the support.

Stuart



Bastille Day commemorates the Storming of the Bastille on 14 July 1789, which was a significant event in the French Revolution and a precursor to the *Fête de la Fédération*, a celebration of the unity of the French nation, held exactly one year later. With traditional *entente cordiale* with the centuries-old French Huguenot heritage, for the past 23 years Franschhoek has celebrated the day with a festival held over the weekend closest to 14 July and this year was no different. Held on 16/17 July, the event went ahead with its usual wide range of activities and entertainment, but with respectful thoughts for all those affected by the horrific terror attack that took place in Nice, France on 14 July.

Bedecked in traditional red, white and blue regalia, the Franschhoek Valley was full of *joie de vivre* and the Franschhoek Motor Museum played its part with a display of five French vehicles from its collection, and continues to be on view. The oldest car is a 1909 Le Zèbre Type A, designed by the company's CEO Jules Salomon and one of the first vehicles to be built by the company that was situated in Puteaux, Seine. Only 50 Type As were built in 1909 and it sold for FF3 000, some FF1 000 less than its competitors. It has a single-cylinder 630cc side-valve engine, the block of which was cast as one unit with the gearbox casing. Developing just 4.5kW, the two-

speed transmission helped it reach a top speed of 48km/h. Le Zèbre lasted until 1931.

Next in the line-up is a car carrying the famous name of its creator, Ettore Bugatti, who was actually Italian by birth but became synonymous with French automobile aristocracy and famed for his car's achievements in motorsport painted in French Racing Blue. This 1925 Tipo 23 is a touring version of the successful Tipo 13 race car which became known as the Brescia after a 1-2-3-4 finish in the 1921 Brescia Grand Prix for *voiturettes* (cars with a 1 500cc maximum engine capacity). The Tipo 23 has a four-cylinder, 16-valve, single overhead camshaft engine that developed 30kW at 3500r/min. It was mated with a four-speed gearbox. Top speed was 120km/h.

One car with a distinct local flavour is the Peugeot Hillclimb Special built by South African John Tout in 1948-49. The car is based on a 1939 Peugeot 402 found in a scrapyard. Don removed the body, shortened the chassis and altered the leaf-spring suspension. A panelbeater fabricated the body while the 1 991cc engine was being reconditioned. The car has Dodge brakes, Austin 7 seats, Jaguar SS100 radiator and fuel tank, and a supercharger made up from a cabin blower taken from the Merlin 76 engine of a de Havilland Mosquito WWII combat plane. Fitted with a Cotal

pre-selector gearbox, the car had a top speed of 185km/h but proved not to be a successful hillclimb car despite its ingenious make-up.

Two iconic Citroëns complete the five-car display. The 1954 11CV Traction Avant (front-wheel drive) was one of the company's most successful models, introduced in 1934 and lasting, in various guises, until 1957 by which time around 760 000 had been sold. It was manufactured in France, Belgium, Germany, Denmark and England, where it was known as the Light 15 after its taxable horsepower rating. The car has a 1 911cc four-cylinder engine developing 42kW at 4250r/min, had a top speed of 177km/h and a fuel consumption of 11.2ℓ/100km. The Light 15 was made famous while being used by actor Rupert Davies in his title role in the popular UK TV detective series *Maigret*.

At the other end of the scale is the *Deux Chevaux* (2CV), in this case a Type AZ, Series KA, 2CV6 Special Club Charleston edition. Built in many places around the world from 1948 until 1990, the 2CV was originally a bare-bones economy car for the masses – and it certainly fulfilled the role. With its 602cc engine, the car's urban driving fuel economy figure was 6.8ℓ/100km. In the later years of its production life, a number of special editions were made, such as this Charleston model introduced in 1980.

GSM PIET RIP

FMM extends its sincere condolences to the family and friends of Piet van Niekerk, a long-time friend of the museum especially through his association with the GSM enthusiasts' club, which has always eagerly supported FMM's special events. Apart from helping to develop the GSM Dart and Flamingo, Piet was a successful saloon car racing driver. A true gentleman, his routine presence at classic car events will 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. 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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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.classiccarafrica.com) please submit details along with an image or two to stuart@classiccarafrica.com.

AUGUST

6	Midas Historic Tour – Kyalami Racetrack	Midrand
9	Bloemfontein 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

1	Welkom Cars in the Park	Welkom
2	Classics in the Bay	Hout Bay
8	Midas Historic Tour – Zwartkops Raceway	Pretoria
23	Century Classic Car Run	Cape Town
30	Studebaker Show Day	Irene

NOVEMBER

6-8	Fairest Cape Tour	Cape Town
19	Midas Historic Tour – Redstar Raceway	Delmas
27	Blairgowrie Toy Fair	Blairgowrie

MONTHLY MUST DO EVENTS

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

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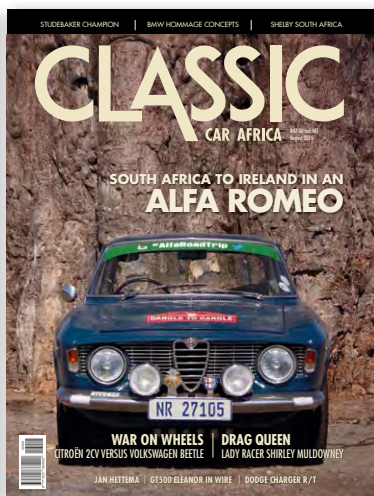
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LOTUS

FLOWERS

There was an impressive turnout of more than 40 cars for the Lotus Register's concours d'elegance held at the Pretoria Botanical Gardens recently.

Categories judged by experts included Historic Lotus, Modern Lotus, Lotus Replicas, Lotus Derivatives and Homebuilt while a general public collective popularity award was judged by passersby dropping a washer into a tin located alongside their favourite vehicle. Johan van der Linde took this popularity prize with his Millennium 7, which also competed in the Lotus Derivatives category.

Totals tallied, the class ranks went as follows:

HISTORIC

1. Derek Rowbotham (1984 Exel).
2. Neil de Later (1977 Eclat).
3. Jeff Wolfson (1966 Elan) and Ron Liddiard (1966 Elan).

MODERN

1. Derek Rowbotham (Elise).
2. Andrew Jones (Exige).
3. Jeff Gable (Elise).

REPLICAS

1. Derek and David Rowbotham (Caterham).
2. Marius Vos (Birkin).
3. Marius Badenhorst (Birkin).

DERIVATIVES

1. Jaco Geyser (Millennium 7).
2. Clinton Jamie (Millennium 7) and Johan van der Linde (Millennium 7).
3. Roger Houghton (Millennium 7)

HOMEBUILT

1. Ernest Wilken (Locost).
2. Colin Giles (Locost).
3. Hendrik Pieterse (Homebuilt).

THE ENDLESS SUMMER

Want to escape the frosty morning of a Highveld winter and soak up arguably the best roads South Africa has to offer? Then head for the Father's Day show in Nelspruit each June. *Classic Car Africa* together with Protea Hotel Hazyview did just that this year, taking a bunch of classics down to explore the warmth of the Lowveld. Having explored the region on roads, the long weekend ended in the sweltering heat, looking over an impressively varied spread of classics at the Lowveld Old Wheels Club event held at Ilanga Mall. Cars ranged from pre-war, to British and German sportscars, 1960s and '70s saloons, a whack of Americana and even the odd 1980s Japanese modern classic. A hugely enjoyable and worthwhile annual pilgrimage – just pack your shorts.



IMPING ACROSS — AFRICA —

Two guys, three continents and 14 000km in a Hillman Imp. Yes, that is right – a Hillman Imp, arguably England's most unreliable car crossing Africa under its own steam. Add to the mix two unseasoned travellers with limited mechanical know-how and you have a story worth telling. Read about this fascinating tale in the newly released book *No Way Back*. A straight-from-the-horse's-mouth tale from Imp driver Terence Tracey, the book covers all aspects of the gruelling adventure, starting with a breakdown 10 metres from the start, charting the difficulties like the roads, varying weather conditions and red tape, through to the jubilation of reaching the destination at Coventry, England in time for the 50th anniversary celebrations of the Hillman Imp. Contact Terence to order on ttracey@polka.co.za.





Don Philp Singer (Killarney 1947).

FAREWELL LOCAL LEGENDS

Early in July, two of South Africa's motorsport legends, Don Philp and Piet van Niekerk, passed away within a day of each other. Stellenbosch-born Don began racing in various motorsport events in 1947 and was particularly well known to Cape crowds. He drove a number of cars, many of them 'specials', including a Singer and an MG. Don also built a 1475cc Quodra-Climax but the majority of his many successes was with a potent 1660cc Cooper-Climax in which he finished fifth in the 1960 (6th) SA Grand Prix. The same year he broke the Killarney lap record by four seconds and won the Rand Winter Trophy race. He was runner-up in the SA Drivers' Championship. Don took part in the 7th and 8th SA Grands Prix, retiring in both but was the leading local driver in the former.

Piet grew up in South West Africa but after moving to Cape Town in the mid-1950s became involved with the development of the GSM Dart and Flamingo, working with Bob van Niekerk (no relation) and Willie Meissner. Although Piet had no engineering qualifications, his 'feel' for a car's ride and

handling characteristics played a generally unheralded but significant part in the success of the iconic South African sportscar. As GSM closed down in 1965, Piet became actively involved in the GSM enthusiasts' club, a task he carried out earnestly throughout his life. Apart from GSM, Piet went on to race a variety of cars including a race début of the Mini Cooper in South Africa. He also drove Volvos, Mazdas, Peugeots as well as a Lotus 18 in the Natal GP.

In March 1964, Don and Piet raced together, sharing a GSM Flamingo in the 1964 6 Hour at Pietermaritzburg, finishing second on scratch.

Petrus Jacobus Johannes Fourie, also known as Vaal Piet, is another local legend who passed away recently at the age of 79. Piet was well-known in the 1970s and '80s for drag and hotrod racing and of course his business, Vaal Piet Wide Rims, has kitted out many race and road cars with wheels over the years.

Classic Car Africa extends its sincere condolences to the family and friends of Don, Piet and Piet, a trio of South African motorsport history stalwarts.



CLASSIC CARS FOR SALE:



Austin Healey 100-4



1930 Ford Model A Roadster



BMW R69S



Honda S600



Honda S800



Lamborghini Jalpa



1927 Rolls Royce



Jaguar XK150

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TOP BILLING BIKE SHOW

Russel Taschner's magnificent 1913 Clyno motorcycle, which was billed as the main attraction at the recent 1000 Bikes Show at Germiston High School, turned out to be the Best Bike on Show too. The Clyno was also the Best Veteran, Ladies' Choice and the Best Bike inside the Marquee with the latter two awards based on a public vote.

This rare motorcycle, which was built in Wolverhampton, England, has a 750cc V-twin engine and was aimed to a large degree at those people wanting it to pull a sidecar. In fact, Clyno produced thousands of these machines that were paired with sidecars fitted with Vickers machine guns for use in the 1914-18 Great War. Clyno, which went into liquidation in 1929, also made cars and at one time the company was the third largest producer of cars in Britain.

Best Classic went to André Schmidt for his 1948 Le Velocette 200 and Best Post-Classic was Will McGibbon's Honda 750 KO. McGibbon also won the prize for the Best Off-Road with his Yamaha RTZ 360, while the Best New Era award went to Pete Wood for his Honda Goldwing.

The awards for Best on Show and Best Engineered among the Street and Custom entries went to Alan Linley for his Suzuki GS1000S.

The annual 1000 Bikes Show, organised by the Classic Motorcycle Club, was once again a resounding success. Although there were fewer motorcycles on display in the marquee, general opinion was that the standard was higher than ever before. Kevin Robertson, multiple winner of the DJ Rally and an enthusiastic supporter of classic motorcycling, made an interesting observation when he said that there was growing interest in restoring and refurbishing Japanese motorcycles.

"This is a good sign as it means we are attracting newcomers to our ranks as the number of classic British and continental motorcycles available for restoration is declining, particularly as many are now being sold overseas. Hopefully many of these newcomers will also be younger in age," added Robertson.

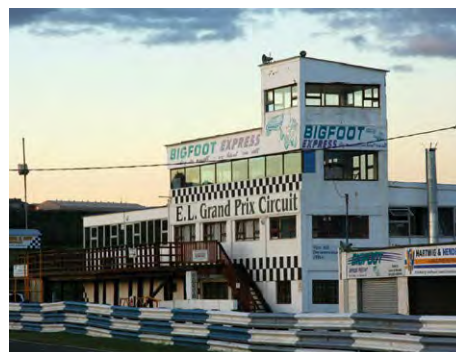
Charities supported by the show include Edenvale Hospice, Guide Dog Association, SPCA and Rescue Dogs.

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 into 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 19th hole, the original Sun City Hotel, and the tennis courts. Spectator entrance is free. For more information go to www.concourssa.co.za.



CORRECTING EAST LONDON



As reported last month, an ambitious 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 on the famed circuit property. It has however come to light that this does not mean that the required funds for the project have come to light, but rather that the multi-stakeholder East London Grand Prix Foundation can go ahead to start raising investment required and the 20-year lease provides a reasonable period to establish the development that is envisioned. This vision is to make the track a motorsport and technology destination for international tourism.



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STEADY PROGRESS

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. 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 in the monthly updates.

Progress on the various projects was good in July, with a few completed and a bunch nearing completion – a good thing as a number of 'new' classics have joined the job list queue.



As seen in last issue this Volvo had serious rust problems in the floorpan area. The fitment of new floor panels was completed and all other issues repaired. Next job on the list is to move it into the paint booth.



Although supposedly fully restored when purchased recently, an inspection revealed numerous filler covered rust spots on this Charger. The remedy was to cut these out and replace with metal. Final panel beating being done before full respray.



This new arrival Volkswagen Karmann Ghia looks like a good base to start a proper restoration on. Will enter the shop for minor repairs, panel fitting and then paint.



The heavily modified Renault Dauphine, complete with wild spats and flares is now complete. Panels and body enhancements now fit properly and following a full respray it is now ready for delivery.



Another new arrival, a 1956 Chevrolet Bel Air. Again it looks good at face value but once stripped we will know what the job entails. For now though the mass of chromework is off to be brightened up.



One of the most impressive paint colours schemes we've seen – this Candy Apple red really pops against the Pearl White. With the fresh paint now done this Splitwindow is going back to the owner for assembly.



A race car lives a tough life and this old Mini showed plenty of battle scars. They were all repaired and the old Broadspeed colours of Maroon and Silver swapped for Old English White. It is ready to hit the track in anger again.



With rotten inner and outer sills on both sides of this rare Alpina BMW the only option was to fully remove the sills, find some structurally sound ones from a donor car and weld them in place. Job done the car now gets a new lick of paint.



This 260Z came in bright yellow but the client wanted it black. Black exaggerates any bodywork flaw so it was imperative to get every panel spot on before shooting the paint. We think the owner made a good call on the new colour.

BACK TO THE FUTURE

Over the years BMW has shown respect for its remarkable heritage by creating various one-off *hommage* concept cars that celebrate iconic models while giving a tantalising taste of what future cars wearing the famous blue-and-white badge might look like. And this year the Bavarian carmaker chose to display all six of its *hommage* cars, along with two motorcycle concept studies, together at the annual Concorso d'Eleganza Villa d'Este during late May in Italy. It is another milestone in celebrating the famous Munich brand's centenary, which is being led with the headline 'The Next 100 Years', says **Graeme Hurst**.

“With our *hommage* vehicles we're showing how proud we are of our roots and, at the same time, how significant our history can be for our future,” says Adrian van Hooydonk, Senior Vice President BMW Group Design. “The historical reference points for these vehicles employed pioneering innovations, stand-out design and extraordinary feats of engineering to cast a significant influence over their times. The *hommage* vehicles bring their unique character into the present day – both technically and in terms of design.”



328 AND 328 HOMMAGE

Unquestionably a milestone in BMW's history, the 328 was a revelation when it debuted at the Eifel Race at the famous Nürburgring in 1936, where it scooped a class victory as well as praise for its combination of lightweight construction, a low drag co-efficient, carefully tuned chassis and powerful engine. And all that in addition to its breathtaking beauty.

To celebrate 75 years of the 328, BMW's design team presented the 328 Hommage take at Villa d'Este five years ago to much acclaim; few concepts cars have bristled with so many fabulous period design cues as much as this study, from the split windscreen to the upright kidney-shaped grille and leather bonnet straps – all in addition to the raised fuel tank cap – the 328 Hommage was indeed a show stopper.

BMW 328 TOURING COUPÉ AND BMW CONCEPT COUPÉ MILLE MIGLIA 2006

In 1940, just 12 years after BMW had begun making cars (as opposed to aeroplane engines) the Bavarian company snatched victory in the celebrated Mille Miglia race with this car. The win came thanks to the 328's innovative design, featuring lightweight, streamlined aluminium enclosed bodywork and a fuel efficient inline six-cylinder engine that left more powerful but heavier rivals in its dust.

The Concept Coupé Mille Miglia was created before the concept of *hommage* cars had been coined and was built to celebrate the company's spectacular Mille Miglia triumph. The concept car interprets the successful factors of lightweight construction, aerodynamics and efficiency but in a carbon fibre reinforced plastic package, featuring dynamically contoured lines and modern inline six-cylinder engine.



2002 TURBO AND 2002 HOMMAGE

Without the Neue Klass saloons (and their two-door sibling, the 02 series) of the 1960s, BMW would not be the stellar prestige performance brand it is today. And the 2002 model, produced until 1977, is the icon of the range, particularly in 170bhp turbo form.

For the Hommage, BMW created a crisply styled coupé that captures the stylistic touches of the 2002 Turbo, thanks to a deep front airdam, central bonnet ridge and flame-surfaced bonnet edges – along with distinct side scoops to honour the original's shark nose-like front. The body also boasts a line of carbon fibre along the flanks to highlight the original's distinctive chrome beading. And of course it's turbocharged too.

3.0CSL AND 3.0 CSL HOMMAGE R

The original 3.0 CSL – built from '72 to '75 – had all the ingredients to make it a seriously desirable '70s GT: striking coupé looks in a lightweight configuration that used aluminium and plexiglass to shave off weight and offer 137mph performance. Created to homologate the car for racing purposes, just 1 000 were made, along with 39 in the super desirable 'Batmobile' specification which featured the trademark front wing ribs and huge rear spoiler.

When BMW created the Hommage R last year, it aimed to demonstrate how much the fascination for the original's uncompromising athleticism and powerful elegance can continue to generate enthusiasm today. And it certainly pulled it off with this contemporary take which features carbon fibre-reinforced plastic to save weight in the same way the 3.0CSL used aluminium.



Created to homologate the car for racing purposes, just 1 000 were made, along with 39 in the super desirable 'Batmobile' specification which featured the trademark front wing ribs and huge rear spoiler

BMW M1 AND M1 HOMMAGE

The M1 was the marque's first supercar and the first independent model produced at BMW Motorsport GmbH. With a sublime shape penned by Giugiaro, the straight-six, mid-engined coupé was aimed squarely at competing in the Group 5 Sports Car race series although rule changes saw it limited to the then-newly established Procar series, where it excelled in the hands of the likes of Mario Andretti, Niki Lauda and Nelson Piquet. Less than 500 were licensed for road use.

The M1 Hommage was BMW's first in the line of *hommage* cars and was created in 2008 to celebrate the 30th birthday of the Giugiaro original. BMW aimed to embody the original's combination of technology and design, rationality and passion in an authentic, modern-day interpretation of the mid-engined concept. The designers also aimed to emulate the powerful proportions that Giugiaro achieved and included styling details such as the M1's twin BMW roundels above the rear lights.



MINI COOPER S AND ACV 30

The Cooper S was the ultimate spec for John Cooper's performance-take on the Alec Issigonis icon and was brilliantly successful in competition, winning the Monte Carlo Rally three times – in '64 and '65, and again in '67, proving that agile handling and the tenacious grip from a front-wheel drive format could out-perform bigger, more powerful makes.

The Anniversary Concept Vehicle 30 was created in 1997 to celebrate 30 years of the Mini's last Monte Carlo victory. Featuring several design touches from the original shape penned by Sir Alec Issigonis, the mid-engined ACV 30 also gave enthusiasts of the famous front-wheel drive icon a taste of what the future Mini under BMW ownership would look like.

R5 AND MOTORRAD R5 HOMMAGE


When the R5 was launched 80 years ago it featured a raft of innovations that would go on to define the style of BMW for decades. From its new flat-twin boxer format for its 24bhp engine, to its adjustable fork suspension, foot-operated gearshift and arc-welded frame, the R5 effectively revolutionised the two-wheeled experience with unrivalled handling and performance.

The Motorrad R5 Hommage is by the far the most accurate (and minimalist) take on a BMW icon. The company wanted to celebrate the very essence of motorcycling but in the modern era, while connecting to the R5's historic and then-revolutionary construction – hence the use of disc brakes with a near-identical frame design and a distinct separate rear wheel arch.



R 90 S AND CONCEPT NINETY

BMW capitalised on the renewed enthusiasm for road bikes in the early '70s with the R 90 S, the company's flagship model, which boasted a 67bhp version of its tried-and-tested boxer engine, now powerful enough to make it the first BMW bike good for 200km/h. It was also the first BMW motorcycle to have twin disc brakes on the front and the first large-scale production bike to have a cockpit fairing.

The Concept Ninety was presented at the same show some three years ago to mark the original's 40th anniversary. BMW claimed the original to be a 'paradigmatic' design and used the Concept 90 to highlight the R 90 S's essential detail, namely an intense interaction between rider and motorcycle, an aspect that it claimed 'makes mobility on two wheels a truly inspiring rider experience.' 



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BANANA SPLITTY



Sitting between the breaking waves of KwaZulu-Natal South Coast, rolling sugar cane fields and some bountiful banana, macadamia and mango plantations, Munster could well be the last place you'd expect to find what is possibly the largest collection of splitwindow Volkswagen Kombis in Africa. But **Stuart Grant** discovered two things: that this small town has a hidden gem in Oliver Broome's East Coast Classics operation and that Beaver Creek Coffee plantation in Port Edward can make a decent brew.



Pulling off a side road and winding up a gravel farm road I spotted a partly stripped 1970s Kombi. I was clearly in the right place.

I carried on, drove through the gate, parked and immediately spotted a pair of restored Kombis to my left – a bay window crew cab and an earlier split window. Then a ratty raised suspension split window, which is a family favourite for off-roading in the Transkei, appeared in sight and behind that a future project splitty panel van. By the time I had driven 5 metres past the gate the total Kombi count was already 5. Without taking another step I looked into Oli's garage to spot another pair of restored splitties – these both of crew cab designation. There was a bar counter made from Kombi number 8 and a pair of desks that sported a bay window and splitty nose.

I gave up counting as I saw a pristine panel van and people carrier in the back corners. It was in this garage that I spotted Broome's other motoring passions: a showroom-condition Opel Boss, the ex-

Mike Briggs Group N racing Super Boss, a Porsche 911 Targa and Chevrolet SS in full-blown race trim.

Mind blown, I pottered around outside, stumbled across four other Porsches waiting for restoration (one of which is an extremely early LWB version of 1969 vintage) and a pair of DKWs. And believe it or not, another 8 or so splitwindows ready for restoration. Not just any old Kombis though, with the likes of an ultra-rare 21-window Samba in the mix.

Popping my head over another wall I saw even more Kombis. And then I poked around in the odd workshops and spray booths that lined the farm yard – one was having rust cut out and panels replaced with new imported items. A Karman Ghia Type 34 and three Kombis were being prepped for paint and another splitty trio sat in fresh paint undergoing trim fitting and finishing touches. A pair of Porsches also sat in the finishing area, as did a Citroën Pallas. Dedicated storerooms for Porsche and Volkswagen parts were impressive not only



for a myriad of new, old and reconditioned parts, but also for the high level of neatness and organisation.

