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SPRING IN THE STEP

Spring is here and by now you should have taken a splash in the pool – tradition to do this when the public pools reopen their doors on 1 September each year. It also means that the mornings, although still crisp, are just that bit warmer, which makes early runs in your classic a must do, and for the magazine it means we can do our early morning photo shoots without developing frost bite. I might just have applied the commentator's curse though – remember it snowed in Johannesburg in September 1981 and a quick search reveals that this month shows the highest prevalence of snow countrywide over the last century...

But come rain or snow we like to do photo shoots as the sun rises. This is not my choice, of course, but rather the photographers'. While most of us believe good light is dependent on the sun, photographers generally hate the bright light. For them the softness of the early morning light is best as it doesn't make 'hot spots' on the car's paint, chrome or glass areas. The darkness also allows them to control their own highlights by means of flash and studio lighting.

This month Etienne Fouche was the man behind the lens for our cover story Ford Capri and despite my belief that winter was on the way out, had to brave the frost and fresh temperatures to get the imagery. By the time he got to shooting the battle of the 'affordable'



1950s British sportcar tussle between the MG A and Triumph TR, his fingers had thawed out enough to push the shutter button without piercing pain.

Graeme Hurst kept his Cape Town shoots indoors this month, catching up with Lancia guru Felix Furtak at his Woodstock parts supply operation, and then spent an afternoon with Protea designer and builder, John Myers, to find out he did much more than just the little fibreglass car.

Mike Monk takes a look at some real rarities in the form of a Hupmobile 8 Roadster and the T97 while Gavin Foster keeps us in touch with the latest 2-wheeled Triumph offering and discusses some of the planet's most intrepid motorcycle riders who braved hot, cold, dry, wet and windy weather conditions, along with the odd bullet to reach their destinations.

Our Reader's Ride is a fantastic original Datsun GX that the new owner stuck on a dyno to see how many kilowatts per year have been lost. Our South African special vehicle comes in the form of the Chevrolet Nomad, and although he made his name with pre-war racing Alfas in Europe, we claim Giulio Ramponi as a local legend who lived in the Lowveld.

Hope you enjoy the mix and please keep the correspondence and uniquely South African story ideas coming in.

Stuart

— BEHIND THE SCENES —



Part of the Franschhoek Motor Museum's increasing success is the warm welcome visitors receive once through the gates of the vast L'Ormarins Estate in which FMM is located, and the fact that the exhibition halls are constantly changing. No matter how many times a person visits the four display halls flanking the central quadrant, there will always be some vehicles on view that have not been seen before. The most recent display change is in Hall B where an Italian collection is featured, including a 1922 Isotta Fraschini, 1939 Fiat Topolino, 1947 Lancia Aprilia, 1954 Moretti, 1963 Ferrari Lusso, 1956 Maserati 150S, 1985 Maserati Quattroporte plus a handful of Alfa Romeos from various eras.

The entrance building is a multi-functional facility housing the museum's reception area, delicatessen and wine sales downstairs, with admin staff, the library, archive and boardroom located upstairs. First impressions count for a lot and the terracotta-tiled ground floor immediately sets a tone for what L'Ormarins and the museum have to offer. Helene Ruiters and Delian Petersen are the two receptionists who welcome visitors and handle entrance to the museum, organising guides and serving customers in the deli, which is decorated with many items of motoring memorabilia that help create a classic motoring ambience.

The deli's speciality is gourmet sandwiches and the menu provides a varied mix of combinations served with either sourdough or rye bread, tramezzini or in wraps, all prepared by kitchen staff Susan Bock and Schorita van Rooi. A very popular Ploughman's Platter is also offered for the not so hungry.

Liquid refreshments are in the form of coffee, tea, milkshakes and soft drinks but wines from the extensive list of the Anthonij Rupert Wyne-associated cellars are also available. The deli is linked with the estate's corporate kitchen, which has its own bakery and assists with catering

when larger groups of visitors or small functions require.

Opposite the deli is the wine sales area, which has a full range of wines available. Although tasting is not carried out in this area, a charabanc ride through L'Ormarins to both the Anthonij Rupert and Terra del Capo tasting rooms is available where patrons can sample the wines under the guidance of experienced staff.

FMM houses over 300 vehicles of which around 200 are turn-key mobile, and these are exercised on a regular basis in order for them not to deteriorate. On special occasions, such as the recent Fathers' Day, cars are brought out into the open and either demonstrated or their engines 'run up' – both events always enjoyed by everyone from awe-inspired youngsters to knowledgeable petrolheads.

When not on display, vehicles are stored in humidified motor sheds along with the non-runners that await fettling at a future date. By their very nature, keeping the ageing collection in motion takes a lot of hard work and disciplined maintenance, which is handled by a small team of individuals from a workshop situated in the grounds of L'Ormarins. Lorenzo Farella is the workshop manager and he is supported by Deon de Waal, Elton Botha, Donny Tarentaal and Wensley Wicomb.

The team carries out routine maintenance and servicing of the vehicles as well as the majority of engine overhauls, often with the help and guidance of respected classic car owner/restorer/racer Richard Daggitt, who applies his expertise as a consultant engineer. Minor chassis and bodywork repairs and some respraying tasks are also done on site. Major restorations are outsourced to specialist companies. With such an eclectic mix of vehicles in the collection, the workshop team has acquired an enviable knowledge of veteran to vintage to classic car motor vehicle maintenance skills and the proof and value of their work is plain to see in the condition of the vehicles put on display.

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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VINTAGE PARK OFF



There is something special about seeing an entire village street packed to the rafters with vintage, veteran and classic cars and motorcycles. This year's Vintage & Veteran Club's car and bike day ticked all the boxes as it filled Parkhurst's 4th Avenue at the end of July with all things motoring. Added to the mix of machines were participants decked out in period fashion and the sound of the Soweto Marimba Youth League banging out well-known tunes. Bikes varied from pre-war British and American machinery through to Vespas, Lambrettas and the latest electric-powered machine, while cars dated from over 100 years old with everything from Model A and T Fords through to Buicks, Bentleys and on to the likes of Triumphs, MGs, Healeys, Porsche, Volkswagen, Citroën, Rover, Rolls-Royce, Maserati, Ferrari, Fiat and Austin to name just a few. The informal vibe and plenty of streetside eateries make this one of the 'must do' events of the year.

WEATHER OR NOT

Unseasonal rain prevailed at the start of this year's annual charity Scottburgh Classic Car Show at the Scottburgh High School. Despite this, many classic cars arrived but the overall number of visitors was lower than last year. By 10am the rain had abated and overcast conditions didn't dampen the enthusiasm of those present. Mercedes-Benz was the featured marque and provided a superb display of models spanning many decades. The show's hallmark moving car parade was further amped up with the newly conceived 'Fun & Fashion Parade' where cabaret artists, Six Plus One, provided fun and laughter while the beautiful Stiletto Models presented the glamour and fashion. Hopefully the weather will be kinder at next year's show.



— MAKE A DATE —

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	Blairgowrie Toy Fair	Blairgowrie

OCTOBER

1	Welkom Cars in the Park	Welkom
1	Whales & Wheels Show	Hermanus
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

1st Saturday of the month

Classic Motorcycle Club of Natal — Bluff, Durban

1st Sunday of the month

Classic Motorcycle Club Johannesburg — Germiston, Johannesburg

2nd Sunday of the month

Pretoria Old Motor Club — Silverton, Pretoria

3rd Sunday of the month

Piston Ring — Modderfontein, Johannesburg

3rd Saturday of the month

Cape Vintage Motorcycle Club — Parow North, Cape Town

Last Sunday of the month

Vintage and Veteran Club — Athol Oaklands, Johannesburg

Southern Cape Old Car Club — Glenwood, George

The Crankhandle Club — Wynberg, Cape Town

The Veteran Car Club of South Africa — Kloof, KwaZulu Natal

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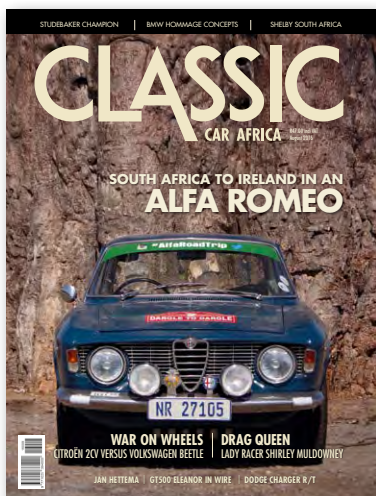
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The inaugural Concours South Africa will take place at Sun City from Friday 9 to Sunday 11 September 2016 with the main Concours judging taking place on Sunday. Concours SA will bring together the finest classic, luxury and sports vehicles from around 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.

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There are steam traction engines and the earliest of early vintage tractors on site and a fleet of vintage earthmoving machinery still used to improve Sandstone's infrastructure. A new Stationary Engine Museum has recently been completed which highlights man's ingenuity in pumping water and generating electricity for well over 100 years. So get booking for your next event on www.sandstone-estates.com and mark down the Stars of Sandstone 2017 extravaganza, which will be held from 30 March to 9 April 2017 and showcase all aspects of the estate.



CARS IN THE PARK SUCCESS STORY

The recent 37th Cars in the Park display of classic and collectable cars and bakkies at Zwartkops Raceway proved a major success when compared to the previous year. There were almost 8 000 paying spectators in the total of 15 000 visitors. There were more than 1 700 vehicles on display (15% up on 2015), while the number of clubs involved grew by six to a total of 173. Add to this 144 commercial stores and it was a full day out. Hats off to the Pretoria Old Motor Club, which organises this annual event, for the success – the perfect way to celebrate 50 years since the founding of the club.

Over the years the show has grown significantly from small beginnings in the POMC clubhouse grounds at the Pioneer Museum in Silverton to a world class display at one of the country's major motorsport complexes. In terms of the models on show it was again a case of Ford Rules. There were more examples of the famous Blue Oval than any other make, ranging from mundane Anglias, Escorts and Cortinas to high performance Fairmont GTs and Mustangs. Lazarus Ford, from nearby Centurion even used the occasion to introduce its Roush Performance derivatives of the new Mustang GT of immaculate Lazarus Motorsport racing cars.

Other brands with large representation were Datsun Nissan, with the older Datsuns far outnumbering the later Nissan models; Volkswagen, with a large number of Beetles; and Mercedes-Benz. The impressive line-up of Land Rovers



put the accent on the go-anywhere Defender models, which have now gone out of production. Off-road rival Jeep also had a big display as it celebrated its 75th anniversary, but perhaps the biggest stand was the Unimog club that amassed an unbelievable 30 vehicles.

In a world where most classic cars are fitted with non-standard alloy rims and low profile tyres it was impressive to see a large number still on standard, and in this regard the Studebaker Club excelled with cars in show-looking standard. The ongoing success of the POMC's Cars in the Park remains an excellent indicator of the love for classic cars, bakkies and motorcycles that exists in South Africa.



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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 types of jobs. 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 August, with a number of completed projects being collected by the owners. Still the work goes on though, with a few more getting that bit closer to being finished and the stream of more classic projects continues to come in.



This new arrival Alfa Romeo Spider is a one-family-owned car. Although in good condition it has come in for a refresh and return to its original white colour. Stripping will start soon.



The Lancia Fulvia Zagato is now ready for trim and assembly. Rotten metal was replaced and the correct colour applied – made possible thanks to the car having the original paint tag in place and it tying up with Glasurit's paint library.



The 1956 Chevy Bel Air that came in a few months ago is almost ready for painting. The car arrived blue and white in colour but, as the new paint in the engine bay shows, the owner has opted to go red.



Despite looking a bit sorry now, this BMW CS is in surprisingly straight shape and will undergo a full restoration over the coming months. A colour change from the light metallic blue to black is planned.



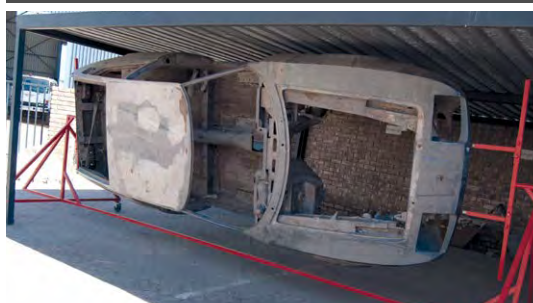
Poor previous restoration work has meant that this Charger has had a full redo. Metal has been cut out and replaced and the engine removed to repaint the engine bay. Ready for paint, it will be with the owner soon.



With a colour swap from yellow to black, this Datsun 260Z had to have the engine and all the trim removed. It is now back together and ready for the owner to take home and enjoy.



New floor, no rust and new paint, this Volvo 122 is undergoing a polish before assembly commences. Colour was the owner's choice – one used by the illustrious Mechatronik Mercedes outfit in Germany.



With this Maserati requiring work on the underside it was best to mount it to a rotisserie. The only problem was finding one large enough to hold the rare machine. The solution was to fabricate an adjustable one for future use.



This Alfa Romeo Giulia is nearing the point where a deep blue colour can be applied. To get to this stage metalwork has been done to remove any rust and all the panels fitted to ensure accurate gaps.

LETTER OF THE MONTH

Winner of this month's Jonnesway JOT679 10-piece spanner set is **Toy de Carvalho** for his Alfa Romeo-defending letter. The box comprises six open-ended wrenches and four ratchet ring spanners as well as a stubby ¼-inch drive ratchet – ideal for getting into those hard-to-reach places on your classic!



DISPELLING THE MYTH

Dear Stuart
I've been following Jethro Bronner's epic Dargle to Dargle journey with great interest for over a year, including the car's

preparation. So when friends overseas requested me to send them the August issue of *Classic Car Africa* because of the historic event, I had to patiently wait two weeks to get my hands on a number of issues for myself, and of course to send over.

I was appalled to read Graeme Hurst's sub-headlines: "He recently defied Alfa Romeo's reputation for unreliability.."

Not happy with that, he carries on with the same tone in the second paragraph. Well, I hope by now after writing the article, Mr Graeme Hurst is a bit less ignorant about motor cars.

FYI, the fastest SA to London trip belongs to a FIAT Panda that also happens to be Italian, and was established two years ago. The only modification it required was a taller suspension, to accommodate bigger tyres.

Toy de Carvalho

PS: The main problem with post-86 Alfas is the second-rate German electronics it uses.

Hi Toy

Thanks for the letter and enjoy tinkering on your Alfa with the Jonnesway tools. Graeme is by no means anti-Alfa, he was simply pointing out that in the world of cars the brand is more often than not unfairly regarded as unreliable. Having owned an Alfa in his student days he is in fact one

of the most positive talkers about Alfa reliability. On countless occasions he has pointed out that, despite his Alfa having lived an incredibly tough life prior to his ownership, his regular jaunts between Cape Town and Johannesburg in the car went off faultlessly. With a seriously worn engine it still pulled extremely well but he does add that it used a lot more oil than the manufacturer's specification though. I too have been bitten by the Italian car bug and drive a modern Fiat 500 in the week and a 1974 Alfetta on weekends. Sure the Alfetta suffers a bit of rust but it has done thousands of kilometres (the most recent being a 1 230km round trip through the Lowveld) without a single let down.

Like Jethro, those of us who have experienced them know the truth – brilliant sporting drives with a touch of style and, believe it or not, just as reliable as any classic.

Stuart



their Ferraris at Palmietfontein. This is incorrect. They arrived in Cape Town in 1955 where they competed in the Van Riebeeck Trophy International Race held at the Eerste River circuit on the Cape Flats. This was the first time that Ferrari had arrived on South African soil. The race was won by Chris Andrews in his Studebaker Special. A week or two later they went up to Palmietfontein for the second race in SA.

You can confirm this by checking your archives: *Classic Car Africa* Vol. 8 No.1, fourth quarter 2002. Page 14. Correct info/data is critical for a wonderful magazine like *Classic Car Africa*. Keep up the excellent work.

**Kind regards
Keith Andrews**

Good to hear from you, Keith, and thanks for the correction. We strive to report accurate information but occasionally, especially when it comes to memories, the facts get muddled. We appreciate the correspondence and pointing us in the right direction at all times as we want the magazine to be a reference point for future generations. Thanks for the help, support and encouragement.
Stuart

FIRST FERRARI CORRECTION

Hi Stuart
With regard to Reader's Ride (memories of Transvaal motorsport), page 86 of the August 2016 issue, I would like to correct a mistake. It states that in 1951 Peter Whitehead and Tony Gaze arrived with

2002 TEETHING ISSUE

Good Day

I enjoyed the previous issue and especially the article on the 2002. Please find attached a few pictures of my 1971 BMW 2002 project. I have already fitted the engine which was overhauled completely, new sleeves, connecting rods and pistons. All moving parts were balanced by Allan Y Brink and the cylinder head was done by Van der Linde. They have re-profiled the valves as well as the camshaft. Fuel will be supplied through twin 40 Weber carbs. I am going to use a 5-speed gearbox, from the 318is which was modified to fit onto the M10 engine. The seats are currently at the upholsterers to be re-covered.

However, I still need to find brake boosters otherwise there will be no way to stop the car. There are broken teeth on the crown wheel and pinion which is giving me another headache because I would like to change the ratio from the standard 3:64 to 3:91. I believe



it will be the ideal ratio to have, coupled to the 5-speed box and 15" mag wheels fitted with 195/50 tyres. To find a set that will fit into the casing of the differential is the problem. The crown wheel of a Subaru front diff fits perfectly and the ratio is 100% but the pinion is just too long. Any suggestions?

I hope that someone out there can help me out, even with advice.

Thanks for a great magazine.

Best regards

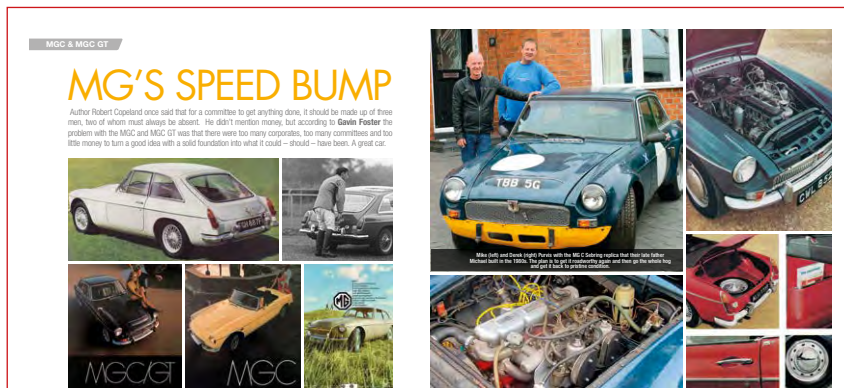
Pierre Jansen van Rensburg



Hi Pierre

Good to hear of another BMW 2002 getting the attention it deserves. I have sent your mail on to Adrian Burford as he has been doing similar homework while building our Youth Project car. He had to make a plan with brake boosters so could well have your answer there, and having now put some mileage on the freshly built car, he too is looking into diff ratio options as even with the 5-speed box he fitted, he feels the car is revving a touch too much on the open road.

Stuart



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. His didn't involve money, but according to Graeme Hurst 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 thermal coating technology.

When John and Derek bought their MG MGB they realised that their wife (later called Sarah) had a long list of requests for the new MG. They had to be met.

As a result of the new MG MGB, the car was lighter and more powerful than any other MG MGB. It was also more reliable and more comfortable to drive.



BREAKING RULES

Hello Stuart

By the looks of it rules are disregarded in Italy on the same scale as in sunny SA. In the contribution by Graeme Hurst in the July issue it is mentioned that shorts and vellies are out at Concorso D'eleganza Villa D'este. But the photos tell a different story – in four of the images I see shorts and vellies.

Regards

Dawid

Well spotted, Dawid, I was fixated on the cars and missed the shorts and vellies fashion being worn. I can only assume that the offenders were quicker than the security or the pics are from the secondary show, which although still classy, is more focused towards the general public than the super-smart VIP event that takes place earlier in the week. I once heard that to a car fan, putting on a tuxedo for a black tie event means wearing a clean T-Shirt.

Stuart

DAD THE COLLECTOR

Good morning Stuart

I bought one of your magazines last week and saw your article on the MG Cs and I thought I'd write in to let you know that my father is an avid collector of classic cars, and has close to 30 classics in his collection – one being an MGC GT, restored from front to end. He has many MG and Volvo models in his Limpopo-based collection as well as other brands, but his big loves are MG and Volvo.

He will be more than willing to show you some of his 'babies' should you be interested in doing a story or having a chat about cars.

I know that magazines are always looking for new stories or articles and if this is of any interest to you, I'll gladly supply you all his contact details.

Kind regards, and thank you for your magazine.

Julian

Hi Julian

Thanks for the note and you are spot on when it comes to always being on the lookout for fresh articles highlighting the South African classic car scene. Seems like a good opportunity for a classic road trip to Limpopo. Will be in touch.

Stuart

CARBS & COFFEE

Greetings Stuart

Having read your words regarding possible visits to garages in the 'Editor's Point of View' in the July issue of *Classic Car Africa* I would like to recommend to you a visit to an outstanding restoration shop in Somerset West – Absolute Classics.

This one-man business, supported by a range of expert service providers, has been responsible for some truly outstanding restorations in recent years. As a member of the Crankhandle Club and a photographer specialising in motoring subjects, I have had the pleasure of examining a number of his restorations.

Sole proprietor, Leon de Villiers, is a fastidious restorer working to standards rarely seen nowadays. While there is no direct preference (hell, he even restored a Land Rover on one occasion!), the stream of cars through this immaculate workshop have included a range of rare Alfas from the 1960s, '70s and '80s as well as a number of muscle cars and early American Iron from the same period.

Cars currently being restored include a Thunderbird, 2 early Alfa coupés and a series one Jaguar E-Type. The preference is for restorations which involve a complete stripdown for total paint and filler removal then body repairs and a respray. This work



is followed by a painstaking restoration using refurbished original parts, genuine replacement parts, new chrome where necessary and high quality new fastenings throughout. Leon's business is characterised by a welcoming word for everyone and advice is freely given to his many connections in the area.

Do yourself a favour and find time for a visit – you wouldn't even have to bring your own coffee! Find him at Somerset

Business Park off the N2 through Strand/ Somerset West.

Regards

Tony Bruton

Thanks for the heads up, Tony, Absolute Classics sounds like just the place for another cup of coffee. On the next trip to the Cape we will be sure to be in touch with Leon and browse the exciting projects filling his workshop.

Stuart



CAR TOONS

Regular reader and illustrator Stefan Dekoker has come on board the *Classic Car Africa* team to add a bit of fun by cartooning our cover car, which we will print on the letters page each month. Once

printed, the images will be available to buy in digital format, postcards, on a coffee mug or T-shirt from *The FloatChamber Speed-Shop* at www.classiccarafrika.com.

Alternatively if you want your own

car toonified send a picture to info@classiccarafrika.com and we'll be in touch with a price and delivery date. Here's number one in the Cover Star Series – Ford Capri 3-Litre XL.



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BUILDING THE PASSION



Vintage Scooters, Fiat 500s and Espresso lead the way when it comes to Italian icons. But as **Stuart Grant** finds out, you can get this fix a little closer to home. And he isn't talking about visiting Monte Casino on a Friday night, rather a top class restoration facility in the heart of Wynberg – Sandton's industrial hub.