With my jaw on the floor I asked what the deal was. Broome's reply was simply: "With the help of 28 staff members, East Coast Classics buys, restores and sells Volkswagen Kombis." His stock of tired Kombis comes from all over Southern Africa, with Zimbabwe offering a number of these – he reckons he's brought around 150 units across our border, which in itself is a massive undertaking. These jaunts up north not only helped him get VW restoration stock but also led him to the ex-Briggs Opel, as well as the ex-Roddy Turner Super Boss racer, a bunch of Porsches and a Mercedes-Benz 280SL 'Pagoda'.

Coffee done and the tour complete I left, but in my amazement forgot to ask if he farms any of the surrounding land or whether the grey 'Vaaljapie' tractor in the corner was just for pulling pre-restoration vehicles around his Kombi plantation... ☑

For more, visit www.eastcoastclassics.co.za

THE WRITE TO WRENCH...

As announced in the July issue we now have a sponsor for our Letters 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 open-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!

Our first winner, for his Childhood East London Memories letter, is **Tony Bruton**. Your Jonnesway set will be delivered in the coming weeks.

WIN A JONNESWAY SPANNER SET



CHILDHOOD EAST LONDON MEMORIES

Having spent my youth in East London in the early days of the GP track I was overjoyed to note in your July issue that the track is (yet again) going to enjoy a new lease on its life.

Since the very first race we were devoted spectators and most times as youngsters we camped overnight to secure the best possible spot at the fence overlooking the esses in 'D' Park. From there we could see the glittering mass of spectator cars which covered the hillside of 'A' Park and close racing through the esses. The number of spectators seen at those events was staggering. Apart from the local heroes whose names we could all recite (the Jennings 'Silver Sausage' was always a favourite) we were treated to international giants such as Jack Brabham, Jim Clarke, Stirling Moss, Jo Bonnier and Wolfgang von Trips, amongst many others right on our doorstep. I was amongst a gang of youngsters who chased Graham Hill into a caravan whilst seeking his autograph when he won the world championship at this site after an epic battle with Jim Clarke. These events transformed me into a petrolhead for life!

I could waffle on for hours but I present *Classic Car Africa* readers with something of a riddle – the attached photograph of our family group at the EL Grand Prix track shows part of a board giving the names of all the drivers and their lap times – see how many names you can complete! Then, sadly, reflect on how many of those drivers succumbed to the enormous dangers of the sport during those heady times.

Having moved to the Western Cape in my retirement I am unlikely to see many more East London races but it brings me great joy to know that this outstanding circuit will remain viable for at least 20 years longer for the sake of drivers and spectators alike – bravo to the Border Motorsport Club and the East London Grand Prix Foundation.

Sincerely
Tony Bruton

Hi Tony

Thanks so much for this trip down memory lane. My grandad lived on the East Rand and used to fill the car with the family and race down to every East London event. My dad often tells us about the speeds he clocked getting to and from there as they could only spend the weekend because he couldn't afford to be away from his business. More recently when I was growing up and holidaying north of East London, we'd go down to watch any event on the track. A few years ago I took my own family there while we were on holiday and subsequently my dad raced there a couple of times until he retired.

This track has many happy memories for our petrolhead family and as the oldest International track in SA we are too ecstatic to hear there is a shining light at the end of the tunnel. As you will notice in this issue's news section there was a slight inaccuracy in the information that filtered through to us. The good news is that the lease has been extended to 20 years, but the funds still need to be raised to make the circuit a hub for motorsport and technology. It is truly a magical place.

Tracy



Hi Tracy, thanks for the interesting note back to me, I will be interested to hear the response from your readers. We had great times there. I think that Graham Hill was truly terrified of that rabid bunch of 11 year olds chasing him for his autograph, we ran him all over the pits before he found a caravan to bolt into!

I attach the only other pic I have taken there – but one that would probably have been of less interest to your readers. The Control Tower (which appears to still be the same) is in the background, it was painted white many years later. The photo was taken from our spot in 'D' park at the esses looking towards the main straight.

I, too, have returned to track several times – and had the pleasure of taking my MGB around most of it on a quiet day. Having taken the same car around Hesketh and Killarney I now have a hat trick of circuits driven to scratch off my bucket list.

Tony Bruton

PISTON BROKE

Hello Stuart,

I recently bought a 2002 that has been updated to T1 status by an old BMW master mechanic (so he says). The car was not pulling well at all and I presumed that the Weber carbs just needed jetting. I had a BMW guy put it on the rollers but the carbs just would not come right with the result that the mains went. Out came the motor and besides the big end bearings that had gone we discovered that the pistons were not for this car (in fact for a BMW 530). I can get the pistons from Wallothnesch in Germany at EUR 160 each but before I go that route I am just checking with you if you know of a local supplier that would have. I have not had any luck locally in Durban. The pistons are 89.47mm +0.5 to fit the 121 head. Any pointers would be appreciated

I like your monthly efforts, I've been buying the magazine from the local bookshop, but will subscribe again.

Regards

Dave van der Weshuizen

Hello Dave

Good call on making a move to the BMW 2002, it is in my mind one of the most practical and sporting classics ever made. Sad to hear of the damage and incorrect parts but I am sure there are some local pistons available. I would start by asking your local BMW dealership – this might sound nuts but I recently was pleasantly surprised when stopping at a local Mercedes-Benz dealership and asking for a classic part. Not only were they able to ship it in a few days but the price was significantly lower than some of the classic Merc specialists in Germany quoted me. BMW, like Mercedes, have a classic section now in Germany so parts are easier to come by. I would also look at Jaymic in the UK but can't promise this will be more cost effective than Wallothnesch.

If neither of these are an option let me know and I will speak to the local BMW 2002 racers as the chances are good that they have had to replace engine internals over time.

Subscriptions are always welcome and can be completed at www.classiccarafrika.com. You will see we now offer a digital version of the magazine and the old hardcopy.

Stuart

MONTHLY

Congratulations – June issue arrived and then July. I've wanted a monthly publication for ever – thank you! I will buy every one you publish, as I have done since moving here. I missed the 'Gearbox Classifieds' cars for sale in the June issue but glad the section was back in July. Your price is very reasonable for so much entertainment and knowledge.

Good on ya!

Roger Mildenhall

Hi Roger

Thanks for the positive feedback and encouragement.

As mentioned the move to a monthly publication has only been made possible by the enormous amount of support and enthusiasm from readers like you.

Although a small team we want to put the South African classic motoring scene onto the worldwide map and feel that a monthly publication is the best vehicle to do this. And of course South Africa has a proud car, bike and racing history with heaps of interesting people, places and events so there is plenty of content out there to be found and recorded. Sorry about the lack of cars for sale in the June issue, it seems as if the winter chill had people hibernating and not venturing out to the garage to decide what to sell in order to make space for new projects. As we edge toward spring it seems like more garage time is happening and cars, parts and memorabilia are coming up for sale.

Stuart

HISTORY ON BMW

Hi Stuart

Thanks for the history on BMW in the June issue. Attached is a picture of my BMW 700.

Regards,
Norman Hickel

Only a pleasure, Norman. It's not my job to be biased but I have to admit to having a soft spot for BMW. I learned to drive in a 1985 323i and my first car, and the one that probably must get most of the credit for getting me into this field of work, was a BMW 2002. Over the years I added another 2002 to the mix and an E28 535i – nothing as rare as your diminutive 700 though. I recently watched an old video where BMW 700s cleaned up some much bigger competition on the daunting Nürburgring, with that little boxer motor they punch well above their fighting weight. It would be interesting to see how many made it to South Africa – I have a copy of a 1960s SCC newsletter showing one race here and have only ever seen three others at various shows and events. Do you know the answer?

Stuart



CARBS & COFFEE

In your latest edition you asked readers to let you know of any car collections which you would like to include in future editions. My next door neighbour and friend owns more than 20 classic cars and has, what we call, a motor museum here in Langebaan. Not a museum for the public but for members of the West Coast Old Car Club. We have our club meetings at his place every month. I am sure that you could contact him and come for a coffee and visit his collection.

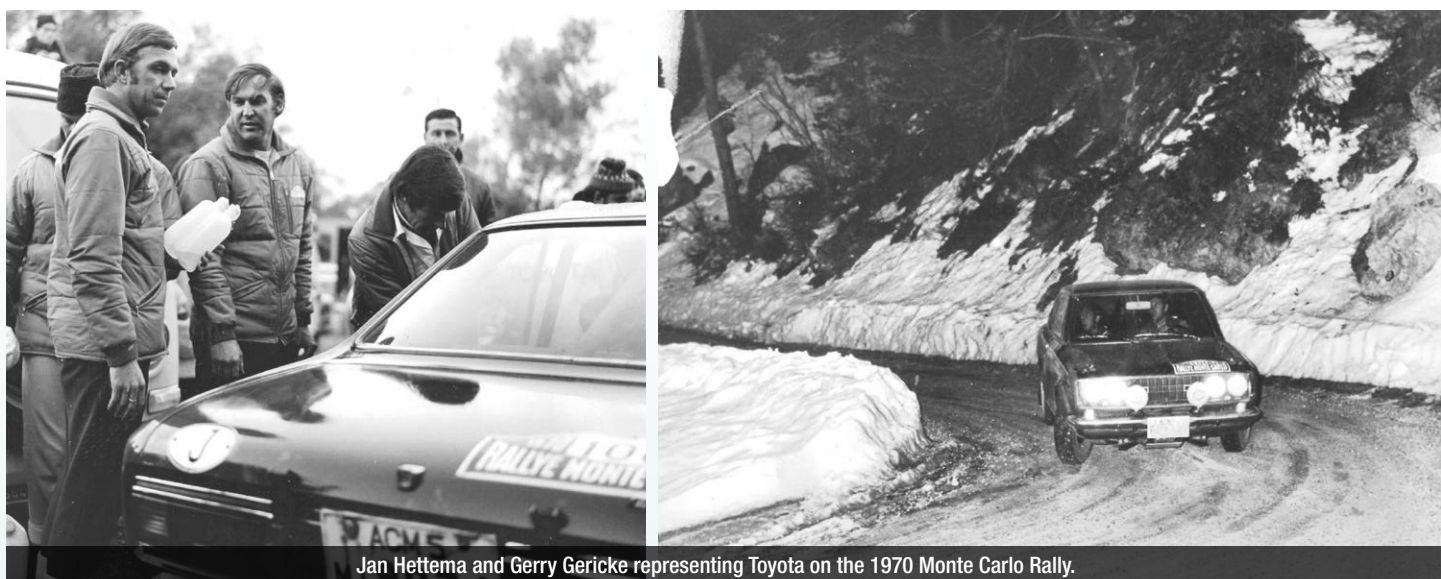
Sincerely
Ronnie Grace

Thank you for the pointer Ronnie, I will be in touch to set up a visit to the 'museum' in Langebaan. I am continuously amazed by the number of classic car collections and enthusiasts that are found in every corner of our country.

Stuart

MAN AMONG MEN

By Roger Houghton



Jan Hettema and Gerry Gericke representing Toyota on the 1970 Monte Carlo Rally.

Well-read, outspoken and a wonderful conversationalist, he had an amazing memory and was a great raconteur. He had an outgoing personality that made him the centre of attraction wherever he went

Double Springbok Jan Hettema died in an armed robbery on his smallholding near Rayton, east of Pretoria, on 29 June. This was a tragic loss as Hettema (82) was still healthy and active. Jan was far more than a shining star in the sporting firmament; he was a man among men. Well-read, outspoken and a wonderful conversationalist, he had an amazing memory and was a great raconteur. He had an outgoing personality that made him the centre of attraction wherever he went.

Jan was fiercely competitive in every task he tackled, whether it was racing on two or four wheels or making several homebuilt

cars that proved winners in local racing and rallying. He was also an excellent event organiser who was able to get the best out of his team of assistants.

Anne-Jan Hettema was born on 27 October 1933, in Leeuwarden in The Netherlands. He came to South Africa in 1939 as the war clouds were gathering in Europe. Educated at the Witbank and Pretoria Technical Colleges, Jan qualified as a design draughtsman working for organisations such as the CSIR and Atomic Energy Board before becoming a professional motorsportsman.

Like many people of Dutch extraction his first sporting love was cycling. He made a



great success of his chosen sport, just as he did with everything he tackled. He broke national records as well as setting an unofficial world record for the 1 000 metres time trial at Krugersdorp. This latter record was not ratified as there were no sandbags marking the inside of the track, but it did stand as a national record though. It was about 20 years before Jan's time was bettered.

He earned his Springbok colours when representing South Africa at the 1955 World Championships in Rome, the 1956 Olympic Games in Melbourne, and the 1958 Empire Games in Cardiff. He was then declared a professional for winning £10 in two bicycle races at the Grand Central

circuit. The ban was later rescinded and Jan was invited to participate in the 1960 Olympic Games in Rome.

However, he turned down the offer as he had started taking part in motorsport and saw a brighter future going in this direction where there was the possibility of becoming a professional driver. This turned out to be the case and he continued to shine in motorsport for more than 40 years.

He won the SA National Rally Championship five times and was awarded Springbok colours in 1981. Jan competed in the Monte Carlo Rally six times and twice took part in the RAC Rally in Britain.

A highlight of his participation in the Monte

Carlo Rally came when he took part in the 1964 event and he had the opportunity of meeting Princess Grace of Monaco. He had been given a fossilised fish by Total SA to present to the princess, which resulted in the proud rally driver spending half an hour with her in a private audience.

When he and Gerry Gericke contested the Monte Carlo Rally in 1970 this marked the first time a Toyota had competed officially in a major international rally. He was also the first person to win the SA National Rally Championship in a Toyota. He did this in 1968, retained the title in 1969 and was runner-up in 1970.

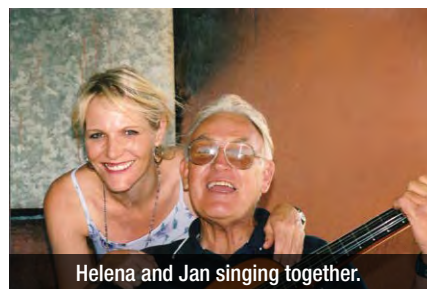
Jan won the famous Total Rally five times



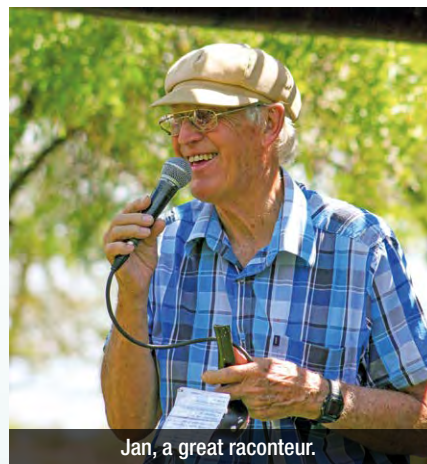
Jan Hettema (right) and co-driver Gerry Gericke seen with their Toyota before the start of the 1970 Monte Carlo Rally.



Jan and Elsa in recent times.



Helena and Jan singing together.



Jan, a great raconteur.

– more than any other competitor – and often had to face up to strong challenges from international competition. All in all he won more than 100 rallies, including 37 rounds of the national championship.

Although he did little off-road racing, he won the first Roof of Africa Rally in a Volvo 122S. This was in 1967.

He also shone on the race track. Among his achievements was competing in 19

9 Hour races and winning his class 14 times. In his autumn years he won the Zwartkops Silver Cup championship four times in cars he had designed and built.

He won the Pretoria Motor Club's Victor Ludorum trophy 13 times, was presented with a Lifetime Achievement Award by Motorsport SA and was twice (1967 and 1976) voted the SA Guild of Motoring Writers' Sportsman of the Year.

Jan participated in four speed and distance record attempts at Gerotek and during the successful 72-hour record attempt by eight Hilux bakkies, Jan set the fastest lap.


He also took part in several long distance drives on one tank of fuel including being official observer when Willie Nel drove a Camry from

Johannesburg to Cape Town on one tank of petrol. Jan was due to have taken part in another long distance drive, from Beit Bridge to Cape Town, in a couple of months' time.

The Pretoria motorsportsman even had a street in Vereeniging named after him.

Unlike many other top sportsmen and -women, Jan put a lot back into sport. He served as chairman of the Pretoria Motor Club for years, as well as organising a host of events. He is best known as the organiser of the first Total Economy Run in 1977 and subsequently organised another 26 of these popular events.

Outside of his involvement in motorsport Jan has been a successful poultry farmer and part-time singer, often alongside his talented daughter, Helena.

He has also been a willing public speaker and had an excellent general knowledge. Jan is survived by his wife, Elsa, former wife, Joan, daughter Helena, son Sean and grandson Cullen. 

He also shone on the race track. Among his achievements was competing in 19 9 Hour races and winning his class 14 times. In his autumn years he won the Zwartkops Silver Cup championship four times in cars he had designed and built



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WAR ON WHEELS

In his second instalment in a series of the 'People's Cars' that moved nations, **Stuart Grant** pits Volkswagen's Beetle against the 2CV offering from Citroën. While the similarities in timing and thought processes were similar, the way the two manufacturers handled the briefs differed dramatically.

Photography by Henrie Snyman



In April 1934, Adolf Hitler gave the order to Ferdinand Porsche to develop a *Volkswagen*, a term that literally translates to 'People's Car'. As it was to be for the masses, the brief called for an affordable car capable of transporting two adults and three children at 100km/h. He added in that it should be economical to run and therefore sip petrol at a rate of no more than 7-litres per 100km. The 2CV tale starts shortly after this in 1936, when vice-president of Citroën and chief of Engineering and Design at Citroën, Pierre-Jules Boulanger, briefed his team about penning what would be called the TPV, which stands for *Toute Petite Voiture*, translated as 'Very Small Car'.

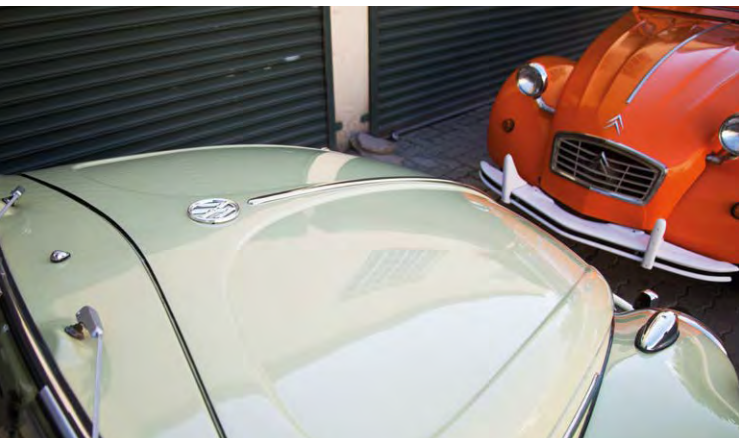
Porsche drew experience from his 1931 Type 12 *Auto für Jedermann* (car for

everybody) designed for Zündapp and 1933 Type 32 for NSU for a pair of Type 60 prototypes in 1935, which eventually led to a batch of 44 VW38 pre-production models. These introduced the distinctive round shape, split rear window that morphed into the Beetle we know and love today. Oh yes, and true to the brief he opted for a simple flat-4 air-cooled motor, which did away with the fuss of coolant plumbing and the chance of freezing in the European winters. As we all know, this engine found home in the back of the car and drove the rear wheels.

Citroën too went with a flat engine layout, but for the TPV went the route of a water-cooled twin-cylinder engine mounted up front and driving the front wheels.

Boulanger had put Grand Prix racer and designer André Lefèvre in charge of engineering the project, and his obsession for keeping contact between tyres and the road is the reason that hard-cornering 2CVs more often than not see bizarre amounts of body roll and odd wheel camber angles. Boulanger was hell-bent on making the TPV ultra light and set almost impossible goals in this department for the engineers. Their solution to this was to use a lot of aluminium and magnesium parts on the prototypes. Seats were hammocks suspended from the roof and as French law required only a single headlight, this is what the early prototype TPVs received.

By mid-1939, 250 units were produced and the TPV, soon to be marketed as the



2CV, earned its homologation papers. Launch date was diarised for the October 1939 Paris Motor Show. But this was never to be as France declared war on Germany and the motor show was cancelled.

In a similar vein the production of the Volkswagen was somewhat halted with the onset of war, with only a handful of Beetles being produced for the Nazi head honchos between 1941 and '45 and the factory was dominated by military vehicles such as the Kübelwagen and Schwimmwagen. Heavy bombing saw production of all vehicles at the Fallersleben plant cease. It was only when the British took over the operation after the war that civilian cars started rolling out the Volkswagen factory and this was only thanks to British Army officer Major Ivan Hirst convincing the British military to order 20 000 of the already developed Volkswagen Type 1 cars, which soon became known as the Beetle.

Citroën managed to hide the TPV from the Germans as Boulanger refused

to collaborate with German authorities. He was so vehement about this that he organised and encouraged sabotage against production for the German war effort and made it onto the Gestapo list as an 'enemy of the Reich'. The Nazis had even attempted to steal Citroën's press tools but Boulanger was on the ball and got the French Resistance to re-label the rail cars, holding them in the Paris marshalling yard, which eventually saw them ending up spread around Europe.

An increase in the price of aluminium during the war meant a rethink on the 2CV design. The only option was to go for steel and to keep costs and tooling to a minimum and flat, slab-sided panels became the main guide as to the aesthetic we now know. A new engine also found its way onto the Citroën drawing board when the firm got the rights to the air-cooled AFG (*Aluminium Français Grégoire*) lump. Boulanger ditched his ideas of water-cooled and inspired by the AFG item, roped in Walter Becchia to design a 2-cylinder air-cooled unit. He did this and even put together a 4-speed gearbox that used up the same amount of space as the inferior 3-speed and cost only slightly more to manufacture.

A three-year gestation period followed, where production of the

2CV was slowed thanks to the new Socialist French Government only allowing Citroën to dabble in the upper middle market with its Traction Avant model. The government gave the honours of the entry level car market to the nationalised Renault factory and its 4CV, and added to the frustration by allocating all the supplies of steel to Renault. Finally this scheme was dropped and in October 1948 the 2CV was launched to the masses.

It was an immediate success, with orders backing up the customer waiting list to over two years and second hand cars sold for more than the new items to avoid the queues. By the end of 1951 production hit the 16 000 unit mark and the odd looking Citroën established itself as a picture of post-war France. Various versions popped up like the 2CV Fourgonnette van and even a Sahara titled version, which was good for off-roading thanks to a second engine being fitted into the back and powering the rear wheels. 1960 saw a minor update, with the most obvious change being the removal of the 'ripple bonnet' in favour of a smoother one using six concave reinforcements. And from 1961 the 602cc engine was offered alongside the earlier 425cc item, which had itself replaced the original 375cc. 602cc powered cars were badged 2CV6 while the 425cc cars had the 2CV4 title.

To remove its wartime image, marketing

A new engine also found its way onto the Citroën drawing board when the firm got the rights to the air-cooled AFG (*Aluminium Français Grégoire*) lump



gurus came up with the idea of making windscreen wipers various colours, brochures depicted families having picnics on the removable seats and the fabric top that was originally installed to carry the likes of a painter's ladder suddenly became a sunroof. To encourage free-spirited buyers the Citroën Raid event was added to the calendar in 1970. This saw customers able to take part in long-distance adventure rallies; the first year 500 2CVs trundled to Afghanistan and back. For 1971 the run hit Iran but 1973's Raid Afrique topped the charts, with 60 of the humble cars trekking from Abidjan to Tunisia, through the unmapped and Ténéré section of the Sahara desert.

2CV production ended in France 40 years later (although Portugal soldiered on for another 2 years under licence). Added to the home sales the Citroën excelled in in Asia, South America, and Africa. Production across the board came in at just over 2.4 million units.