Our little classic car niche never ceases to amaze. When I got the heads up that there was an outfit restoring a few proper 500s up the road I imagined a dyed-in-the-wool enthusiast pottering in his backyard on one or two little Fiats. I was wrong, very wrong. FUEL Customs is anything but backyard – located in a large state of the art panel shop, complete with spotless epoxy floors, impeccable workstations and

And then of course there are the fifteen or so Fiats (500 and 600 variants) and a herd of Vespas undergoing rebirths

freshly ground beans ready to serve up an Espresso worthy of any hipster coffee bar. And then of course there are the fifteen or so Fiats (500 and 600 variants) and a herd of classic scooters undergoing rebirths. A pair of Alfas, a Porsche, A pair of Alfas, a Porsche, Lancia Delta Integrale, Lotus 7 racer and BMW 3.0CSI (Batmobile) add that touch of variety to the mix and show that this shop is no one-trick pony.

Trevor Woolfson, Louw du Toit and Devon Randall are the men behind the operation. Woolfson hails from a lighting design background and Du Toit comes to the fore with motor industry engineering experience. Randall, who oversees the mechanical side of the outfit cut his teeth on race car preparation

with a number of well-known teams, and now dovetails his Performance Racing Developments business with his role at FUEL.

Fiat restorations are done on both clients' cars as well as the firm's own units, which once done, should come up for sale if they can cut the emotional strings that tie us to our own classics. Pricing is dependent on specification and amount of work required – in some cases, cars that were repaired decades ago are more difficult to restore now as the layers of thick body filler and fibreglass used to patch issues needs to be removed. New panels, trim and a wide range of parts for the little Fiats are now available from Europe, so getting the cars into new condition is a possibility.

Mechanical and suspension spares are also available if the need to replace



what can't be repaired arises, and there is always the option of increased performance with increased engine capacity kits and go-faster goodies.

Obviously there is a limited supply of Fiat 500s in South Africa but as people realise there is a facility to restore them, so they seem to crawl out of the woodwork. What the 500 saturation point is remains to be seen, but not wanting to place all their eggs in one basket, FUEL also dabble in the Fiat 600 and will take on any classic restoration or custom job that needs a bit of tender loving and passion. Some interesting projects tucked around the corners included freshly painted bicycles and some 1970s designer fibreglass furniture ready for a revamp.

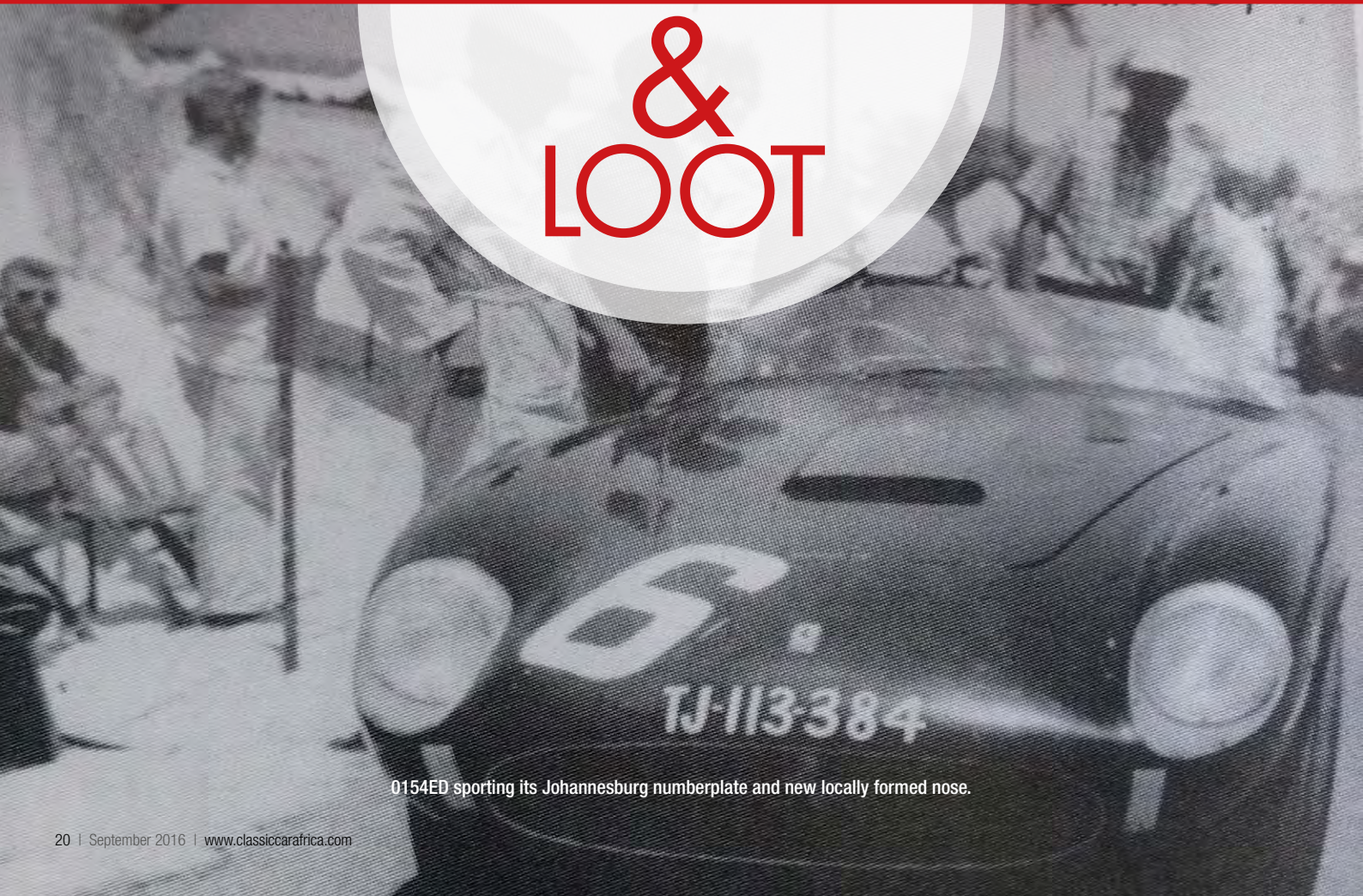
FUEL has lifestyle plans outside the workshop, which look set to see regular 500 gatherings and events around town, where owners can enjoy driving their restored machines, get together and compare notes, sip a coffee and snack on a panini. 🍷

For more information find FUEL Customs on Facebook or visit them at 24 Andries Street, Wynberg, Sandton.





HORSES,
GUNS
&
LOOT



0154ED sporting its Johannesburg numberplate and new locally formed nose.



To many, the Concorso d'Eleganza at Villa d'Este, held annually on the banks of Lake Como in Italy, is the best and most exclusive classic car event on the international calendar. With collectors and restorers pulling out all the stops year in and year out, you'd think that all the real collectables had been found and shown by now, but not so. 2016 saw more cars emerging, one such vehicle being the one of the earliest Ferraris in South Africa.

Although this is going to be a South African tale, the story of the 1952 225 Sport Spider Vignale sporting chassis number 0154ED goes a bit further back to Europe and is worth briefly telling. Initially ordered and raced by Italy's Count Vittorio Marzotto, 0154ED came with a number of firsts and a few lasts. It was the first car with the 'Spider' body by Alfredo Vignale, was the last Ferrari powered by a Lampredi 2.7-litre V12, finished first in the 1952 Monaco Grand Prix and was the first and last sportscar bodied racer to accomplish this.

If this wasn't enough of a pedigree for the right-hand-drive-built machine, then how about adding in events like the Mille Miglia, Targa Florio and Giro de Sicilia (where the round vents were added to the nose)

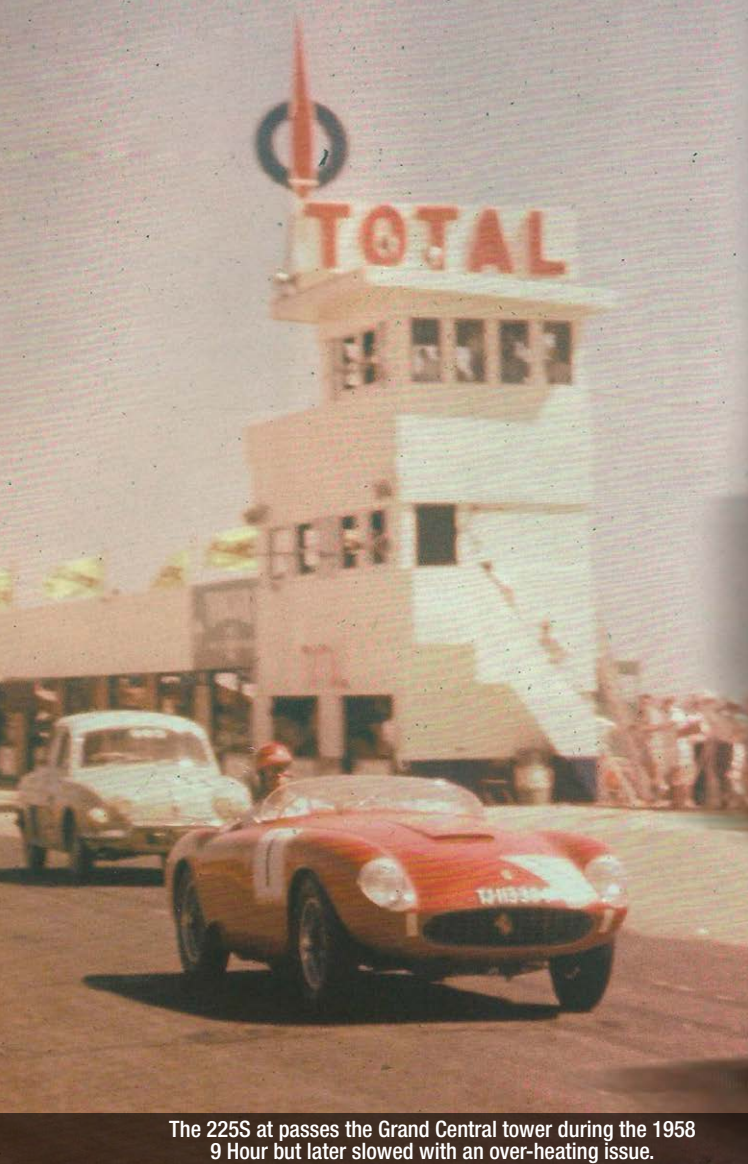
to the résumé? The 225 Sport Spider was extremely competitive and by the end of 1952 Marzotto was crowned over 2-litre champion. He continued with the car for a short while before selling it to Pietro Palmieri and moving on to a Lancia Aurelia, Ferrari 500 Mondial and Maserati 300S as his competition machines.

Palmieri's track time with the car appears blank, with his name only really offering stints in the great races with Alfa Romeo 1900TI, Ferrari 250MM, Alfa Romeo 6C 3000 CM, Lancia Aurelia and Maserati A6GCS/53 Coupé racers. What we do know is that in 1956 Gigi Lupini purchased 0154ED from an Angolan and brought it to South Africa with the intention of his Scuderia Lupini race team competing in the planned first 9 Hour race at Grand Central in 1958.

Lupini was more than just a team boss

and came with plenty of behind-the-wheel experience with drives in the first three Mille Miglias (1927/28/29) under his belt (finishing third in class in the 1928 Mille Miglia). Born in 1898 and growing up in Bergamo, Northern Italy, Gigi took up the family trade of terrazzo and artistic building but his first love was cars and motorcycles. He started his competition career racing throughout Italy on a motorcycle, where he encountered one Tazio Nuvolari from time to time, and then moved on to cars.

His choice of an American Buick was an odd one for an Italian but thanks to race preparation by Dallara (grandfather of Indycar chassis builder Giampiero), which saw suspension tricks like the axles seated over the leaf springs and some fettling on the engine the American muscle worked and he scooped a Mille Miglia podium.



The 225S at passes the Grand Central tower during the 1958 9 Hour but later slowed with an over-heating issue.



015ED lined up for the 1958 9 Hour.



Gigi Lupini takes delivery of his Ferrari 250 Cabriolet, the car that inspired the shape of the modified 225S nose.



Restored back to 1952 specification, 015ED again raced at Monaco.

With the recession hitting Europe, Gigi, like so many Italian craftsmen, packed his bags and headed south in 1930, landing up in Beira, Mozambique. Following a three-year stint he moved to Krugersdorp, South Africa where he was commissioned to build the Renaissance Church. He hit the ground running and as they say 'the rest is history', as many Johannesburg, Port Elizabeth, Cape Town and Pretoria buildings built between then and the 1980s carry the Lupini Brothers' stamp. With the firm a leading light in the pre-cast and architectural concrete industry, Gigi was again able to turn to his love of cars.

Gigi had also brought in a Ferrari 250 Cabriolet road car by then and this became the template to create a new more aerodynamic and contemporary front for the car

And again he did it with American stuff. First up was a Ford V8, then the latest Buick, a Packard and Kaiser. It was only in the early 1950s that he bought something from his homeland – an Alfa Romeo 6C 2600 Roadster. The idea of returning to motorsport surfaced during this period too; first up was the purchase of a speedway bike for Bob Serrurier (brother to Doug of LDS fame). With the racing bug now truly biting, Lupini stepped into cars again in 1956, however not as a driver but rather a team owner.

The first car in the stable was an ex-works Cooper Bristol that, with Horse Boyden at the wheel, entered several races at Grand Central and Gunner's Circle in the Cape. Then came a Formula Junior Cooper fitted with a Porsche mill and three of his four sons took to the sport. A teenaged Italo

drove the Cooper Porsche to victory on the Krugersdorp Hillclimb (in record time) and often teamed up with brother Mario, who excelled in saloon cars.

Of course the focal point of our story, the then seven-year-old Ferrari 225 Sport Spider had arrived in SA and was undergoing some fettling by Giuseppe Machetto in order to compete in the 1958 9 Hour. Feeling that it lacked handling skills when compared to the newer machinery, effort was put into giving it more grunt by rebuilding the engine. Gigi had also brought in a Ferrari 250 Cabriolet road car by then and this became the template to create a new more aerodynamic and contemporary front for the car.

With Bill Jennings and Don Philp at the wheel the Ferrari was the keystone in the Scuderia's 9 Hour assault. It promised plenty but failed when slowed by overheating problems. Unperturbed, the evolution of the 225S continued and for the 1959 SA Grand Prix in East London the 225S received a



0154ED and current owner Jose Maria Fernandez taking in the delights of the 2016 Concorso d'Eleganza at Ville d'Este on the banks of Lake Como.

new rear with the body modelled from the latest Ferrari drawings and suspension similar to that of the Ferrari 250 GTO fitted. Still concerned about the car being under-powered, Gigi had the Lampredi engine removed and replaced it with a new Colombo V12 unit. .

Fanie Viljoen was at the wheel this time and managed to lap at around a second off the John Love Jaguar D-Type and Louis Jacobz Maserati 200SI in practice but gremlins sidelined Viljoen and the Ferrari with no result. Later it appears that John Love drove the Ferrari in a local 6 hour race as well as in the 1959 Rhodesia 100 at the Belvedere race track in Harare, Zimbabwe where it is said to have blown a gasket.

A sheep farmer from Beaufort West by the name of Nigrini then purchased the 225 Sport Spider. So pleased was he with the car, he presented Gigi a mother-of-pearl inlay gripped Sturm Ruger .44 Magnum revolver – one of a treasured matched pair


he carried around on his hips while herding. What Nigrini did with it remains a mystery but it was later sold to Marsiglia Motors in Cape Town, where it stood for years before being purchased by Richard Phillips in 1993 and exported to the UK.

Still in its final Scuderia Lupini form, the 225 headed up Lord March's driveway during the 1993 Goodwood Festival of Speed and then sold to Sir Anthony Bamford in 1997 – still without its original engine. When the Lampredi 0154 engine surfaced through the UK-based dealer Gregor Fiske, Bamford jumped at the opportunity, bought it and through DK Engineering set about restoring the car to its original 1952 Monaco specification. Restored, it made its way to America and new owner Oscar Davis in 2003 but within a year was back in Europe, this time with Jose Maria Fernandez in Madrid.

So pleased was he of the car, he presented Gigi a mother-of-pearl inlay gripped Sturm Ruger .44 Magnum revolver – one of a treasured matched pair he carried around on his hips while herding

Fernandez still owns the magnificent car, and fully restored, it has been campaigned at events like Tutte le Ferrari at Mugello (2005, 2006) and Monaco Historic Grands Prix (2000, 2006, 2008).

Although a showstopper at the Concorso d'Eleganza, 0154ED has always been a racer and in the current owner's hands, will continue to be. Hats off to him for continuing the fascinating competition history of car which is now valued at R160 million.

Wonder what Sturm Ruger .44 Magnums revolvers are valued at today? 



ALL THE BELLS & WHISTLES

According to numerous polls, the vast majority of kids between five and thirty-three years old want to, or have wanted to be a fireman. While it could be the lure of the danger-fuelled adrenaline that sets the desire, for most it is the idea of sliding down a pole and rushing through the streets aboard a bell-ringing red truck that has the real attraction. **Stuart Grant** is no different and ticked it off the bucket list with two classic British engines.

The call for two trucks to hit a location in Sandton CBD came across the wires and the crew sprang to action and fired up a 1955 Dennis F15 and 1964 Bedford TX. From there it was a mad bell-ringing, blue-light rush through the narrow streets of Johannesburg's eastern suburbs, across Louis Botha and up through the tree-lined lanes of Houghton before turning right onto Oxford, passing Rosebank and on to Sandton. With the passenger reading the map, the pair navigated to the address and entered the required building from the underground tradesmen's entrance.

All along the way people cheered and waved and cars moved out of the way – not necessarily to clear the road for the emergency, but to rather hoot and take a photo. Inside the cabin it was a mixture of

smiles and concentration – it takes a bit of grey matter to manually ring the bell, and in the Dennis at least, to make sure the synchromesh-less gearbox found all the cogs smoothly

smiles and concentration – it takes a bit of grey matter to manually ring the bell, and in the Dennis at least, to make sure the synchromesh-less gearbox found all the cogs smoothly.

Although only a nine-year gap between the pair, the Dennis is somewhat more primitive than the Bedford. It is bigger too, and if other road users aren't scared out the way by the ringing bell, the sight of the towering flat-fronted nose in their rear view mirror will do the job. Driver and front bench occupants sit over the front wheels, peering out of a massive near-vertical split windscreen. Rear seating, which is basic plywood sheeting fitted with minimal cushioning is good for another 4 or 5 fire fighters, and the rear parcel shelf holds helmets and paraphernalia. There is not much side support from the seating but with

three fire fighters decked out in full kit there is no room for movement. With the driver sawing away at a massive and seriously heavy non-power-assisted steering wheel, his fellow front row crew's task is to tug on the bell rope and, if dark, manually steer the

spotlight located at the front left.

Perched atop the 4250cc Rolls-Royce B60 6-cylinder engine (which is said to deliver 122bhp at 4000rpm) the vibration that transmits through the seat and the whirr of the 4-speed manual negates the need for a rev counter and keeps the driver informed at all times. Not that much stirring of the cogs is needed though as the bundles of torque means the Dennis will happily trundle up most inclines in fourth. First gear is so short, that we can assume that it is only used when clambering the steepest gradient while the water tank is filled to the brim ready for pumping. Dennis fire engines were noted, from the outset, for their use of a centrifugal pump or 'turbine' water pumps instead of the piston pumps used by other makers. While more complex to build, the centrifugal system had its advantages. Where water was supplied under pressure from a hydrant, rather than by suction from a pond, this additional pressure was boosted through the centrifugal pump, whereas a piston pump would have throttled it and piston pumps also gave a pulsating outlet pressure which required an air-filled receiver to even it out.

With its layout referred to as 'Pump & Escape', this particular Dennis has the



1964 Bedford TX.



1955 Dennis F15.



added weight of a telescopic wooden ladder and wheel to pull along but does so admirably. At slow speeds the steering is seriously heavy but when in the tight confines of the end location basement the turning circle proved tight and suitable for manoeuvring into confines – you never know where a fire might hit. The relative narrowness of the body is also a result of this need to get into small spaces and nods its fire-fighting helmet to its English roots and the skinny village streets it was designed to operate on – the wording hand-painted on the side is no gimmick, as this Dennis spent most of its life doing service for the Leicester & Rutland Fire Brigade and was only recently imported to South Africa to enjoy a sunny retirement. Its task now is to look the part, trundle around town and when the occasion permits, maybe even try to put the axes, hose, pumps and plethora of period-correct brass nozzles to the test.

Although only nine years separate this pair, the Bedford appears a technological leap forward in how it looks, drives and feels. It is smaller in dimension and capacity but the 3.5-litre petrol engine is clearly an advance over the older Dennis monster – pulling smoother and more efficiently up the steep stuff. The gearbox is that bit easier to

operate thanks to syncro in all cogs and the steering, which still delivers an impressively tight circle, doesn't require you to be a strongman contender. Seating capacity is the same as the Dennis and the more compact nature of the pump, ladder and hoses show how fire-fighting technology improved dramatically over the period. Having said this, the design briefs would not have been the same though, as for the large part each individual fire engine the world over was custom made to suit the station it was originally ordered for.

The Bedford name will ring a bell with most of us as the firm not only made fire-fighting vehicles but also various trucks, ambulances and vans. Those that spent time in the army will probably have memories of sitting in the back of a Bedford. And the badge, a griffin, will be familiar to fans of Vauxhall cars. Not surprising, when you see that Bedford Vehicles was a brand produced by Vauxhall Motors, an arm of General Motors (GM). Formed in 1930 to build commercial vehicles, Bedford Vehicles was a leader of the pack and GM Europe's most profitable division for several years.

Prior to 1929 GM assembled trucks in Brazil from parts

manufactured at their Canadian factory, which under the Imperial Preference Act, allowed the importation to the UK and colonies with import duty favour put on products from the Empire. These trucks were marketed as 'British Chevrolet' but when the automotive giant swallowed up Vauxhall Motors in 1925, production moved to Vauxhall's headquarters in Luton.

Commercial vehicle production kicked off in 1929 with the AC and LQ models which were known as the Chevrolet Bedford, the name being derived from the county of Bedfordshire in which Luton is situated. In 1931 Chevrolet was dropped and the Bedford was born. Wartime saw Bedford supplying the war effort and between 1939 and '45 a staggering 65 995 MW units, ranging from water/petrol tankers, people carriers to anti-aircraft gun tractor, left the plant.

The Bedford name will ring a bell with most of us as the firm not only made fire-fighting vehicles but also various trucks, ambulances and vans



Bedford also developed a multi-purpose four-wheel drive forward control multi-purpose QL model during the conflict, and when the British army ended up with only 100 (mostly obsolete) tanks after the evacuation of Dunkirk in 1940, Vauxhall were given a year to design and build a tank. A year later the Luton operation was churning out the Churchill Tank as well as steel helmets, rocket bodies, and components for Frank Whittle's jet engine. The resultant pressure on the production line saw the truck building move to a new Bedford Dunstable plant, which is where Bedford production ran from through to the 1980s.

The 1950s saw the legendary 'Big Bedfords' S-type trucks and SB bus launch, both of which became icons in the likes of India, Australia, New Zealand and throughout the Queen's Africa before leading to the TK model – like the one pictured here. The Bedford TK was produced in large numbers from 1959 through to 1986, and became the iconic British truck serving as the basis for everything from fire engines and military vehicles to horse-boxes, tippers, garbage and flat-bed trucks.

When Bedford failed to win a contract to produce the GS truck for the British

forces for political reasons (the Thatcher government believed it essential for the long-term survival of Leyland instead), the firm started a downward slide, which was further sped up by poor sales as the TK was old tech. Come 1986 and GM pulled the Bedford plug, stopping all commercial vehicle production at the Dunstable plant.

Dennis, on the other hand, still operates. It's been a sometimes rocky existence but the name has lasted over 100 years. Over the years Dennis has dabbled into other vehicles but the success comes from three major lines: fire engines, buses and garbage-removal trucks.

The beginning was that while working for an ironmonger in Guildford, John Dennis started making bicycles in his spare time. Selling them at a profit, he was able to set up Universal Athletic Stores in 1895 where he was joined by his brother Raymond. Bicycle manufacturing continued, tricycles and quadricycles were added to the fold and by 1898 they'd built a motorised trike. Other vehicles followed but it took until 1901 for them to deliver an actual car. With the firm changing its name to Dennis Brothers Limited, at the same stage the focus was on technical development – as shown by the innovation of the worm drive rear axle in 1903.

The brothers' cars proved successful in speed and endurance races but were quick to spot that, while cars were sold to the wealthy, there was a huge gap in the market for motorised commercial vehicles – their first such unit

was delivered to Harrods of London in 1904. Soon after this a Dennis bus was made and by 1909 the first Dennis fire truck hit the streets.

Diversification into road sweepers, vacuum gully emptiers and lawnmowers kept them going through the depression and then the Churchill Tank, military trucks and fire engines through World War II. Postwar prospects for the return to small commercial vans were not really there so the focus stayed on buses and fire trucks. In '67 the bus department was dropped and it was only in the mid-1970s (when the company was bought by the Hestair group and was re-named Hestair-Dennis) that goods vehicles and buses returned to the menu alongside the fire trucks.

A poorly earning Hestair-Dennis was sold to Trinity Holdings in 1989 and then to Mayflower Corporation in October 1998. As of the 1990s, the company was no longer a single integrated whole, but was three independent businesses namely: Dennis Fire (fire appliances), Dennis Bus (public transport vehicles) and Dennis Eagle (dustcarts/garbage trucks). Through all the ups and downs though the fire engine has remained at the core, and ask for the iconic English fire-fighting machine and you will more than likely hear the word 'Dennis'.

Searching through a list of preserved Dennis fire engines South Africa doesn't do that badly with 14 showing up on the records. How many more are not on the register? Perhaps it is time for an annual Fire Engine gathering... it will give all us children a chance to live the dream. 🇬🇧

Over the years Dennis has dabbled into other vehicles but the success comes from three major lines: fire engines, buses and garbage-removal trucks



PRESERVED SOUTH AFRICAN DENNIS FIRE ENGINES

YEAR	CHASSIS NO.	MODEL/LAYOUT	FIRE BRIGADE
1927	7092	25CWT/Pump	Benoni Fire
1927	?	Ajax/Pump	Johannesburg
1947	3197	F 1/Pump Escape	Klerksdorp
1948	3247 or 3252	F 2/Pump	Johannesburg
1954	3884	F 2/Pump	Bloemfontein
1954	4010	F 17 Metz Turntable Ladder	Johannesburg
1955	3877	F 14 Metz Turntable Ladder	Kimberley Fire
1955	4041	F15/Pump Escape	Leicester & Rutland
1955	4125	F 2/Pump Escape	Cape Town
1956	4232	F 2/Pump	Durban
1957	4359	F 2/Pump	Durban
1965	128F3B2	F 38/Pump Ladder	Bloemfontein
1973	F3105/438	F48/Chubb	Bloemfontein
1973	F3105/448	F48/Pump	Howick



ALL THE BELLS & WHISTLES

According to numerous polls, the vast majority of kids between five and thirty-three years old want to, or have wanted to be a fireman. While it could be the lure of the danger-fuelled adrenaline that sets the desire, for most it is the idea of sliding down a pole and rushing through the streets aboard a bell-ringing red truck that has the real attraction. **Stuart Grant** is no different and ticked it off the bucket list with two classic British engines.

The call for two trucks to hit a location in Sandton CBD came across the wires and the crew sprang to action and fired up a 1955 Dennis F15 and 1964 Bedford TX. From there it was a mad bell-ringing, blue-light rush through the narrow streets of Johannesburg's eastern suburbs, across Louis Botha and up through the tree-lined lanes of Houghton before turning right onto Oxford, passing Rosebank and on to Sandton. With the passenger reading the map, the pair navigated to the address and entered the required building from the underground tradesmen's entrance.

All along the way people cheered and waved and cars moved out of the way – not necessarily to clear the road for the emergency, but to rather hoot and take a photo. Inside the cabin it was a mixture of

Inside the cabin it was a mixture of smiles and concentration – it takes a bit of grey matter to manually ring the bell, and in the Dennis at least, to make sure the synchromesh-less gearbox found all the cogs smoothly

smiles and concentration – it takes a bit of grey matter to manually ring the bell, and in the Dennis at least, to make sure the synchromesh-less gearbox found all the cogs smoothly.

Although only a nine-year gap between the pair, the Dennis is somewhat more primitive than the Bedford. It is bigger too, and if other road users aren't scared out the way by the ringing bell, the sight of the towering flat-fronted nose in their rear view mirror will do the job. Driver and front bench occupants sit over the front wheels, peering out of a massive near-vertical split windscreen. Rear seating, which is basic plywood sheeting fitted with minimal cushioning is good for another 4 or 5 fire fighters, and the rear parcel shelf holds helmets and paraphernalia. There is not much side support from the seating but with

three fire fighters decked out in full kit there is no room for movement. With the driver sawing away at a massive and seriously heavy non-power-assisted steering wheel, his fellow front row crew's task is to tug on the bell rope and, if dark, manually steer the

spotlight located at the front left.

Perched atop the 4250cc Rolls-Royce B60 6-cylinder engine (which is said to deliver 122bhp at 4000rpm) the vibration that transmits through the seat and the whirr of the 4-speed manual negates the need for a rev counter and keeps the driver informed at all times. Not that much stirring of the cogs is needed though as the bundles of torque means the Dennis will happily trundle up most inclines in fourth. First gear is so short, that we can assume that it is only used when clambering the steepest gradient while the water tank is filled to the brim ready for pumping. Dennis fire engines were noted, from the outset, for their use of a centrifugal pump or 'turbine' water pumps instead of the piston pumps used by other makers. While more complex to build, the centrifugal system had its advantages. Where water was supplied under pressure from a hydrant, rather than by suction from a pond, this additional pressure was boosted through the centrifugal pump, whereas a piston pump would have throttled it and piston pumps also gave a pulsating outlet pressure which required an air-filled receiver to even it out.

With its layout referred to as 'Pump & Escape', this particular Dennis has the



1964 Bedford TX.



1955 Dennis F15.



added weight of a telescopic wooden ladder and wheel to pull along but does so admirably. At slow speeds the steering is seriously heavy but when in the tight confines of the end location basement the turning circle proved tight and suitable for manoeuvring into confines – you never know where a fire might hit. The relative narrowness of the body is also a result of this need to get into small spaces and nods its fire-fighting helmet to its English roots and the skinny village streets it was designed to operate on – the wording hand-painted on the side is no gimmick, as this Dennis spent most of its life doing service for the Leicester & Rutland Fire Brigade and was only recently imported to South Africa to enjoy a sunny retirement. Its task now is to look the part, trundle around town and when the occasion permits, maybe even try to put the axes, hose, pumps and plethora of period-correct brass nozzles to the test.

Although only nine years separate this pair, the Bedford appears a technological leap forward in how it looks, drives and feels. It is smaller in dimension and capacity but the 3.5-litre petrol engine is clearly an advance over the older Dennis monster – pulling smoother and more efficiently up the steep stuff. The gearbox is that bit easier to

operate thanks to synco in all cogs and the steering, which still delivers an impressively tight circle, doesn't require you to be a strongman contender. Seating capacity is the same as the Dennis and the more compact nature of the pump, ladder and hoses show how fire-fighting technology improved dramatically over the period. Having said this, the design briefs would not have been the same though, as for the large part each individual fire engine the world over was custom made to suit the station it was originally ordered for.

The Bedford name will ring a bell with most of us as the firm not only made fire-fighting vehicles but also various trucks, ambulances and vans. Those that spent time in the army will probably have memories of sitting in the back of a Bedford. And the badge, a griffin, will be familiar to fans of Vauxhall cars. Not surprising, when you see that Bedford Vehicles was a brand produced by Vauxhall Motors, an arm of General Motors (GM). Formed in 1930 to build commercial vehicles, Bedford Vehicles was a leader of the pack and GM Europe's most profitable division for several years.

Prior to 1929 GM assembled trucks in Brazil from parts

manufactured at their Canadian factory, which under the Imperial Preference Act, allowed the importation to the UK and colonies with import duty favour put on products from the Empire. These trucks were marketed as 'British Chevrolet' but when the automotive giant swallowed up Vauxhall Motors in 1925, production moved to Vauxhall's headquarters in Luton.

Commercial vehicle production kicked off in 1929 with the AC and LQ models which were known as the Chevrolet Bedford, the name being derived from the county of Bedfordshire in which Luton is situated. In 1931 Chevrolet was dropped and the Bedford was born. Wartime saw Bedford supplying the war effort and between 1939 and '45 a staggering 65 995 MW units, ranging from water/petrol tankers, people carriers to anti-aircraft gun tractor, left the plant.

The Bedford name will ring a bell with most of us as the firm not only made fire-fighting vehicles but also various trucks, ambulances and vans



Bedford also developed a multi-purpose four-wheel drive forward control multi-purpose QL model during the conflict, and when the British army ended up with only 100 (mostly obsolete) tanks after the evacuation of Dunkirk in 1940, Vauxhall were given a year to design and build a tank. A year later the Luton operation was churning out the Churchill Tank as well as steel helmets, rocket bodies, and components for Frank Whittle's jet engine. The resultant pressure on the production line saw the truck building move to a new Bedford Dunstable plant, which is where Bedford production ran from through to the 1980s.

The 1950s saw the legendary 'Big Bedfords' S-type trucks and SB bus launch, both of which became icons in the likes of India, Australia, New Zealand and throughout the Queen's Africa before leading to the TK model – like the one pictured here. The Bedford TK was produced in large numbers from 1959 through to 1986, and became the iconic British truck serving as the basis for everything from fire engines and military vehicles to horse-boxes, tippers, garbage and flat-bed trucks.

When Bedford failed to win a contract to produce the GS truck for the British

forces for political reasons (the Thatcher government believed it essential for the long-term survival of Leyland instead), the firm started a downward slide, which was further sped up by poor sales as the TK was old tech. Come 1986 and GM pulled the Bedford plug, stopping all commercial vehicle production at the Dunstable plant.

Dennis, on the other hand, still operates. It's been a sometimes rocky existence but the name has lasted over 100 years. Over the years Dennis has dabbled into other vehicles but the success comes from three major lines: fire engines, buses and garbage-removal trucks.

The beginning was that while working for an ironmonger in Guildford, John Dennis started making bicycles in his spare time. Selling them at a profit, he was able to set up Universal Athletic Stores in 1895 where he was joined by his brother Raymond. Bicycle manufacturing continued, tricycles and quadricycles were added to the fold and by 1898 they'd built a motorised trike. Other vehicles followed but it took until 1901 for them to deliver an actual car. With the firm changing its name to Dennis Brothers Limited, at the same stage the focus was on technical development – as shown by the innovation of the worm drive rear axle in 1903.

The brothers' cars proved successful in speed and endurance races but were quick to spot that, while cars were sold to the wealthy, there was a huge gap in the market for motorised commercial vehicles – their first such unit

was delivered to Harrods of London in 1904. Soon after this a Dennis bus was made and by 1909 the first Dennis fire truck hit the streets.

Diversification into road sweepers, vacuum gully emptiers and lawnmowers kept them going through the depression and then the Churchill Tank, military trucks and fire engines through World War II. Postwar prospects for the return to small commercial vans were not really there so the focus stayed on buses and fire trucks. In '67 the bus department was dropped and it was only in the mid-1970s (when the company was bought by the Hestair group and was re-named Hestair-Dennis) that goods vehicles and buses returned to the menu alongside the fire trucks.

A poorly earning Hestair-Dennis was sold to Trinity Holdings in 1989 and then to Mayflower Corporation in October 1998. As of the 1990s, the company was no longer a single integrated whole, but was three independent businesses namely: Dennis Fire (fire appliances), Dennis Bus (public transport vehicles) and Dennis Eagle (dustcarts/garbage trucks). Through all the ups and downs though the fire engine has remained at the core, and ask for the iconic English fire-fighting machine and you will more than likely hear the word 'Dennis'.

Searching through a list of preserved Dennis fire engines South Africa doesn't do that badly with 14 showing up on the records. How many more are not on the register? Perhaps it is time for an annual Fire Engine gathering... it will give all us children a chance to live the dream. 🇬🇧

Over the years Dennis has dabbled into other vehicles but the success comes from three major lines: fire engines, buses and garbage-removal trucks



PRESERVED SOUTH AFRICAN DENNIS FIRE ENGINES

YEAR	CHASSIS NO.	MODEL/LAYOUT	FIRE BRIGADE
1927	7092	25CWT/Pump	Benoni Fire
1927	?	Ajax/Pump	Johannesburg
1947	3197	F 1/Pump Escape	Klerksdorp
1948	3247 or 3252	F 2/Pump	Johannesburg
1954	3884	F 2/Pump	Bloemfontein
1954	4010	F 17 Metz Turntable Ladder	Johannesburg
1955	3877	F 14 Metz Turntable Ladder	Kimberley Fire
1955	4041	F15/Pump Escape	Leicester & Rutland
1955	4125	F 2/Pump Escape	Cape Town
1956	4232	F 2/Pump	Durban
1957	4359	F 2/Pump	Durban
1965	128F3B2	F 38/Pump Ladder	Bloemfontein
1973	F3105/438	F48/Chubb	Bloemfontein
1973	F3105/448	F48/Pump	Howick

HORSES FOR COURSES

Long bonnet, fastback roofline, short rear end, sporting drive and affordable. No, **Stuart Grant** is not talking of the Ford America pony car of the 1960s and '70s, rather the British pop classic Capri. It earned a cult status in its homeland and Europe, as well as here in SA and in the colonies. Of course our Perana firm took it a step closer to the States by slotting a Mustang-borrowed V8 under the bonnet, but for the rest of the world the V6 Capri is the flagship model.

Photos by Etienne Fouche





TX994 GP



It's no surprise as to the confusion though, as the Capri was directly influenced by the Mustang in style and philosophy. For the ease of storytelling let's split Ford up into Ford America and Ford England/Europe, and further go on to say that for the last 60 odd years Ford South Africa has been more closely associated with English Fords than the States. Yes, we had the likes of the American Model T and A, as well as the big gun Galaxies, Fairlanes, Mustangs and even F250 trucks, but take almost any archived

When, in 1965, the Mustang proportions were deemed unsuitable to navigate the narrow roads so prevalent in the UK and Europe, design teams from both sides of the pond set about penning a smaller 'personal coupé' for the market

South African city photo and you'll spot British Fords like Anglias, Escorts, Cortinas, Sierras and more recently Fiestas and Focuses. Presumably our right-hand drive layout played a big factor in this equation.

In the early 1960s Fords from both northern hemisphere continents held little in the way of appeal to the growing youth market, who wanted something a bit sporting to parade in. Something had to be done. Ford America was the first to flip the tables when it launched the Mustang in 1964 and proved the formula was spot on by selling a million units within two years. The Brits and Europeans sat up and took note. Up until then the only really sporting option was the Lotus Cortina, which was somewhat expensive and still looked like a family sedan.

When, in 1965, the Mustang proportions were deemed unsuitable to navigate the narrow roads so prevalent in the UK and Europe, design teams from both sides of the pond set about penning a smaller

'personal coupé' for the market. In 2010 it emerged that American Philip T. Clark, a lead designer of the Ford Mustang, also played the key role in what was to become the Capri. Not shy to acknowledge the Mustang influence, the mission was given the title 'Project Colt' – a colt being a young male horse.

Colt was dropped as the name on learning that the Japanese Mitsubishi firm had already licensed and used it on a range of its small city cars, but the studios pushed on with the project. Two designs referred to as Flow Line and GBX were shown to the public without any mention of who the manufacturer was. With favourable feedback, the decision to write a £20 million development cheque in order to push the new car into production was taken on 14 July 1966. By November 1967 the body shape had been finalised, which saw the hard-lined rear side windows dumped in favour of softer C-shaped to overcome claustrophobia, and the name Capri locked and loaded. Ford had previously used the Capri name in the UK and Europe on the 2-door version of its Consul Classic but



with poor sales this version was dropped in 1964, leaving the name open for the taking. The name Capri came from an Italian Island, and in a similar vein Cortina is a town in northern Italy.

January 1969 was when Europe first saw the new sporty offering from Ford when it was shown at the Brussels Motor Show. The need to keep the car affordable meant raiding Ford's existing model parts bins so the 1.3-litre came from the new Escort and the 1.6 from the Cortina MkII, but this didn't stop the ooohing and aahing as the covers came off. Sales flowed in and the Capri became the must-have Ford for the fashionable folk, and with three evolutions taking place between 1969 and 1986 1.9 million units sold before the name was put out to pasture.

South Africa wasn't so lucky and only ever saw the Mark 1 version assembled locally. But the characteristics that made it such a legend in the UK and Europe struck a chord with the locals and it sold well here too. It took only 6 months from the international launch to get the Capri to South Africa in July

1969. And we didn't mess around with the 1.3-litre, hopping straight into the 1600, more powerful 1600GT and the V4 2000XL 2-litre (only launched in Europe in March 1969).

At launch, the 1600 set you back R2 119, the 1600GT added about R240 to this, and the 2000XL topped the pile on R2 621. While these offerings looked the part of a pony car that had shrunk in the wash with a long bonnet, sleek fastback roofline, short rear and that dynamic ridge running the flank of the car, they lacked one characteristic that many of the young chargers were after – a menacing sounding exhaust note and the performance to match.

The answer to the prayers came when the 3000XL hit the shelves midway through 1970. Instead of the German-made 2.8-litre V6 (known as the Cologne V6) found in Europe, the South African units brought the British or Essex 3-litre V6 to the party. Not only did the twin-choke Weber carb-fed engine make a meaningful exhaust note, but it also saw the power delivered

rise from the 64kW (1600) and 78kW (2000) up to 95kW. The torque figure read 238Nm from 3000rpm, a decent improvement over the 125Nm and 156Nm of the smaller lumps.

Managing wheelspin off the line became the key, and if done right, the hairy-chested 3-litre owner would gallop to the 100km/h mark in close on 10 seconds – a second quicker than the 2000XL and 3 and a bit better than the 1600. The quarter-mile time for the 3000 is where it really impressed, striding in with 16.4 seconds, a full second and a half ahead of the 2000 and clear of the 1600 by 2.2 seconds. In full flight the Capri topped out at 175km/h.

It is worth noting that a 1965 289 cubic inch (4727cc) Mustang would reach the same mark in 8.8 seconds, so the 'colt' was not half bad against the leader of the stable.

At launch, the 1600 set you back R2 119, the 1600GT added about R240 to this, and the 2000XL topped the pile on R2 621

"You've got to be joking..."

"Me, buy a Capri? Not likely. I'm not really a sports type," I said. But this fellow said: "Just take it for a drive and see what it feels like." So there I was, driving along in this Capri, and looking rather dashing at that, I might add. Then I pull up to a robot next to this hairy freak with the rippling blue-bearded jaw muscles in his souped-up rally-striped Mark 92 Cannonball Special. So I heel-and-toe it, watching him out the corner of my eye. Then suddenly, as the robot changes, this lovely lass comes walking along and smiles at me. So I drop the clutch, and the car stalls dead, and blue-beard goes screaming off at the speed of light, grinning from ear to ear. I haven't seen blue-beard since. But I often still see Blondie on my drive to work. Amazing how friendly everybody has become since I bought my Capri. Never had so much fun in my life. Put a little laughter in your life. See your friendly Ford Dealer about a smile.

A Streetcar named Desire-CAPRI

If you think thrills are strictly racetrack, look again.

At Grosvenor Ford.

Look at our Fords 20- and 17M RS. Our Ford Fairmont GT's. Or our team of performance Capris. Or our Cortina GT's, our Escort GT's. And take your pick from South Africa's prime power line up. When you get into action with a Ford GT, that's when excitement really starts.

Nobody knows Ford GT's like Grosvenor Ford

2,8 Elliott Street, Johannesburg. Phone 22 7421.

Capri does things for you. Sink into the sumptuous seat behind the wheel of a Capri and feel your spirits soar and your heart beat faster. Turn the key and you spark off an exciting new experience. Ease your foot down and feel yourself surge ahead at a thrilling pace. Capri hugs the road like a thoroughbred because its low, sleek lines and wide-track stance give it the stability you need to match its performance. Capri is a whole new kind of motoring experience. Let it happen to you soon.

A Streetcar named Desire

The range starts at R2,179 (recommended retail price)

CAPRI

Sitting inside the V6 Capri, one thing dominates the view over the dash fascia: the masculine 'power bulge' mounted centrally on the bonnet. Not only aesthetic, it gives room under the hood to house the air filter. I crank the key and the 6-pot bursts into life and then settles into a slight course idle. The wood-look dash fascia adds a touch of class and the circular gauges a bit of raciness. A blip on the throttle sees the needle climb the tachometer then as it falls the exhaust barks out some brilliant pops, egging you on to go in search of a robot-to-robot dice. On the way I catch the Capri reflection in a shop window and mutter, "Damn, what a sexy car!"

Local advertising material summed up the experience perfectly with the tag line: 'A street car named desire.' The marketing material was brilliant, with wording like 'Sink into the sumptuous seat behind the wheel of a Capri and feel your spirits soar and your heart beat faster' or 'Capri hugs the road like a thoroughbred because its low, sleek lines and wide track stance give it the stability you need to match its performance.' Though the title of best Capri sales pitch ever went: 'So there I was, driving along in this Capri, and looking rather dashing at that, I might add. Then I pull up to a robot next to this hairy freak with the rippling blue-bearded jaw muscles in his souped-up rally-striped Mark 92 Cannonball Special. So I heel-and-toe it, watching him out the corner of my eye. Then suddenly, as the robot changes, this lovely lass comes walking along and smiles at me. So I drop the clutch, and the car stalls dead, and blue-beard goes screaming off at the speed of light, grinning from ear to ear. I haven't seen blue-beard since. But I often still see Blondie on my drive to work. Amazing how friendly everybody has

become since I bought my Capri. Never had so much fun in my life.'

Not all Capri drivers were so slack on the clutch though, with a number of V6 cars competing successfully on track – Jochen Mass and Toine Hezemans brought out a German Cologne Capri RS3100 to the 1974 Kyalami 9 Hour (which was confusingly only 6 hours long) and finished 5th overall and first in Group 2, while the likes of Eddie Keizan, George Santana and Hennie van der Linde are just a few locals that spring to mind as Capri aces. Today the odd Capri (like the pictured car) still takes to the track in various classics and by the looks of how many road cars sport go-faster bits like Perana louvres, widened Rostyle wheels and free-flow exhausts, you can bet that most have seen

their share of robot-to-robot runs.

Although not American, the Capri might have been conceived as a baby Mustang and perceived as a poor man's version of it, but the way it met the different street conditions with exceptional style, sportiness and affordability soon elevated it into a stand alone icon. In V6 format it bridged the gap perfectly between the big V8s and the economical 4-cylinder versions and thanks to near bullet-proof reliability and spares backup, suited the South African conditions and *windgat* ethos perfectly.