Not surprisingly with factories around the world and an American love affair with the Volkswagen Beetle, the Germans' sales figures trumped the French figures. Believe it or not Beetle production ran through to 2003 and amassed a total number in the region of 25 million. Facelifts and changes were more significant than those of the 2CV though and engines ranged from 1100cc, to 1200, 1300, 1500 and on to 1600cc. The story of

the Volksie is often told and one we've told before so we won't labour on the details, but will say that thanks to an a solid product that met the initial brief and then evolved over time to suit the changing environment, and coupled with period-relevant marketing, the Beetle is the champion 'People's Car'.

While setting up to shoot the pictured Citroën 2CV4 we stumbled across the owner of this magnificent original 1961 Volkswagen Beetle and had to photograph the pair together. Even better was the fact that the Beetle owner had owned and travelled Europe in a 2CV.

He recounted stories of how, together with his wife-to-be, he traversed Europe, pottered up the Alps at slow speeds and moved the seats out the way each night to make a Citroën camper van. Just as I thought his mind was made up to trade the Volla in and buy a Citroën, he quickly swapped back to Beetle fan mode and said: "But the Volksie drives so much better". A fact he proved recently by taking it on a 1 200km round trip through Mpumalanga.

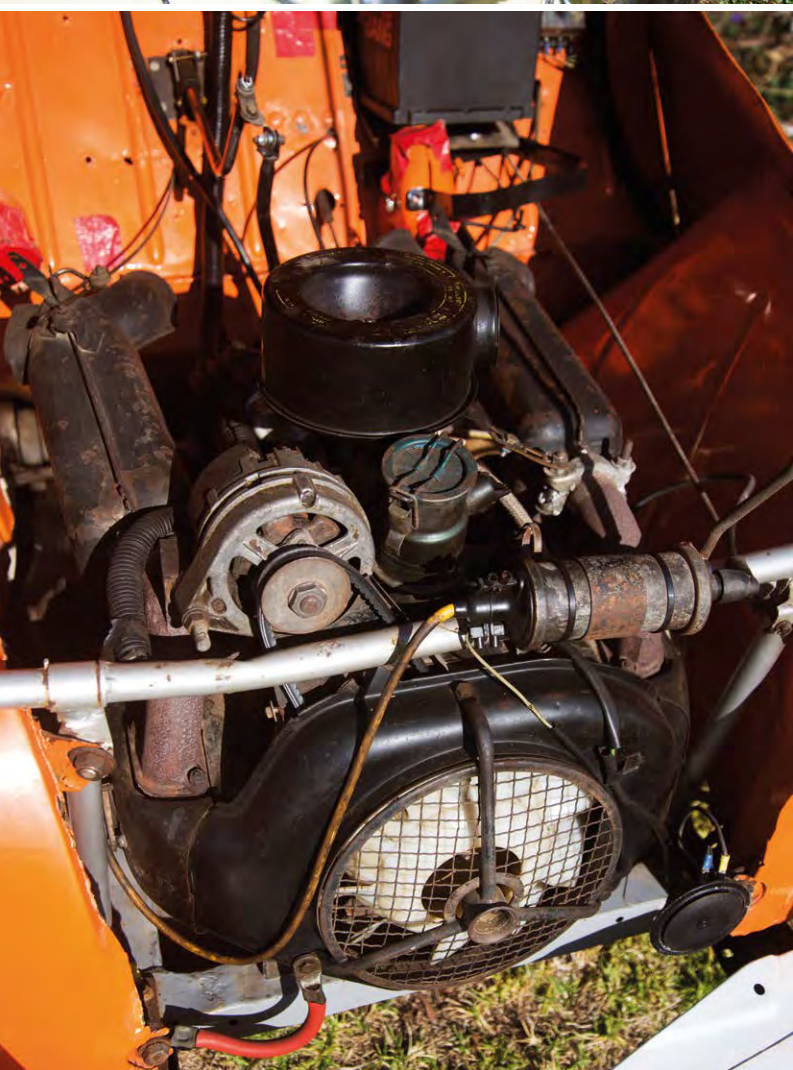
And I can see why the Beetle appears a lot more car than the 2CV. It has curves, a full length dashboard and thanks to the engine being behind the sound-absorbing rear seat, runs a lot quieter. Despite being located

ahead of the front wheels, the noise coming from the 425cc engine through Citroën's rudimentary dash and thin firewall is more than noticeable. And the Beetle doors close with a reassuring thud while the 2CV is somewhat tinny.

Where the French offering comes to the fore though is in the ride department. Climb into the driver's seat and the car drops visibly under your weight. As you proceed it soaks up the bumps and road irregularities in a calming boat-like manner. Rumour has it that you can load up a basketful of fresh farm eggs, and the family, and chart your way across a ploughed field without a single egg breaking.

Obviously we can't compare like with like in the specification department, with one engine being almost three times the capacity than the other, but it does make for interesting reading to see what did the job and was deemed acceptable back in the day.

Not surprisingly with factories around the world and an American love affair with the Volkswagen Beetle, the German's sales figures trump these French figures



VOLKSWAGEN BEETLE 1200


Engine type	Naturally-aspirated petrol
Configuration	Flat-4, OHV, 2-valves per cylinder
Capacity	1192cc
Maximum power output	40bhp at 3900rpm
Specific output	33.6bhp/litre
Maximum torque	88Nm at 2400rpm
Specific torque	73.83Nm/litre
Compression ratio	7:1
Fuel system	1 So carb
Kerb weight	739 kg
Power-to-weight ratio	54.13bhp/ton

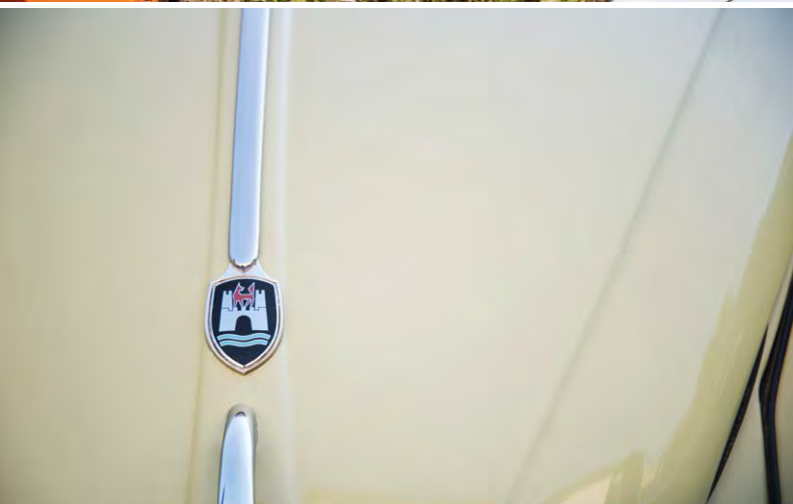
CITROËN 2CV4

Engine type	Naturally-aspirated petrol
Configuration	Flat-2, OHV, 2-valves per cylinder
Capacity	435 cc
Maximum power output	24 bhp at 6750rpm
Specific output	55.2bhp/litre
Maximum torque	28Nm at 3750rpm
Specific torque	64.37Nm/litre
Compression ratio	8.5:1
Fuel system	1 So carb
Kerb weight	560kg
Power-to-weight-ratio	42.86bhp/ton

Finding zero to 100km/h times appears to be impossible, most likely as they take what feels like a lifetime to get there and the 2CV max speed is only claimed at 101km/h when you wring its neck. The Beetle manages this rate with slightly more ease but neither is meant to win any speed test. They both however climb steep gradients well, not fast but with consistency. In slippery conditions the Beetle will probably do a bit better with the weight transferring over the driven wheels. Then again, the 2CV keeps the rubber in contact with the earth so much better thanks to its agile suspension.

Picking a winner is near impossible with both fighting hard as the People's Car. The French offering wins in the rarity department, and perhaps in the looks field too (if you like a somewhat comical aesthetic), while the Volksie takes the title if you are looking for a more solidly built machine and one that sold in record numbers.

To settle this war we call on any readers out there with either of these cars to complete in a race. Pack both cars with the family, load a basket of eggs on the back shelf and head for Lesotho via Sani Pass. Once at the top we will analyse the data, comparing how many eggs broke, the number of family feuds along the way, fuel usage, time it took and how many tools from the tool box were used. 



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JETHRO'S TOIL

A Volvo Amazon, Mercedes-Benz W123 or a trusty Peugeot 404... just some of the tough candidates most adventurers (with a classic bent) would probably put their money on for a journey across Africa... but not Jethro Bronner. He recently defied Alfa Romeo's reputation for unreliability when he drove from Dargle in KwaZulu-Natal to Dargle in Ireland says **Graeme Hurst**.



Parked next to the Kushite pyramids at Karima, Sudan. Jebel Barkal mountain in the background on the left.

Breakdowns? "Not really. Oh yes, one of the carburettor floats got holed and sank. That was in Maranello and I stopped at a parts place: 'Have you got a float for a Weber 40DCOE carburettor?' 'Sure'. And they pulled one out from under the counter," explains 23-year-old Jethro, the proud owner of a 1964 Alfa Romeo Giulia Sprint GT that recently made the epic, 18 000-mile journey.

It's almost ironic, given Italian cars' reputation for reliability and when you

consider what a crisis a holed float for something as unusual (in today's world) as a side-draft carburettor could've resulted in had Jethro been in a place like, say, Dar es Salaam. Or Nairobi or Addis Ababa. Or Jerusalem or Prague. Or even Oslo. Because those are some of the far-flung highlights of his journey, a trip which began in June last year in the Dargle Valley in the KwaZulu-Natal Midlands and finished eight months later in the valley after which it was named in County Wicklow, not far from Dublin. A journey that went from 40-degree heat and thousands of miles on dusty, corrugated roads to -20 degree icy conditions on heavily salted tarmac.

So why an Alfa Romeo? "They're fantastically engineered. Not the 1990s ones but the ones from the '60s. They were just perfect

with a twin overhead cam all aluminium engine, a five-speed gearbox and disc brakes. Styled by Bertone and it's just a little two-door 1600... just about everything else at the time had a cast-iron pushrod engine and drum brakes," muses Jethro.

But what of the marque's reputation for reliability (or lack thereof)? "There is a certain camp of car folk who say that Alfas just break down all the time. Eight times out of ten they're the sort of people who drive their cars about with no oil in the engine, no coolant in the radiator and think the shade of a tree in their garden is a good garage. The other two have never owned an Alfa." And Jethro should know: he grew up in a classic Alfa-mad family and insisted on having one when his parents offered him a car for his 18th birthday. "My parents gave me a budget and it was enough to get, like, an Opel Corsa but because modern Alfas depreciate so horribly I found a 2000 GTV6

A journey that went from 40-degree heat and thousands of miles on dusty, corrugated roads to -20 degree icy conditions on heavily salted tarmac



Next to a Roman aqueduct in Caesarea, Israel.

in Cape Town for the same sort of price. I flew down with my Dad and then we road tripped it across the country back home," recalls Jethro. The trip back in 2010 fuelled his father's affection for modern variants of the marque too: "The day we got back my dad sold his Mercedes and bought an Alfa Romeo. He'd been completely hooked."

Jethro enjoyed the GTV6 but the urge for a classic Alfa grew after a few months. Having a part time job at Midlands Motors – an Alfa specialist in Pietermaritzburg – helped satisfy his craving after his boss Alan Hooper heard of a 105 series coupé, a 2-litre GTV, for sale locally. "I bought it for R25 000, put a battery in it and drove it daily for two years without a hitch."

That was while Jethro was studying journalism and his daily, 60km commute to college quickly had him addicted to these pretty 105-series coupés. So much so that he set his heart on acquiring a 'step

front' variant, as the early 'purist's' version featuring the distinct stepped front bonnet line is known. "I really wanted a '64 Sprint GT. It was the first year of the 105 coupé and to me it's an iconic sports car."

After putting word out in Alfa circles an abandoned restoration project – a '64 car – came up in early 2012. And as luck would have it the owner fancied having the keys to a modern Alfa, like the GTV6 which Jethro still owned. "I part traded the GTV6 and the owner gave me his Giulia and some cash," recalls Jethro. Yes you read that correctly: the then 12-year-old GTV6 was deemed to be worth more than a 105 series 'step front'! Granted the car was just a stripped (but repaired) shell and a pile of parts in boxes but, my, how times change...

With his new acquisition spread across the floor of his parents' garage, Jethro set about restoring it, opting to repaint it in Alfa Romeo Bluette instead of the red the shell had been finished in as he has an aversion to red cars. But back to his epic trip and how that came about...

"Car guys used to go hang out at Alan's place on a Friday night and one time the conversation turned to what car you'd take through Africa and Alan said, 'an Alfa

With his new acquisition spread across the floor of his parents' garage, Jethro set about restoring it, opting to repaint it in Alfa Romeo Bluette instead of the red the shell had been finished in



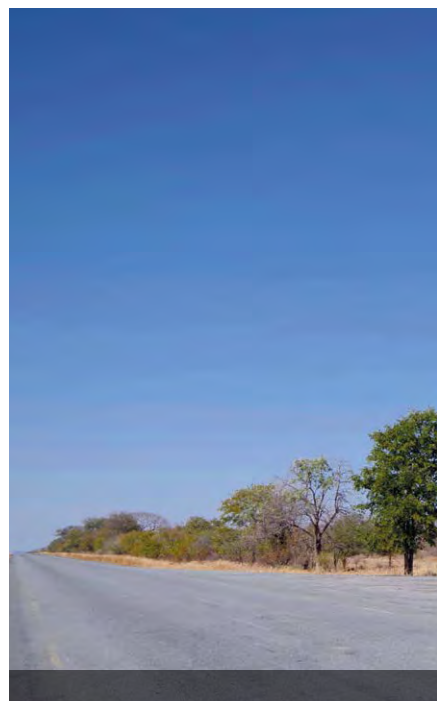
Mid-way during the rebuild, 2013.



The Giulia spread across his parents' garage.



Local camel herder offered Jethro a ride on his camel near Meroe, Sudan.



because it's reliable'. That night driving home I started wondering if it could be done," recalls Jethro. "A few days on I became obsessed with it and researched the routes for about a week. I realised that I'd have to do it or it would be one of those things going through my head forever."

In the end Jethro curtailed his studies to focus an entire year on rebuilding the Giulia while researching and planning his journey, which he wanted to end in northern Europe. "It made sense as we're at one end of the continent so might as well go to the

end of another." He grew up in the Dargle Valley and its residents still enjoy family connections to the valley in Ireland after which it was named, so that gave him a suitable start and end point, even if friends were sceptical: "A lot of people said: 'Why don't you ship your car to Istanbul and drive through Europe?' But that didn't sound like much of a challenge."

Others thought he should be taking a Land Rover and it was that thought that put Jethro off modifying his little Sprint GT: "I planned a roll cage, and some seam-welding and a roof

rack but the car was going to be more Land Rover than Alfa," said Jethro at the outset on a blog he set up for the trip. "And if you're going to modify a car for a job, why don't you just buy a car that was built for the job

in the first place?" In the end he came to the brave, but hugely admirable, conclusion that, "There was something rather special about driving across the world in a beautiful old GT car, and I just had to take the hardships of that as they came. I don't want to cheat by swapping the engine, or fitting more modern brakes. When I get to the other side, I can say I did right by the car, that I learned to use the tools I already had and I think that makes this trip extra brilliant."

And the fact he made the journey without any serious mechanical mishap has given him a well-earned sense of satisfaction. But it's also an accolade that comes from driving something that was both rebuilt and prepared to a top standard by this clearly both determined and skilled young enthusiast. "I rebuilt the engine with new liners and pistons, the gearbox and brakes. And I made a new wiring loom up

Others thought he should be taking a Land Rover and it was that thought that put Jethro off modifying his little Sprint GT



On the road to Meroe, Sudan.



Overnight stop near Dongola, northern Sudan.



On the road between Beit Bridge and Bulawayo, Zimbabwe.



In Caesarea, Israel.

from scratch,” recalls Jethro. Although straightforward, his project suffered a setback when the engine block had to be replaced before the rebuilt motor had been test run.

“The engine had been stored outside and suffered frost damage which we repaired, but it also had an undetectable corrosion worm hole from the water jacket into an oil way,” explains Jethro, who only realised that when priming the oil ways with a hand pump. A suitable repair would’ve taken a lot of time and money so he opted to source another block and rebuild the engine again in time for a test run down to the Franschhoek Motor Museum for the Alfa Romeo Club’s 50th anniversary celebrations.

That was early in June last year and it was in Cape Town that Jethro’s philosophy of keeping the car standard paid off: “I had fitted an electric fan before I left but it

disintegrated spectacularly while in traffic.” In the end the car’s only upgrades for the trans-African trip were limited to an extra fuel tank (located in the boot, alongside a tent and a sleeping bag for the occasional night at the side of the road), an alternator and a modern electronic distributor. Jethro set off from Dargle later that same month, with a send off by friends from the local coffee shop, Steampunk Coffee.

But how did he decide on his route? That was largely determined by where one can’t go. “The only way to get out of Africa and into Europe with you staying with your car is to go via Israel and sail to Greece. Everything else like Libya or Tunisia is closed down.” And getting to Israel meant going via Egypt, Sudan and Ethiopia. Before that Jethro’s journey was via Zimbabwe, Botswana, Zambia, Tanzania and Kenya – an epic route in itself that took the best part of July before

he took a three-week break on the coast in Dar es Salaam.” Until then there hadn’t been many days when I’d done less than 500kms and the pace started to wear me down.”

Refreshed, Jethro’s next stop was Nairobi where he spent a month getting visas for Ethiopia, Sudan and Egypt. He also got to attend the Africa Concours d’Elegance after hearing about it by chance. “Turned out it was being organised by one of the Alfa club guys I’d met at Franschhoek and I had his card so I called him and said, ‘Do you remember me?’ He said, ‘Yeah you were going to drive your Alfa through Africa’. ‘Well I’m here!’ He arranged a guest pass.”

It was in northern Kenya the little Alfa Romeo started taking strain. “Up until Nairobi the roads are fine, you can drive all the way no problem but from there on and in Ethiopia the roads are badly corrugated by construction trucks.” The undulations



On the ferry from Israel to Greece, a three-day crossing.



Stopping in Lenz, Switzerland



At the Powerscourt Falls on the Dargle River, Ireland.



Just outside Oslo, Norway.

shook his Alfa so violently that the rear window catches disintegrated and the fuel in the float chambers would froth. "At times I was driving a couple of metres and then it would cut out. And I honestly thought I was going to punch a shock absorber through the body," he recalls. The Sprint GT's engine also took strain but with the quality of the fuel, which was down to 80 octane in parts of Egypt. It necessitated turning back the timing and driving slowly to avoid pinking but even then, "if you stamped on the accelerator to overtake it would pink like crazy so I had to accelerate very slowly."

Jethro ended up getting through Ethiopia, Sudan and Egypt fairly quickly – he reckons they're just not nice places to linger in – and by mid October he was in Israel where he met up with the local *Alfisti*

It was the reduced pace that got him into grief with the authorities: "I was driving between Abu Simbel and Aswan and supposed to be part of a military convoy but it was doing 140km/h. I got stopped by the police and asked 'Why aren't you part of the convoy?' I said: 'I can't drive at that sort of speed on 80 octane fuel I'll just blow the motor up.'" After inspecting his papers Jethro was allowed to carry on but, during a subsequent stop, a policeman pointed out that it was illegal to drive a right-hand drive vehicle in Egypt, something even the extensive research hadn't highlighted.

Thankfully he was again allowed to continue unhindered but did he ever need to pay a 'direct tax' to be on his way? "Only once. That was in Tanzania. I was caught speeding out in the open. They have these 50km/h speed zones which are often not signposted and I got caught in one and

the guy was like, 'yeah, we're going to arrest you and we're going to impound your car' and I gave him 20 US and he let me go."

Jethro ended up getting through Ethiopia, Sudan and Egypt fairly quickly – he reckons they're just not nice places to linger in – and by mid October he was in Israel where he met up with the local *Alfisti* who included him in a club gathering. It was also the first time he'd changed the car's oil since leaving home! Leaving Israel, the Alfa was loaded onto a ferry for Greece but not before an important part of the journey was completed: having the car's carnet (effectively the car's passport) stamped on exit so the R300 000 bond he'd had to lodge with our local AA (which administers carnets) could be released. "You need a carnet to get a car into Egypt and it helped in a lot of other countries to have it."

From Greece it was another ferry to get it over to Italy, where Jethro drove up the country to Maranello to see the Ferrari Museum before going on to Milan for a meeting with the head of the Museo Historica – Alfa's fabulous museum at the



18,000 miles later: Jethro reaches the Dargle River in Ireland.

site of the old factory headquarters in Arese. From there he headed to Switzerland, where an Alfa specialist, Garage zur Post, helped prepare the Alfa for winter by fitting wider wheels that could take winter tyres. After that Jethro headed to Vienna before going on to Prague and then up to Hamburg and on to Denmark. Another ferry followed to take him and the Giulia all the way to Norway where he stayed with friends in Oslo over the Christmas season. It was also the only other time he changed the twin-cam's oil!

Unsurprisingly his car got a lot of attention along the way, with people curious about its various stickers and making contact via his blog, but none of it matched the reception when he drove around Oslo. "One of the main newspapers there did a huge feature on my trip and gave it the headline 'This Guy Drove All the Way From South Africa to Experience a Norwegian Christmas' and they included a picture of the car. After that everyone seemed to recognise me in the traffic. They would hoot or flash their lights and wave," he recalls. While in Norway

Jethro used the Alfa to get to Lillehammer so he could snowboard and the car handled the freezing climate with ease: "Doesn't matter if it was like minus 20 degrees and the car was covered in ice, it would still start."

By mid January, he was keen to wrap up his trip and get to Dargle but only after a stop in Amsterdam and then Paris, where he took in the annual Retromobile show and various auctions. Then it was another ferry – this time out of Cherbourg – to get to the Emerald Isle and up to the Dargle Valley near Dublin where the Bronner family (who'd flown out from SA) joined him for a reunion. That was early February, and both he and the car then enjoyed a well-earned break for two weeks before he headed to London and arranged to ship the Giulia back to SA.

What was the toughest aspect of the trip for the car? "In Africa the car was fine but the salt on the roads in Europe was the biggest challenge. Coping

with the cold was fine. The heat was fine and the dust was fine but that salt gets in everywhere and it wreaks havoc," he recalls. And the most memorable part? "I loved driving through Sudan with the desert roads and nobody else in sight. It's an Islamic dictatorship that's cut off and about as foreign and as exotic as you can get. Not many people get to say they've been to Sudan." True. And now only one person can comfortably say they've driven there in a classic Alfa. 🇮🇹

Unsurprisingly his car got a lot of attention along the way, with people curious about its various stickers and making contact via his blog, but none of it matched the reception when he drove around Oslo

NEVER SAY DIE





Chrysler Corporation didn't really have any products that appealed to the sporting youth going into the 1960s, but with the launch of the Valiant-based fastback Plymouth Barracuda in 1964 two weeks before the Ford Mustang, there was a glimmer of hope for the American giant. Dodge also saw the need to follow this and came to the party with its 1966 Charger, late in '65. Based on the Coronet chassis the Dodge Charger initially didn't gain much market share, with Ford's new Mustang stealing the show. **Stuart Grant** charts the Dodge's charge to the sharp end of the fearsome vehicle sector.