Finding a 3000XL that has survived the hands of an over-enthusiastic owner who can't help but get egged on by the sportiness of the Capri, is a must do. Yes, the Capri is still a street car named Desire. **Q**

SOUTH AFRICAN CAPRI SALES

YEAR	MODEL	PRICE	QUANTITY SOLD
1969	1600/1600GT	R2 119/R2 539	2 463
1970	1600/1600GT	R2 179/R2 419	3 916
1971	1600/1600GT	R2 377/R2 617	1 418
1972	1600/1600GT	R2 377/R2 617	674
1973	1600/1600GT	R2 338/R2 578	237
1969	2000XL	R2 621	1 198
1970	2000GT	R2 716	2 023
1971	2000GT	R2 737	1 008
1972	2000GT	R2 737	418
1973	2000GT	R2 692	42
1970	3000XL	R3 035	249
1971	3000XL	R3 385	1 150
1972	3000XL	R3 385	839
1973	3000XL	R3 331	104



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1937 Chevy Master Deluxe With Dicky Seat R 345 000



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DUSTLESS MEDIA BLASTING
Trailer mounted to blast on site or at our premises.
Rust preventative additive applied whilst blasting
No distortion even with aluminium



1953 Jeep CJ-3B New Canopy, rubberised flooring R140 000



Austin Healy Mk1 Frogeye, 1275 engine Minilite Wheels R170 000



1960 Sunbeam Alpine 1.5L 4cylinder R135 000



Cobra (Replica) Chev 327 Motor with Holley carburetor R495 000



1974 Jaguar V12 Drop Head Coupe R1,8m



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



1989 Jaguar XJ-S 1987 Targa Cabriolet R175 000



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



Original Caterham Super Sport

Two demo 2015 cars (no 1 & 2)
One with windscreen on without

2.0L Motor
0-100 in 4.8 Sec
R550 000/ Each



YOUR CLASSIC OUR PASSION



HUP & HAWAY

Typical of many American pioneering automobile companies, the Hupp Motor Car Corporation rose to fame then collapsed spectacularly in the aftermath of the Wall Street Crash. **Mike Monk** takes up the tale.



Motoring history is full of tales of individuals with vision and enthusiasm who stepped into the manufacturing arena fuelled with hope of making it into the big time. Take time to look through a catalogue of American makes and you will be amazed at just how many were created – and just how relatively few actually stood the test of time. While Robert Craig Hupp worked for Oldsmobile, Ford and Regal (the latter existed from 1908-18), he was busy working on an experimental design of his own and the two-passenger runabout was displayed at the February 1909 Detroit Automobile Show and the

following month the car, called the Model 20, went into production by the Hupp Motor Car Company at 345 Bellvue Avenue, Detroit, Michigan. It was an instant success, with 1 618 models sold in the year, 5 340 in 1910 and 6 079 in 1911. But Hupp had a fall-out with his backers and resigned in September 1911. The company went from strength to strength despite a couple more board members leaving, before Frank E Watts arrived as chief engineer and brought stability to the operation.

In 1915 the company acquired the American Gear and Manufacturing Company and was renamed the Hupp Motor Car Corporation (HMCC). By 1917

the model line-up had expanded to include some seven-passenger vehicles but then the Series R was introduced, a car in the vogue of the Model 20, and with a sales peak of 38 279 units in 1923 it was the mainstay of the company until 1924, when HMCC moved into new premises. Up to this point, only four-cylinder engines had been used but in 1925 fours were replaced by an L-head straight-eight engine rated at 60hp (45kW) for the Model E. (A 50hp six-cylinder Model A appeared the following year.)

But the company had made the same mistake that many other American auto manufacturers were making, namely, offering many different models in order to



widen its sales base. The problem was that no model could be produced in sufficient quantity to keep manufacturing costs low enough to provide an operating profit. For the Model E, no less than 10 different body styles were available.

Nevertheless, 'Especially designed to meet the requirements of that growing body of motorists who demand the swank and snap of a sport roadster type, this Hupmobile Eight model attains the highest development of the smart and capable' the brochure proudly states. 'Its eight-in-line engine powers it with an abundance of reserve energy for every demand, with swift acceleration and sustained high speed as matters of course. And every detail of finish and fitting is attended to in full harmony with this exceptional ability.' Four-wheel, 14-inch (356mm) hydraulic brakes and dual-filament headlamps were features of the Model E.

All of which makes the car featured here, a two-passenger Roadster with a rumble seat, all the more remarkable. The story began at the culmination of a Crankhandle

Club Saldanha Run in the early 1970s, when a conversation led to a local recalling a visit to a relative's farm

in the Bonnievale district some 10 years previously where a wreck was spotted on a neighbouring farm. He found out it was a Hupmobile, but could not get near the car because the petrol tank had become a beehive. A similar car was spotted in a barn, and both had belonged to a Stormsvlei mill merchant. The memory instigated a return to the farm, to find the barn had burned down but both cars were still there, albeit in a deteriorated state – the front axles of both were missing as they had been fitted to some horse-drawn carts. A restoration project had begun...

All the remaining parts were retrieved from the farm and an engine, steering wheel and bonnet were located in the Merriman district while a Touring model was found to exist in Bloemfontein. Parts were ordered and shipped from America before a business failure led to the complete package being sold to a new enthusiast, Russell Wolpe. The project regained momentum and a radiator was purchased while a chassis and axles were found in Three Sisters. A tail lamp was rescued from a chassis buried in a dry river bed in the Kenhardt district. Once a generator, instruments and brake master cylinder had been obtained from New

He found out it was a Hupmobile, but could not get near the car because the petrol tank had become a beehive



Zealand and Australia, the rebuild was ready to go.

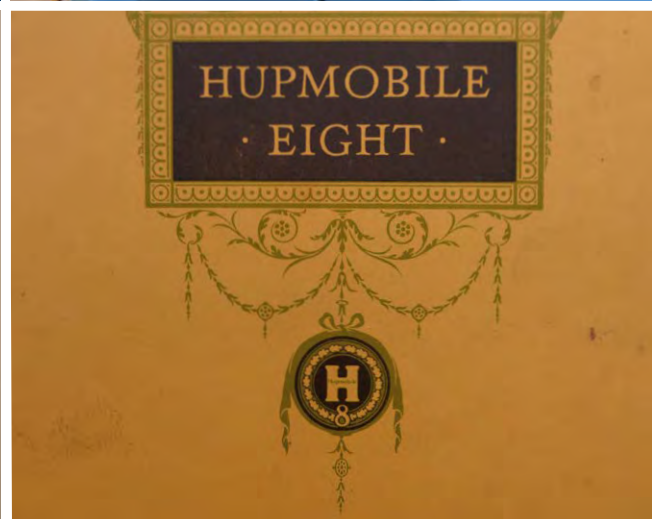
New front fenders were formed from sheet metal over a wooden former, even the ridges were beaten out by hand over a sand bag. Radiator and bonnet valances were also hand-formed. An 18-inch wood-spoke steering wheel was recreated and the hood irons made up in such a way that, when collapsed, the hood did not foul the rumble/dickey seat lid. The two-tone paintwork, with delicate red pin-striping, was derived from period sales literature. The authentic 'khaki hue' hood material was imported from the USA, but before the hood, with its removable rear 'window', hood bows and tonneau could be finished, Russell passed away. However, the project quickly found a new home with one of his closest friends.

At long last, the Hupmobile Roadster – built on a 1926 chassis number E20348 – was completed and after a few minor teething problems were sorted, the car has been practically trouble-free ever since. Depressing the floor-mounted starter button brings the motor into life with an almost casual simplicity, immediately settling down to a gentle throbbing idle. Much was made of the 44-inch (1 117mm) wide bench, which was originally upholstered in 'soft grey,

unpleated, genuine hand-crushed, pebble-grained Spanish leather', and does provide comfortable seating. The restored car is upholstered in leather from Woodheads. The 915mm-wide rumble seat is adult friendly, and when not in use, a side panel gives access to the footwell that doubles as a luggage compartment.

The accelerator is the middle pedal and the long, floor-mounted gear lever operates a three-speed gearbox. The handbrake is mounted alongside the shifter and operates on the transmission driveshaft. As with any long-stroke engine, the 4 401cm³ straight-eight has plenty of torque low down and powers the 1 522kg (without fluids) Roadster with ease. It is a smooth-running motor – the crankshaft alone weighs 45kg and has a vibration damper – and offers a fuss-free 90km/h cruising gait on the open road. Hills are surmounted without strain, only the steep inclines requiring a drop down to second. With a wheelbase of 125 inches (3 175mm), the ride is comfortable on semi-elliptic springs all round with rebound snubbers providing the

New front fenders were formed from sheet metal over a wooden former, even the ridges were beaten out by hand over a sand bag. Radiator and bonnet valances were also hand-formed



HUPMOBILE EIGHT
Two-Passenger
ROADSTER
with rambler seat

Light and low, the Hupmobile Eight Roadster is the embodiment of graceful motion. It combines surpassing beauty of design and line, performance equally individual, and unlimited comfort and convenience, into a creation of surpassing vigor and smartness. The flashing color scheme is in complete harmony with the entire design; Pelham blue body, with gold striping, and beading in black or two-tone grey green in the Killarney and Dundee shades, with red striping and green beading.

damping, except this car now boasts shocks at the rear for better control. The one-piece windscreen offers a clear view ahead, with the optional radiator cap temperature gauge providing a 'sight', and the adjustable quarter-panes offer some protection against wind buffeting.

Although Roadsters were sold as standard with steel wheels, this car has wooden artillery wheels (like the steering wheel, also made from hickory) with split rims, which, due to age, are now beginning to crack. The spare wheel is currently away being looked at for possible repair. Tyres are 5.75x21 Firestone whitewalls, which add to the car's striking appearance and generally classy demeanour.

But the move towards larger, more expensive cars proved to be a poor decision. Having not previously made styling a design priority, Amos Northup was engaged to

improve the looks and in 1928 company sales leapt to 65 862 as HMCC purchased Chandler-Cleveland Motors of Ohio to increase production. But the following year sales only reached just over half of the hoped-for 100 000 units. The company was running into financial difficulties and in October the Wall Street Crash started the Great Depression. Renowned auto designer Raymond Loewy was brought in to try and build upon HMCC's improved styling and a Hupmobile Comet finished fifth in the 1932 Indianapolis 500. Some acrimonious management takeovers ensued before the 'old guard' reclaimed control and production was suspended in December 1935.

Some facilities were sold off to raise funds but it was only in 1938 that new models appeared as styling reverted to a less streamlined approach. New HMCC president Samuel L Davis bought all the tooling of the defunct front-drive Cord 810/812 and converted it for use in a rear-drive Hupmobile. Designer John Tjaarda revised the Cord's distinctive

frontal styling into a Hupmobile look and the Skylark was the result. But few were made and after paying tax debts and another stockholder lawsuit, an agreement was reached with Graham-Paige whereby Graham-Paige manufactured the Skylark for Hupp while it used HMCC's tooling to make a new car of its own, the Hollywood. But Graham-Paige was practically no better off than HMCC so the joint plan was doomed from the start, and in July 1940 the last Skylark rolled off the production line. In November, HMCC reconstituted itself as Hupp Inc making industrial heating and air-conditioning units.

The Hupmobile Register reflects only four Model E Roadsters, which makes this car a rarity and, given its history, a remarkable one at that. In relative terms, the Hupmobile is a fine car with much to admire. The company's downfall was a combination of poor management and a stock market crash from which only the strongest survived. It is also worth remembering that practically all of the company's rises and falls took place without its founder, yet his name remained in the title role. A Hup that did not get away. **C**

The Hupmobile Register reflects only four Model E Roadsters, which makes this car a rarity and, given its history, a remarkable one at that



1968 Chevrolet Corvette Roadster
Rare factory Big Block 427ci V8 with 4-speed manual. Motor has been changed to a 454ci LS6 V8 (original motor comes with the car). Very few of these 3rd generation roadsters made it to SA. **POA.**



1968 MG C Roadster
Matching numbers, recently restored with all new parts, to original colour, Mineral Blue. Comes with Heritage Certificate. **R350 000.**



1968 Morris Minor 1000 Convertible
This is an extremely rare and genuine, matching numbers, factory built, Morris Convertible (or Tourer as it is officially known). After coming out of a private collection, it has been recommissioned and is now ready to go. **POA.**



1981 Ferrari 308 GTSi.
Recently bare metal respray beautifully finished in Rosso Corsa with Tan leather interior. Seats and door cards recovered but the rest of the interior, including carpets, are original. Major service including cambelts and suspension just done. Tools and original rims with Michelin TRX tyres. **POA**



1956 Ford Thunderbird Roadster
A very nicely refurbished T Bird. Came in from the USA and all paperwork is up to date. New soft top and ultra rare hard top included. Original motor was replaced with a 289ci Mustang V8. **POA**



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



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



1957 Chevrolet 210 "Bel Air" Sedan
A lovely '57 Chevy 210 Sedan, RHD, upgraded to 'Bel Air' spec. 350ci V8, 3 speed auto on the floor, P/S, air suspension, nice sound system, Centre Line mags. An older restored car. **POA.**



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



1956 Buick Roadster Coupé
This car was restored in Cape Town about 10 years ago and is in great driving condition. One of only a few genuine '56 Buick Coupés in SA, the car looks and drives extremely well. **POA.**



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



1962 Pontiac Parisienne Convertible
Very original car, imported from the USA a few years ago and all papers are in order. Paint job is good as is the original interior. New soft top is new. All the chrome and glass are good. A great cruiser. **R375 000.**



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



1947 MG TC Midget.
Restored more than 30 years ago and is still in exceptionally good overall condition. Just completed a front to back mechanical restoration including a complete engine rebuild. She is now purring like a kitten and is ready to go. **R495 000.**



1971 Fiat 124 Sport Coupé
Genuine 85 000km with service records and owners handbooks. 1800cc engine fitted for more torque and better highway driving. One of the finest 124s around. **R125 000**



1988 Porsche 911 Carrera Cabriolet LHD
160 000km. Genuine J code (1988) Carrera Cab in fantastic condition. Recent minor refurbishment due to lack of use includes new tyres, paint touch up, A/C regass. **R850 000**

JB Classic Cars have almost 60 years of combined experience in the sports, classic, collectible and muscle car market in South Africa. We specialise in sourcing and supplying the best classic we can find. If you have a classic, exotic, sports, or collectible car to sell, we

would love to hear from you. Based in Cape Town, South Africa, we operate locally, nationally and internationally and have a tried and tested network of service providers to assist with all your classic car requirements.



BURMA TO BOOYSENS WITH A SPANNER

John in his friend George Place's Cooper 500 at the Skylon garage, which they jointly owned. John raced the car extensively at Palmietfontein.

John Myers is well known in classic circles as the man who designed and produced the first South African car (beating the GSM Dart by a few months) but the Protea was just one highlight of this talented mechanic-cum-racing driver's career – a career that involved everything from surviving the bombing of Coventry and servicing tanks in Burma to taking a class win in the Kyalami 9 Hour, says **Graeme Hurst**.

“**A** good curry every day and four spoons of sugar in your tea!” That's what Indian-born John Myers puts his health and longevity down to. Given how mentally lucid he is in his 94th year, that advice is hard to dispute. A Capetonian for the last 25 years, John spent the bulk of his automotive career on the Reef selling and servicing Volvos and Renaults. He also built a string of racing specials and indulged in stock car racing before creating the Protea sportscar. And he was quite a hotshot in his day, competing in

He also built a string of racing specials and indulged in stock car racing before creating the Protea sportscar

several 9 Hours (at both Grand Central and Kyalami) and winning the Pietermaritzburg 6 Hour.

But his automotive interest and flair for all things mechanical began 6 000 miles away, when he took up an apprenticeship at Daimler in Coventry, shortly before war broke out. He was just 17 years old, having moved from India with his family two years before. At the time, Daimler was producing technically sophisticated (it had four-wheel drive) armoured cars and other war-related machinery, which made it a target of German bombers when Coventry was razed in November 1940. The catastrophe left John without work so he signed up for the army and was instructed to join the Royal Electrical and Mechanical Engineers (REME) as an apprentice mechanic.

Once qualified, John's Indian upbringing (he was fluent in Hindustani) saw him posted to India, which would involve a nine-week round-Africa voyage to avoid the U-boat filled Med. It was an enjoyable stopover in Durban that would plant a desire to return once the war was over, but more on that later. First, he had to see the war through with a posting with the South Wales Borderers, which travelled to Burma to support the invasion. John's role was to support the unit's problematic Bren gun carriers and he also worked on a range of tank engines, including a five-bank, 30-cylinder Chrysler unit and a supercharged two-stroke, twin-six cylinder motor.

After the war, the army's promise to fund a diploma in automobile engineering at a Chelsea college fell through after the military declared that the fine print on his



The Skylon garage in Pretoria, on the corner of Du Toit and Pruse Streets.



The first Protea which was light yellow in colour and exhibited at the Spring Motor Show at Milner Park.



Driving bare truck chassis back from Durban to fit Guy bodies for Marston Motors.



John racing the 'Hudz' which he owned with Wally Perry.

contract made him ineligible. "They said it was only for conscripted soldiers not those like me who had volunteered," recalls John, who wasn't happy. "I said, 'You know what you can do with the Union Jack and if you have any problems I'll come and help you.' " That disillusionment with the establishment, and a job offer from well-known South African car dealer Sydney Clows, who was recruiting mechanics in England, was all John needed to return to South Africa on a more permanent basis and he sold his Excelsior Manxman motorcycle to pay for the passage out in 1947.

"It was £80 for the ticket and I arrived in Cape Town on the Winchester Castle with £8 to my name and then had to spend £6 on a rail fare to Johannesburg." Once there he started work at Stanley Motors on Faraday Street, servicing Austins, Jeeps and Hudsons. "In England I'd earned

£9.10s a week and here we were getting over £12. I thought I was bloody well off!"

Shortly after arriving John had his first taste of racing although it wasn't exactly what the RAC (which controlled motorsport) had in mind. "I started 'crash 'em and bash 'ems'," says John. "It was Friday night stock car racing at Wembley, the local track, and they used old mine shaft cables to create fences." John raced a stripped-out 1936 Ford V8 4-door and was paid £10 a night for his efforts but not to take the chequered flag. "You weren't supposed to win, you were supposed to tip someone over!"

Around the same time he bought a 350cc Triumph motorcycle and converted it for trialling. "You couldn't get off-road tyres so I used

to buy Dunlop Universals and use a red hot bar to burn out every second tread knob." The Triumph would fuel a love of trialling for decades – he owned a Greeves bike for years – but John was also hugely active on four wheels, initially in a special called the 'Hudz' that he and friend Wally Perry bought a year after he arrived in Johannesburg.

Known as the Red Peril, this was the ex-Bert Bruce Burroughes Hudson Special that Wally – who already had an eight-cylinder

That disillusionment with the establishment, and a job offer from well-known South African car dealer Sydney Clows, who was recruiting mechanics in England, was all John needed to return to South Africa



John with the 1936 Ford V8 stock car racer.



John in the Renault Dauphine coming through Clubhouse at Kyalami.



The chassis for the first Protea with John behind the wheel.



John with George Wilson on a gymkhana stage of the LM rally in the Peugeot 202 special.

Hudson Special known as the Flying Banana – had admired in action at East London’s Earl Howe circuit as a teenager. Their joint purchase was railed up from the Cape but the pair were dismayed at its state. “Our first race was the first St John Crusader 100 race near Germiston airport and I had to take two weeks leave to get the car ready – it was in a bad way and we realised we had been ripped off.” In that time John fitted a Hudson ‘super power dome’ cylinder head from a local scrapyard but this item – which was part alloy and part cast iron – proved problematic and the car retired in a cloud of steam after the engine seized, just eight laps in. “It was maybe just as well as the thing had no bloody brakes!”

The pair elected to rebuild the car completely, junking the six-cylinder for the

straight-eight out of the Flying Banana and up-rating the rest of the car, with bigger brakes, a water pump and a track rod to locate the front axle, which was prone to rotating under braking. “These days they talk of going back to the drawing board but in those days you went back to the scrapyard and you found something more suitable,” chuckles John. “When we finished it was good for 128bhp and could spin its wheels in second gear!”

He and Wally also fabricated a new body and got their friend Curley Cornell (a pre-war Maserati racing driver) to spray the car in American Racing colours – white with blue wheels. Their next competition outing was the same race but at the new Grand Central Circuit in November ‘49 and the car amused the crowd by turning salmon pink as the day wore on. “Cornell hadn’t cleaned the gun out properly!”

John and Wally campaigned the car at the Burman Drive hillclimb in Durban and at Lourenço Marques, where it ran a big end bearing in practice in Wally’s hands. Keen for Wally to get his starter money for the race, John discreetly took the

car to a local garage where he removed the offending piston and con-rod so that Wally could at least start the race! The Hudz was a well-known car in our racing heritage but sadly its subsequent owner is believed to have destroyed it in the sand dunes of the Northern Cape.

By the early ‘50s John had moved to Pretoria and opened his own petrol station-cum-garage although he did so on a shoestring. “We hardly made any money on selling petrol and had to work on cars out in the open,” adds John who called his business Skylon, a name inspired after he saw the Skylon radio mast in news coverage of the Festival of Britain in the early 1950s. “It was mounted in such a way that at night with the floodlights on it had no visible means of support and I thought, ‘Hey that’s my garage – no visible means of support!’” At the time John earned extra cash by driving up to Salisbury in (then) Rhodesia to buy MG TCs to sell on. “We’d pick them up for £150, bring ‘em back and sell them for £250,” says John.

He later moved back to Johannesburg and took up a position with Marston Motors, which sold Armstrong Siddeley cars and

These days they talk of going back to the drawing board but in those days you went back to the scrapyard and you found something more suitable



John and George Wilson on the LM Rally in the Peugeot 202 special.



John coming through Clubhouse in a Volvo 122 in the first 9 Hour at Kyalami.



Angelo Pera and John with their trophies after a class win the 1964 9 Hour in a Renault Gordini.

Guy trucks. One of John's jobs was to take a team down to Durban to drive back bare truck chassis to Johannesburg. "They were governed to 30mph so the journey would take 16 hours. You had to sing at the top of your voice to keep warm in winter!"

On the racing front John campaigned a friend's Cooper 500 and a Peugeot 202 he had bought and modified before entering it at Lourenço Marques. He also raced a Healey 100 in the Pietermaritzburg 6 Hour but his next big milestone was the Protea project. This was South Africa's first true home-grown car, which began in '56 after he teamed up with Alex Roy and Bob Fincher to form GRP Engineering.

If you haven't heard of it, the Protea was a GRP (glass reinforced plastic – better known as glassfibre) two-seater sportscar that featured a lightweight tubular chassis and was based on Ford Anglia 100E mechanicals. Of the three partners, John was the only one on the project full time – living in a flat above the workshop in Boosens – and he designed the body after being inspired by cars such as Jaguar's D-Type. "I made a mould in cement and plaster of Paris and I remember it was quite

a messy business to get it right."

The running gear was a mixture of modified Anglia components, and John's own engineering, while the engine was a tweaked version of the flat-head 100E unit. "It had a doubtful 36bhp in standard form but I read American hotrod magazines and got ideas on how to improve. In the end we were getting nearly 90bhp," explains John. Ford was the only company prepared to supply engines for a reasonable price although John initially had eyes on Coventry Climax's overhead-cam unit. "I contacted them to see if I could buy an engine but they said I would have to order a minimum of 100. I thought, 'Jesus, it will take us ten years to make 100 cars!'"

The prototype took six months and John recalls having to make a plan to get the first mould to set. "We'd put colour into glassfibre but couldn't get it to harden. I ended up wrapping a string of Christmas lights around it and enclosing the whole lot in cardboard to heat it up." He also stress-tested the chassis

which had over 300 welds, all completed by John. "There's a bloke up in Johannesburg building a replica at the moment using plans I gave him and he's used someone at the university to test the chassis strength with special computer modelling," explains John, who adopted a rather different approach back then. "I put a completed chassis on bricks and got the heaviest labourer I could find to jump up and down on it."