Images by Henrie Snyman



So the generation 1 Charger, which sold in '67, was based on the Coronet. In fact it was simply a Coronet with the rear door apertures closed up, a good looking fastback roofline added, headlights tucked behind the grille and some unique bits of interior trim slapped on. This meant the Charger was a big car, measuring in at a touch over 500mm longer than a '66 Mustang. The base model 318 cubic inch car's power came from a

relatively *pap* 5.2-litre overhead valve 90° V8, which supplied the fuel mixture via a 2-barrel Carter carburettor and delivered the 230bhp to the rear wheels via either a 3-speed manual gearbox or optional 3-speed Torqueflite auto.

This average lump combined with a kerb weight of 1 500kg to see the all important 0-60mph sprint coming in at 8.7 seconds and a ¼ mile run of 16.8 seconds in manual guise, a little weak in comparison to the Mustang's 7.3 and 15.2 respectively. Dodge had a few answers to the 'Stang though, for customers with slightly deeper pockets – these came in the form of a 361 cubic inch (6-litre) and 383 cubic inch (6.3- litre) option. And then for those with the deepest pockets there was a 426 cubic inch (7-litre) Hemi motor. The 361 completed the zero to 60mph sprint in 7.9 seconds and the

drag strip in 16.2 while the 383 ran in with an impressive 6.6 and 15.2 on the clocks. The 4-barrel carburettor fed Hemi 426 was the one to win the robot-to-robot wars with 5.8 and 14.3 seconds but pricing (a \$1 000 dollar option over the base model's \$3 100) meant that only 468 of these were ordered. Sales weren't that strong when compared to the Mustang, with 37 444 Charger units sold in year one compared to Ford's 418 000 pony cars. A few minor changes, like the adding of a chrome strip down the flanks, were implemented in 1967 but still the Charger failed to fly off the showroom floor with only 15 788 sold in the year.

Change was needed – and fast. And this is what happened in 1968 with the arrival of the second generation Charger. To most of us this generation is the most recognisable of the Charger family, more than likely a result of watching the big screen Movie *Bullitt* or the TV Series *The Dukes of Hazard*. While driving his 1968 Ford Mustang GT, Frank Bullitt (Steve McQueen) sees some hitmen

This average lump combined with a curb weight of 1500kg to see the all important 0-60mph sprint coming in at 8.7 seconds and a ¼ mile run of 16.8 seconds in manual guise, a little weak in comparison to the Mustang's 7.3 and 15.2



following him in a 1968 Dodge Charger R/T and quickly manoeuvres in behind them. They attempt to flee and what is arguably the best movie car chase ensues – for a full 10 minutes 53 seconds. In *The Dukes of Hazard* show an orange '68 Charger is the show-stealing mode of transport the Duke Cousins Bo and Luke cruise around in, evading the corrupt county commissioner Boss Hogg, his bumbling Sheriff Rosco P. Coltrane and his deputy.

Acting roles or not, the second generation would have probably stamped its authority on the sporting car scene anyway, with a seriously muscular appearance enough to make anyone go weak at the knees. It kept the original Coronet/'67 Charger underpinnings but got new clothing with an increase in length of about 4 inches, beefed up wings, square-cut roof, tunnelled rear window and slight upswept boot lid trailing edge. An undivided grille hid the headlights and the taillights were designed to look like glowing exhaust pipes. This new '68

Charger body is often referred to as the 'Coke-bottle' shape.

Engine offerings remained in line with the '67 offerings but R/T packs were an option for those looking for more grunt. Level one R/T saw the addition of a 440 cubic inch (7-litre) Hemi to the mix but the one to win bragging rights with was the 440 Magnum with 7.2-litres under the hood. R/T, which stands for Road/Track, not only got engine upgrades but some badging, upgraded suspension, tyres and brakes. '68 R/T versions were good for 5.5 second zero to 100 gallops and would finish a quarter mile in around 14 seconds. Sales for the Charger topped 96 100 for the year, with an impressive 17 665 being R/T optioned.

On a good streak Dodge kept changes to the 1969 Charger to a minimum, with the most notable being the splitting of the undivided grille with a grey centrepiece and the horizontal elongation of the rear lights. Another good move

was the addition of a Charger S/E model that added some luxury onto the R/T. But not all ideas were that inspired, with the oddest being the addition of a 145hp 225 cubic inch (3.7-litre) slant-6 engine to the existing line up. This small engine flopped, with only 500 units selling.

Another flop was the attempt by Dodge to win NASCAR races. It failed to do so at first with the aerodynamics created by the awesome looking front-end giving grief. At high speed the inset grille caused frontend lift and then the rear windscreen disrupted the airflow so much that car stability became an issue. Dodge set about remedying this with the 1969 Charger 500, which saw a flush mounted front grille

68 R/T versions were good for 5.5 second zero to 100 gallops and would finish a quarter mile in around 14 seconds

and exposed headlights added, as well as modifying the rear windscreen to butt up flush with the roof's trailing edge. On track the results were negligible so Dodge went back to the drawing board and came up with what it called the Charger Daytona. Here a sloped front fibreglass nose was added, along with a high rear wing, and bumps were slapped on top of the front fenders to allow for more wheel travel. Dodge built 503 Daytonas in order to meet the race series rule book requirement and the bizarre looking monstrosity excelled, becoming the first NASCAR to lap at over 200mph. In the region of 89 200 Chargers were built in 1969.

For 1970 the Daytona was dropped from the lineup and changes were again very minor. The central grille divider was removed, a chrome lip encircled the nose and cosmetic vents were added at the front of the doors. 49 800 Chargers were made

that year, which although still healthy, saw the end of the iconic Charger shape as we all know it.


For 1971 Charger was completely restyled on a 2-inch shorter wheelbase. Full width bumpers appeared, the grille split in the middle by a large vertical divider, and six square taillights did the job at the back. The overall appearance differed dramatically with all previous hard edges curved and visually softened. Stricter implementation of emission laws meant that the Charger had to step in line in this department. With this and the fact that Dodge had by then discontinued the midsize Cornet 2-door, a gap opened up for a more budget-conscious vehicle and a smaller engine was again offered. In came a 145hp 225 cubic inch (3.6-litre) slant-6 at base level, with 230hp 318 two-barrel the next option on the list. The Charger 500 name was kept, starting out with the 318 but growing to include the

rest of the V8s available soon thereafter. They got serious again with Super Bee option that used the 275hp 383 V8, the 370hp 440 Magnum four-barrel, 385hp 440 Six-Pack (referring to three two-barrel carbs) and a 425hp 426 Hemi V8. The top dog R/T used the 440 Magnum and was also offered with the Six-Pack and Hemi. 81 628 units sold in 1971 but with the emissions act

clamping even tighter that number dropped to 75 594 in 1972 and continued as the generation 3 Charger remained basically the same until it, like the real muscle-car era, came to an end in 1974.

Generation 4 Charger came to life slap bang in the middle of the fuel crisis and hit the shelves in 1975. Like the Mustang it not only lost the performance aspect but also dropped the ball in the looks department. There is not much good to write home about regarding these Chargers, or the all-new hatchback generation 5 vehicle that took over from the Charger in 1982. Five years into production the Charger name disappeared from Dodge's product range. It was a sad car, but thankfully the dirtying of a great name was over.

It appears as if mourning took 19 years though, because in 2006 Dodge relaunched the Charger brand. And they did it the right way with a modern interpretation of the body lines seen in the Charger's heyday slapped onto its 300C platform. Even the old R/T badge was dusted off with a snorting 5.7-litre Hemi good for 340hp and a 0 to 100km/h sprint of 6.2 seconds or so.

Of course Ford pulled a similar retro-looking Mustang at a similar stage so the Charger once again faces stiff opposition in the sales and performance arena but as history tells us, the muscular Dodge didn't roll over and give up back then – and isn't doing that now either. 

Generation 4 Charger came to life slap bang in the middle of the fuel crisis and hit the shelves in 1975. Like the Mustang it not only lost the performance aspect but also dropped the ball in the looks department





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CHAMPIONING — THE CAUSE —





If ever there was a model line upon which a manufacturer's survival relied, then Studebaker's Champion was it. **Mike Monk** takes up the tale.

Studebaker is one of those American car companies that tried hard to stay independent but, through circumstances often beyond their control, fell by the wayside in an attempt to stay with the Big Three – Chrysler, Ford and General Motors. Yet Studebaker had a proud history and was not short on innovation but simply could not sustain itself. The Studebaker Brothers Manufacturing Company was founded by Henry and Clem in 1852 in South Bend, Indiana as a wagon maker then, in partnership with the Garford Company, it began making electric automobiles in 1902 under the name Studebaker Automobile Company and two years later introduced petrol-engined vehicles. In 1909, Garford was replaced by the EMF Company but in 1911 the Studebaker Corporation was formed and in August 1912 the first vehicles to be fully manufactured by Studebaker appeared, and soon began to earn a reputation for quality and reliability.

In 1930 Studebaker introduced a free-wheeling device indicative of its forward thinking. For the most part, however, the company operated under financial difficulties and weak sales in 1938 looked ominous. To turn matters around, the following year the first-generation Champion was launched and hopes rested on its success. A 'clean sheet' design, the Champion was conceived partly with the aid of market research and its most notable feature was weight – it was one of the lightest cars of its era. The Champion was a success thanks to its low price (US\$660 for the base model two-door business coupé), robust engine and good looks, the latter the work of renowned French-born industrial designer Raymond Loewy, with whom the company had a long and fruitful – if sometimes fractious – relationship. Powered by a compact side-valve, four-bearing 2 692ccc straight-six engine that was to last another 25 years, the Champion also proved to be economical, winning the Mobilgas Economy Run. During



After the war Studebaker built a limited number of Champions – it was the company's best-selling pre-war model – based on the (now more streamlined) 1942 first-generation body shell while the next-generation model was readied for production in 1947

the war years when petrol was rationed, the car's fuel economy, which was around 8.6 litres/100km, was a major plus-point.

After the war Studebaker built a limited number of Champions – it was the company's best-selling pre-war model – based on the (now more streamlined) 1942 first-generation body shell while the next-generation model was readied for production in 1947. All Studebakers built in 1946 were titled Skyway Champion.

The third-generation Champion was one of America's first post-war models and body-wise was all-new, with flat front fenders a notable feature of the time. The two-door cars featured a wraparound rear screen and the models later became known as Starlight Coupés. Inside there were such niceties as automatic courtesy lights and back-lit illumination for the gauges. The engine had been enlarged to 2 784cc and delivered 60kW, which was increased to 63kW in 1950. At launch, a three-speed, automatic transmission was also offered for the first time. The new Champion was a success and accounted for 65% of the total sales for the automaker in 1947.

At a time when the Big Three restyled their cars at two- to three-year intervals, the smaller independent manufacturers, mostly

suffering from a shortage of funds, could only afford facelifts. In 1953, designer Bob Bourke of Raymond Loewy's studio penned a sleek new coupé and Studebaker quickly asked that the new look be adapted to all 1953 Champion body styles, although the family coupés and sedans rode on a shorter wheelbase (2 959mm) than what the initial design was sketched for. The two-door was tagged Starlight while the hardtop coupé was called Starliner. Studebaker billed the low and striking Champion's looks as European, and it was certainly distinctive. The previous model's 63kW engine was retained.

But after years of financial problems, in 1954 the company merged with luxury carmaker Packard to form the Studebaker-Packard Corporation and hopes for the company's future were revived. The same year, a two-door station wagon called the Conestoga was added to the line-up and all models boasted a new grille. In 1955 the Champion's engine was further enlarged to 3 028cc and delivered 75kW at 4000r/min. The lock-up torque converter autobox was considered to be the most advanced at the time. The following year, the grille was changed again and a wraparound windscreen was introduced while the





Starlight/Starliner was dropped.

In 1956 the Champions (the coupés were now known as Hawks) were facelifted with different front and rear bodywork, the front fenders boasting eyebrows over the headlights and rear fenders now sporting fins. Electrics became 12-volt. The car featured here is an original four-door sedan that was first purchased in 1956 by a D R Pretorius from Broderick Motors in Vereeniging. It was built in Uitenhage by SA Motor Assemblers and Distributors Ltd (SAMAD), which also assembled Volkswagen Beetles from 1951 onward.

Today the car is part of the Franschoek Motor Museum collection and is in an original, well-worn condition. It is an attractive '50s design with fairly balanced proportions, interesting swage lines over the front and rear wheelarches, and a chrome bodyside strip that mimics the kinked waistline and separates the two-tone paintwork. The rear doors are not particularly wide, though, making entry

and exit a bit of a squeeze. Three-abreast bench seats front and rear are trimmed in simply pleated two-tone leather and lift the ambience of what is a light and airy cabin.

This car has a three-speed manual transmission with optional overdrive. It fires readily on the button and the 1 260kg sedan pulls away with ease. For tall people, limited rearward travel of the front seat means depressing the floor-mounted pedals is ankle-challenging and the column shift gate's 1st/reverse plane is very close, but once on the move these minor complaints fall away. The big steering wheel is handy when manoeuvring at low speeds but, typically, once on the move the effort required lightens up. Independent front suspension with wishbones and coil springs and a rear axle suspended on leaf springs provide a stable ride with no undue body roll or float. Hydraulic drum brakes proved to be very effective.

But it is the instrumentation that really catches the eye, literally and figuratively.

Known as the Cyclops Eye, the speedometer is a horizontally-revolving drum mounted – along with the odometer and indicator warning lights – in a pod on the edge of the dashboard directly above a quartet of dials for amps, temp, fuel and oil. Dials? Well, instead of conventional gauges

the dials show either a green bar if all is well, which change to red if things are not so good. Space age stuff, but I cannot help but wonder if such innovation did not work against the car's appeal – a lot of American cars failed simply because they dared to be different.

Sadly, Studebaker's financial problems were worse than the Packard executives thought and once again the company's fortunes started to nosedive. A stripped-down Champion-badged Scotsman was launched in 1957 at the entry-level end of the market while the Champion was phased out in 1958 in preparation for the introduction of the 1959 Studebaker Lark. But by this time the company had been placed under receivership while it attempted to return to a profitable position. Despite a last-ditch effort to rejuvenate the company with the radical Loewy-designed Avanti, the South Bend plant ceased production on 20 December 1963 and the last Studebaker automobile rolled off the Hamilton, Ontario assembly line in Canada on 16 March 1966.

Studebaker deserved to be around longer than it did because it was more than a run-of-the-mill motor company. Its products were contemporary and seldom short on innovation yet despite the best efforts of the Champion model, sadly it simply could not survive in the shadow of the Big Three. **Q**

It was built in Uitenhage by SA Motor Assemblers and Distributors Ltd (SAMAD), which also assembled Volkswagen Beetles from 1951 onward



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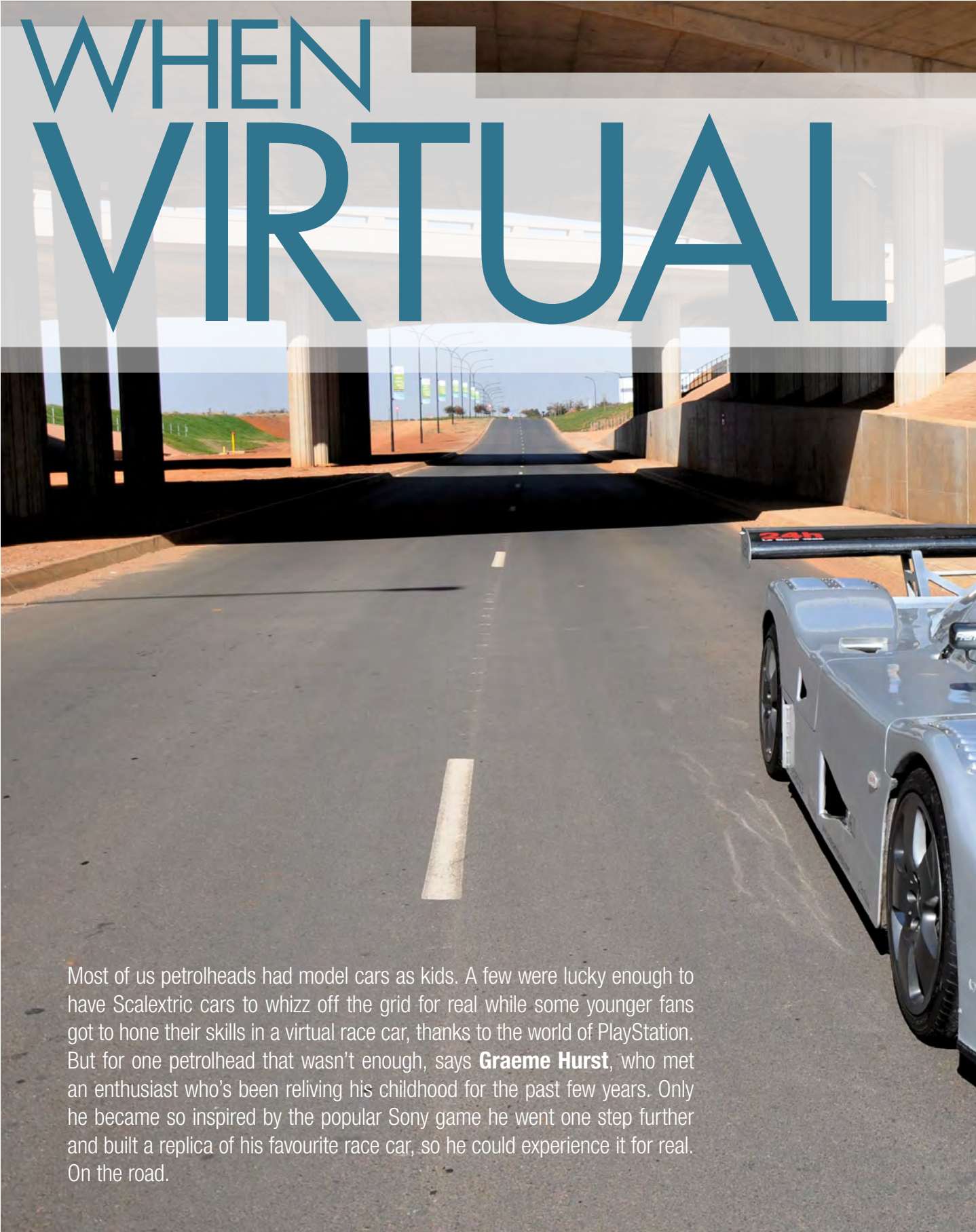
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WHEN VIRTUAL

A silver Mercedes-Benz C9 replica race car is shown from a side-rear perspective, positioned on a paved road that leads towards a bridge. The car has a prominent rear wing and racing wheels. The road is flanked by concrete pillars supporting the bridge above. The scene is brightly lit, suggesting a sunny day.

Most of us petrolheads had model cars as kids. A few were lucky enough to have Scalextric cars to whizz off the grid for real while some younger fans got to hone their skills in a virtual race car, thanks to the world of PlayStation. But for one petrolhead that wasn't enough, says **Graeme Hurst**, who met an enthusiast who's been reliving his childhood for the past few years. Only he became so inspired by the popular Sony game he went one step further and built a replica of his favourite race car, so he could experience it for real. On the road.

BECAME REALITY



You can follow Johan's projects on: www.racecartributes.com.

The Le Mans 24 Hour race has had some epic moments in its history and the Sauber/Mercedes-Benz victory in '89 is surely one of the standouts. That's when the twin turbo-charged C9 Group

C racer scooped the title with a one-two victory after a record-breaking 400km/h performance on the Mulsanne in qualifying. Not only had the C9 taken the crown from Jaguar, it had proven that Mercedes could out-perform its mighty rivals from Stuttgart, Porsche, who had enjoyed seven back-to-back titles at La Sarthe before Jaguar's win the year before. And it was also the three-pointed star's unofficial comeback in competition after a 34-year break following the huge loss of life after the tragic Mercedes crash during the race back in '55. Of course the C9's success didn't stop there; it would go on to win all but one race in the Sports Car Championship that year. So, no surprise – it made its way into the world of Sony PlayStation. And into Johan Ackermann's living room in Kempton Park.

"I was mad about PlayStation from PS1 but the C9 only came out with the fourth version, GT4. That was the first time I raced it and I got hooked," recalls 62-year-old Johan, a trained aircraft technician with a lifetime of experience supporting professional motorsport teams. "The C9 was back with GT5 and it was even better as then I could race against other drivers around the Nürburgring in an online competition. It lasted a year and I won it by 3.5 seconds." Johan was so stoked over his win that he started looking into the history of the car. "I bought a book on it and realised that it really is quite iconic. This was Mercedes-Benz's big return to racing and it was helluva successful: all four cars entered finished and they were so fast that the organisers added chicanes to the circuit afterwards." And his enthusiasm soon boiled over. "I'd always wanted to build something special and I thought, 'Stuff it, this is the car to build!'"

That was May 2011 and although Johan had assisted in fabricating parts for racing cars run by the likes of the late Tony Viana and Michael Briggs, he'd not built a car from scratch. Certainly not one for which detailed drawings weren't available. But that didn't stop him. "I bought a 1:32 Scalextric model of a C9 and I had the basic dimensions from the book," explains Johan. "There were also hundreds of photos on the internet." Without exact plans a tool room copy wasn't really an option and, in any case, cost-wise it needed to be based on off-the-shelf mechanical componentry, which came thanks to a charitable relationship.

"I wanted it to be a proper Mercedes but I didn't have the money for all the bits," says Johan, who clearly has a few connections who believe in his technical skills. He went to see Ross from CJ Autos in Edenvale and said, "I can afford the materials but I don't have enough money for all the mechanicals. Give me a front and rear suspension – stuff that you normally throw away – and let me start. If you like what

That was May 2011 and although Johan had assisted in fabricating parts for racing cars run by the likes of the late Tony Viana and Michael Briggs, he'd not built a car from scratch



That was all fabricated with a cut-off saw and MIG welder, with the frame starting from simple box-section tubing cut to size and welded up on the garage floor



you see then you can give me the bits I need but if I make a hash of it then tell me 'Sorry, go and buy your own stuff.'" He agreed and it paid off. "I got half-way with the chassis and he said, 'Just come and take what you want.' I was very lucky – they gave me every single Merc part on this car," says Johan.

And those bits are quite varied. "I used W202 C-class front and rear suspension because it's all steel so I knew I could modify it all easily and make it adjustable. The suspension is helluva low on the C9 and the W202 front suspension doesn't have struts so I could make it as low as I needed." Steering came courtesy of a Mercedes power steering box, mounted in the middle to enable a central driving position.

Although Johan was keen on making his Le Mans racer the same size as the original (his car has a near-identical wheelbase at 2.7m), opting to use C class bits resulted in it being about 120mm narrower (the original is almost 2m wide) but that has made it easier to park and garage. "I should've used S class bits as that would've allowed it to be wider, but you learn as you go."

And the engine? "It's a V6 from a W220 S320," explains Johan. "The original has a V8 but I was worried about not having enough cockpit space with a longer engine." However, to make it a bit more authentic, Johan plumbed in two massive turbochargers, T3 units rebuilt with Garratt internals. The manual gearbox is from a W124 300E. "It has a long fifth gear and it was also one of the last Merc boxes with a mechanical linkage for the gear lever, so I knew I could modify it to run forward to the cockpit." The only slight snag is that the shift pattern is reversed, with first gear forward, closest to the driver.

The 'box is coupled directly (via a doughnut coupling that Johan had fabricated) to a 300E differential, with the drive shafts running into the C class hubs with spacers between them and the wheels to allow massive discs and calipers off a mighty S600. Sticking to one marque for all the parts paid off as a lot of it is compatible although some fabrication was necessary, such as mating the S320 engine with the earlier 300E gearbox. "The bolt holes are different so I made up an adaptor plate but the spacing is right." The S320's ring gear was replaced with a bespoke flywheel while Johan had a customised clutch plate made for the job. "I used the centre of a 300E clutch plate with the outer piece of a racing button clutch to give it some feel – a standard button clutch would've been too hard to use."