John and partners debuted the yellow prototype at the Spring Motor Show at Milner Park and had a lucky break when Robert Hudson and his wife Mick, who were so taken with it, sponsored the company to the tune of £10 000. The cash helped fund a production run of 14 cars, which started off with a list price of £659, although no two were alike. "As is usual with your own

At the time John earned extra cash by driving up to Salisbury in (then) Rhodesia to buy MG TCs to sell on. "We'd pick them up for £150, bring 'em back and sell them for £250



Angelo Pera in the Protea Triumph in the Pietermaritzburg 6 Hour, which he and John won.



John's Fiat Topolino in the pits at Lourenço Marques.



Angelo Pera and John with the trophies from their three racers: Fiat Topolino, Renault Dauphine and Renault Gordini. Photo taken at the Lawsons franchise dealership they ran.



John (third from left) with his Lawsons racing team mates and the Volvo PV444s they campaigned at the first 9 Hour at Grand Central circuit.

design, you learn as you go and I frequently thought, "This is a bum idea so I'll modify this and modify that."

There was a 15th car built for John Mason-Gordon and based on the mechanical bits from his Triumph TR2, which John Myers had campaigned to second place at the Pietermaritzburg 6 Hour in 1958. "The Triumph was a very twitchy car and I think I went through the Link every which way except backwards – in the end the flag marshal would jump out of the way whenever he saw me approaching." In Protea form those TR2 bits were a lot easier to handle and John won the race a year later in the car's debut.

By then Protea as a carmaker had ended. "We were at it for two years until we ran out of money – in fact the only money we made was when we answered

a government advertisement to tender for the production of glassfibre and aluminium canopies for prison stoves," says John, who then teamed up with Geoffrey Collins to re-body a few cars, including a Singer, two Fiat 1100s and a DKW with spare Protea bodies. The pair also produced a range of hard tops for various popular sportscars but he soon went back into the motor trade, taking a sales job with Lawson Motors, the main agents for Volvo at the time.

He continued to race, notably with a seriously hotted-up Fiat Topolino that he even took to Lourenço Marques, where he recalls outgunning a pair of new Honda 600s so well that they ended up in the sand. "Afterwards the stewards wanted to tip my car over to see if there was a second engine hidden underneath."

It was at Lawsons that John's racing antics really got serious when he campaigned their products, starting with 122 Amazons although he had raced its predecessor, the Beetle-back PV444, privately before – both in the 9 Hour. And when Lawsons obtained the agency for Renault he added a Dauphine to his list, complete

with go-faster goodies bought overseas.

"In August '62 I went back to England for the first time and old man Lawson asked me to visit the Renault factory in France to introduce ourselves and get ideas for tuning the cars." He also tracked down performance accessories in Scotland, of all places. "There was a bloke in Prestwick who was making Dauphines go faster than the factory and claimed he could get 100mph," says John. "He took me for one helluva drive. It was pissing with rain and the Dauphine was wheel-spinning all over the place and when he got up to 90mph I said, okay, I'll take your word that it'll do a 100, now let me out!"

Back home John bolted on a raft of performance bits to his Dauphine – including a high ratio steering pinion. His car was well known for coming through Clubhouse with the inside front wheel in the air – something made possible after John stiffened the car's rear end with a transverse leaf spring to maintain rear traction. "Before that, I was losing two seconds a lap. I would go into a corner faster and come out slower!"

John also had success with a Lawson's Renault R8 Gordini that he still rates highly. "I was told the Gordinis could rev to 9200rpm but when I started my stint on the

If you took it to 9300 a push rod popped out," recalls John who won his class in the '64 fixture at Kyalami, with his mate Angelo Pera – the pair taking 6th place on overall index



John today, with photographs from his career and the trophy from his class win in the '64 9 Hour. Note the Protea badge which John had made up by Mappin & Webb.

9 Hour I thought I couldn't take it to 9200 as this was a bloody long race but nobody else was going any slower so what the hell! If you took it to 9300 a push rod popped out," recalls John who won his class in the '64 fixture at Kyalami, with his mate Angelo Pera – the pair taking 6th place on overall index. "After the race we stripped it down and it was perfect. Those Renault engines were brilliant but the bodies were made of foil. Every time we raced it we had to rebuild the car before handing it back to Lawsons."

By the '70s John had left Lawsons sales division to head up the company's servicing operation for its Volvo products which were assembled from CKD kits, initially at Motor Assemblies in Durban and later at Volkswagen's Uitenhage plant. And when Lawsons took over Renault sales he oversaw production of Renaults at Datsun's Rosslyn plant in Pretoria, something that became a headache for this gifted-engineer.

"They were doing a bloody awful job. I would go to the end of the line and inspect the cars and you could shut the doors and see through the gaps. They weren't selling and we had over 600 in a storage yard," explains John, who put the shoddy quality down to the labour force. "They were all farmer types who didn't have the right

feel to put nuts and bolts together and the Renault 16 was a difficult car to assemble as it was torsion bars all round. I had to train them or each car would have come off the line with either its arse in the air or dragging on the ground." Having said that, he still rates the 16 highly. "Once we got it right it was a brilliant little car. I used to drive one from my home in Kensington to Pretoria and could easily sit at a 100mph."

Lawsons later folded after it ran into problems making CKD payments after the Rand was devalued. John ended up working for VSA, a vastly cut-down version of the same business which had a 63-strong dealer network, and which was unofficially Volvo South Africa.

There he headed up servicing for cars, trucks, buses and industrial engines. The latter proved somewhat of a nightmare as the units were typically used as building generators. "In those days if a building was over six storeys it had to have backup power from a diesel engine to run the essentials." That meant John's customers were all over the city and he recalls having to follow exhaust pipes from the street to locate engines that building owners knew nothing about.

VSA also acquired interests in supplying and bodying Sauro buses to local airports and municipalities and John oversaw the servicing of the brand's vast under-floor, multi-valve diesel engines. By the early 1980s he was involved in setting up an Alfa dealership before leaving the motor trade in 1986, taking up a sales counter position with the Old Car Shop in Jules Street for a few years.

John and his late wife Christine then retired to The Strand in the Cape in the early 1990s. A well-liked stalwart of the Crankhandle Club ever since, John continues to be a mine of information, particularly around South Africa's racing heritage and, of course, his Protea. He was even re-united with one of the cars (now in the Franschoek Museum) to celebrate his 90th birthday. A birthday that came thanks to his upbringing in India and a belief in the medicinal properties of its cuisine. 🇮🇳

By the '70s John had left Lawsons sales division to head up the company's servicing operation for its Volvo products which were assembled from CKD kits



A SPORTING TUSSLE

The term sports car is believed to have first been used in 1928, and while it is difficult to clearly define the meaning, most would agree to it being a small rear-wheel-drive, 2-seater, 2-door vehicle that offered spirited performance, nimble handling and more often than not came in soft-top form. Initially the handmade nature of these machines meant sports cars were exclusive and commanded high price but when the British turned this around with mass produced sports cars the stage was set for some of the fiercest sports car brand loyalty debates in history. **Stuart Grant** puts the Triumph TR against the MGA, one of the biggest sports car rivalries, head-to-head.

Images by Etienne Fouche





It may seem odd that a country that averages in at 133 rain or snow days per year and a regular temperature as cold as a Highveld winter day had such an affinity for making and using soft top sports cars. But be that as it may, the world is a better place with Morgans, Austin-Healeys, Triumphs, MGs, Lotus and more still filling car events around the globe. We could have included the likes of the Healey, Lotus and Morgan into the story but these offerings tend to be slightly more exclusive and, as we all know, you are either an MG fan or a Triumph fan. I know Triumph owners that own Morgans and guys that park a Healey alongside their MG, but I am yet to find a

It may seem odd that a country that averages in at 133 rain or snow days per year and a regular temperature as cold as a Highveld winter day had such an affinity for making and using soft top sports cars

soul with both an MG and TR in his set.

Triumph aficionados might point out the comparison is unfair as the real competitor to the TR should in fact be the more primitive MGTD and not later A. But aesthetically it makes more sense to use the curvaceous A and not the cycle-mudguard TD. And in our defence, we pulled a TR3, which like the MGA was launched in 1955, and not the earlier, but very similar TR2. So the TR guys claim their machine to be earlier and better than the A, and the MG guys rebut this by pointing out that the Triumph power unit was basically a Massey Ferguson unit.

Both are somewhat true. The MGTD, launched in 1950 and sold through to 1955, was basically a combination of the MGTC (1945-1950) running gear and the MG Y-Type (1947-1953) sedan chassis and looked the part of a pre-war sport car. The zero to 60mph sprint was completed in 18.2 seconds while reaching a top speed of 77mph.

The TR2 traces its roots to a failed bid for the Morgan Motor Company by the Standard Motor Company boss, Sir John Black. Still hankering for an affordable sports car, Black ordered the development of a prototype (designated with the title 20TS and then TR1) based on the Standard Eight chassis and 2-litre Standard Vanguard engine – a cast iron lump originally developed for Ferguson Tractors. Walter Belgrove, working under severe budgetary constraints, designed the simple body with a modern curved nose leading into more traditional flat side panels, cutaway doors and truncated rear. It wasn't exactly a thing of beauty though and despite being critically tested by former BRM driver Ken Richardson, who referred to it as a "death trap" thanks to dodgy handling, 20TS went public in October 1952 at the London Motor Show – reviews were a mixture of positive and negative but most felt the cramped cockpit and the lack of real luggage space were the major concerns.

Following the show Richardson was offered a job alongside Harry Webster's design team, trying to rectify the car's faults



over the 1952/53 winter period. A lack of rigidity was the crux of the matter and this was solved by beefing up the chassis. Brakes too were improved upon, and the old tractor lump re-tuned for better performance and reduced to 1991cc to fit in with under 2-litre motorsport category rules. While 20TS/TR1 was in this state of redevelopment the designers also acted on the luggage space issue and re-engineered the tail by extending and raising it and a proper boot found home. Within twelve weeks the revised Triumph, now the TR2, was ready for mass manufacture and production units started assembly in July 1953, only 10 months after the original prototype was unveiled at the London Motor Show.

Motorsport was part of the plan, with a Richardson-led competition department set up, and the TR2 held their head up high at Le Mans, on the Mille Miglia and Monte Carlo Rally, RAC Rally and the Ulster TT at Dundrod. The second prototype TR2 wrote its name in the record books when it clocked 124mph on Belgium's Jabeke highway thanks to only a few aerodynamic aids. Off

the bat the TR2 was a sales success and became the world's cheapest 100mph production car, with a top end of 107mph and it hit the 60mph mark in 12 seconds – significantly quicker than the MGTD. TR2 sales continued through to October 1955 when the TR3, essentially a face-lifted TR2 with a touch more power, was announced.

It was a busy time in the British sports car niche with MG having just released the all new MGA to the market at the September 26 Frankfurt Motor Show. Gone were the pre-war looks of the TD and a new full width-body incorporating curved wheel arches impressed the onlookers. Initially the pretty A came with a 1489cc B-Series engine as found across the BMC group's range of vehicles and could muster up maximum speed of 97mph and a 0 to 60mph in 16 seconds. In September 1956 a Coupé version, still with the same engine, was offered to the market but the real excitement came in April 1958 when a performance model was added in the form of the

MGA 1600 Twin-Cam engine. In Twin-Cam format the MGA was able to sprint to 60mph in 13 seconds and on to a top end of 114mph (183km/h). Unfortunately the Twin-Cam had detonation issues and proved unreliable, and sales were poor. To counter the slow revenue stream MG went back to its more conventional single cam engine layout in May 1959, but upped the capacity to 1588cc on the new MGA 1600, which saw acceleration to 60 coming in at 14.2 seconds and top speed just making the magical tonne mark on 101mph. A Deluxe version of the 1600 sported left over wheels and disc brakes from the Twin-Cam on all corners and allowed MG fans to crow over their Triumph TR rivals about the sopping power.

Triumph fans will be quick to point out that

Off the bat the TR2 was a sales success and became the world's cheapest 100mph production car, with a top end of 107mph



the TR3 was the first large-scale production car to see the fitment of disc brakes when it replaced the front Lockheed drums with Girling discs and callipers early in the TR3 production. And they'll remind you that other than the Twin-Cam and Deluxe models the MGA soldiered on with the older Lockheed drum system.

Breaking into the American market had been key for both the makers and with the TR3 hitting the shelf earlier than the MG it took an initial stronghold on the affordable, cheerful and reliable sports car market Stateside, and in the rest of the world for that matter. It is estimated that of the 13 377 TR3s made between 1955 and '57, nearly 90% were exported out of the UK. 90% seems to be the popular number with that percentage of the 101 081 MGAs built between 1955 and '62 also shipped out from England. Making up this number were 58 750 MGA 1500s, a total of 40 220 MKI and MkII 1600s and 2 111 Twin-Cams.

To be fair to the Triumph crew, the figures would improve if we add in the TR3A figures that replaced the 3 midway through 1957. The 3A was basically the same as the 3 but featured a full width front grille and over a four year period, 58 000 TR3As were manufactured.

By 1961 a new Michelotti-styled Triumph TR4 took centre stage but at the dealers' request, a small number of TR3s was churned out due to fears that the public might not approve of the totally new styling direction. MG too embraced an all new

look for the swinging sixties with the launch of the MGB.

And so the fight between the pair continued into the next decade. To many the B became the ultimate affordable sports car and continued life up until 1980. Triumph did well with the TR4, and 5 variants but its next real MG contender was the TR6, which again sold brilliantly in the all-important American market.

Interestingly the fierce foes were both produced locally at Durban's Motor Assemblies from CKD (Complete Knock Down) kits. And like the international motorsport scene, both the MGA and TR did well on local racetracks with names like Zunia Smith, Dave Charlton and John Myers

often behind the TR wheel, while thanks to success in an MG A Twin, Bobby Olthoff made enough of a name for himself to see him racing the cars overseas at the likes of Le Mans.

The MG versus Triumph battle is one that will thankfully never be settled. I mean, what would a car meeting be without some friendly banter between both camps' protagonists? It's a decade old duel with the TR2 up against the TD, the TR3/3A taking on the MGA, the B versus TR4/5 initially and then the TR7 later, and the TR6 head-to-head with the 6-cylinder MGC. Of course there is also the MG Midget and Triumph Spitfire comparison. Long may the healthy rivalry live. 🏁

WORLD WIDE PRODUCTION FIGURES

TR2/3/3A/3B	83 527
MGA 1500/1600/Deluxe/Twin cam	101 081

SOUTH AFRICAN TRIUMPH TR2/3/3A PRODUCTION

Oct 1955 to Dec 1956	TR2	354
Jan 1957 to Oct 1958	TR3/3A	624
Feb 1961 to Feb 1963	TR3A	72
	TOTAL	1050

SOUTH AFRICAN MGA PRODUCTION

March 1957 to Oct 1962	MGA	740
	TOTAL	740

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CZECH MATE

It is perhaps hard to believe that in the 1930s, one of the auto world's more innovative manufacturers was situated behind the Iron Curtain, in Czechoslovakia.

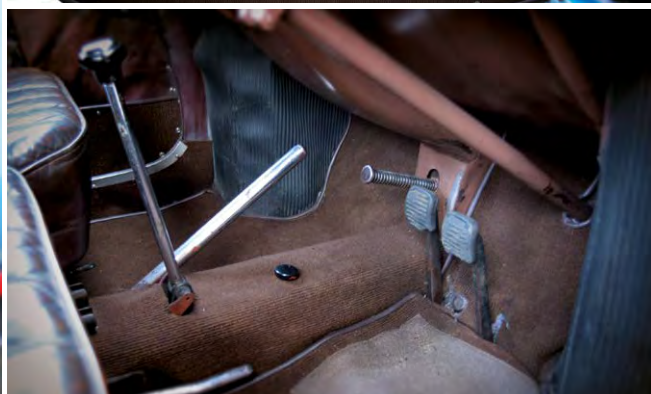
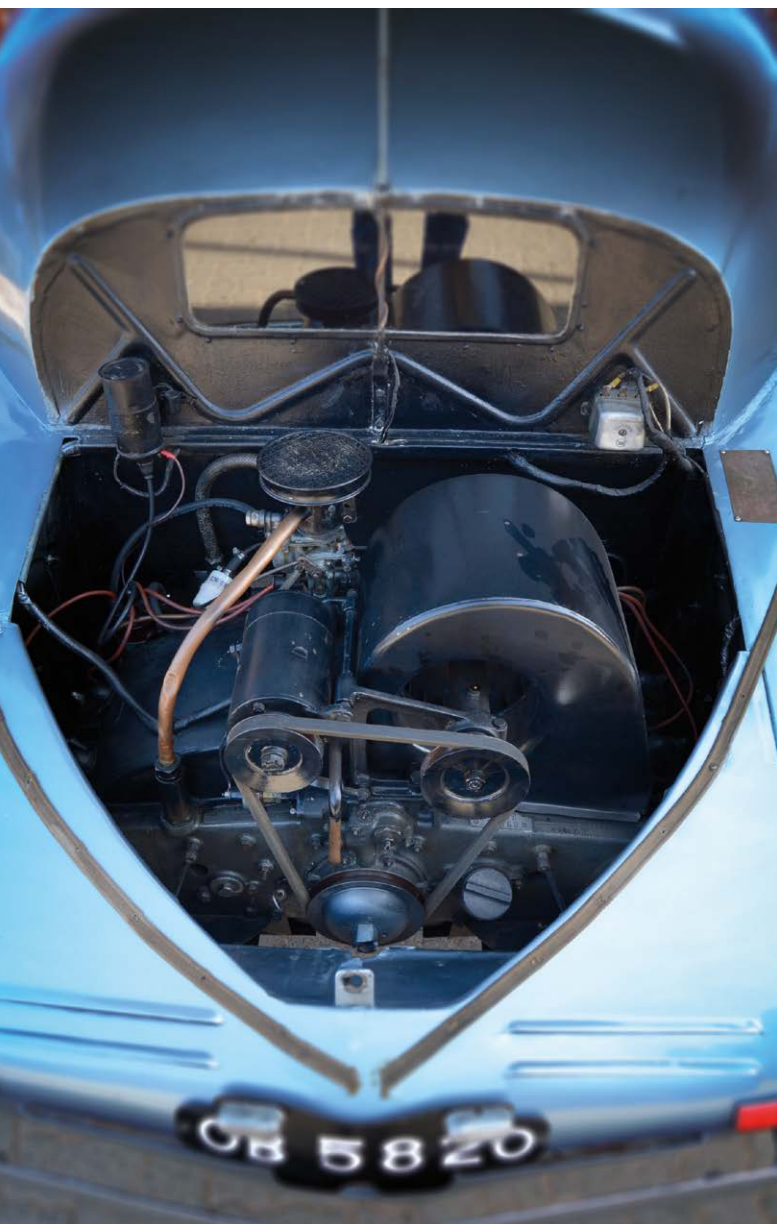
Words and pictures: Mike & Wendy Monk

Tatra is one of the automotive world's less-recognised manufacturers, yet its origins go back to 1850, making it the third oldest company with an unbroken history still making vehicles. Founded as Schustala & Company and later renamed Nesselsdorfer Wagenbau-Fabriksgesellschaft, the company produced the first motor car in central Europe in 1897. The vehicles were built in a factory in Nesselsdorfer and the name Tatra, which stemmed from the Tatra Mountains on what was then the Polish-Czechoslovak border, was adopted in 1919. Prior to the outbreak of World War II, Tatra was producing some radical machines led by a talented Austrian designer Hans Ledwinka.

Not least of these was a series of aerodynamic, rear-engined cars simply titled T77, T77a and T87, the styling of which was done in consultation with Paul

Jaray, who had worked at Luftschiffbau Zeppelin (LZ). Jaray gained experience with the aerodynamic design of airships and he used LZ's wind tunnels to establish the streamlining principles for car design. In 1927 he founded a company specialising in developing streamlined car bodies, but Tatra was the only manufacturer to make use of his expertise (under licence) for a production car.

In 1936 Tatra decided to introduce an 'entry level' T-series model. Under the guidance of Hans, the T97 was created by Erich Ledwinka, one of Hans' sons, and a German design engineer Erich Überlackner. It was a scaled down version of the V8-engined T-series cars and almost identical in style. The most obvious differences between the T97 and its predecessors were the lack of the sixth window on each side, the adoption of a one-piece windscreen, the omission of the third headlamp and the



fitment of a four-cylinder flat-four engine. It was around this time that Ferdinand Porsche was busy working on a KdF-Wagen prototype for Volkswagen, of which more anon...

The Franschoek Motor Museum's 1938 T97 was previously part of the famous Greyvensteyn collection based in the Free State, and although its light metallic blue paintwork is not original, the colour actually suits the car. It was partially renovated some years ago and is now showing a few signs

of wear and tear that, as is often the case, actually adds some charm to its character. Considering that this example is 78 years old, it can be forgiven a few blemishes

as its looks certainly are attractive – and dare I say dramatic even? A ridge emanating from just above the sloping windscreen runs back over the roof to become a 'shark fin' tail that splits the rear window. The T97 has an impressive drag coefficient of just 0.36, making it one of the most aerodynamic cars of its time, despite the bulging 'frog eye' headlamps. Full rear wheelarch spats help smooth the air flow past the car.

Front and rear doors are hinged on the B-pillar, and have stylish, flush-fitting handles. Although trimmed in pleated leather, the front seat design is what can best be described as utilitarian. To be fair they are wide and surprisingly comfortable despite the less-than-generous padding, and the backrest carries a full-width grab

A ridge emanating from just above the sloping windscreen runs back over the roof to become a 'shark fin' tail that splits the rear window



rail for rear seat passengers. The door panels carry elasticated pockets and at either end of the metal dashboard there are small, lidded gloveboxes. The speedo and fuel gauge are supplemented with a non-original clock. The cream-coloured Bakelite steering wheel rim has, inevitably, cracked with time but the wire-spring spokes help evoke period charm.

The view out front and to the side is excellent thanks to the deep glasshouse but to the rear vision is limited through a small vertical, rectangular window in the bulkhead immediately behind the rear seat. This, in turn, allows sighting through the split rear window in the massive, one-piece, top-hinged engine cover – it is a bit like looking backwards through a telescope. The front

fender-mounted mirror is a welcome aid to knowing what is going on behind.

The ignition key is an odd, dimpled item that has to be turned and pushed in to activate the electrics. To start the car, pull up on a lever mounted down alongside the floor tunnel – a cable runs backwards to the starter motor. And it starts instantly. The floor-mounted pedals are offset to the left – the brake and clutch paired fairly close together – and the car pulls away with ease. The gearbox is a four-speed with a fairly close gate, and reverse plane selected by pulling up on the flat-topped gear knob.

Powering the T97 is an air-cooled 1749cc boxer motor producing 30kW at 3500rpm. A

narrow intake just above the bumper feeds air to the front-mounted oil cooler while ear-like scoops on the C-pillars force air into the engine bay. Torque figures are unavailable but its inherent lack of grunt is easy to overcome with sensible use of the gearbox. With a kerb weight of 1 150 kg, the T97 is surprisingly light considering how heavy the front and rear hoods are, but the T97 was claimed to sprint from 0-100km/h in 44.2 seconds and reach a top speed of 130km/h.

Torque figures are unavailable but its inherent lack of grunt is easy to overcome with sensible use of the gearbox



Thanks to its aerodynamics and gearing, it was capable of cruising all day at 110km/h without fuss.