But what about the chassis? That was all fabricated with a cut-off saw and MIG welder, with the frame starting from simple box-section tubing cut to size and welded up on the garage floor. Once Johan had flat base for the car he fabricated the necessary suspension pick up points and a roll cage before tackling the actual body, although not in the way most kit car builders would follow. "I had a lot of mates asking how I was going to do the body. 'Are

you doing a plug and a mould?’ I said: No, by the time I’ve done a plug and a mould I’ll be out of money!” Instead Johan opted to ‘shape’ the car using flat bar curved into shape.

“I built a skeleton frame for the back, the mid-section and the nose,” explains Johan. “And then I covered it in cardboard and a resin mixture.” Cardboard? Yes, you read that correctly! “I bought loads of 4mm corrugated cardboard and used a layer of chop strand fibreglass with diluted resin. It works just like honeycomb and is strong and cheap!” Section by section, Johan’s C9 slowly took shape – all by eye, based on photos in the book and, of course, his 1:32 Scalextric model. No surprise that the progress involved a lot of trial and error. “After doing the whole body I realised I was 60mm too low and it looked like a Lola.” Johan’s solution was to add a layer of 60mm foam on the top surfaces and re-apply his ‘honeycomb’.

Hours of careful finishing followed before it could be sprayed in silver in Johan’s garage – he hung up curtains and installed a factory extraction fan to create a spray booth. And some very careful detailing ensued with Johan even carefully replicating the AEG sponsor stickers.

He was equally fastidious when it came to the interior which differs from the simple finishes of a race car in the interests of road use. “It’s got a heads up display that gives you speed, engine revs and temperature and a separate screen that monitors tyre temperature as there’s no spare.” The gadgetry doesn’t end there as Johan – mindful of the lack of rear vision and the car’s delicate rear – wired in park distance control and a reversing camera. The dashboard is finished in a Pagani Zonda-like pod look, only in this case it boasts the same cardboard resin composition as the exterior but finished in a veneer of carbonfibre.

With the body finished Johan got busy with fitting it out and wiring up the engine, which was a challenge as opting to run a pair of turbochargers necessitated up-rating the fuelling. “I had to run much bigger injectors – 750cc instead of 350cc – and had the ignition system re-wired with special modules to run the S320’s dual plug set up.” The electronics – and the professional widening of the 18in wheels from a S600 – are the only aspects that Johan outsourced. His efforts to tweak the engine a bit paid off nicely. “The standard S320 engine is around 145kW but with just 0.5 bar of boost mine makes 230kW yet it’s very reliable – you can drive it to Cape Town and back, no problem.” That’s way off the original but plenty of grunt for a car that weighs just 1100kg when on the road. Ah, yes... the road... and the million dollar question: How on earth did he get it registered?

“When I started the car I wanted to do it as a car for the track. And then a friend building a Lotus 7 at the time said: ‘Why don’t you put it on the road?’ I said: You’re crazy! They’ll never let me do it! Then I started finding out and a guy in the Merc club gave me a contact for an ex-cop who does it for a living... brings in cars from Japan





and so on... all by the book, and he said it was possible."

The process kicked off with a Letter of Authority from the National Regulator for Compulsory Specifications, which was issued after some motivation as the car is clearly a one-off and doesn't need crash testing. With that in hand Johan could apply for the C9 replica's chassis to be stamped and the details entered into eNatis (SA's vehicle registration system). After that it needed police clearance – to check that everything was in order with all the scrap parts it contained – and a roadworthy before it could be registered.

The whole process took about two months and the car sailed through the roadworthy. "It's got more than a normal car – it's got a hydraulic hand brake, a roll cage and crazy brakes. They couldn't fault anything," recalls Johan who spent 16 months in all building the car and a further two months fine-tuning its set up. That was three years ago and he's since spent time refining his C9's looks. "The thing I battled with the most by far was the roof profile. I must have done it about six times during the build and I still wasn't happy. The problem is when you've finished building the car and it's all sprayed up it's easy to spot when the shape's wrong. But when you're building it, it's got no colour and there are patches of this and that and so it's hard to see what it looks like even when you stand back in your garage."

The roof would remain a problem for Johan who was embarrassed about it. "I kept thinking that I needed to find out what was wrong with the roof as it was driving me crazy... if I stop somewhere, I'm embarrassed." It was only when he got his hands on a more detailed 1:24-scale model of a C9 that Johan could see the problem. "I measured from the centre of the wheel to the front. The windscreen was 100mm too far forward so I cut the roof off and shortened it and remade the door and the windscreen."

Since first finishing it, Johan's C9 has done more than 12 000kms on the road and has been an eye-catching regular at various shows, most recently at this year's Cars in the Park in Pietermaritzburg – a 1 000km round trip on which he was stopped four times by the cops, who weren't convinced that it was legal until they checked the licence disc. Of course it can be made illegal very quickly. "I've had it on a dyno and it pulls 254km/h in fourth gear at 5400rpm," adds Johan, who reckons it's ultra smooth on the road. "There's a little bit of vibration at around 90km/h from the rubber coupling but when you're cruising at 180-200km/h it's silk smooth."

Would he build one again? Absolutely! He's already got a 1:18 scale model of his next PlayStation favourite: the BMW V12 LMR that won Le Mans in '99, which he plans to replicate. And it has the bonus of being a two-seater so he can share the driving pleasure, although the project will see Johan switch marque allegiance as he plans to make it as exact (in spirit) as possible by using the V12 engine from a 750i E38 saloon. Two Le Mans racers in his garage? Looks like PlayStation may have lost one of its biggest fans for good! **C**

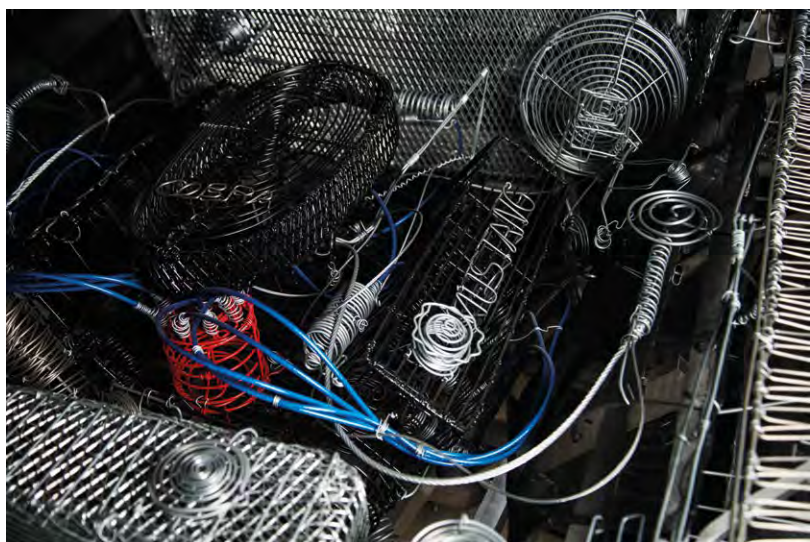


HOT WIRED

Thanks to some serious performance and pedigree the Shelby Mustang GT500 of 1967 made it on to, and still remains high up on, many motorists' wish lists. With the remaking of the 1974 *Gone in Sixty Seconds* feature movie in 2000, the hype around this model reached an all-time high as a new generation started dreaming of the elusive hot 'stang, known as Eleanor. Because both the original and remake film Eleanors were custom built, owning one is impossible and the only option is to build your own recreation. Companies that will clone the film legend abound but **Stuart Grant** catches up with a man that built his own unique version – from wire.

Images by Henrie Snyman





Yes, that is correct... Conty Fonane built a full-size replica of the 2000 movie car using around 500kg of stainless steel wire. With the Kiwi shoe polish tins not available in the correct size he opted for a set of proper alloy wheels and tyres, while the skeleton that supports the artwork is made from aluminium channel sections. It is more than just a silhouette though, with doors, boot and bonnet that open and even the engine internals, like separate pistons, were made from wire. A propshaft links the engine to the rear end and the interior features seats, dash, gauges, lever, pedals and steering wheel

made from wire. It is a study in attention to detail, with handmade operational door latches, scale and period correct radio dials, flip top fuel cap and 'Mustang' wording or insignias on the seat backrests, dashboard and body panels. Parked next to a fully operational road going Eleanor recreation, the skill Conty has in accurately shaping the wire is evident. It is more than just a wire car ready to be displayed in a man cave – it is a work of art and would not look out of place in any gallery of fine art.

Conty's story begins in Lesotho where as a young kid he spent his time playing and building rudimentary wire push cars. Like the rest of his mates he used bits and bobs

to make his own, but quickly differentiated himself from the rest in the quality and accuracy department. This came from a fascination with cars, more than likely spurred on by his father, then a policeman in Lesotho, driving a Toyota Corona and recounting details of fancy cars like Porsche that he'd seen

while living in Johannesburg. Between school studies Conty honed his drawing and wire car making skills and even designed a number of concepts he hoped would help land him a job with a motor manufacturer. He made his first wire car sale aged 21 when a passing motorist spotted a toy he wanted and offered R600, saying "nobody makes cars like you".

Having finished up Grade 12 he headed for the big smoke of Johannesburg but found it difficult to secure a full time job so he turned to what he knew – wire car building. But this time he stepped it up a level, and instead of the simple toys he started building scale replicas of chosen cars with interiors and engines and opening apertures. He would walk the city flat carrying heavy models on his head and knocking on doors of dealerships and manufacturers, selling his wares and taking commissions. With prices ranging from R2 500 to R8 000, depending on level on intricacy, he started forging a name for himself and his wire artworks started filtering into the dealer network. Cars like Jaguar S-Types, Mercedes SL Pagodas and Citroën DS can be found as displays in classic showrooms, while Toyota ordered a

It is a study in attention to detail, with handmade operational door latches, scale and period correct radio dials, flip top fuel cap and 'Mustang' wording or insignias on the seat backrests, dashboard and body panels



scale version of its Hilux Bakkie and RunX for its museum. BMW and Mercedes-Benz head offices also commissioned some of their models to be created by the artist.

When commissioned to build 34 small scale models Conty was able to purchase his first real car, an Opel Astra. No longer did he have to carry his art on his head or squeeze it into a taxi. He formed a relationship with the Daytona Group (distributors of McLaren and Aston Martin) and managed to convince the powers that be there that, if he could get the finances, he could build a full sized McLaren P1. Weeks of sweat, aching fingers and head scratching paid off as the McLaren turned out better than expected and sold for over R300 000. His time at Daytona, doubling as a driver and helping hand in the workshop, not only exposed him to what it felt like to drive these exotics but also gave him a better understanding as to the technical and mechanical aspects of a car. Knowledge gained, he was keen to push the wire building envelope even further, which necessitated giving up a salary, going back on his own and selling door-to-door.

Having seen the 2000 remake of *Gone in Sixty Seconds* he hankered after building

an Eleanor model and knocked on the door of American car specialists Creative Rides. With a replica on their floor it was a no brainer to base his work at their showroom, and having heard of the full size McLaren, the idea of a full size wire version was born. Working from the premises for eight or nine hours a day it took seven months to complete the masterpiece and the profits of the sale will be shared between the business and Conty.

Aged 40 now, he is not sitting back though and has already started planning his next full-size machine, a 1:1 Ferrari LaFerrari.

— SILVERSCREEN STARS —

TAKE I

The original 1974 *Gone in Sixty Seconds* was directed and produced by H.B. 'Toby' Halicki. He took a starring role too, acting alongside Marion Busia, Jerry Daugirda, James McIntyre, George Cole, Ronald Halicki, Markos Kotsikos and of course Eleanor – a customised 1971 Ford Mustang Sportsroof facelifted as a 1973 model.

The plot sees Maindrian Pace (H.B. 'Toby' Halicki) as an insurance investigator

who also leads a car theft ring, stealing and re-selling cars by using the vehicle identification number, engines, parts, and details (such as parking decals and bumper stickers) sourced from legitimately-purchased wrecks. As an insurance industry insider, Pace does have one small quirk though, as all vehicles stolen must be insured.

When approached by a South American drug lord with \$400 000 to fulfil a specific 48 car shopping list in five days Pace jumps at the idea and the crew set about locating the exact vehicles. Each of the 48 cars is given a code name based on female names. For the large part the theft of cars goes well and on time but securing a 1973 Ford Mustang (named Eleanor of course) proves the thorn in the crooks' side.

Toyota ordered a scale version of its Hilux Bakkie and RunX for its museum. BMW and Mercedes-Benz head offices also commissioned some of their models to be created by the artist



The first 'Eleanor' they come across is occupied and the second results in a chase as its owner pursues Pace. A third is then acquired without hassle but when, with two hours to the deadline, Pace realises the Mustang isn't insured he decides to return it. He knows of a fourth car and they set off to steal it, unaware that his brother-in-law had tipped the cops off following a disagreement with Pace about selling heroin found in the boot of a stolen Cadillac.

In true movie fashion a car chase ensues, which lasts 34 minutes and sees 93 vehicles destroyed in the process. We won't be the spoilers as to whether or not Pace and Eleanor got away.

TAKE II

The 2000 version, directed by Dominic Sena, written by Scott Rosenberg, and produced by Jerry Bruckheimer is very loosely based on the original but pulled in some big name stars featuring Nicolas Cage, Angelina Jolie, Giovanni Ribisi and Delroy Lindo. South African born Trevor Rabin of Rabbitt fame was responsible for the music.

Car thief Kip Raines (Giovanni Ribisi) takes the job offer of stealing fifty exotic cars for Raymond Calitri (Christopher Eccleston), a British gangster but when nearing completion the police swoop on

their stash and the crew just manage to escape arrest. With the cars police impounded and the order therefore not met, Calitri's mob kidnap Kip and threaten to kill him unless brother Randall 'Memphis' Raines (Nicolas Cage), a reformed car thief, can get him the same fifty vehicles in a 72 hour period.

Reluctantly Memphis returns to the thieving world, ropes in the troops and starts planning the strategy – again naming the desired cars with female code names. Eleanor raises her head again, this time said to be a 1967 Ford Shelby GT500. Memphis slots this car in as the last on the list to steal as all attempts to steal that type of car in the past have not worked and he feels she is cursed.

To avoid police detection, the plan is to steal all the cars in a short time period just hours before the set deadline. Aware of police surveillance the crew abort stealing a number of fresh cars and head for the police yard where the impounded vehicles from Kip's attempt sat as easy pickings. 49 cars down Memphis gets behind the wheel of Eleanor and with the cops on his heels the obligatory tyre squealing, ramping car chase follows.

We'll leave who comes out on top of the chase up to you watching the \$237.2 million box office hit.

ELEANOR I

Four Mustangs were portrayed in the movie but only two cars were used for filming, with licence plates and tyres alternated between them. One was modified for the stunt driving and written off in the final chase, while the other was kept intact for all external and interior 'beauty shots'.

Both vehicles, Mustang Sportsroofs, were bought new in 1971 but budget


constraints meant that filming only started in 1974 and wanting to be up to date necessitated facelifts closer to 1973 Mustang offerings. This meant new grilles but the '71 front bumper and valance panels were kept to alleviate the need to swap the front wings too.

The paint schemes were similar to Ford factory offerings, and both received blackout treatment to the lower bodyside and the standard hood bonnet. Neither car sports identifiable badging spelling 'Mustang' but the pony badge and 'Ford Motor Company' hubcaps are visible in the film.

ELEANOR II

While the first film attempted to keep Eleanor in line with current Mustang offerings the second version opted to go the classic route with a Dupont Pepper Grey 1967 Ford Mustang fastback, depicted as a Shelby GT500, with a customised body kit designed by Steve Stanford.

Depending on sources there were either eleven or twelve cars built for filming by Cinema Vehicle Services. And producer Bruckheimer had one built for himself with a Ford 428. Nine of these were empty shells and three fully functional vehicles. Of these, seven are said to have survived the rigours of movie making but only three have ever been offered to the public. One sold at Barrett-Jackson's 2009 auction for \$216 000, the second mustered up £95 000 at COYS Autosport International in 2012 and the third, marketed as the 'main' hero car in the film and used for promotional photographs, hit \$1 000 000 USD at Mecum's Indianapolis auction in 2013.

All three are said to be functional cars from the film but whether the two wrecked cars were rebuilt, or whether surviving shells were built up into functional cars, remains the mystery. 

Nine of these were empty shells and three fully functional vehicles. Of these, seven are said to have survived the rigours of movie making but only three have ever been offered to the public



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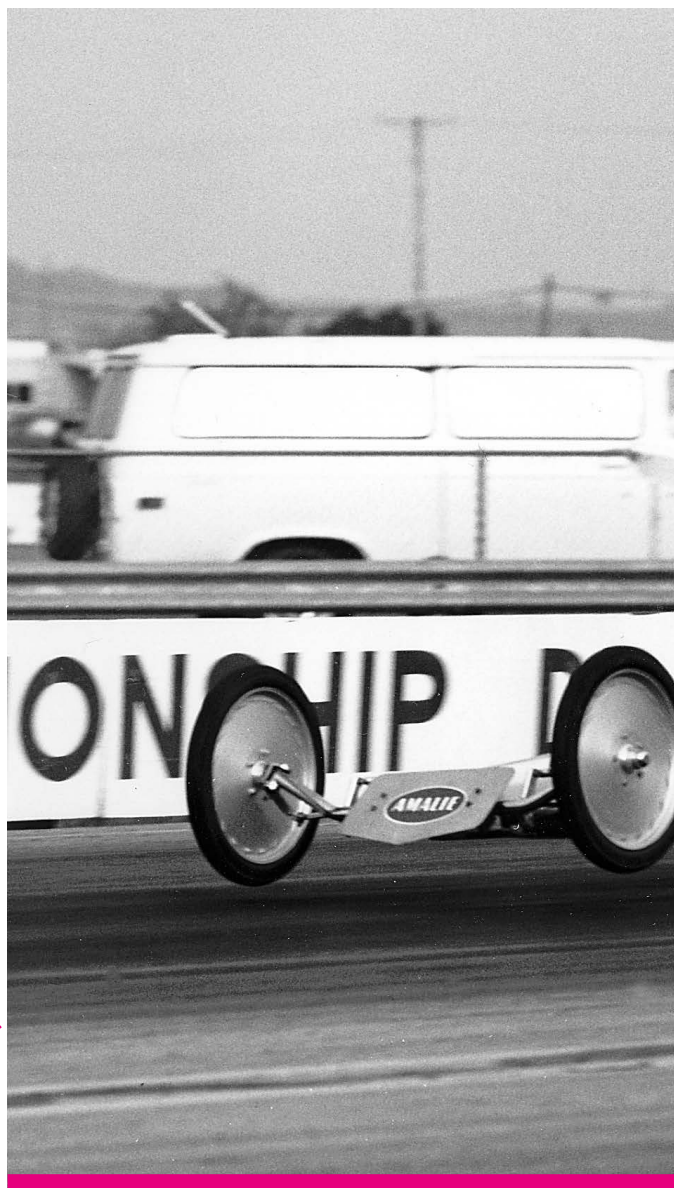


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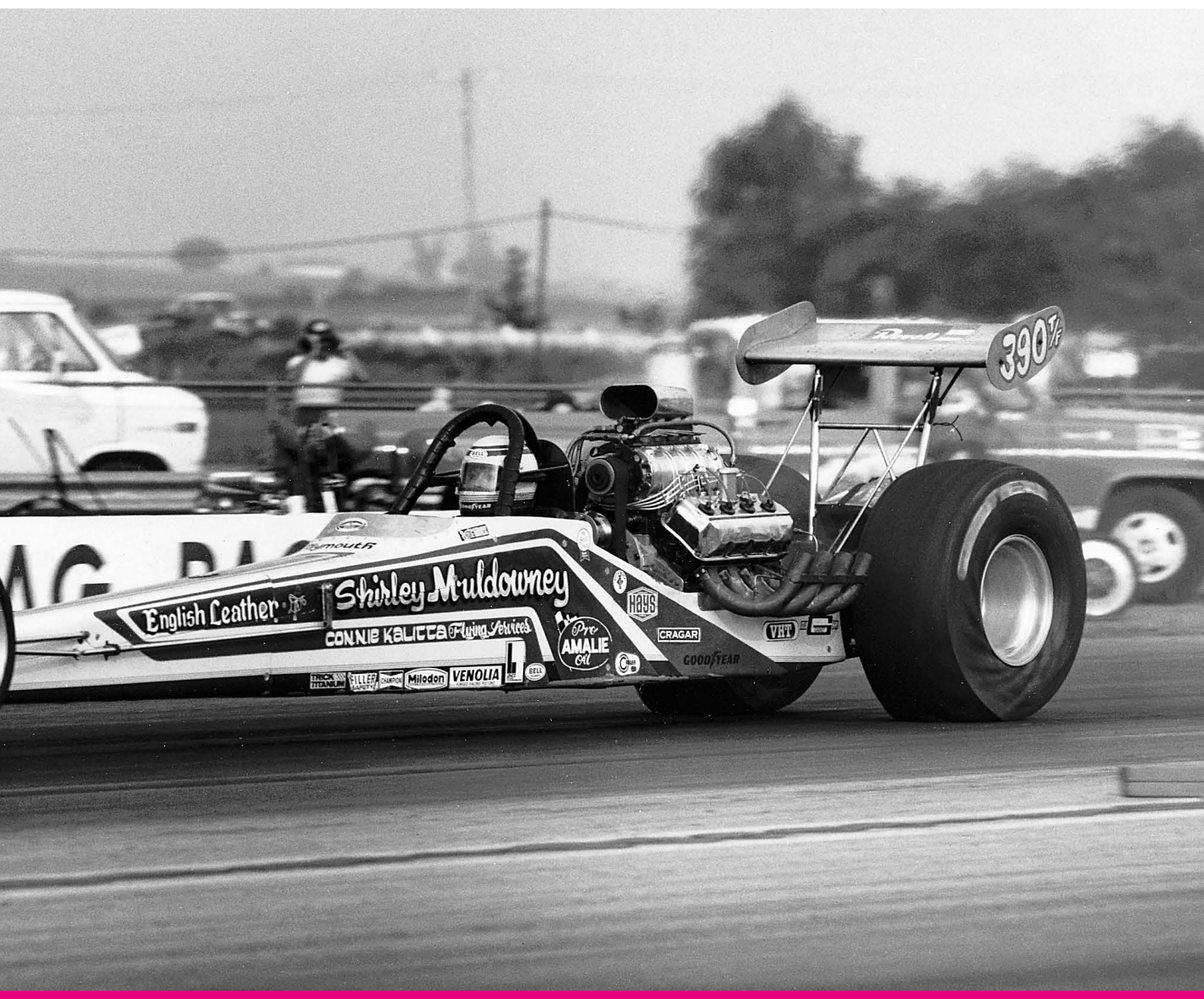
DRAG QUEEN



The first woman to be licensed by the American National Hot Rod Association and the first to drive a top fuel dragster, Shirley Muldowney (nicknamed the 'First Lady of Drag Racing') is one of the most successful drag racers in history – regardless of gender. In honour of women's month, **Sivan Goren** take a closer look at the life of this feisty dragster.

Not only had she never shown any interest in racing in the past, but when she got married she did not even know how to drive a car

Shirley Muldowney (born Shirley Ann Roque) was born on 19 June 1940 in Burlington, Vermont in the US. Her family then moved to Schenectady, New York, where she was raised. Shirley, by her own admission, had no interest in school and at the age of 16 she dropped out of high school and married a mechanic and drag racer named Jack Muldowney. Not only had she never shown any interest in racing in the past, but when she got married she did not even know how to drive a car! It wasn't long before racing got into Shirley's blood. She began attending races with her husband, and cheering him on when he raced. Jack taught her to drive after they were married, and Shirley became intrigued with the world of drag racing, and very familiar with all aspects of the sport, from the technical requirements of driving to the particulars involved with getting a car on the track. She once said: "When we got married, I was



16 and Jack was 19. It was Jack Muldowney who first taught me how to drive a car. Jack was the mechanic. He was the guy who tuned the cars that let the girl beat all the boys. I was a kid from upstate New York with no guidance, no direction. I was headed for trouble, nothing going for me. Then I found the sport at a very young age and was able to make something out of it."