The 4 270mm-long T97 is built on a pressed steel platform with a central tube for added strength. It boasts independent suspension all round and with a 2 600mm wheelbase, the ride is remarkably smooth and relaxing. Rack and pinion steering offers good control and feedback and hydraulic drum brakes provide good stopping ability. Whether on tar or gravel, the T97 is one of those cars that the more you drive it, the more impressed you become with its simple, fuss-free nature.

If a lot of this story so far makes you

think of what a Volkswagen Beetle was all about, then you will not be too surprised to learn that there was a lawsuit over their similarities. Elements of both the design and technical specifications of the T97 have a strong resemblance to VW's KdF-Wagen, which became known as the Beetle. The story goes that Hitler had ridden in Tatrás during political tours of Czechoslovakia and had even dined with Ledwinka on numerous occasions. In the wake of one of these dinners, Hitler remarked to Porsche, "This is the car for my roads." From 1933 onwards, Ledwinka and Porsche met regularly to discuss their designs, and being under pressure to produce a 'car

for the people' quickly, Porsche reportedly did admit to having 'looked over Ledwinka's shoulders' while designing the Volkswagen. Tatra sued Porsche for damages and Porsche was willing to settle but the agreement was

cancelled by Hitler after Czechoslovakia was invaded by the Nazis. Production of the T97 was immediately halted and the lawsuit dropped. However, after the war the lawsuit was reopened and in 1965 the matter was settled when VW paid Tatra what is said to have been one million Deutsche Mark in compensation.

The T97 was built between 1936 and 1939 and only 508 were manufactured. In 1945 Tatra was nationalised and production of the pre-war models resumed, but the T97 was soon dropped in favour of the larger and more modern T600 Tatra Plan. Today, the company is known more for its truck operation – Tatrás are always well represented on the gruelling annual Dakar Rally, having won the truck category on a number of occasions. But its Ledwinka-led designs that appeared in the 1930s represented some of automotive history's more fascinating developments – and not a little notoriety in the process. The Beetle may have conquered the world, but Tatra helped sow the seed of success. **C**

If a lot of this story so far makes you think of what a Volkswagen Beetle was all about, then you will not be too surprised to learn that there was a lawsuit over their similarities

FORTY YEARS AFTER

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

IRON PASSION



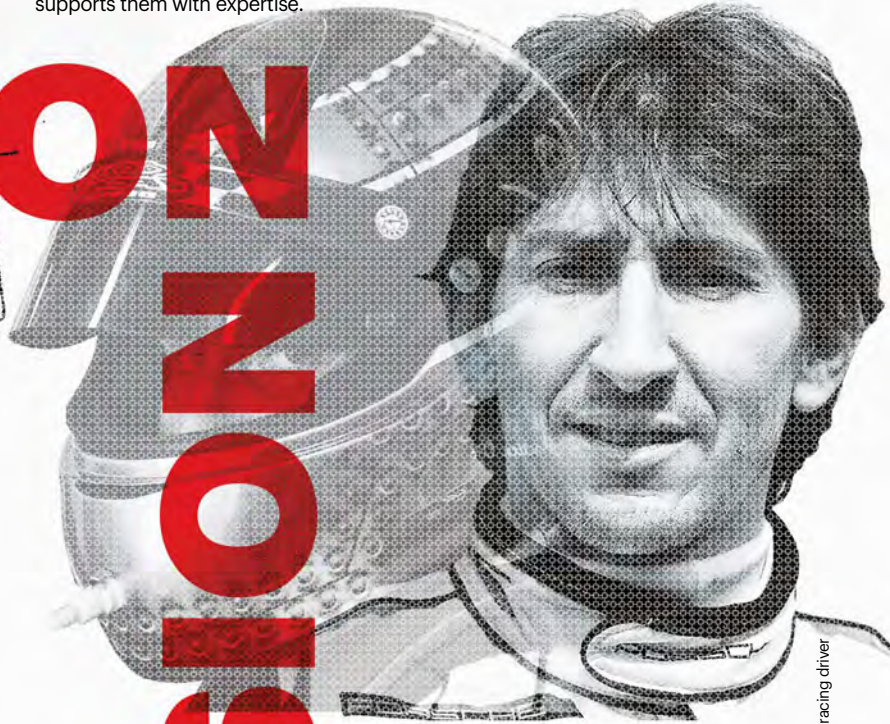
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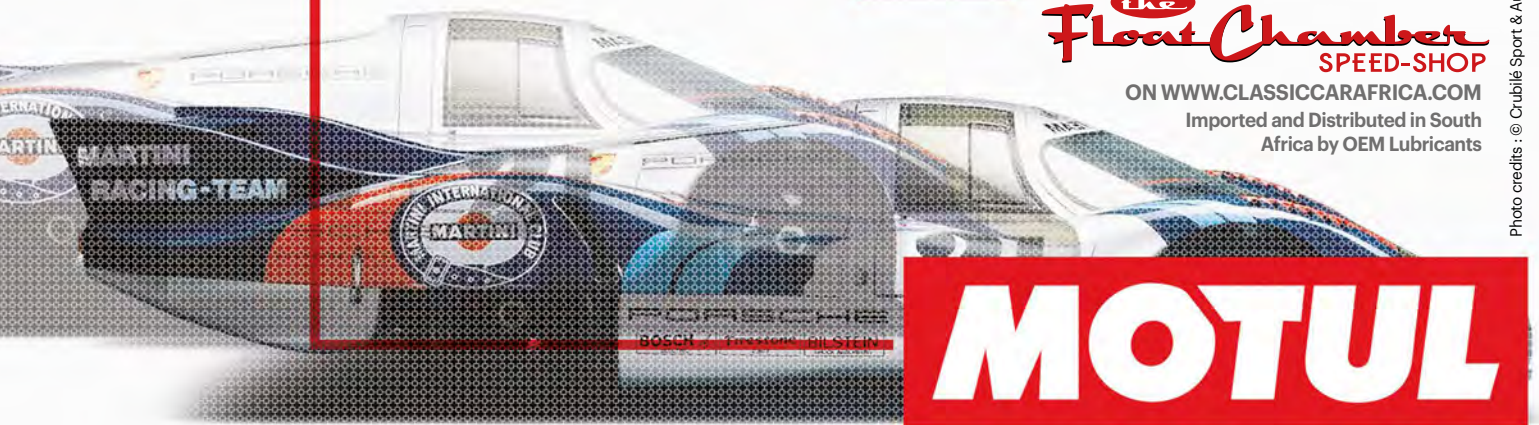


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ALWAYS — IN THE — PICTURE



The Alfa Romeo team, with Ramponi seated in the number 13 Alfa Romeo RLTF 'riding' mechanic seat.

In December it will be 30 years since Giulio Ramponi passed away at his home in Nelspruit, Mpumalanga. While his name might not initially be familiar to many, his involvement, success and dominance on the international motorsport scene puts him into the top echelons of the sport's history. As **Stuart Grant** discovers, search images of pre-war Alfa Romeo racing and you are more than likely to find a picture featuring this Lowveld-loving legend.

Ramponi was born early in 1902 in Milan, and despite his father dying at a young age, developed an interest in all things mechanical. This fascination saw him enrol in a technical course at the Arti e Mestieri school and then take up work at the Pelizzola fuel pump manufacturers. By this time Ramponi's mother had remarried and his step-father introduced his friend, opera singer and race car driver Giuseppe Campari, to the family. Campari took note of the 18-year-old's aptitude and mechanical skills, so when the time came to find a new 'riding' mechanic to sit alongside him on the Parma-Poggio di Berceto hillclimb, he offered the role to Giulio.

With his foot in the motor racing door and a bum in the Campari passenger seat he joined Alfa Romeo as an apprentice, passing

through the engine department, running gear assembly and on to the experimental department run by Luigi Bazzi. Oh yes, and he took driving lessons from Attilio Marinoni, Alfa's chief development and test driver.

When Alfa Romeo poached renowned race car designer Vittorio Jano away from Fiat in 1923, Ramponi joined in as an engineer/mechanic and became an integral part in the competition programme that culminated in the front-running Alfa Romeo P2 Grand Prix cars. He dovetailed his work duties with his own competitive exploits, riding as mechanic in cars driven by the likes of Enzo Ferrari, Antonio Ascari and of course Campari. The 1924 Targa Florio looked likely to be his highlight of the year when he teamed up with Ascari in an older model RL Targa. Enjoying a healthy lead over the Werner Mercedes-Benz it



Ramponi (right) joined Alfa Romeo as an 18-year old apprentice.



looked like the victory was in the bag, but with the finish in sight the Ascari/Ramponi engine seized. The pair sprang into action, attempting to hand crank the Alfa back to life but to no avail. The next solution was to push it over the line, which they did with the help of the local spectators and a few soldiers. By then the Mercedes had moved into first place leaving the Alfa coming home second. Further gloom was later added with the officials disqualifying them for receiving outside assistance in getting the car over the line.

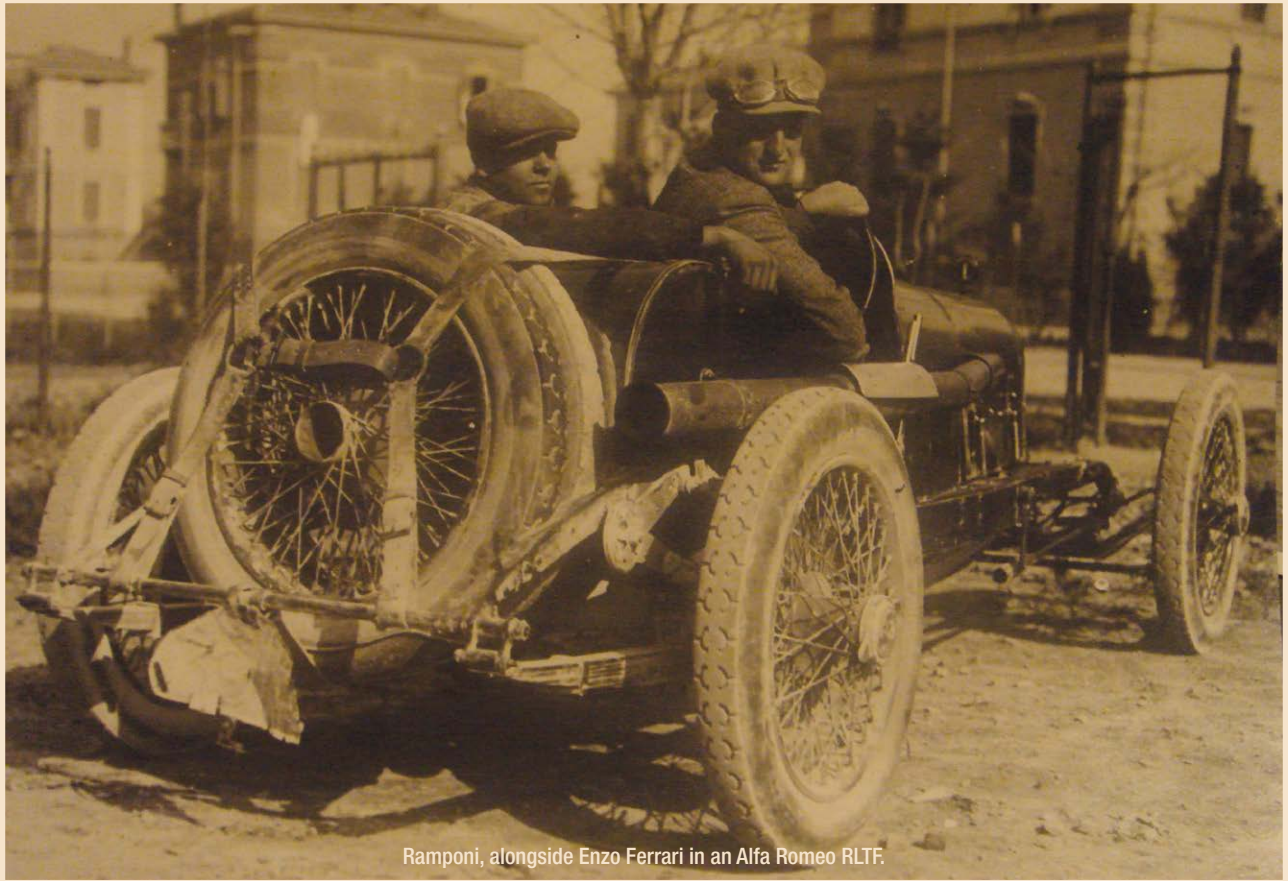
When the P2 made its Grand Prix debut at the French Grand Prix at Lyon, Ramponi was again selected to ride passenger for Ascari. And again victory was snatched away when the Alfa Romeo was forced to pit on lap 32. Ramponi rushed to top up the radiator and fit new spark plugs but when the time came

to fire the beast up it failed to start, handing the first ever P2 victory to Campari.

In 1925 the Grand Prix rules outlawed 'riding' mechanics, a change that not only saw Ramponi developing his own driving career but one that in all likelihood saved his life – Ascari, now driving solo in the P2, fatally crashed while leading the 1925 French Grand Prix.

Ramponi continued in the racing department and moved into the role as chief test driver for the Alfa 6C 1500 development. Non-Grand Prix events still catered for 'riding' mechanics/co-drivers though and Ramponi teamed up with his old partner Campari in the new 6C Sport Spider Zagato successfully, taking Mille Miglia top honours

When the P2 made its Grand Prix debut at the French Grand Prix at Lyon, Ramponi was again selected to ride passenger for Ascari



Ramponi, alongside Enzo Ferrari in an Alfa Romeo RLTF.

in 1928 and '29. With Jano giving the go-ahead he really kicked off his own driving career when he entered, and finished third overall, in the Maddalena hillclimb mid-1927.

It got better in 1928 in England of all places when he won the Essex Motor Club Six Hour Race at Brooklands and then took the overall handicap win in the 1929 Brooklands JCC Double 12 event. He never left the driver's seat during the two 12-hour stints, beating a pair of 4.5-litre Bentleys and scooped a generous amount of prize money. It was this money that caused a bit of a stir in the Alfa ranks when Ramponi suggested giving a portion of it to the mechanics – a move never done before and one balked at by the men in charge, fearing that it might set a precedent for the future.

With political developments in Italy not suiting his beliefs he uprooted and moved to England to work with the Bentley crew – even driving a 4.5-litre Bentley

with Dudley Benjafield at Le Mans in 1930 and then a Maserati with George Eyston at Brooklands in 1931. But he was coerced back to Italy for a stint at the newly formed Scuderia Ferrari racing arm of Alfa Romeo. It was then that he raced his only ever event for Ferrari, sharing with Pietro Ghersi on the 1932 Mille Miglia. With Ghersi at the wheel the pair hit a tree and Ramponi was injured. On learning that the team's insurance wasn't up to scratch, Giulio cut ties with Scuderia and moved back to the UK, where he joined wealthy American racer Whitney Straight as chief mechanic preparing his Maseratis. In 1934, Straight, with Ramponi the team leader, took his Maserati 8CM 3-litre to victory in the first South African Grand Prix held on the 23.4km long East London circuit.

Bentley mechanic Billy Rockwell joined the outfit and when Straight decided to throw in the racing towel in 1934 the duo set up a workshop in London under the title Ramponi Rockwell. Dick Seaman, for whom Ramponi had prepared an MG K3 racer while still with Straight, entrusted his

He never left the driver's seat during the two 12-hour stints, beating a pair of 4.5-litre Bentleys and scooped a generous amount of prize money



Ramponi (goggles around neck) and Alberto Ascari (second from right) celebrate with first place in the 1924 Italian Grand Prix with Nicola Romeo (far right).



Alberto Ascari and Ramponi seated in the Alfa Romeo P2 during the 1924 Italian Grand Prix.



Ramponi teamed up with Dudley Benjafield to drive the number 8 Bentley Blower in the 1930 Le Mans 24 Hour, but retired 144 laps in.

1935 season ERA preparation to Ramponi. Success was not exactly forthcoming in the ERA and Seaman instructed Ramponi to find him something better for coming years. Ramponi's solution was a 10-year-old Grand Prix Delage, extensively developed and modified. The results were impressive with the car almost unbeatable, and catapulted Seaman up the ranks to secure a drive in the all-conquering 1937 Mercedes-Benz Grand Prix team.

1938 was Seaman's year. He won that year's German Grand Prix, came second in the Swiss Grand Prix and married Erica Popp, the daughter of the director of BMW. Sadly, six months later at the age of 26, Seaman passed away when he crashed out while leading the 1939 Belgian Grand Prix at Spa-Francorchamps and the car caught fire. Ramponi, who saw Seaman as a son, was devastated.

Although a British citizen and not fascist in the slightest, the onset of World War II saw Ramponi and his first wife placed in an 'enemy' camp on the Isle of Man. His wife passed away while there and Ramponi was eventually released in 1944, after which he took up a short job stint at the Bristol-

Siddeley operation manufacturing for the allied war effort. When the war ended he moved back to London and with his new wife Irene Cooper as secretary, re-opened Ramponi Rockwell selling and servicing Alfa Romeos. Thereafter he consulted for various motor and aeronautical giants like Girling, Vanderwell and Ferodo and is often credited as introducing disc brakes to the Italian auto-makers.

Having visited East London for racing reasons and enjoyed numerous holidays with his daughter in the Lowveld, Ramponi had a soft spot for South Africa, so it was not surprising to see that when retirement called in 1968 he chose our country as his final circuit.

Giulio Ramponi passed away at his Nelspruit home on 17 December 1986, surrounded by some of the best driving roads on offer and the majestic views over the Crocodile River Valley. 🇬🇧

When the war ended he moved back to London and with his new wife Irene Cooper as secretary, re-opened Ramponi Rockwell selling and servicing Alfa Romeos



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AT HOME ON THE MOVE

Nomad: A member of a people that travels from place to place to find fresh pasture for its animals and has no permanent home. A person who does not stay long in the same place. A wanderer. Or in the words of **Stuart Grant**, a South African-developed go-anywhere vehicle by General Motors.

All awesome in their own way and very South African indeed but if you want the ultimate South African offering from GM then the Nomad is the way forward

When it comes to local specials General Motors South Africa can lay claim to a decent number.

Think of the Chevy SS derived from the Australian Holden Monaro or the homologation special Chevrolet CanAm, which, based on a Firenza sporting a Camaro V8 engine, meant that GM could stick it to Ford on the race tracks. And of course there was the Ranger SS, supposedly South Africa's own car but in reality just a Vauxhall from the UK with a bit of badging and special treatment.

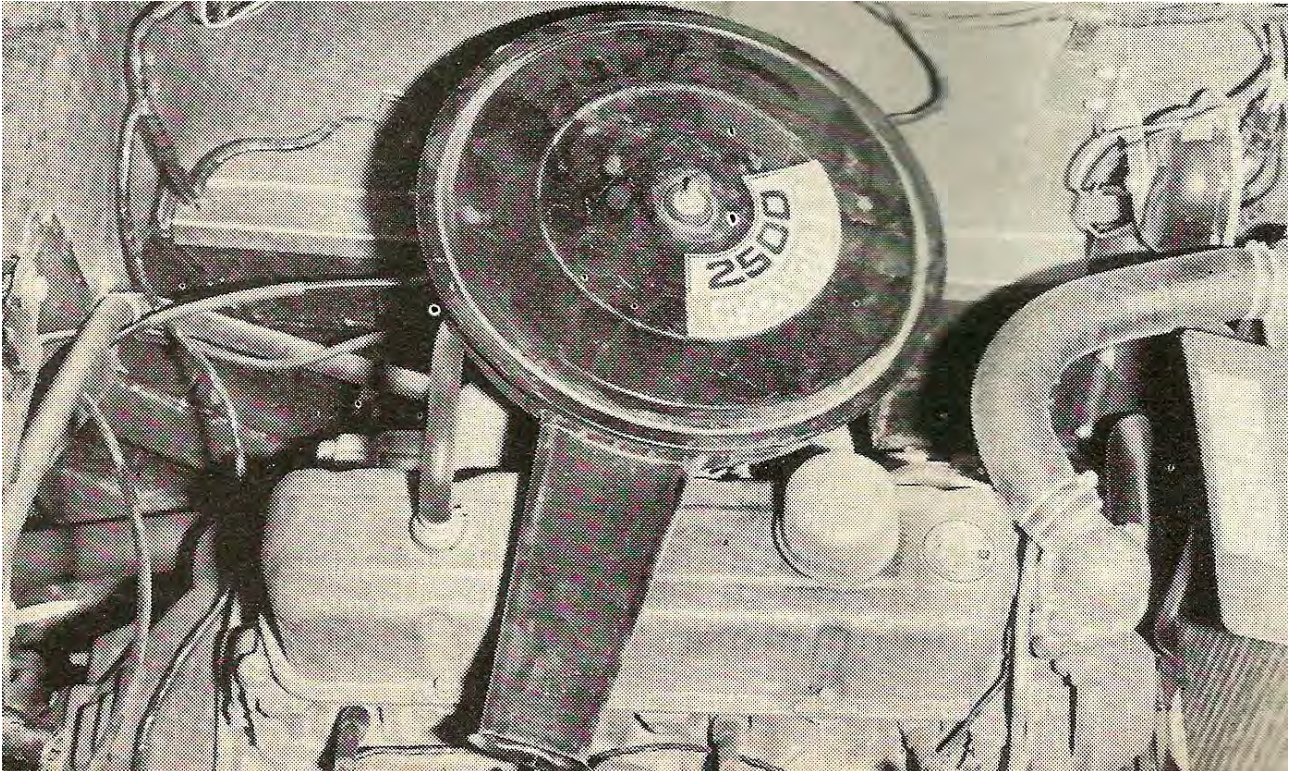
All awesome in their own way and very South African indeed but if you want the ultimate South African offering from GM then the Nomad is the way forward – even if it does look like a shoe box on wheels and was fittingly codenamed 'Pug' before production started.

Why a Nomad, you ask?

The answer is simple. It was dreamt up, designed and developed by GMSA at its Port Elizabeth Technical Centre and at the time held the highest local

content by mass at 88%. That means a miniscule 12% of the Nomad came from outside the borders – stuff like the Opel German-supplied gauges and gearbox, the Rochester Monojet carburettor from GM across the Pond and a Holden Australia rear axle (although this was manufactured locally by Borg-Warner). Of course the 2.5-litre 4-cylinder engine was also found in Chevrolet saloons of the period but somewhat de-tuned with a focus on torque.

The idea for the Nomad was born from the General Motors BTV (Basic Transport Vehicle) of 1972, which was aimed at developing markets as an easy to produce and maintain utility vehicle. The BTV was a small slab side and fronted truck that sat on a rudimentary chassis and used Bedford HA running gear. Manufacture and use over the years took place in Malaysia, Costa Rica, Ecuador, Paraguay, the Philippines and Portugal. A great idea on paper, but South African conditions meant the vehicle needed a bit more to be successful. With months of research and design under the belt



our Nomad ended up being significantly more than just a utility vehicle and General Motors went so far as to say it invented a new class of vehicle when they referred to it as a multi-purpose vehicle – a term recently reintroduced and shortened to MPV by manufacturers when referring to people-carrying vans like the Toyota Verso, Opel Zafira and Chrysler Voyager.

Although vastly different from the modern MPV the Nomad was definitely multi-faceted, able to act as a farm bakkie, a game viewer, pulling the boat or caravan, off-roading or even hitting the open road with a top speed of around 130km/h. Yes, that is correct. Despite looking like a hulking great block of granite the performance was not half bad. This owed to tipping the scales

at a reasonably light 1 020kg and having 65kW at 4600rpm and 193Nm of torque at 2400rpm on tap. With only the rear wheels being driven, there isn't the case of power being sapped to drive all corners, and the Nomad makes it to 100km/h in around 17 seconds, which was not far off some saloons of the time.