Muldowney soon asked her husband to let her race, and she got her first car, a 1940 Ford running on a Cadillac V8 engine. In 1958, she made her debut on the dragstrip of the Fonda Speedway. She entered local competitions in the regular stock car category and, though she did not win, she occasionally made it to the finals. She became more competitive in the early 1960s

with her next two cars: a 348 tri-powered Chevrolet and then a 1963 Super Stock Plymouth. But she was far slower than the other racers, who had low-slung, specially outfitted cars. So her husband built her a Chevy-powered dragster and she was soon competing with the best.

On the track she thrived, but it was off it that she encountered problems. The Drag Racing authorities, including the NHRA and American Hot Rod Association (AHRA), did not like the idea of granting professional racing status to a woman – this was, after all, the '60s when men were men and women were in the kitchen for the most part. So she and other female racers including Judi Boertman, Paula Murphy and Della Woods, started a coalition and campaigned

to be allowed to race professionally and in 1965, Shirley became the first woman to receive a licence from the National Hot Rod Association. She says: "NHRA fought me every inch of the way, but when they saw how a girl could fill the stands, they saw I was good for the sport." When she did start racing professionally, there were still those who were convinced that after one serious crash she would quit, but even after several of these, she seemed even more determined to get back on the track. And it was this guts and determination that earned her enormous respect in the sport. Muldowney won her first major event, the International Hot Rod Association (IHRA) Southern Nationals, in 1971.

By the early 70s, Shirley was a serious



In 1976, Muldowney became the first woman to win a Pro class at an NHRA event when she won the Spring Nationals. She also won the World Finals that year and finished the season fifteenth in the points

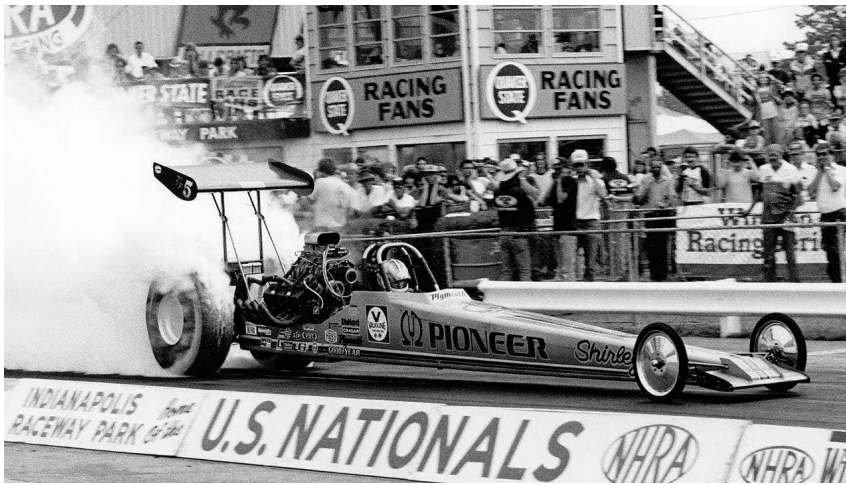
contender in what was called 'funny car' racing, making the finals of the prestigious NHRA Nationals held at Indianapolis Speedway. These were cars designed from scratch specifically for drag racing and thus named because of their odd proportions – a long, skinny front end and a jacked-up rear. Any driver who could cover the track in less than seven seconds was considered tops at the time, and Shirley did it in 6.76 seconds, reaching 215.31mph. Although her car broke down on the last lap, she was still considered a force to be reckoned with.

Funny cars are by their very nature dangerous and fire prone, so Shirley chose to switch to the top drag racing category, called Top Fuel. She won the 1974 U.S. Nationals at 241.58mph, and was the first woman to advance to the finals in Top Fuel, coming in second place at the 1975 NHRA Spring National in Columbus, Ohio, and at the NHRA U.S. National. She was the first woman to break into

the five-second barrier with 5.98 seconds at the Popular Hot Rodding Championships in August. A successful season ended with her being voted to the prestigious 'All-American Team' by the American Auto Racing Writers and Broadcasters Association (AARWBA).

When the Muldowneys divorced in 1972, Shirley moved to Mt Clemens, Michigan, to be closer to the Midwestern racing scene. "He didn't want to go nitro racing and we parted, but we stayed friends all those years until he passed away," she later said. Shirley entered into a personal and professional relationship during the '70s with racer and car-builder Connie Kalitta. From 1972 to 1977 she teamed up with Kalitta, competing in match races as the 'Bounty Hunter' and 'Bounty Huntress'.

In 1976, Muldowney became the first woman to win a Pro class at an NHRA event when she won the Spring Nationals. She also won the World Finals that year and finished the season fifteenth in the points. The next great obstacle before Muldowney was to win the NHRA Winston Top Fuel Championship, which she did in 1977, 1980, and 1982, becoming the first person (male



She returned to the NHRA towards the end of her career, running select events until her retirement at the end of 2003 at the age of 63



or female) to claim more than one title.

Although she found success on the track and was popular with the public, Muldowney constantly battled the sexism that was rife in racing culture. So many felt that racing was simply no place for a woman and she had far more difficulty than her male counterparts in attracting sponsors and finding a crew. This was also aggravated by the fact that she loved defying traditional gender stereotypes: she was a top racer who could beat all the boys but also loved high heels and would paint her cars hot pink, because it was something she enjoyed doing but just as much to irritate her hecklers. She was an obvious fan favourite of women but became popular even with male audiences.

In 1984 during qualifying at Le Grandnational in Montreal, front tyre failure caused her vehicle to spin out of control for 600 feet and veer off the track into a ditch at 250mph. Her legs were broken so badly she had to undergo numerous surgeries and her hands, pelvis and several fingers were broken. She had to endure a long and painful rehabilitation process at her home but throughout this time, thousands

of fan letters poured in, and she resolved to return to racing. She made her comeback in 1986, winning the AARWBA's Comeback Driver of the Year award. In 1989 she won her final NHRA, at Fall Nationals. She also broke the five-second barrier with a time of 4.97 seconds at 294.98mph. The accident ultimately became the catalyst for the design of safer vehicles with reconfigured wheels.

Muldowney then switched her focus to the match race scene, where contestants are guaranteed a fee. She continued to race, mostly without major sponsorship, throughout the 1990s in IHRA competition as well as match-racing events. She returned to the NHRA towards the end of her career, running select events until her retirement at the end of 2003 at the age of 63.

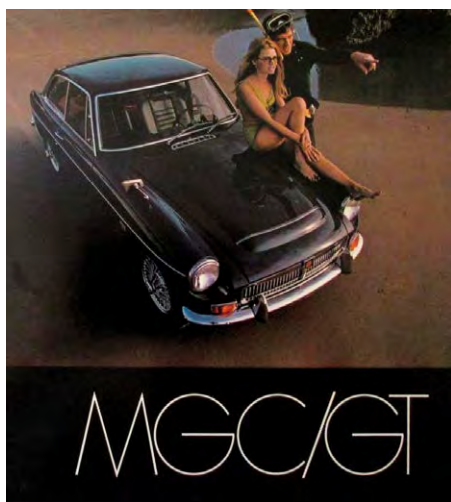
Her inspiring story was told in the 1983 movie *Heart Like a Wheel*, in which her character was portrayed by actress Bonnie Bedelia. In her career, she became the second all-time in National Hot Rod Association (NHRA) history winner with seventeen titles, including three Top Fuel world championships. In her prime, she was a threat to many of the greatest names in

drag racing, including Connie Karlitta, Don Garlits, and Tommy Ivo. Muldowney was described by longtime drag racer Fred Farndon as the "best 'natural' driver (top fuel or funny car), no question." Love her or hate her, you have to admire her drive. 🏁



MG'S SPEED BUMP

Author Robert Copeland once said that for a committee to get anything done, it should be made up of three men, two of whom must always be absent. He didn't mention money, but according to **Gavin Foster** the problem with the MGC and MGC GT was that there were too many corporates, too many committees and too little money to turn a good idea with a solid foundation into what it could – should – have been. A great car.



The engine was a massive lump of cast iron that weighed more than a small-block Chevrolet V8, but the engineers reckoned they could shrink its dimensions and lighten it by using new thinwall casting technology

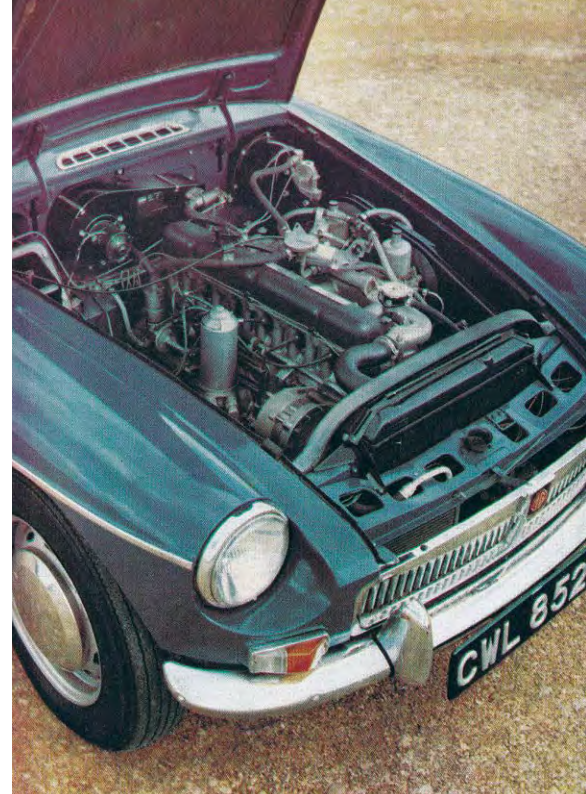
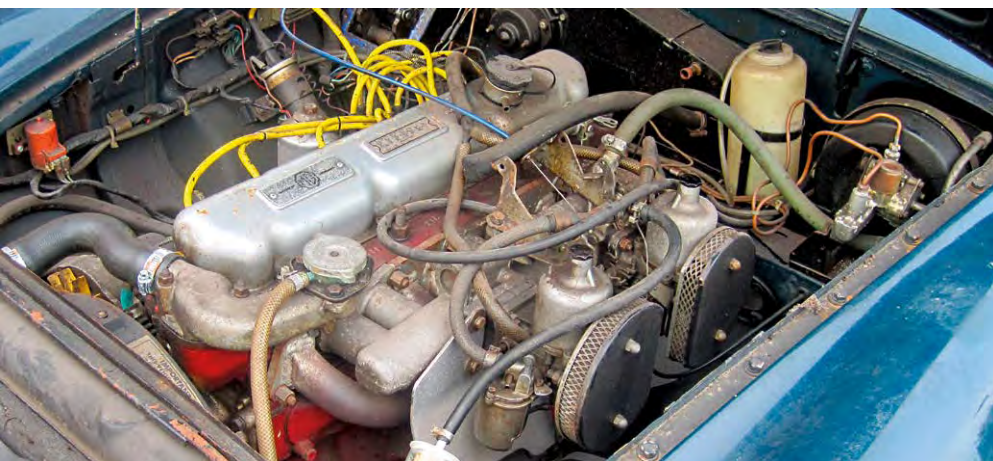
The MGB was a pretty good sports car at a pretty good price in the early '60s, with excellent handling, good looks and a loyal following, but its 95hp 1.8-litre four-cylinder engine was, while fine for an affordable sports car, by 1965 just a little off the pace when compared with its rivals. After looking at various options British Motor Corporation's management decided to seek a bigger, more powerful engine for a faster, more pricey alternative, and their eye fell upon their existing six-cylinder BMC C-series engine as used in the new but boring Austin 3-litre sedan. In 1966, after much

indecision and squabbling, the Men In Suits elected to use a fettled version of this in a new MG model to be called the MGC. The engine was a massive lump of cast iron that weighed more than a small-block Chevrolet V8, but the engineers reckoned they could shrink its dimensions and lighten it by using new thinwall casting technology.

According to top car historian Aaron Severson's excellent article on www.ateupwithmotor.com they missed their target by 30kg, and although the engine was 45mm shorter than the original six, it still weighed a whopping 95kg more than the existing four-cylinder motor. Budgetary restraints precluded any changes to the



Mike (left) and Derek (right) Purvis with the MG C Sebring replica that their late father Michael built in the 1980s. The plan is to get it roadworthy again and then go the whole hog and get it back to pristine condition.



body shell to make space in the engine bay, so the factory had to move the radiator far forward and add a redesigned front cross member, while the new aluminium bonnet grew two bulges to accommodate the tappet cover and the twin 45mm SU carburettors. These did no harm at all, looking good and giving the car a distinctive look that differentiated it from the four-cylinder versions. Because of the new cross-member the MGB's coil-spring front suspension had to be binned in favour of tubular shock absorbers and torsion bars, and various other changes were made, but the new MGC was essentially an MGB with an unimpressive 145hp overweight


six-cylinder engine that overwhelmed the MGB's biggest asset – its nimble handling. To add insult to injury, Severson says that the car lacked grunt at low revs, and restrictive breathing and a heavy flywheel "prevented it from revving with any notable enthusiasm". The MGC that also came in a coupé MGC GT guise reached 60mph (96km/h) in about 10 seconds, and had a respectable top speed of around 120mph, or 193km/h, but suffered from understeer at speed and felt cumbersome when driven slowly. It sold for just three years, 1967 to 1969, when the company merged with Leyland and the new management canned it because of poor sales. Interestingly it had

Prince Charles chose a 1968 MGC Coupé, SGY 776F, as his first car, and apparently drove it for many years

at least one influential fan – Prince Charles chose a 1968 MGC Coupé, SGY 776F, as his first car, and apparently drove it for many years.

In 1973 MG introduced the much more successful MGB GT V8 that used a 3.5-litre aluminium Buick V8 weighing 18kg less than the 1.8-litre iron four cylinder engine, and 113kg less than the straight-six. That became an instant classic. It was 10km/h

faster than the MGC and reached 60mph more than two seconds quicker, while retaining the traditionally nimble handling of the MGB. The flawed MGC could easily have been cured, though, with a little good judgement and a decent budget, and surviving cars have since become highly collectable. Rust is a problem in the UK, where the authorities helpfully spend R3 billion spreading 2 million tonnes of salt on

the roads every winter to lower the melting point of ice and increase traction. Of the estimated 9 000 MGCs ever built, most of those in the UK had rusted away by the '90s and when the cars started becoming collectible buyers looked to the USA for good used rust-free examples. There are apparently around 1 300 MGC roadsters and coupés registered in the UK today, with almost 75% of them licensed for the road. 

THE BEDLINGTON BANGER

Michael Purvis of Bedlington in Northumberland in the UK loved anything with engines and wheels, and had a string of affairs with BSA Rocket III motorcycles, MG Midgets, hotted-up Ford Capris and countless other toys we'd all give our eye teeth for today. He decided sometime in the late '80s that he wanted to build a replica of the lightweight 200hp MGC GTS Sebring race-cars built by the factory for the 1968 season. He couldn't of course, source the aluminium body panels – only six sets were ever made – but he set out to build a street-going Sebring replica that would be considerably better than the factory's original street car.

Then, with the job just about finished, he died of cancer in the early '90s. I heard of the Sebring by pure chance in Pinetown last year where Michael's son, Neil, owned my local pub. We naturally became good friends, and one day last year he mentioned to me that he was nagging his brother to retrieve his father's MGC GT from the garage they'd sent it to for repairs over ten years before. That got my attention. Neil moved back to the UK in January this year and when I visited the UK in June I spent a few days with him and his brother, Derek. The first thing I saw when I arrived was a car-sized lump under a tarpaulin in the driveway.

"I got it back," says Derek. "It had been standing for a few years and I wanted to get it back on the road, so

I took it to a garage to get the brakes sorted out, a new exhaust fitted and a couple of other things and it ended up standing there for ten years. The owner was a friend who I used to do a bit of business with, and when I popped in every now and again we'd joke about how long he was taking – neither of us was in a rush. Then, last year, I heard he was advertising it for £7 500 and had a buyer. I shot around and took it back. It cost me £2 500 for storage which was actually a bargain! It's deteriorated quite a bit over the years and now needs a lot of work."

Wait a minute. Get it BACK on the road? "Yes. Dad had just about finished building the car but he'd never got to drive it. When he died I finished it off – I've worked on cars and bikes since I was a kid – and I put it on the road for a few years. In '93 I set off to the Le Mans 24 Hours. The speed limit in France is 130km/h so I sat at 120 or 130 miles per hour for two or three hours. It suddenly developed a shake up front and I thought hello? What's this now? The wheel nuts were too hot to touch and when I pulled the wheel off the stub axle was still glowing red. I got it to a local garage and found the parts weren't the same as the MGB and I'd have to order them from England, so I got hold of a file and managed to get a new wheel bearing on, but when I went to pay the garage owner he said he wouldn't let me drive it like that – he was going to call the gendarmes! I made

haste to load my tools and jumped in the car – I wasn't missing Le Mans! All went well from there – at a more sedate pace – and when Derek got back to the UK he replaced the stub axle then drove the car intermittently for a couple more years. "I used it less and less, other things took over and eventually it ended up standing. Then I decided to take it into the garage..."

So, what's the car about? "Well, the Old Man found one in the UK but the body was too rusty to use, so he sourced a good one from an MG specialist company that brought them in from the USA. He left it with them to do the wheel arches and so on while he got the rest ready. After two years they were still busy and he didn't like what he saw because he was a perfectionist. He brought it home to finish off himself. The engine's been rebuilt with a worked head and a rally cam and the crank balanced. The flywheel's been lightened and it's got a branch but that's about it. He wanted a replica that was usable on the road without having to fight with it all the time. I'd guess it puts out maybe 180hp now. There's a lot to be done after all these years. Neil's sorted the brakes out since he got here, and the plan now is to get the underneath blasted and the suspension off, sort that out, get the MOT and then do the rest – get it painted properly and so on. We're negotiating to buy a garage here in Bedlington, and then we'll do it bit by bit."

Worth looking at



The MGC is a completely new six-cylinder sports car—available in open two-seater or GT form. The new six-cylinder, 3-litre engine is coupled to a four-speed all-synchromesh gearbox. Automatic transmission is available as an optional extra for the first time on an MG sports car.

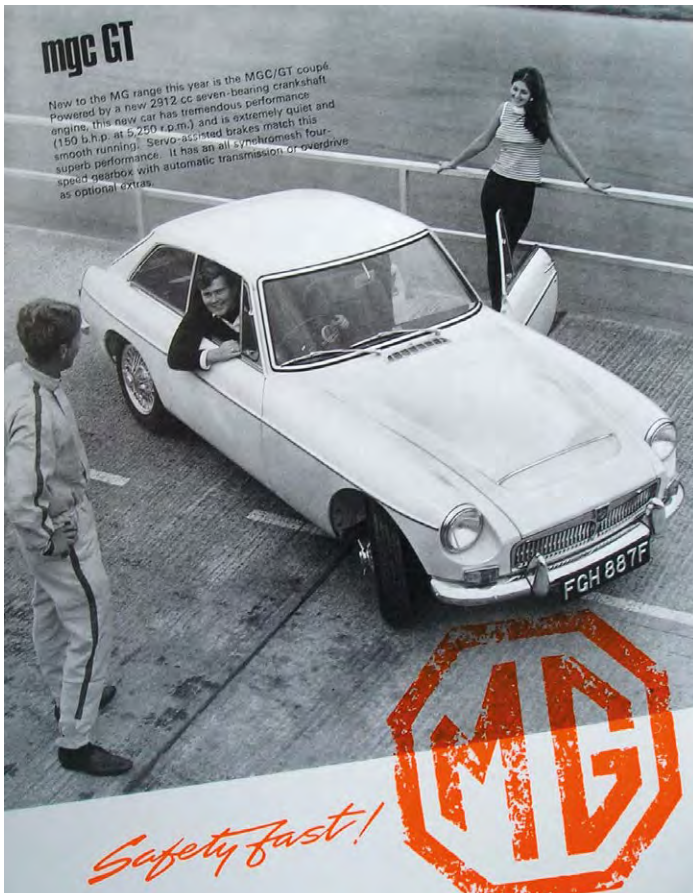
Smiths instruments keep well abreast of all the developments on this exciting new model. Smiths heating and ventilating equipment ensure a high degree of comfort. And BMC exclusively recommend Radiomobile car radio for this, as for all their production models.

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mgc GT

New to the MG range this year is the MGC/GT coupé. Powered by a new 2912 cc seven-bearing crankshaft engine, this new car has tremendous performance (150 b.h.p. at 5,250 r.p.m.) and is extremely quiet and smooth running. Servo-assisted brakes match this superb performance. It has an all-synchromesh four-speed gearbox with automatic transmission or overdrive as optional extras.



Safety fast!



THE MGC IN THE MEDIA

I have in front of me *Motor* magazine's road-test annual for 1968 that includes a review of the MGC. It doesn't kick off very promisingly with a 27 word lead-in that includes "engine sluggish at low revs... clumsy steering... seats comfortable but lack support... dated finish and controls". The testers were obviously not as keen to act as extensions of car manufacturers' marketing departments as their counterparts so often are today, because it gets worse, although they were very polite about it. They found that the lack of support from the seats allied with the large steering wheel "discourages the kind of hard cornering a sports car fan is likely to indulge in occasionally" but added that weight-induced understeer caused by the extra weight up front was not as bad as they'd expected, and the tail could be made to break away quite readily although it did so in a "rather clumsy, wallowy way".

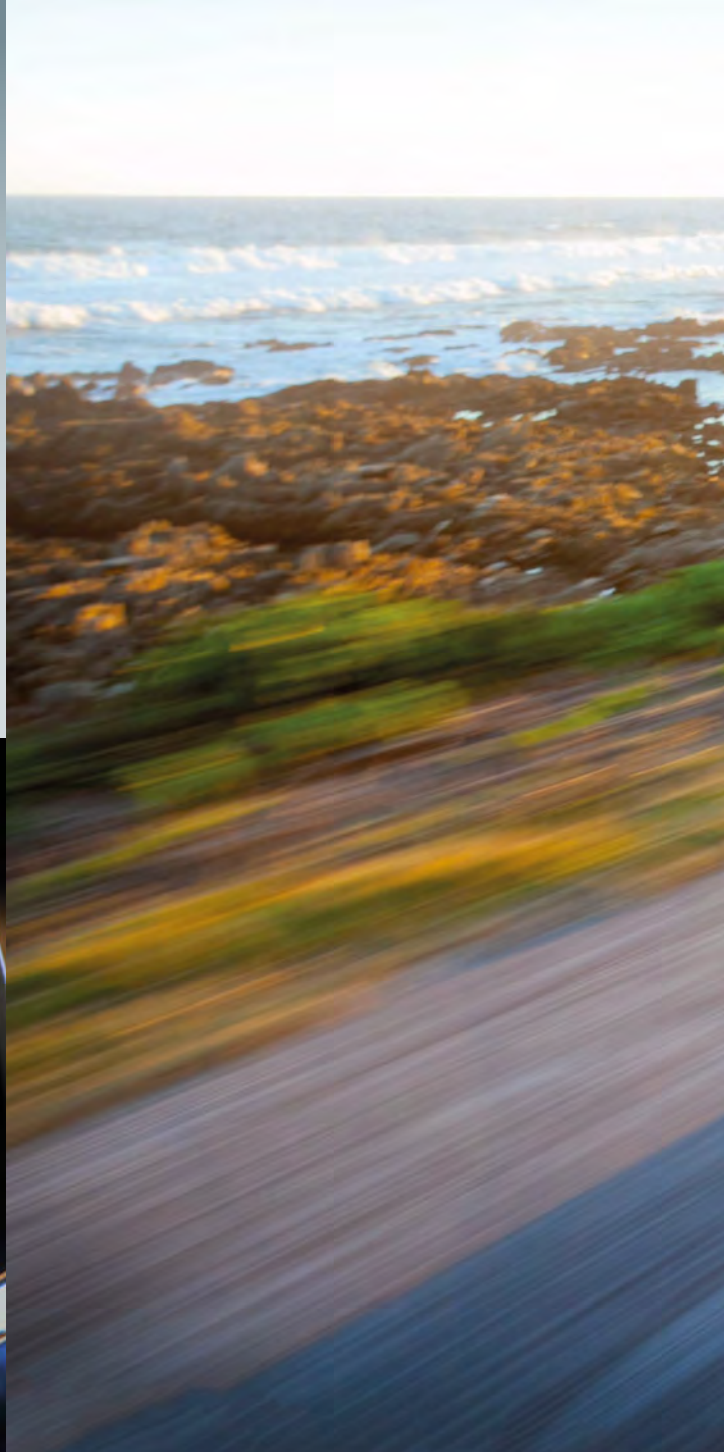
Elaborating on their gripe about the seats and imprecise steering, they commented that the driver's hands were likely to get tangled up with his knees which made it tiring to throw the car about in a truly sporting fashion. The car itself retained the MGB's ability to corner hard, they added, but with a fair amount of lean and a good deal of tyre squeal.