Ardent 4x4 enthusiasts might hesitate at the idea of a 2-wheel off-roader but the 4:1 ratio and limited-slip differential combined with a stilted ride height and brilliant approach/departure angles (made possible by almost zero body overhang) make the Chevy a competent bundu-basher. And this ability was clearly a key feature in the design brief with the ladder chassis sitting 265mm above ground for good clearance,

a standard sump guard being fitted, and a heavy steel box-section grille protecting the radiator and headlamps against rogue trees and rocks. Suspension at the front was of an independent wishbone and coil spring setup while the rear featured 3-blade leaf springs and some hefty

shock absorbers. Early units suffered front suspension breakage, with the result that GM redesigned and beefed it up somewhat. A widely spaced set of gear ratios also help in the versatility department with the short first suited for trundling up the steep inclines and a long fourth good for the open road speed and average fuel consumption in the car-like region of 12 litres per 100km.

Although extremely basic in the cabin department the steering, gear and pedal controls too proved car-like and not heavy or cumbersome as the Nomad appearance might have had your brain thinking. Road tests claimed the rack-and-pinion steering to be light, accurate and stable at speed, as well as praising the 8.5 metre turning circle when it came to manoeuvring in tight confines. Discs at the front and drums at the rear did the stopping admirably but without a load (it could handle a 500kg weight) the backend had a tendency to lock up momentarily.

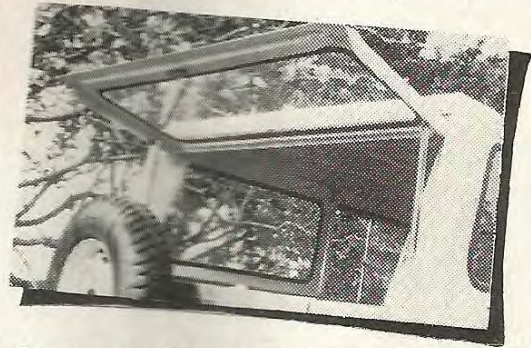
Where the Nomad fell down was in the acoustic department with criticism thrown at it for loud mechanicals and wind noise – especially from the canvas roof. Testers were also not happy with the lack of heater and windscreens washer or the fact that the wipers didn't self-park. We say drop the

Although vastly different from the modern MPV the Nomad was definitely multi-faceted, able to act as a farm bakkie, a game viewer, pulling the boat or caravan, off-roading or even hitting the open road with a top speed of around 130km/h

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folding front windscreen and pack away the canvas roof and all these niggles won't even be a factor. But having said that, the optional fibreglass hardtop did wonders for the look and weather-proofing so we'd maybe stick to that format as our choice of classic MPV format.

Between 1976 and '81 the Chevrolet Nomads hit the roads, tracks, farms and leisure spots around South Africa earning cult status from the outset. Sales were initially good but slowed with numerous front suspension failures. By the time Chevrolet responded with a new beefed-up design it was too late to save the Nomad reputation and buyers looked elsewhere (like the Toyota Stout and Hilux, complete with heater) for a multi-purpose bit of kit.

As a testament to its ruggedness, finding a Nomad today is a possibility, with a number cropping up in the various classified publications. Their ability in the rough stuff has by nature meant that the majority have lived a somewhat heavy life, with some even sporting more powerful engine swaps, so choose your local cult classic wisely. Original is the key. Find one like this, then kick back, give a Nomad a home and explore every aspect of our land with the original, born in the RSA, MPV. **C**



1976 THE TITLE FIGHT

	Chevrolet Nomad	Toyota Stout
Capacity	2507cc	1994cc
Engine	4-Cylinder	4-Cylinder
Fuel	Petrol	Petrol
Power	65kW@4600rpm	79kW@5400rpm
Torque	193Nm@2400rpm	170Nm@3000rpm
0 - 100km/h	17.2 seconds	23.8 seconds
Max speed	129.1km/h	127.4km/h
Price	R2 950 (Excl. R140 canvas roof)	R3 855



Felix on one of his three floors of Lancia parts at Lancia Auto SA's Woodstock premises.

Gearbox for a Flaminia? Check. Door card for a Thema? Check. Windscreen for an Aurelia? Check. Workshop manual for a Lambda? Check... just some of the items that Lancia Auto SA's proprietor Felix Furtak can tick off in a stock take. Assuming of course he's got the time to do one with a near 13 000-strong stock list of parts for Lancias of just about every pre-'96 model piled high to the rafters in his Cape Town workshop.

"My father wanted to impress my mother and so he came home with the Beta. It was one year old and shiny and it was red. Anyone would've been impressed"

Based in a sleepy backstreet in the city's up-and-coming Woodstock, the business is a veritable treasure trove of parts and literature that's regarded as a Mecca for Lancia enthusiasts around the globe in need of parts or advice. "We have sold around half that listing – many several times over – since we began trading," adds Felix, a qualified electrical engineer who's been involved as a restorer, parts supplier and – above all – an enthusiast of the Italian marque in Cape Town since 1995.

A lot of that business comes thanks to his custodianship of thousands of parts from former Lancia, Fiat and Ferrari agents TAK Motors as well as a hoard of bits he bought and took off scrap Lancias more than 30 years ago, while scraping a living together as

an engineering student. That was in the mid '80s in the UK, before Felix ran his own Lancia repair and restoration workshop in his native Germany and later emigrated to Cape Town.

But to understand how this charismatic 54-year-old came to embark on a life-long passion for a sports car marque from a rival country, before re-settling on the other side of the globe, one has to rewind 40 years. That's when the then-one-year-old Lancia Beta pictured appeared on the family driveway back in the sleepy village of Stegen in Germany's Black Forest, much to the excitement of then 13-year-old Felix.

"My father wanted to impress my mother and so he came home with the Beta. It was one year old and shiny and it was red. Anyone would've been impressed," recalls Felix whose mother wasn't actually that enamoured with the car. "She found



Felix with his wife Khungeka and their son Litha and daughter Lisakhanya.

THE ULTIMATE BETA TEST

An Italian sports car bought to impress a woman, a trip over the Alps to haul back raw wool from Africa before a bar room bet to cross the Sahara... not to mention a shipping container of car parts hidden in the Black Forest in the dead of night... it may sound like a motoring-based thriller but it's actually the back story to the country's leading Lancia expert says **Graeme Hurst**.

it terribly impractical as she only used it to go shopping. We lived 500 metres from the shops but it would never start." But despite her protests, the Beta remained although it was subsequently sold to fund Felix's engineering studies.

That was in 1980 and Felix, who was now smitten with the Italian coupé, protested: "I really wanted that car but my father said it was, 'no car for a student,'" adds Felix, who evidently didn't let go: "I dropped out of my studies as I was having a wild life as you do at that age. I got a part time job and managed to save up 1000DM and hitchhiked to where the car was and said to the owner 'I want your car. Here's the money.' He didn't want to sell but I worked on his nerves and after a few hours he sold it to me." His parents were less than thrilled: "Felix you are supposed to become an engineer not buy yourself an Italian sports car!"

His father was adamant that he would not be able to afford to run it. And he was right: "I went through all sorts of disasters with it and messed it up totally at times." Short of cash Felix hatched a plan to raise funds after a friend heard about cheap wool in Tunisia. "We drove to Genoa in Italy and took the ferry over to Africa and came back with 300kg of wool which we loaded into the Beta. But we had no money and I didn't know much about cars. The oil was on minimum and I thought, 'yes it will be ok'. Then it went 'clonk' and stopped. It was the middle of winter and I found an Italian Lancia mechanic who taught me the meaning of *motore fuso* (an expletive, Ed). Suddenly the wool trip was very expensive."

Back home after installing a scrap engine, a lack of cash meant Felix was learning to work on the car out of necessity and his dislike for the only local Lancia dealer, who was less than helpful and pricey: "Whenever I needed a part he would say, 'There's the part, take it out yourself and there I was with a spanner in the snow!'" Felix would ultimately end up working for him but did so reluctantly before later branching out on his own: "My desire to have my own Lancia

Back home after installing a scrap engine, a lack of cash meant Felix was learning to work on the car out of necessity and his dislike for the only local Lancia dealer, who was less than helpful and pricey



Felix showing a new gearbox part, one of nearly 13 000 items in stock.



Lancia Auto SA has a large stock of period Lancia literature.



Original Lancia microfiche system still in use for 1980-88 Lancia models.

workshop grew out of my hatred for the man that was milking me!"

Around this time the young Lancia enthusiast's parents put pressure on him to study again and he sold the Beta to a friend. Not to appease them, but to fund the purchase of another example of the marque: a Fulvia! "It was rotten but it was driving and I liked it because it was a real Lancia, not one by Fiat." Felix enjoyed the car until it was written off after a police car ploughed into him. "In Germany that's a good thing as we have compulsory insurance. So what do you do? You go to a good lawyer, get

I never could afford a roadworthy so I drove it on trade plates. I went through Italy, France and Switzerland like that – I even have a photo of it on the top of the Gotthard Pass

yourself a hire car and sit back and wait for the money. I was paid out 3000DM. For a student it was a lot!" That enabled him to buy a Fulvia Zagato – a car he still owns – but it was rough.

"I never could afford a roadworthy so I drove it on trade plates. I went through Italy, France and Switzerland like that – I even have a photo of it on the top of the Gotthard Pass." The Zagato would later drop a valve while Felix was *en route* to enrol in an engineering degree at the University of Salford in the UK. Being Lancia-less left him depressed but a rumour about a Zagato on offer locally led to him borrowing a bicycle to get from Manchester to Huddersfield to track down the car. It was a rare 1600 but the seller only bought it for the engine.

"I said, 'okay, put a 1300 engine in and I'll take it.' I paid him £300 with five post-dated cheques – all I could manage

as a student," recalls Felix who drove it back to Karlsruhe, complete with three spare engines he'd scrounged in the boot and feeling chuffed. "Suddenly I had two Lancias in my permanent repertoire." Sanity ruled and he opted to transfer the unique-to-1600 items on to his 1300 Zagato and sell the remains of the new purchase. The profits enabled him to buy the Beta back.

On return to his studies in the UK, the collecting bug had bitten: "I heard a rumour of a rare Lancia in a totally dilapidated state on a farm." It turned out to be a 2000HF, which Felix snapped up for £150. "That was just for the wheels as the car was really scrap. All the wiring had been cut off and it had no licence. It was a total stress," adds Felix who towed it home (and still owns the car today!). His electrical training meant he re-wired the car with ease and he learnt how to weld while fixing up the bodywork. "In the end it was a most reliable car," muses Felix. That enabled him to trade in parts even more. "The English have a lot of passion for



Felix and a fellow traveller next to the Beta in the Congo on the trans Africa trip in 1991.



The Beta under water after a local river burst its banks.



Lancia loaded into container.

Lancias and I was able to find parts and take them backwards and forwards between the UK and Germany.” Some of those bits are rare factory panels that now hang in the rafters in Woodstock, which brings us to the next phase in Felix’s life... but first there was that bar room bet that involved the Beta and a brush with a scrap yard...

“The car was in summer storage near Cardiff while I was in Germany and I needed to take it back to Manchester on a trailer,” recalls Felix. Unfortunately the trailer wasn’t up to the job and at some point it overtook the tow car with catastrophic consequences for the Italian coupe, which ended up on its roof and was only fit for the scrap yard. But Felix – against advice from his mates – was hell bent on fixing it and tracked down replacement panels. However, when a new roof panel couldn’t be found, he wielded the cutting torch to create the convertible pictured here but this was no hack job: “It has special strengthening pieces underneath and I used a DOS-

based programme to design the structure so I could get it to pass roadworthy,” adds Felix who still has the plotter drawings in the car’s history file. But back to that epic trip...

“In October 1991 I was in a bar with some friends and they took a bet for 500DM that the Lancia couldn’t make it through the Sahara before Christmas,” recalls Felix. The dare was like a red flag to a bull for this Lancia aficionado who set off in mid-winter in the now open car for Genoa before taking a ferry to Tunisia. From there he headed for Algeria and the Trans Sahara Highway to Tamanrasset where he won the bet, except the goal posts had moved. “They said, ‘okay you made it through the Sahara but you’ll never make it through the jungle!’” recalls Felix who was then even more determined. “The cars that came up from Congo were all beaten up and here I was in this little Italian thingie with no equipment.” But he wasn’t

deterred: “I spoke to one guy who did it and he said, ‘In principle where there is a will there is a way.’” Three months later – after some epic bouts of retrieving the car out of potholes and pools of mud – he made it single-handedly to the Cape before shipping the Beta home.

Back in Germany in the early ‘90s, Felix was running his own Lancia repair and restoration business in the town of Feldrennach (near Karlsruhe). Life went smoothly until a local river burst its banks in May 1995 and flooded his workshop and cars. “It was the first time it had happened in 100 years and on my birthday. In hindsight

The English have a lot of passion for Lancias and I was able to find parts and take them backwards and forwards between the UK and Germany



Felix still owns the Fulvia Zagato he bought with an insurance payout, although it's since been damaged in an accident.

it was a bad omen,” recalls Felix who, just weeks later, faced eviction after a fall out over the use of an industrial oil heater with his landlady – who also happened to be his girlfriend’s mother. A planned move to new premises derailed when it transpired the new venue didn’t have workshop rights. “It all blew up and I had the sheriff of the court kicking me out of the old place while I was trying to run Lancia Auto SA from a phone booth. It was another total stress.”

A notice of his landlady’s intention to attach his stock and cars galvanised him into action and so he gambled some rubber cheques (in the knowledge they would only likely be cashed when his account was flush) to buy a container to store his parts. But he still needed to get them out of the sheriff’s reach. “I had a client who was in the

transport business and he had a truck. He came at 2am in the morning in the snow. He loaded the container and hid it in the Black Forest. All 25 tonnes of stuff and my three Lancias gone overnight.”

With no funds and nowhere to go, Felix had to think about how to start over and that’s when he set his sights on the Mother City. “When I made it to Cape Town after the trans Africa trip I was surprised that there was such an active Lancia community so when I had to leave I had a place to go where I knew people and could work.” That was late 1995 and Felix arrived with R2 400 to his name: “It was not much to start a new life.” He took a job at a local classic panel beater but got frustrated with the poor standards of work at the time: “I had to witness how reasonably original cars were wrecked with poor re-sprays and so on and I thought, ‘I can’t be part and parcel to the destruction of old cars when my life is dedicated to the resurrection of them!’”

Felix’s despondency fuelled his desire to go on his own again and, after mulling it over one night in a Bree Street café, he placed a call to Germany to

get the container (which included the Beta, Zagato, HF and the oil heater that caused the eviction) onto the high seas. It was the Beta’s second trip to the tip of Africa. The only problem was that Felix couldn’t afford the transport fees for the container unless he unloaded it first. “The shipping company said, ‘first the money then the container,’ and I said, ‘no, first the container then the money.’” Naturally they wouldn’t relent and, desperate, Felix admits to... err... offering harbour security guards bottles of wine in exchange for nightly access to his container so he could raid his parts stash and raise the money for the shipping bill. “My first sale was a spare Gamma engine to Vigliettis for R5 000!”

It was the Viglietti brothers and other Lancia enthusiasts, such as Johan du Toit and Peter Immelman who helped him to get established locally, something he is very grateful for. “I started work in Mr du Toit’s garage at his home before setting up in the late Russell Wolpe’s workshop”. That was next door to his current Plein Street premises where Felix has repaired and restored Lancias from all over South Africa for several years before his next phase in his Lancia activities: the closure of TAK Motors in 1997.

It was the Viglietti brothers and other Lancia enthusiasts, such as Johan Du Toit and Peter Immelman who helped him to get established locally, something he is very grateful for



TAK Motors stock included factory diagnostic equipment.



Lancia Auto SA uses original Lancia factory tools.



Straight out of the 1980s: IBM 400 tapes contain Lancia parts data.

“Right-hand drive Lancia production stopped and TAK closed after the owner’s son passed away,” explains Felix. Viglietti Motors bought up the Ferrari and Lancia stock but they slowly reduced their involvement with the latter as, technically, Fausto Carello (a member of the Carello headlight family) had secured the rights to Lancia at the time, and so the parts were eventually offered to Felix. It’s this stock – which came complete with a set of official Lancia IBM 400 tapes containing all the parts data – along with what’s left of the 25 tonnes out of the container, that has formed the basis of his worldwide parts supply operation.

It’s a supply that extends to copies of sales brochures and drawings of factory tools. And it’s all accessible across a range of technologies: “Before 1980 it is in parts catalogues, from 1980 until ’88 I have a complete microfiche catalogue while from ’88 it’s on CD which was very new at the time.” All of that assists Felix – and his wife Khungeka, who works in the business – in providing an online service, with a customer base stretching from Mexico to Japan and dozens of countries in between.


Unsurprisingly, Felix has seen many of the country’s Lancias come through

his workshop, often in different hands. And often in amusing if tragic (for the car) circumstances... such as a Gamma that a local owner tried to sell to Vigliettis. “They offered him R5 000 but he was so insulted that he instead gave it to a Catholic priest who married his daughter the next weekend. The priest ended up bringing it to me for work. Each time he paid with a cheque from the Catholic church and after R65 000 the car was okay but then he said, ‘they’ve been asking questions and I need to sell to get the church’s money back’. I said, ‘you’ve got yourself into a cul-de-sac as you can spend money on a Lancia but you will never get it back!’”

That car wound up at a dealer and was sold to a Khayelitsha resident who pulled it to bits before it was left rotting in a driveway for ten years. Sadly – despite all the previous expenditure under Felix’s care – it was only fit for scrap while another Gamma came to a near fiery end after a disgruntled customer set fire to Felix’s workshop (but without realising that his car was parked behind the door inside!).

One of Felix’s frustrations is that a lot of local owners don’t want to spend money on their cars or spend money in the

wrong areas... such as a local architect who lavished cash on a leather interior for his Fulvia but refused to entertain any suggestion to invest in the car’s brakes. “He told me, ‘Felix new brakes aren’t necessary as the car is only for my wife,’” chuckles Felix. “Then a few weeks go by and I get a call from a panel beater saying he needs front beadings and headlights for a Fulvia...”

But not all of Lancia Auto SA’s customer experiences are so fraught, mind. Take a look at the company’s website and you’ll see photos of plenty of cars Felix has worked on. Lancias that are in the hands of enthusiasts who admire the cars’ fine engineering and appreciate Felix’s skills in keeping them alive. And Felix is proud that those Lancia enthusiasts form a board church... such as the Monte Carlo owner from Orania. A highly-strung 1980s Italian sports car being enjoyed in South Africa’s last whites-only outpost? It’s about as farcical as some of the antics this Lancia fanatic has experienced in his life-long passion for the marque... 

Thanks to Lancia Auto SA.
(www.lancia.co.za; 021 4478350)

A WORLDLY



Triumph's Thruxton was recently crowned 2016 South African Bike of the Year and **Gavin Foster** was on hand to test the machine, give his opinion and cast his vote.

So let's take a minute to get our heads around this. The Triumph Motorcycle Company was founded in 1902 by a pair of German immigrants living in England, who used a Minerva engine imported from Belgium mounted on a British bicycle frame to create their first motorcycle. Their company grew into a mainstream manufacturer, churning out bikes for 80 years despite being bombed to smithereens by German aircraft using BMW engines in the '40s, only to be killed off by a ferocious Japanese onslaught on the British motorcycle industry led by Honda thirty years later. Then, a decade down the road, the brand was miraculously resurrected by an Englishman who'd left school at the age

of 15 to become a trainee plasterer, and Triumph this year won the South African Bike of the Year competition – organised by a couple of Englishmen and sponsored by Italian tyre company Pirelli – with a 1960's styled motorcycle built in Thailand, in a very competitive field of 15 bikes that included two BMW's and two Hondas. Go figure!

Nobody builds better modern classics than Triumph. Although the company has specialised in modern three-cylinder motorcycles since its resurrection in 1990, it introduced a new family of air-cooled twin-cylinder classically styled bikes in 2001, using first 790 and later 865cc parallel twin engines. The bikes were beautifully built and superbly finished, often being mistaken for immaculately restored versions of the originals, but a good long look by a knowing eye soon revealed that these were thoroughly modern bikes with disc brakes, electric starters, electronic ignition, oil-tight engines, twin overhead camshafts operating

Triumph this year won the South African Bike of the Year competition – organised by a couple of Englishmen and sponsored by Italian tyre company Pirelli – with a 1960's styled motorcycle built in Thailand

MOTORCYCLE





four valves per cylinder, and, a few years down the road, fuel injection systems craftily styled to replicate carburettors.

The Bonneville range soon grew to include Scrambler and Thruxton café-racer versions, and although these sold well enough to mainly older riders, most potential customers found the relatively low power and torque outputs unappetising. That all changed earlier this year with the arrival of the all-new 1200 Thruxton and Thruxton R that boosts power by a whopping 41% to 96hp, while the torque figure of 112Nm is a healthy 62% improvement. The rest of the bike is also all-

new and even better looking than the old, which was quite a big ask for the designers. Little things like the footrest hangers, the levers, the mirrors, the instruments and the headlight brackets are all works of art, and the Thruxton looks like a lovingly-crafted one-off café racer project rather than a

production bike – it's even better in the flesh than in the photographs. The bike sells for R154 500 in standard guise, but there's also an R version that for R20 000 more adds lots more value in terms of what you get, and that was the one I got to ride. Upgrades on the R version include massive twin 310mm discs clamped by four-piston Brembo Monobloc calipers rather than a more pedestrian Nissan twin-pot arrangement up front, twin Öhlins rear shocks with external reservoirs, upside-down Showa big-piston front forks, a painted seat cowl, a highly polished aluminium top fork yoke, an aluminium fuel-tank strap, and a clear anodised aluminium swingarm. The R also comes with sticky Pirelli Diablo Rosso Corsa tyres and the sexiest looking brushed stainless exhaust system I've ever seen on a production bike. For the difference in price it's a no-brainer and I suspect that Triumph will discontinue the standard version in South Africa before long because the R will outsell it by about ten to one.

Taken in isolation the old Thruxton 900 was


Little things like the footrest hangers, the levers, the mirrors, the instruments and the headlight brackets are all works of art, and the Thruxton looks like a lovingly-crafted one-off café racer project



a lovely motorcycle that went and handled well enough to please most of the people who bought it, but the lack of steam deterred many potential customers. That's changed with the new bike. The factory says that 90% of the peak torque is on tap from 3000rpm right up to the 7000rpm red line, but even at lower revs there's lots of grunt available and when you grab a big handful the bike reacts instantly without any need to tap-dance on the gear-lever for revs and power.

There are still riders out there who'll complain that 96hp isn't enough, but the Triumph has in road tests recorded 0-100 km/h times of 3.2 seconds and the standing-start quarter mile is done and dusted in just 11.7 seconds at a terminal speed of 185km/h or so, while top speed is a genuine 215 – 220km/h. That's not as quick as a superbike, but still fast enough for the real world in which most of us live, and there's the benefit that it does it so effortlessly. The gearbox is crisp and precise, and there are three rider-selectable power delivery

options modes for Rain, Road and Sport on the R, where the standard bike makes do with just the first two. This affects mainly the sensitivity of the ride-by-wire throttle mechanism but apparently doesn't affect the maximum power available. There's a marked difference in the way the bike reacts to each setting but I'm happy to let my brain and right hand make the decisions. What is useful, though, is the traction control and ABS brakes that are dead easy to switch on and off. The riding position is sporting but not ridiculously so, and the hand-formed 14.5 litre fuel tank should give a fuel range of between 200 and 300km, depending upon how much fun you're having.