The testers were unimpressed with the fact that the seat back had but a "primitive and inadequate as ever" range of adjustment requiring a spanner to do the job. The gearbox, the same unit as was used in the 1.8-litre MGB but with different ratios, "emitted a powerful whine which, combined with the noise from the engine fan to drown out the engine note" and road noise was, on some surfaces, considerable.

When it came to gear changes, the large steering wheel tended to hamper leg movement when the foot was drawn back to activate the clutch, and the short gear-lever travel made it easy to engage first rather than third from second gear, or to inadvertently override the spring detent and find reverse when trying to change down to second. "Perversely," they went on, "reverse itself was often difficult to select". Safety issues were described as somewhat improved, but the testers went on to say that the minor controls almost all "protruded lethally from the dash". With reports like this being commonplace in the UK it's no wonder that the British Leyland Motor Corporation directors elected to cast the MGC aside.

SNAKES /ALIVE

Only six months after Ford's new Mustang hit the showroom floors, the iconic Shelby brand is launched in South Africa adding Cobra-style testosterone to the muscle car range. **Mike Monk** attended the festivities.



As soon as Ford announced that its new Mustang would be built in right-hand drive form and that it would be made available in South Africa, two of this country's leading performance car builders, champion racing driver and powerboat pilot Peter Lindenberg and Hi-Tech Automotive founder Jimmy Price, got together and decided to bring Shelby versions to SA. With the full backing of Shelby America, represented by Performance Parts Director Keith Criswell, Shelby SA was officially launched on 7/8 July at the Crossley & Webb showroom

in Cape Town, which is the organisation's headquarters.

The Shelby name has been associated with V8 Mustangs from the beginning when in 1965 the 289ci (4736cc) GT350 first appeared followed by the 428ci (7014cc) GT500 in 1967 and the Cobra GT500 the following year. The 289 was subsequently replaced with a 302ci (4949cc) while the Cobra GT500 featured an uprated version of the 428 tagged Cobra Jet. The cars lasted until 1970 and the name only reappeared in 2005, but it is with the original Mustang that the Shelby name is more synonymous.

Three models are initially available, each

a conversion – the basic car is provided by the customer. First up is the Shelby GT based on the turbocharged 2.3T EcoBoost model. Exterior changes include carbon fibre front splitter, bonnet, rocker panels, rear spoiler and tail-light panel. Inside there are Shelby-embroidered head restraints and floor mats along with custom sill plates. On the performance front, 20-inch Weld Racing Venice wheels are fitted to complement the Ford Performance items comprising a handling pack, short-throw gearshift and tuned exhaust with Shelby tips. The car is fitted with a personalised Shelby interior and engine plaques. The base kit price is



R665 000 including VAT and there are a number of options that allow the buyer to customise the vehicle even further. Ford's Mustang warranty and service plan are not affected with the adoption of these changes.

Next up is the Shelby GT with the naturally-aspirated 5.0-litre V8 under the bonnet. This car features similar standard features to the 4-cylinder GT but with a more expansive list of options including the fitment of a supercharger that delivers 670hp (500kW) along with Ford performance driveshafts, differential and transmission cooling, six-pot front and four-pot rear brake upgrades, more sporting steering settings and a

different diff ratio. Inside, a Katzkin interior kit is available. As with the other GT, base conversion price is R665 000 and warranty and servicing contracts are not affected unless the supercharger is fitted, in which case the mechanical warranty and service plan become null and void.

Flagship of the range is the supercharged Shelby Super Snake, which is offered with two performance packages for the 5-litre V8, the base spec offering the same 670hp (500kW) power output as the GT, and the other pumping out 750hp (560kW). On

the outside, Super Snake highlights include carbon fibre body components including a different air scoop bonnet, a billet aluminium grille and a rear diffuser, while on the inside Shelby interior trim items are fitted including a carbon fibre instrument pod. Helping to

Flagship of the range is the supercharged Shelby Super Snake, which is offered with two performance packages for the 5-litre V8



OH CARROLL

Carroll Hall Shelby was born on 11 January 1923 in Leesburg, Texas. He suffered heart valve leakage problems by the age of seven and spent most of his childhood in bed. By age 14, however, Carroll had overcome his problems and went on to become an automotive legend as a designer, constructor, racing driver and all-round entrepreneur. He is perhaps best known for his involvement in the early-1960s with, first, the AC Cobra then in 1965 with Mustang-based performance cars – G.T.350 and later G.T.500 – for the Ford Motor Company. The Cobra name came about as a result of a dream Carroll had about a car with the name Cobra on the front. "I knew it was right," he said, and thereafter the venomous snake emblem became synonymous with Shelby developments. As for the 350 number on the GT, it was the distance between the office and the workshop building.

Shelby helped Ford develop the Daytona Coupé and GT40 Le Mans cars before parting company with the automaker in 1969. However, the association was not lost forever and Shelby Mustangs reappeared in 2005.

With his trademark big, black Western-style hat, Shelby was also famed for his chilli powder. A keen hunter, in 1974 in the wake of the global clamp-down on performance cars, Carroll relocated to South Africa for a short while before returning to the USA and reviving the Shelby performance car business. Ol' Shel passed away on 10 May 2012.



deliver, transmit and handle the power, there is a Ford Performance handling pack and uprated driveshafts, a Borla exhaust system, Shelby cooling pack, Weld Racing 20-inch forged wheels, six-pot caliper front brakes and a different diff ratio.

The optional 750hp version comes with upgraded engine, transmission and diff cooling, and Shelby Wilwood rear brakes.

Among the options for both models are a Katzkin interior package, additional carbon fibre panels and a racing seat plus a roll cage with a five-point harness. Base conversion price is R1 248 000 and Ford warranty and service contracts are null and void.

Having said there are three conversion specifications available, there was a fourth but the limited-availability model is already sold out. Called the Terlingua, it is a track-inspired version of the Mustang built as a tribute to the Terlingua Racing Team that dominated the 1967 TransAm Championship in the USA, Terlingua being the name of the smallholding where the team was based. Only 50 of

When a customer places an order and pays a deposit, the relative kit is ordered and once the parts arrive conversion takes up to two weeks to complete



these cars are to be built and Shelby SA was allocated five – and all were sold at the company's launch (along with eight other Shelybs). The Whipple supercharger helps deliver 750+ hp (560+ kW) and apart from all the race car paint scheme and decaling, modified body parts, adjustable suspension, Brembo brakes and wider wheels etc, each car carries an autographed plaque of Terlingua founder Bill Neale, Carroll Shelby and Jerry Titus, who was the championship-winning driver.

When a customer places an order and pays a deposit, the relative kit is ordered and once the parts arrive conversion takes up to two weeks to complete, the time influenced by the number (if any) of options purchased. Parts removed from the donor car become the property of Shelby SA.

Only a limited number of conversions will be undertaken each month. "We are not simply offering 'bang for the buck'," says

Lindenberg. "We are a motor manufacturer partner offering an exciting experience for owners. Shelby has a legacy of passion and performance and we will continue to uphold that heritage."

Shelby SA's executives are Lindenberg, Gareth Crossley, Brian Webb and Djurk Venter with Paige and Abbi Lindeberg in charge of marketing and admin, respectively. The workshop that carries out all the conversions is run by Lindenberg's former race engineer Jeremiah Brynard. The Crossley & Webb workshop that carries out all the conversions is run by Lindenberg's

Shelby has a legacy of passion and performance and we will continue to uphold that heritage

race engineer Remia Brynard. Servicing partners to Shelby SA include Jimmy, Justin and Nicholas Price, long-time racing and performance specialists Rob and Steve Green – whose RGM Motorsport business will handle Shelby servicing in the Gauteng area – and Castrol. On the motorsport front, Shelby will undertake a limited number of diverse motorsport events. There is a range of Shelby merchandise available and further details of the whole Shelby SA operation can be found on the website www.shelbysa.com. The Shelby Cobra strikes again... 🏁

ALWAYS THE BRIDESMAID, NEVER THE BRIDE



2016 Winner Porsche 919 Hybrid driven by Marc Lieb (Germany), Romain Dumas (France), Neel Jani (Switzerland).

The cruel technical misfortune that befell Toyota only four-odd minutes from scoring its first ever win in the Le Mans 24 Hour race is, according to **Roger Houghton**, the continuation of a hoodoo that dogs the world's leading manufacturer when it comes to circuit racing. Once again it was a case of taking second place behind a German car.

This was the fifth time in 31 years that Toyota has had to be satisfied with standing on the second step of the Le Mans podium. Add in three second places in its eight-year spell in Formula 1 and it seems Toyota is destined to always be the bridesmaid and never the bride where top line circuit racing is involved.

Toyota Motorsport in Cologne announced after this year's unsuccessful bid for victory at Le Mans that the technical problem that caused the TS050 hybrid's sudden loss of power was due to 'a defect in the air line between the turbocharger and the intercooler'. The technical team and the driver attempted to modify the engine control settings to restore power as it stood motionless on the main straight while the clock ticked its way towards the 3 o'clock finish.

Eventually the remote electronic intervention achieved a measure of success and allowed the car to get moving again to complete its final lap, which was the same number of laps as covered by the winning Porsche. But alas, more misfortune lay ahead. It was doubly cruel that the car which seemed to be heading for victory, with Japanese driver Kazuki Nakajima at the wheel, did not even qualify as a finisher in this memorable race. The reason was that it took more than the allowed six minutes to complete the last lap of the Circuit de la Sarthe and crossed the finishing line too late to be qualified as a finisher.

Up to three years ago cars that were in trouble had been able to park up before the finishing line and then limp across the line after the winning car to qualify as a finisher. Nowadays to qualify as a finisher each car has to complete the last lap inside a six-

minute time limit.

Thank goodness that the second Toyota TS050 petrol-electric hybrid, which had pitted for body repair work earlier in the race, was able to take second place in front of a very surprised Audi Joest team that could not believe its good fortune. Audi, which dominated Le Mans for many years, grabbed a last minute third place on the podium after being off the pace of the race leaders – Toyota and Porsche – for most of the 24 hours.

As mentioned earlier, this was the fifth occasion in which Toyota has failed to win this prestigious race and had to be satisfied with being the runner-up.

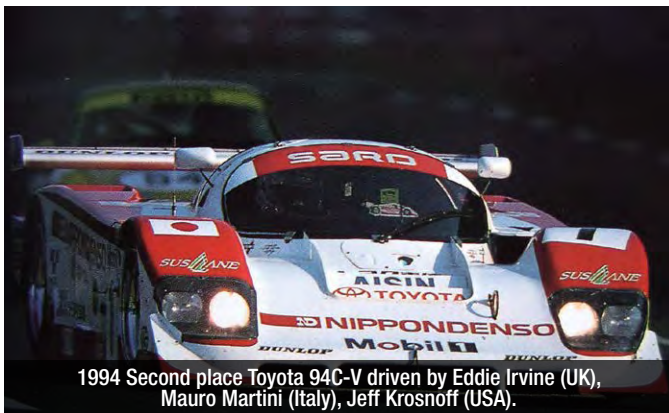
Victory also eluded the Toyota Formula 1 team as it raced in the top echelon of motorsport between 2002 and 2009. The F1 team was only able to notch up three second places in 140 races while its drivers



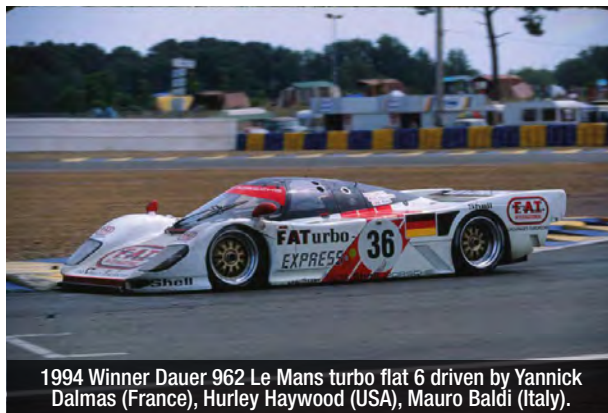
1992 Second place Toyota TS010 driven by Masanori Sekiya (Japan), Pierre-Henri Raphanel (France), Kenny Acheson (UK).



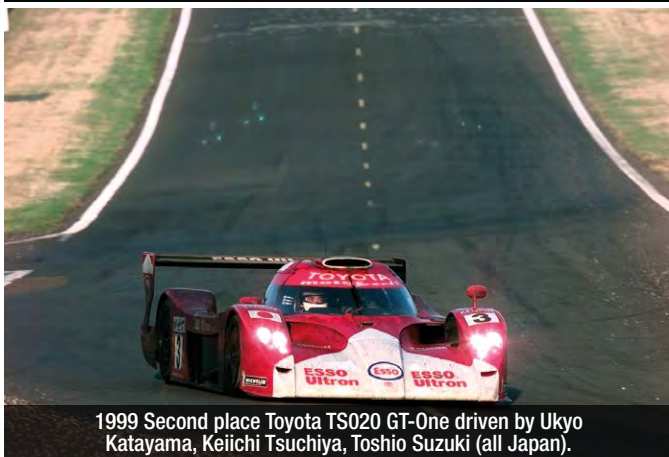
1992 Winner Peugeot 905 Evo 1B driven by Derek Warwick (UK), Yannick Dalmás (France), Mark Blundell (UK).



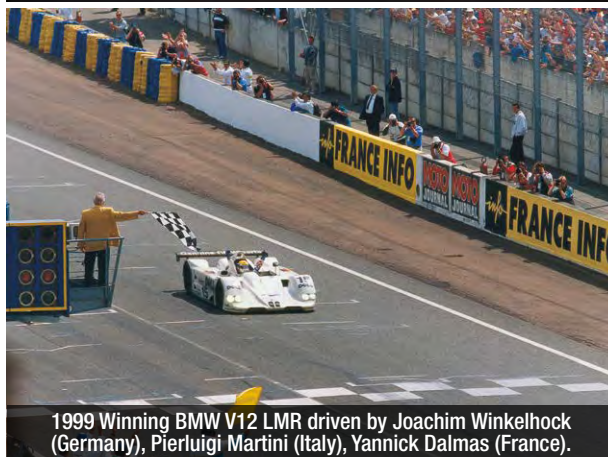
1994 Second place Toyota 94C-V driven by Eddie Irvine (UK), Mauro Martini (Italy), Jeff Krosnoff (USA).



1994 Winner Dauer 962 Le Mans turbo flat 6 driven by Yannick Dalmás (France), Hurley Haywood (USA), Mauro Baldi (Italy).



1999 Second place Toyota TS020 GT-One driven by Ukyo Katayama, Keiichi Tsuchiya, Toshio Suzuki (all Japan).



1999 Winning BMW V12 LMR driven by Joachim Winkelhock (Germany), Pierluigi Martini (Italy), Yannick Dalmás (France).

were on the podium only 13 times in the eight years. For the record, the Toyota team achieved three pole positions and three fastest race laps during its foray into F1.

However, Toyota was very successful in world championship rallying, collecting four drivers' titles and three manufacturers' championships between 1990 and 1999.

Mazda is still the only Japanese manufacturer to have won a Le Mans 24 Hour race and this happened 25 years ago. The first time Toyota came second at Le Mans was in 1992 when Toyota Team TOMS' TS010 sports car, powered by a 3.5-litre V10 engine, finished six laps behind the winning Peugeot 905 V10. Meanwhile a Toyota 92C-V sports racing car, powered by a 3.6-litre turbocharged V8 power unit and with South African George Fouche among its trio of drivers, finished fifth in the 1992 race.

The next time Toyota drivers stood on the second step of the podium at the end of a Le Mans 24 Hour race was in 1994 when Team SARD's Toyota 94C-V, still powered by the venerable 3.6-litre turbo V8, finished behind the winning Porsche Dauer 962 Le Mans driven by Yannick Dalmás, Hurley Haywood and Mauro Baldi. The runner-up Toyota was driven by the experienced trio of Eddie Irvine, Mauro Martini and Jeff Krosnoff.

The third time Toyota finished second was in 1999. I was fortunate to attend this race as host to a group of South African motoring journalists and we had to endure the heartache of BMW snatching victory in the last half-hour as the front-running Toyota GT One punctured a tyre on track debris and had to make an unscheduled pit stop. Until then the Toyota, driven by a trio of Japanese drivers, Ukyo Katayama, Keiichi Tsuchiya and Toshio Suzuki, had been

running reliably. It was reeling in the BMW, which was a joint venture with the Williams F1 team, and the sleek red Toyota seemed set for victory.

But it was not to be and the Toyota crossed the line a lap down on the Beemer.

Toyota had lost two of its front-running cars earlier in the race as they crashed out due to burst tyres. The Toyota GT One had a revised 3.6-litre turbocharged V8 engine which was more powerful than the naturally aspirated V12 in the back of the BMW. This meant the Toyota had more power and speed, but the BMW was more economical. The Toyotas were, in fact, so quick that the lap record set in 1999 was only beaten in 2006. Toyota switched to Formula 1 after this umpteenth unsuccessful attempt to win Le Mans. The two-year sportscar programme (1998 and 1999), headed up for Toyota's former rally boss, Ove Andersson, was used



2013 Second place Toyota TS030 Hybrid driven by Anthony Davidson (UK), Stéphane Sarrazin (France), Sébastien Buemi (Switzerland).



2013 Winning Audi R18 e-tron quattro hybrid driven by Allan McNish (UK), Tom Kristensen (Norway), Loic Duval (France).



Just seven minutes shy of 24 hours, the Toyota TS050 comes to a halt and dashes hopes of a deserved victory.

principally to set up a top rank racing team at its motorsport headquarters in Cologne in preparation for the leap into F1.

Toyota returned to Le Mans with its first hybrid petrol-electric sports racing car, the TS030, in 2012 when the cars finished as creditable 3rd and 5th.

The next year the TS030 finished an excellent 2nd and 4th but once again victory eluded the leading car, driven by Anthony Davidson, Stéphane Sarrazin and Sébastien Buemi as it finished a lap down on the winning Audi R18. In 2014 Toyota took pole position at Le Mans with the TS040 but had to be satisfied with 3rd in the race, with the second car retiring. Porsche returned to Le Mans that year but had to be satisfied

with 11th position as the turbo-diesel Audi R18 took the top two steps on the podium ahead of the Toyota. Last year was again frustrating for Toyota with the team having to settle for 6th and 8th with its revised TS040, as Porsche returned to the winners' circle, finishing first and second with Audi third.

Now a gutted Toyota Gazoo team has had to be satisfied with yet another runner-up position after its best ever performance for 23 hours and 53 minutes of the running at one of the world's most famous motor races. Once again it was a Porsche out front. Toyota has already announced its intention to make an even more determined challenge for victory at Le Mans in 2017.

In addition, Toyota is set to return to the

World Rally Championship with a Yaris in 2017, after a break of 18 years. Four-time world champion Tommi Mäkinen has been entrusted with trying to get a Toyota back on the top podium in a WRC event.

Mäkinen is based in central Finland, which seems a strange decision when Toyota Motorsport GmbH (TMG) in Cologne, Germany, has all the latest equipment for designing, developing and building motor sport cars, including two wind tunnels.

It appears Toyota Gazoo Racing intends trying to emulate the success Toyota achieved with Swede Ove Andersson's comparatively small Team Toyota Europe rally operation more than 30 years ago. Time will tell. **G**

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Motorcycling is all about feeling alive, and most of that feeling comes from what happens when you twist the throttle open. We can waffle on about enjoying the wide-open spaces, the fresh air, and all the rest, but most of that you can get on a bicycle. For real exhilaration you need an engine, preferably a powerful one, and it has to be slung between two wheels. Anything more is a bonus. And as **Gavin Foster** sums up, you can get that, second hand, for a lot less money than you'd expect.



Many bikes lose out to fast cars on top speed, of course, but over a standing quarter mile they do a pretty good job of getting the adrenalin pumping

Compared to those four-wheeled contrivances that use our roads, even a moderately old, fairly brisk motorcycle is wide awake when it comes to throttle response. Many bikes lose out to fast cars on top speed, of course, but over a standing quarter mile they do a pretty good job of getting the adrenalin pumping, and at the end of the quarter you can just roll the throttle closed and pretend you've had enough of this childish gamesmanship.

I was trawling the Internet looking for some comparative data to substantiate this when I came across a real goldmine of a website at www.totalmotorcycle.com that lists 28 pages of performance data (horsepower, ¼ mile time and ¼ mile speed) for around 800 cars and motorcycles built before 2007, ranging from the 1953 Citroën 2CV Cabriolet (9hp, 37.6 seconds, no speed recorded) to the 2006 Kawasaki ZX-14 (197hp, 9.7 seconds at 235km/h). What surprised me, once I started digging, was not that the old superbikes were so much quicker than everything else over the quarter mile, but that even really slow bikes – by biker standards – are so much livelier than many



highly rated cars of today and yesterday. Now I can understand why my non-biker fellow motoring journalists waxed lyrical about the Toyota Run-X RSi a decade or two ago, while I couldn't understand what all the fuss was about.

Let's start with the type of motorcycle a red-blooded superbike rider would turn his nose up at because it was simply dog slow – something like a 1996 Honda Africa Twin. Buy one of these 52hp wonders and your mates will start peeping at you sideways and nudging each other in the ribs. Looking at the chart, though, all is not doom and gloom. If you flog every one of those little Japanese horses to within an inch of its life your 20-year-old Honda adventure bike will get you across the finish line 13.5 seconds

after the lights change, at a terminal speed of 150km/h. This doesn't sound particularly inspiring, but look in your mirrors and you'll see a '93 Lotus Esprit GT3 crossing the finish line 0.1 of a second behind you, with a 493 horsepower '94 Lamborghini Diablo VT running alongside it. Suddenly the old Africa Twin doesn't seem such a clunker after all!

If you have really big rear view mirrors you'll also see a 2000 Aston Martin DB7 Vantage Volante (13.6 seconds), a 2002 Subaru Impreza STi (13.7 seconds), and a '97 Dodge Viper GTS (13.7) fighting it out for the lower positions. Right alongside you, but doing a good 20km/h more, will be a 2003 Bentley Continental GT with a really upset owner. Round about now you should roll off the throttle and pretend you got bored.

If you flog every one of those little Japanese horses to within an inch of its life your 20-year-old Honda adventure bike will get you across the finish line 13.5 seconds



It's blindingly obvious that a bike gives you more bang for your buck than any car ever can

It's blindingly obvious that a bike gives you more bang for your buck than any car ever can. Let's assume you can't come up with the R30 000 or whatever the asking price is for the Africa Twin, so you set your sights a little lower and splash out R10 000 on the local pharmacist's discarded delivery bike – a 1993 Suzuki GS 500E. If you really want to rub yuppies' noses in it you can still have a lot of fun with this humble machine, as long as you choose your targets carefully. The tatty old Suzie twin will – if the motor's still good – cross the line in 14.2 seconds, which is just 0.1 seconds slower than a '92 Porsche 928 GTS or a 2000 Porsche 911 Tiptronic Cabrio. You'll be running neck and neck with an '87 Ferrari Testarossa, and 0.3 seconds ahead of a '70 Lamborghini Miura. And – shock and awe! – you'll have galloped down the dragstrip a half-second quicker than a '95 Bentley Continental R.

This is getting to be fun, so let's play mix and match. An old aircooled Yamaha XT600 or a 15-year-old Kawasaki KLR

650 for around R20 000 should run 14.8 second quarter-miles, and see you pitted against 2002 Porsche Boxsters, '98 Bentley Arnages, '98 Mercedes-Benz C43 AMGs, and 2002 Audi A8 Quattros – make sure you pick one that's lumbered with an automatic transmission. Nearer the other end of the scale, a '97 Yamaha Thunderace will run 10.7 seconds at 215km/h and see off any MacLaren F1 (11.1 secs), Lamborghini Gallardo (11.7 secs) or Pagani Zonda S (11.8) you care to throw at it. You'll even embarrass the thousand-horsepower Bugatti Veyron (10.8 secs) on this 19-year-old motorcycle – just get out of the way at the end of the quarter, because that humiliated £1 million monster's gonna be hauling when it comes past.

So that's it then. Armed with the knowledge you've gleaned here today, you can stalk into your local pub, toss the Africa Twin keys on the bar, and tell the barmaid you've left the Lambo at home tonight – you felt like enjoying something a little quicker! 🏍️



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By Racey Lacey

Whether you pronounce it 'pat-EE-na' or 'PAH-tin-a', patina is a word that has become increasingly popular in car circles worldwide. The word in itself does not apply specifically to cars, though – in fact, its origin is of quite a different nature. It comes from the Latin word for 'shallow dish', although to the layperson it might sound like an exotic Mexican dish.

Patina can refer to any fading, darkening or other signs of age, which are deemed to be natural or unavoidable (or both). The chemical process by which a patina forms is called

patination and a patina layer takes many years to develop under natural weathering. The term is used by geologists, artists, metalworkers and even chefs. In the case of metal, patina refers to the coating formed on the surface of certain metals when exposed to various elements, a prime example of which is the formation of rust. Patinas can also be found in woks or other metal baking dishes, which form when properly seasoned. The patina on a wok is a dark coating of oils that have been burned onto it to prevent food sticking and to enhance the flavour of the foods cooked in it. Artists often deliberately add patinas as a part of the original design

and decoration of art and furniture, or to simulate antiquity in newly made objects. In the case of antiques, several views are held on the value of patination and its replacement if damaged, known as repatination.

Preserving a piece's look and character is important and removal or reduction may dramatically reduce its value.

So what does patina mean when it comes to a car?

This is where the debate begins and things start to get interesting. There are those who think that a knackered old car should be fixed up. Sadly, this often means a beautiful (even if slightly ropey) classic is stripped, fixed and has the life painted and polished out of it. There are those who will attempt to restore an old car which means that, although it is done in a way which is period correct, still means that its story and, for lack of a better word, its life, are lost to a large extent. Where, then, is the balance to be found? And what constitutes patina anyway?

In the past, the aim of most serious car enthusiasts and collectors was to 'restore' old cars to such a pristine state that they were almost better than new. Cars became like precious show ponies: prepped, preened and polished, then trailered to prestigious

In the case of metal, patina refers to the coating formed on the surface of certain metals when exposed to various elements, a prime example of which is the formation of rust



shows to be displayed – never driven – some even having any oil, fuel or coolant removed for fear of leaks costing precious show points. Recently, however, a new philosophy has been gathering speed. It has become not only acceptable, but even desirable, for cars to sport paint that's a bit thin and chipped, chrome parts that are not quite as shiny as they used to be, upholstery that is a bit worn, and engine bays that are dusty and smell of oil and fuel. Hands-on cars that have a story to tell, that have been driven – preferably in racing events – and whose history is not written on a placard at the Concours d'Elegance at Pebble Beach. Because it is visible – even to the most uneducated eye. Suddenly it has become cool to own a unique car with a bit of character. Perfect is now a bit *passé*, to be honest.

There is no doubt that a car with a remarkable history is more interesting than a car that was driven daily by Mom to the local Spar or to drop the kids off at school. While very harsh damage is obviously not

attractive or desirable, some light scuffing, scratches, and evidence of a well-lived life are welcome. These marks and blemishes are like battle scars that become sources of proud evidence that a car is an original survivor. And just like a treasured family heirloom, handed down from generation to generation, an old car has its own story to tell – a motoring relic with its own history. Part of the charm of an old car is the life it has lived and part of this also involves allowing it to age gracefully, and with dignity. You would never consider taking an antique hardwood table and 'fixing it up': stripping it of its original finish and varnishing it to a shiny, good-as-new shine, just like it was in 1915, would you? Why? Because by doing this you strip it of what no money can ever buy – its intrinsic value. The original, beautifully aged example that is allowed to tell the rich story of its long life is far more desirable than the

And just like a treasured family heirloom, handed down from generation to generation, an old car has its own story to tell

clinically clean, perfectly restored one.

Having said all this, there is a difference between patina and, well, junk. A car that has had a good, long life and is a bit worn is great. A car that has been treated with contempt or has been abused or neglected is not. A few weeks ago, I happened to come across a line that pretty much sums it all up, in my opinion: Without purpose, patina is just decay. And the purpose with classic cars has always got to be preservation.

So even though your head might admire a concours winner for its beauty and cleanliness, your heart will always race at the sight of an original survivor... even if it is a bit battle worn. **C**

THE GATEWAY DRUG

In a slight departure from our regular Reader's Ride department we take a ride through **Maurice (Mo) Skikne's** motorsport memories of the Old Transvaal.

S.S.C. Chairman Lee after turning back onto course having spotted photographers. (near 18x)
This Citroën goes well and seems to have a fine cornering attitude of F.W.D.
Notice fine cornering attitude of F.W.D.



D.K.W. 800 cc. of J. Bukea driving with great determination to pass. This car is extremely rapid and it is wonderful to see it accelerate and stay with single seat car!
Bumper car and a good driver!



B.M.W. by Van Bergen.
This old saloon always provides thrills to the spectators.
Is extremely rapid and stable and the finish and
handwork is worth a much better car.
Never - unless you are observing being driven and
a pleasure to the eye under the bonnet.

It seems just yesterday when my father took me to the Old Barn Speedway off the Brakpan-Alberton road, just south of Wadeville, Germiston. It must have been about 1942/3 on a Sunday. I have always been a petrolhead with a taste for racing, whether on two wheels or four, and found it thrilling to participate as a spectator, pit crew and competitor. That winter day had people like the legendary Buddy Fuller, Doug Serrurier and a trick rider Pat Mossman competing.

I cannot remember any race results, only the clouds of dust from the oval dirt track. To me these riders were true heroes, especially Mossman, who, riding an old Harley-Davidson fitted with a metal stepladder, would climb up the ladder, take off his jacket and perform tricks as the bike pattered around the circuit.

My next encounter with bike racing was

watching dirt track at the Boksburg Soccer Stadium, a 440-yard cinder track around the main field. Here Buddy Fuller came off his speedway bike, sliding into the safety fence and literally ending up at my feet. As an impressionable youngster I of course got back home to my size 26 bicycle and removed the mudguards and used a back pedal brake hub to impede speed.

We had a marshy pan near the house, where we raced our bikes on the sand shore, trying like hell to emulate the speedway boys. Coincidentally the war came to an end, and *Champion* comics began to filter their way into SA. What was advertised therein? Adverts for Phillips and Raleigh bikes, especially modified for 'dirt track racing'. This craze was sweeping England, and had spread to the colonies and I started dreaming of starting an inter-club league for bicycle dirt track. But how

could a wisp of a boy have the knowledge and ability to start such an enterprise?

Motorcycle Speedway had by then become very popular and other tracks came into being, with the likes of Dunottar in Benoni, and the most renowned track in

the Witwatersrand, at Wembley Stadium, in Johannesburg's southern suburbs. The hype encouraged the shooting of an exciting movie in the late forties, starring Dirk Bogarde as the World Champion-to-be.

Dirt track motorbikes of that period mostly used a single-cylinder, long-stroke 500cc J.A.P. engine, pulling a low one-speed gearbox, in a chromed frame, with spindly thin wheels. A wide saddle, short rear mudguard and a small petrol tank completed the ensemble. Buddy Fuller had already developed the reputation of managing and organising the events, and so he became the boss-man of Speedway, a position he held for many years.

With the passing of WWII, road racing, both two and four wheels, also began to figure prominently. Thus many old racing motor-bikes, proprietary and home-built car specials that had been languishing in dark corners of garages and storerooms were hauled out, dusted off and checked through. Some were prepared as they were raced pre-war; others were modified to match new developments in the UK, USA, Germany and Italy. The initial races took place on open roads like the 'Round the Houses' in Nigel, or 'Round the Factories' in Krugersdorp, for motorcycles. In 1948 the Crusader 100 was

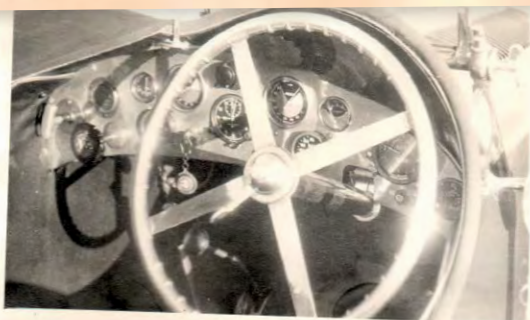
As an impressionable youngster I of course got back home to my size 26 bicycle and removed the mudguards and used a back pedal brake hub to impede speed



"Minimake" special owned and driven by W. Dwyer. This is all homemade and looks like a marriage of Fiat 500 parts and others; although not extremely fast it performs well and is well made.



Brian Davey Protea



Alfa Monza 23 Cockpit - H Gearing



"Mulgaf" special - Brian Newby - based on Fiat front and rear suspension 1954/5

announced, to be held on the public roads in between Rand Airport and Germiston Lake. The proceeds were to go to financing the building of a home for ex-servicemen who could not be employed due to disablement during WWII.

At this time I was helping a school friend, Garth van Deventer's big brother Neville, to prepare a 250cc Triumph Special he had built up from a standard road bike with Girder forks and standard gearbox. Neville had made a number of modifications to the engine, fitting a racing Amal carburettor and trick cams to the pushrod engine. This experience alone taught me a lot about race preparation and tuning.

The man to beat was Bep Castellani, who had a pre-war 500cc Norton International model. Bep hailed from Nigel and was not only a tuning guru but also a whizz at riding. Come the Crusader 100 on a Saturday and the morning schedule saw bike races for International classes of 250cc, 350cc and 500cc. The Tiddlers went off first with an Excelsior Manxman eventually winning, followed by a gaggle of Velocettes, one ridden by an icon - Jannie Stander - who eventually became 250 SA Champion a number of times. Charlie Randall (Desire Wilson's father) also figured

in the top echelon and was to become SA 250 champion. My friend Neville finished somewhere in midfield, but was plainly elated to finish.

In the afternoon the Crusader 100 Miles for cars was run. Among the lineup was an offset-bodied 'Brooklands' Riley driven by Dougie Duff, an R4 ERA conducted by Basil Beall, a single-seater MG special built and owned by Frank Brodie, a Gaggle of MG TCs with their wings stripped off driven by the Fergusson Brothers and a host of specials using chassis and power-units from Ford V8 cars and a stripped down Lagonda sports. During the race this Lagonda behemoth sadly fatally injured two people who had been sitting with feet on the track.

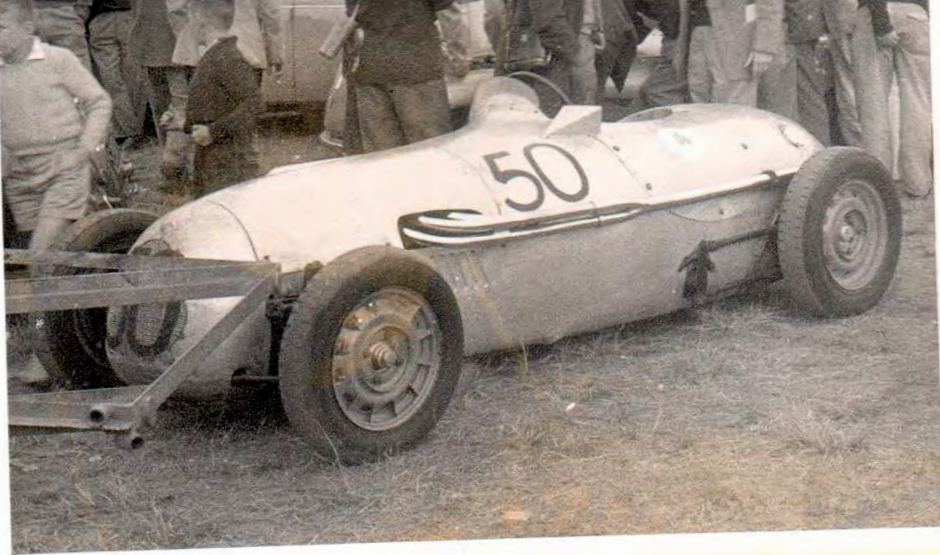
If my memory serves me right Frank Brodie won, with Duff second. But the tragedy that occurred forced the Government Ministry of Sport to ban open road racing, and future events had to be on tracks specifically designed for racing, with spectators behind safety fences.

My friend Neville also got me excited about Big Band Jazz. By this time high school was beginning to occupy my spare time,

as I was determined to get into university and follow a profession (aeronautics or mechanical engineering), so I dropped out of pit crewing. A copy of an *Autocar* London Motor Show in 1949 re-ignited my car craze and I now fueled a lot of paper and pencil exercises, dreaming of building a sportscar after the style of an Allard, or Frazer-Nash - both cigar-shaped bodies, on a chassis I intended to buy from a scrap yard.

In 1950 when I was in Standard 9, I suddenly realised there were these wonderful creatures called girls. With those untapped male hormones circulating around my blood vessels, I began chasing after them, and neglected the cars and bikes. However I was lucky to attend one of the SCC meetings at the old Palmietfontein Airport (commercial aircraft activities had moved to the new Jan Smuts). In 1951 Peter Whitehead and Tony Gaze, a pair of British racers and their F2

In 1951 Peter Whitehead and Tony Gaze, a pair of British racers and their F2 Ferrari 500s stopped off at Palmietfontein to compete against our own racers



Jennings Riley - Cape Town - Rand Autocar
Races 1957

Merker RS - Krugersdorp hill climb

Ferrari 500s stopped off at Palmietfontein to compete against our own racers. They put up a great show and, thanks to a handicap system, encouraged the race drivers to match their skills against internationals and locals like Doug Serrurier and his self-built Norton 500 F3.

A number of races were held at Palmietfontein (before it became a township), home of the Peugeot factory, and our sport moved to a new track at Grand Central airport in 1956. Sports and saloon cars often combined on track with some ingenious engineering skills on offer to make the saloons competitive. Stuff like the 'Miniat', driven by Bill Smith; it used an older side-valve engine Morris Minor stripped and fitted with a Fiat 1100 and 4-speed gearbox. In addition, a Shorrock supercharger found home on this impressive car. It was dynamite and it not only demolished all other saloons, but it nearly 'killed' all the sportscars and single seaters.

Things were rapidly evolving in South African motorsport in the mid-1950s. Import

duties were being relaxed so that the importation of performance vehicles became a reality. The motorsport field was becoming more attractive to enthusiasts, so motor clubs grew rapidly and a number of branches of the main clubs were started. Interest in old cars and their restoration took off, which saw the formation of clubs for these types of activities. The SCC developed branches and required a fulltime secretariat, not only for circuit racing but also off-road trials and motorcycle racing.

The SCC was formed, if memory serves correctly, in 1946 when a group of enthusiasts got together and formalised it. Initially modern and old car buffs did not differentiate their enthusiasm and met for the sake of enjoying and admiring one another's vehicles, whether new or old. They even ran simple little events in and around the boundaries of Johannesburg, either in the veld or on farm land. Some wanted to race their newly-acquired post-war sportscars like the TC MG, Morgans and Singers, and together the 'old-car' enthusiasts with similar

desires began the search to find suitable roadways in some towns.

Mention must be made of personalities who became prominent in the car club movement. Guys like Jeff Watson who had accumulated quite a large stable of very early vehicles like a Metz, 1915 Fiat tourer,

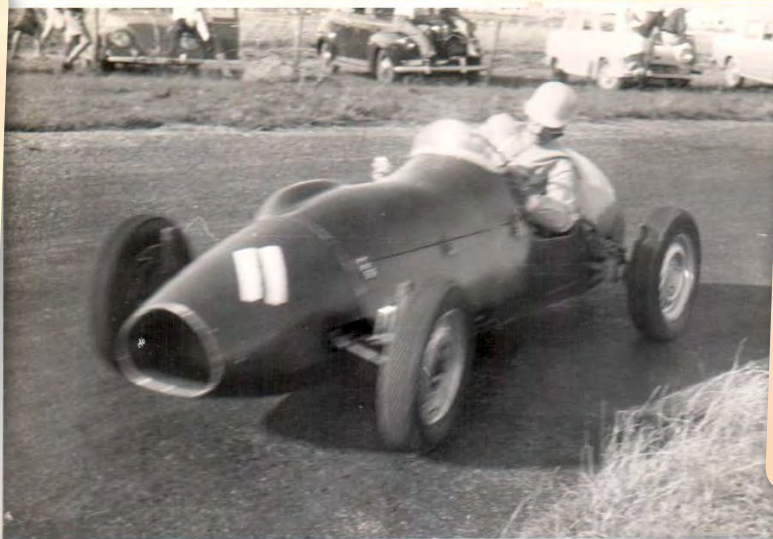
a late-twenties Bentley, and others. There were the Fergusson brothers, Chris and Tony, who both sported MG TCs, Tiny Hindle with 3 Bugattis (Type 37, 35 and 57) and the Bentley Boys like Harold Freeman (3-litre tourer), Peter Blackwell (3-litre) and Jack Patterson (4.5L blower). Bryan Smith was there too with his remarkable 6-cylinder Talbots (ex-Le Mans) capable of beating some of the post-war sportscars.

The SCC took to having regular meetings at particular hotels like the famous old Rosebank Hotel, where over a pint of ale many 'Noggins and Natters' were pursued. As a freshman at Wits University and not owning a car, this was where I became a club member by being nominated and seconded by friendly members, who remarked that I seemed to be a decent body to be inducted and that Dad's 1950 Chev-6 was acceptable. A very solid and reliable car it was too. If only it was mine to tune! It certainly had potential, going by the book I had on building and modifying the six-cylinder engine gathering dust in my collection.

One of the biggest changes was a plan to put in an international circuit somewhere around Johannesburg, and the idea of a company was discussed, to control, fund and administer, such a track. Thus the South African Motor Racing Club (SAMRC) came into being. A special sub-committee was formed to search out and propose a new international race circuit.

From these beginnings, the idea was born to stage a series of races which were

One of the biggest changes was a plan to put in an international circuit somewhere around Johannesburg, and the idea of a company was discussed, to control, fund and administer, such a track



MG Special GT. 1959 early



1958 Simca Aronde Sedan 1250cc - fast very nice car.

to be called the Springbok race series, countrywide, as well as a possible Grand Prix again in South Africa. The organisation was headed by Francis Tucker, Alex Blignaut and Dave Clapham. A piece of land to the west of Midrand (then known as Halfway House), was acquired from the City of Johannesburg, and work began on laying out a circuit which would be suitable for single-seater Grand Prix level races as well as for endurance cars and motorcycles. The overall plan was to set up a national series of races. This, of course, became Kyalami.

With Kyalami still not a reality, the first 9 Hour was run at Grand Central track in 1958. By 1961 the new Kyalami was ready and held the 4th 9 Hour, and what a spectacle it turned out to be. Cars and drivers from overseas made their appearance and over the years names like David Piper, Peter Sutcliffe, Paul Hawkins and more made appearances here. The classes as usual were saloon cars of various engine capacities and sportscars of either standard or prototype designation.

As an aside, Grand Central also saw the first motorcycle endurance being run, a 24 Hour. One memorable rider was the future famous car ace Basil van Rooyen lying flat on a small capacity bike to aid streamlining. It is a pity that this endurance race was not extended annually as it could have been a good testing ground for service and endurance of motorcycles. What Kyalami and the 9 Hour did for cars, so too could the bike race have done for the two-wheel marketers: 'Race it Today, Sell it Tomorrow'.

Hillclimbs were popular too, with the nearest one being close to the sewage works outside Krugersdorp. Despite the sometimes sharp odour, the venue proved popular and I took part with an 850cc Morris Minor initially and then replaced it later with a Triumph TR2. Other hillclimbs at Signal Hill in Bloemfontein, Burman Drive in Durban and the Polana climb in Maputo, Moçambique followed. Provided one drove down carefully and competed sensibly, no harm was done either to the car or oneself and a lot of fun was enjoyed.

The control by SAMRC was assumed by Alex Blignaut, Francis Tucker, Dave Clapham, as the controllers of Kyalami and events for both amateur SCC club members and professional competitors were planned. Classes within vehicle types like saloon cars, sports/GT and single-seater groups were established and this encouraged meetings with a full-day programme. Advertising began to appear on cars and full-house backing came into being. The backers ranged from tobacco to construction, motor manufacturers, garages, ice cream vendors, petroleum/oil, transport and more. This allowed for teams to set up full outfits, pay drivers and technicians and purchase more competitive machinery. Not only that, but it provided advertising for the sponsors. It also brought sorely needed capital to help improve organisation, market events and improve circuit facilities. What many

refer to as 'The Golden Age' of South African motorsport, took off.

This did not put a damper on things for the enthusiast competitor though. Club races, rallies, gymkhana and hillclimbs were favourites. Even the famed 100mph Club badge proved a dangling carrot for regular folk to modify and customise one's pride. Tuning and customising workshops sprang up and names like Speedparts, Superformance, Meissner and Perana came to the fore and our affinity for locally built homologation machines took off.

Such teams were soon to dominate, moving motorsport from being essentially amateur competition to professional. In my opinion the old-car/vehicle movement worldwide was stimulated to come into being as a result of the commercialisation and professionalism. This has, of course, ensured the creation of a whole industry to refurbish, rebuild and preserve very collectable and enjoyable activities for enthusiasts of machinery the world over.

What a wonderful world it was, and one that has fed and continues to feed a lifelong addiction. 📺

Hillclimbs were popular too, with the nearest one being close to the sewage works outside Krugersdorp. Despite the sometimes sharp odour, the venue proved popular



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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.

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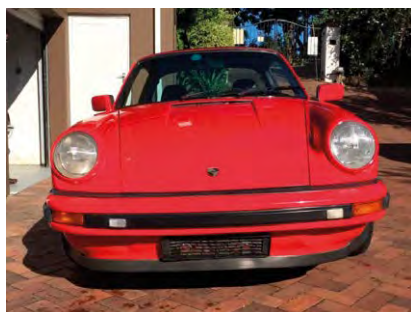
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