The Triumph Thruxton R is classy, comfortable and lively while handling beautifully. It sounds good and with an aftermarket pipe it's even better. By today's standards the price is also very reasonable. What's not to like? If I had one of these and a Honda Africa Twin parked in my garage I'd be a very happy man. 

There are still riders out there who'll complain that 96hp isn't enough, but the Triumph has in road tests recorded 0-100 km/h times of 3.2 seconds and the standing-start quarter mile is done and dusted in just 11.7 seconds



SALT FLATS & RACETRACKS



The Triumph Bonneville, unsurprisingly, gets its name from the Bonneville Salt Flats in Tooele County in northwestern Utah, USA where Triumph (amongst others) attempted to break the motorcycle speed records. This salt pan is the largest of many located west of the Great Salt Lake. The property is public land and visitors can drive on the flats free of charge. But what it is really known for is the area of the salt flat dedicated to motorsport and in particular, land speed records. This is called the Bonneville Speedway.

In 1956, Johnny Allen established a record 193mph in a 650cc Triumph-powered streamliner on the Bonneville Salt Flats. In 1958, the T120 Bonneville, named in honour of Allen's land-speed record runs at Bonneville, was unveiled at the Earls Court Bike Show. It went on sale to the public in 1959 and was an instant hit in both the UK and USA. The combination of extra performance with a fine-handling, light weight chassis and aesthetic appeal proved a winning formula and the bike went on to become one of the most successful

models of the time.

It was a high performance sports bike and billed by Triumph in 1959 as offering "the highest performance from a standard production motorcycle". The T120 could easily manage 110mph (177km/h) and racked up plenty of wins on the race track. This success led to the production of a special edition Bonneville Thruxton model in 1964. The Thruxton was named after Thruxton Circuit, a race track in Hampshire where in 1969 Triumph won the top three places in the Thruxton 500 mile endurance race. These races helped establish the 'café racer' era, when standard production motorcycles were modified to improve street and racing performance.

In the 1950s and '60s, the Triumph Bonneville established itself as the iconic bike of the era – a status that it has held to this day. Motorcycling was at the height of its popularity and the Bonneville achieved global cult status with several huge movie stars of the day associated with this evocative machine, both on and off screen. These included Steve McQueen in *The*

Great Escape, James Dean in *Rebel Without a Cause*, and Marlon Brando in *The Wild One*. In December 1967, daredevil Evel Knievel chose the Triumph Bonneville for his ill-fated

attempt to jump the Caesar's Palace fountain in Las Vegas.

The Triumph Bonneville also became closely associated with Rock n' Roll culture in the '60s, with versions of the Bonneville being adopted by British Rockers as the ultimate motorcycle. London's Rocker community found a home at the famous Ace Café, which became the heart of motorcycling and Rock n' Roll culture, and Bonnevilles (or modified versions of them) would always be lined up outside.

The Bonneville was even given the royal wave of approval in the 1970s and 80s, when special limited edition motorbikes were launched to mark significant royal occasions. In 1977, the T140J celebrated the Queen's Silver Jubilee and in 1981, 250 T140LE Royal Wedding Bonnevilles were produced especially for the Royal wedding between Prince Charles and Diana.

But sadly the honeymoon period was soon to end. In 1973 workers took over the Meriden factory amid rumours that it was to be closed and a strike ensued. The Meriden factory eventually closed in 1983 but small numbers continued to be built under licence by LF Harris of Newton Abbot, Devon, between 1985 and '88. But then years later in 2000, just when it seemed that this legend was truly dead and buried, it got a new lease on life when a brand new Bonneville motorcycle was launched. And the rest, as they say, is history... **C**

In 1956, Johnny Allen established a record 193mph in a 650cc Triumph-powered streamliner on the Bonneville Salt Flats

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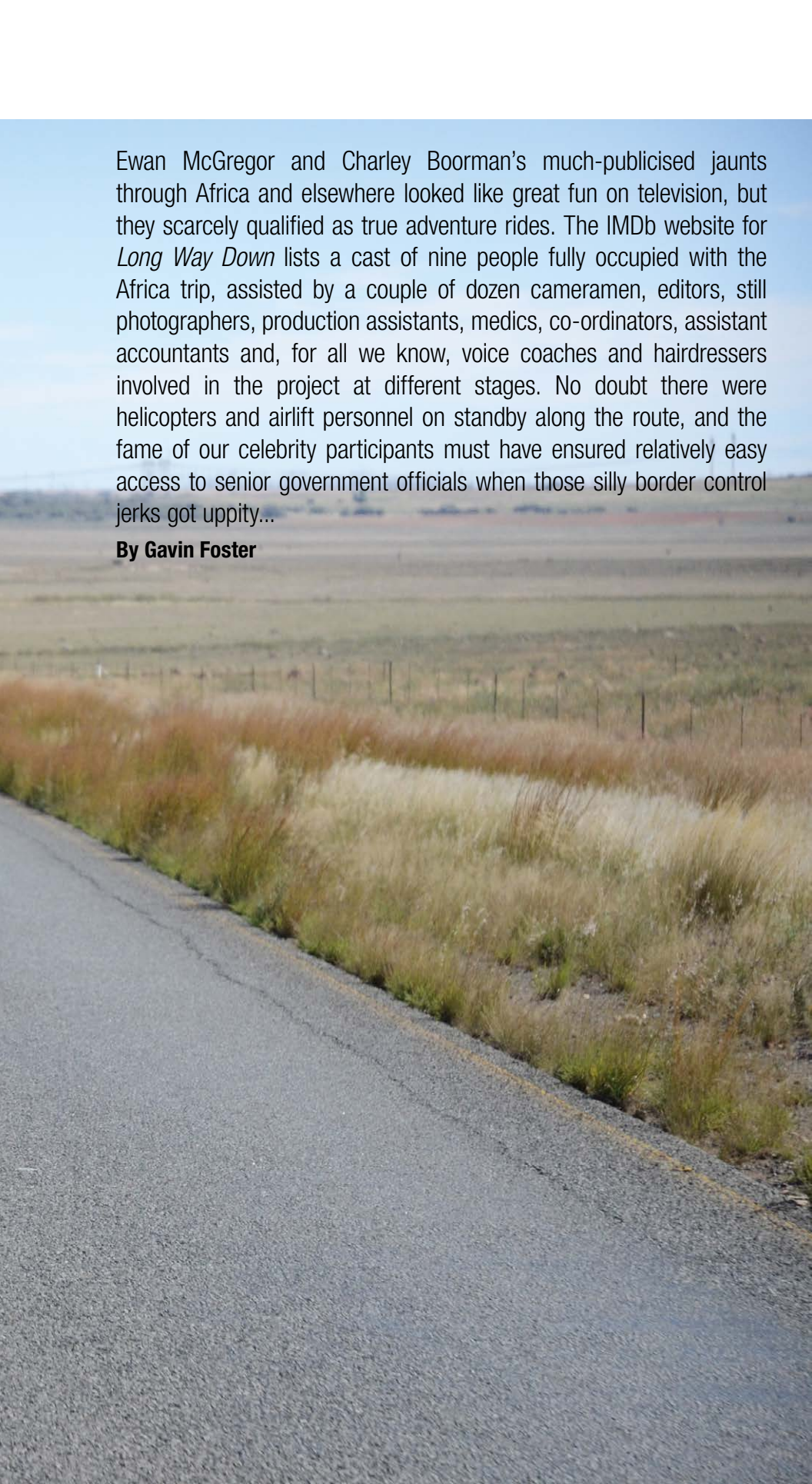
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BODGE
ENGINEERING





Ewan McGregor and Charley Boorman's much-publicised jaunts through Africa and elsewhere looked like great fun on television, but they scarcely qualified as true adventure rides. The IMDb website for *Long Way Down* lists a cast of nine people fully occupied with the Africa trip, assisted by a couple of dozen cameramen, editors, still photographers, production assistants, medics, co-ordinators, assistant accountants and, for all we know, voice coaches and hairdressers involved in the project at different stages. No doubt there were helicopters and airlift personnel on standby along the route, and the fame of our celebrity participants must have ensured relatively easy access to senior government officials when those silly border control jerks got uppity...

By Gavin Foster

THE TRUE SPIRIT



Alvin 'Spike' Rhiando successful in his Cooper.

I Drive A Cooper . . .



By Spike Rhiando

Occupying the driver's seat of the rear-engine Cooper for the first time, such immediate attention is drawn to the narrowness of the front wheels and, conversely, the narrowness of the rear wheels when planning backwards along the engine road. It is a pity that one's memory cannot properly recall this scene—no one else is watching.

push started, I began to tramp (as it is by J.A.P. twin unit) was ahead. The acceleration was terrific—like being rocketed into a vacuum cleaner. However, having got over my first excitement I started to motor quickly. This was on the Isle of Man Road Racing Course—practice.

I came to a right-hand turn. It was one of those awkward type of curves that makes a sharp turn (bottom gear) and begins to climb at the apex of the curve (everything seemed to rush at me as I changed down to approach this turn. A soft tread on the fitting lockers and the landscape became steeper in my vision. As the straight road appeared at the end of the turn, I tramped on everything—the next second was underbraking. I was going up the road in the right direction but facing the wrong way.

A Flag Marshall rushed out into the road to warn a driver who was heading down on this curve at a fast pace. While I was still rolling backwards, this driver flinched past. He turned quickly to stare at me with surprise and amusement. In the brief later that evening, this chap came over to explain in a very excited manner that it was his first time around the Isle of Man circuit and he said, "When I saw the Marshall giving me the red warning flag, I expected to find an accident round the corner—yet you finished my surprise to see you going the other way!"

when driving a rear-engine race car a different technique is required. One must defer the immediate impulse of tramping because, sitting in the front of the car, you are inclined to think you are "steering" when, in actual fact, you are only "half-steering". This may worry a few drivers, but don't let it, because the technique comes to you very quickly.

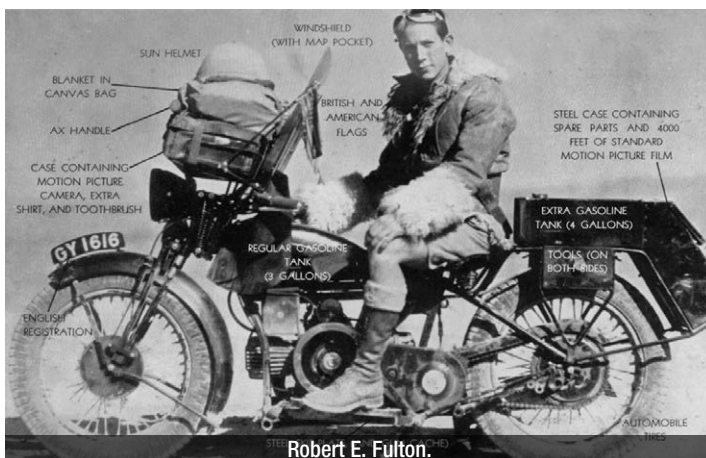
[Above] One mile to go—well in the lead! Spike Rhiando in 1948 Shellman 100cc Race.

[Below] Rhiando's Cooper, the "Banana Split."



Alvin 'Spike' Rhiando with his fibreglass bodied scooters and Cooper racing car.

ROAD and TRACK, January, 1950



Robert E. Fulton.

That, my friends, is a good joll, but it's not adventure riding. For a truly epic motorcycle adventure you need an enquiring mind, a lack of respect for convention, and an implacable belief in yourself and your machine.

One adventure biker who became famous worldwide without even completing his trip was a curious fellow called Alvin 'Spike' Rhiando, a full-time adventurer and part-time con man who told so many tall stories about himself that nobody knew what was the truth. Spike, who was apparently a Canadian, although some sources also describe him as being either Mexican or American, moved to the UK where he unsuccessfully attempted to establish American style midget car racing on the motorcycle cinder tracks that were so popular in the '30s. History records that Spike really was an accomplished race driver who won some important circuit races in the UK, against the likes of Stirling Moss and John Cooper, but his midget-

racing venture failed.

In the 1950s Rhiando became interested in that newfangled fibreglass stuff and designed a bulbous little scooter using a Villiers two-stroke engine in a monocoque fibreglass body with a roof, a la BMW C1. Rather than follow the conventional route and unveil his air-conditioned and radio equipped creation at the Earls Court or Paris motor shows, Spike decided to grab the world's attention by breaking the London to Cape Town overland record, riding all on his own – according to one report, his preparation for the trip consisted of packing a small bag and setting off. After two weeks of solitary ploughing through the Sahara and ingesting a couple of kilograms of sand Spike's scooter's engine gave up the ghost, leaving our hero to fry by day and freeze by night in a wadi in the middle of nowhere. Spike endured five days of torture before being rescued, some reports say by the French Foreign Legion and others by a group of geologists whose attention was caught by his gaudily coloured scooter.

Our flamboyant hero recovered from his ordeal and retreated to Ireland to try and build fibreglass cars that would sell to the masses. He died some years later, and his scooter may still be leaning on its rock in the Sahara for all we know.

That, my friends, is an adventurer! Another brave fellow in the 1930s was American architect Robert E. Fulton Junior, who returned to the States from his European studies via Japan, on a twin-cylinder Douglas 350, because, as he said, "you don't see much architecture through a steamship porthole." Fulton covered 40 000km across Europe and Asia, laden with 13km of cine film and a .32 S&W revolver "in case". On the way he dodged Iraqi bandits, was shot at by Pathan tribesmen at the Khyber Pass, spent a night in a Turkish jail and was feted by Indian rajahs. Fulton had lots of time to think about things during his adventure, and went on to write a book about his exploits, teach himself to fly, invent flight and combat gunnery simulators for the United States Air Force, and become a



The ultimate adventure biker – double amputee Dave Barr.

respected photographer and filmmaker.

Fulton was a man who knew how to make a plan. When wartime fuel rationing caused him problems in getting taxis to take him to distant air bases to work on his simulators he designed and built his Airphibian flying car that could achieve 90km/h on land and twice that in the air. Once his prototype was complete he flew it to Washington's airport and then drove it to the aviation authority's headquarters to have it certified as fit. Despite getting several orders for his invention Fulton ran out of funds to develop it further and had to sell his company. The man was full of pithy sayings that summed up his attitude. "One measure of a man is what he does when he has nothing to do," he said. Speaking about his motorcycle marathon, he said of the villagers he came across in the Middle East "They were always warning me about the next place to go, and the next place to go was warning me how lucky I was to get through the last one." That sounds to me like a man who wouldn't worry too much

about electrically heated handgrips and infinitely adjustable suspension...

The man who perhaps deserves the World Champion Adventure Biker title the most, though, is surely 64 year old Dave Barr, a Vietnam veteran turned professional soldier who lost both legs in a landmine explosion while serving in the South African Defence Force in Angola in 1982. Barr returned to the USA and set about refitting his 1200cc Harley-Davidson FX Super Glide to accommodate his prosthetic limbs. Seven years later he set off from Johannesburg on a 15 000km ride through Africa to raise funds for the Leonard Cheshire Foundation. Nine months after finishing that ride he headed out of Jo'burg again in September 1990, and this time rode his 18-year-old Shovelhead for 135 000km across six continents in 42 months. Barr eventually covered 400 000km on his Super Glide before putting it out to pasture in 1996, and then embarked on a 16 000km trip from the French Atlantic coast to Vladivostok in Russia, 15 000km to the east, on a new 883 Harley Sportster and

sidecar. He did the trip in winter because the route covered hundreds of kilometres of marshland inside the Arctic Circle that were impossible to traverse in summer, when it wasn't frozen. For this Barr earned a spot in the Guinness Book of Records. In case anybody was still in doubt about the ability of a legless man to do ridiculous things on an unsuitable motorcycle, he then rode another Sportster equipped with a two-ton winch over virtually impassable terrain to the four extreme compass points of Australia in eight weeks. Pesky Australian park rangers wouldn't allow the American to ride to the water's edge at two of the geographical extremes so he rolled it down a flight of 60 stairs onto the beach at Byron Bay, and took out the front wheel and lugged it three kilometres to the sea at Bass Strait.

An adventure bike is by definition a motorcycle that gives you the ability to go places that other more conventional machines cannot. That may be so, but the true spirit of adventure lies in the biker, not the bike. 🇸

ROADIMENTARY


BY RACEY LACEY

We all remember our driver's test (okay, for some of us it might be a bit of a foggier memory than for others, but we won't go into that) and how we endeavoured to do everything by the book when we first started out as starry-eyed, innocent new road users. I can remember checking my rearview mirror, side mirrors and blind spots every 3/4 seconds and looking up and down every intersection so often I must have looked like I was watching some kind of manic volleyball game. But the truth is that once that much sought-after licence is obtained, most people's painstaking adherence to rules of the road disappears faster than you can say 'infringement'.

Let's use the example of a 4-way stop. Simple, I hear you saying. Nothing to it – the first person to stop behind the line is the first person to go, right?

It's not that we are not aware of the rules for the most part, or even that we have forgotten them, but it seems that for many people it is just easier to kind of ignore them, or better yet, to stick to some kind of *version* of the rule (maybe applicable in a far-off, alternate motoring universe). Yes, there are the obvious things, like not indicating ("Oh, I'm sorry, Miss, clearly the honing of my psychic skills is not quite there yet because I really didn't know you were intending to veer from the right lane to the left and take that offramp right then – silly me!"). But I have noticed certain new norms when it comes to the rules of the road.

Let's use the example of a 4-way stop. Simple, I hear you saying. Nothing to it – the first person to stop behind the line is the first person to go, right? Well, this is where the lines seem to have become slightly blurred and the rule has been slightly, shall we say, tweaked. Most people seem to remember the first part of this simple rule but they somehow forget that pesky little part about stopping *behind the line*. As a result, they grind to a halt 150m before they even get to the stop street and then screech away as soon as they have paused (imperceptibly to the layman's eye), as though they are



participating in some sort of bizarre car relay race with only one car and no baton.


Solid white lines, it seems, have also become about as superfluous as an ashtray on a motorcycle. I often try to imagine what certain drivers think the purpose is of these confounding white stripes in the middle of the road. Maybe an aesthetic choice made by camp road designers ("Dots are soooo last season, dahling! Solid white lines are just so hot right now!"). They are largely treated as though they were a mere suggestion as to the options available to the driver. Probably better not to overtake at this point, but hey, it's your choice. You know best, Mr-I-have-just-overtaken-10-cars-and-a-truck-on-a-blind-rise-hairpin-bend.

Emergency lanes these days are definitely not for the use of emergency vehicles – that's so last decade. These days you are more likely to see a host of taxis speeding past, business people in their high-end SUVs running late for their meetings ("Sorry, I'm just so *busy!*"), and maybe a couple of traders selling essentials like lukewarm bottles of Coca Cola, coat hangers or beaded sheep. You might even be lucky enough to catch some entertainment in the form of mimes, acrobatics or synchronised box dancing.

Solid white lines, it seems, have also become about as superfluous as an ashtray on a motorcycle

So naturally, emergency vehicles are left to attempt a frantic slalom through gridlocked traffic, much to the bemusement of the mime artists and box jumpers in the midst of their routines.

You'd think that something as simple as a traffic light would be a cinch to work out. Not in this country – I might have mentioned this before, but in South Africa we do things a little bit differently. So if you are a newcomer to South African driving, let me give you a rundown of the local 'Robot Rules': Red means go, yellow means go faster (or you might end up with another car jammed into the tail end of yours) and green means slow... and then gun it when the coast appears to be clear.

So you see, it's not that we are lawless – there are rules; it's just that we apply them a little differently here. Just be sure to pause at stop signs and green traffic lights and you'll be fine. You're welcome. 

GRAEME HURST

- 1957 Austin-Healey 100/6
- 1958 Jaguar XK150
- 1966 Ford Mustang 289GT
- 1979 Porsche 911 SC
- 1982 Mercedes-Benz 280TE



OIL LEAKS, BRAKES & ELECTRICAL SMOKE

After an extended spanning session on the Mustang over the New Year to get it re-commissioned after years of storage, I had been looking forward to enjoying some turnkey time with the rest of the fleet. But, apart from a faultless 1000km round trip in the XK to the George Car Show, it wasn't to be with several bonnet up sessions. First up was the Mustang which needed a new fuel pump. I think years of standing had dried out the diaphragm and it simply called time when it tasted fresh fuel. After fitting a new one I noticed the fuel filter is getting clogged up so I think a tank refresh may be in order.

Next up was the Merc although that didn't need the bonnet up as much as the whole car up after I accidentally holed the sump on a trip to a farm near Matjiesfontein. A mad panic ensued to catch the oil before I expended a tube of good 'ol Prately's Putty to plug the leak so we could get back to Cape Town. Fortunately 280 engines are plentiful and a second hand sump was just R450.

Next up was the Healey – a car we've

had in the family since '79 – which started locking its left front wheel under braking. Some roadside adjustment on the right hand front brake drum, which clearly was working optimally, did little to improve the situation, so I was left facing a strip down to free up sticky cylinders with new seals – an easy if messy job. While on axle stands I've elected to change all the fluids and the flexible hoses, which are at least 13 years old, the last time the car had a major service while under my brother Kevin's custodianship. Other than that it's all good, apart from the elephant in the room: the removal of a sheet of deadly asbestos (installed by a previous owner in the early '70s) off the firewall to access a worn throttle linkage bush...

Then it was the Porsche's turn for some drama after the idling started to hunt when cold causing the car to jerk. I had (knowing it would cost \$\$\$ to fix) sort of been driving around it but when best mate Darren, who's not into classics, battled no end with it on a morning blast along the Atlantic seaboard I realised it needed fixing. And just as well as the 911 specialist I used uncovered part of the problem... a fried engine wiring loom!

GARAGE DAYS



ETIENNE FOUICHE

- 1969 Valiant Barracuda
- 1969 Valiant Barracuda (customer car)
- 1968 Valiant Barracuda (customer car)
- 1967 Plymouth Sport Fury (customer car)
- 1960 Renault Caravelle (customer car)

Having a Classic car as a daily driver brings a high level of enjoyment but with this comes continuous maintenance. It's an undertaking reserved for those who don't mind getting their hands dirty and don't get too upset when they get left beside the road. Luckily the positives far outweigh the negatives. I have been driving my Barracuda every day for close to two years now, rain or shine, traffic, dirt roads, highways whatever. So worth it.

Something strange happens when you drive a 'cool' car daily, you forget that it is in fact a very unusual vehicle. But the Taxi drivers, and fellow city folk in their little economic cars soon remind you with a thumbs up or a hoot of the horn. You seem to become a highlight in their repetitive commute.

Back on the working from home front, I have a lot of projects lined up.

A Renault Caravelle in need of brakes, interior, electrical and mechanical. A full ground up build on a '68 Barracuda with a 318 cubic inch V8 heart transplant. And I'm getting very close to completing the '67 Plymouth Sport Fury. These past 8 months since being back in JHB I have worked harder than I ever had in my life. AFC (AUTOMOTIVE FOCUS CARS) is growing steadily. Working 10 hour days has become the norm, though I hesitate to call it work... I love it too much. Just as much as I love journalism and photography.



STUART GRANT

- 1974 Alfa Romeo Alfetta
- 1965 Renault R10
- 1984 Peugeot 205GTI
- 1984 Mercedes-Benz 190E



ALL CHOKED UP

The winter of 2016 has been a good one for my cars with three out of four running all the way through. And then there is the Renault ... It has been parked for three months now.

What started as a quick repair on the alternator has escalated quickly. First the modified brackets used to convert it from generator to alternator could only be released by removing the exhaust manifold. With this off, a weeping water pump became evident, and removing this resulted in a stud breaking off in the engine block. A bit of engineering was done to remove this, the pump repaired and new fasteners fitted. The alternator was fixed and new brackets made up. With the exhaust back on the car fired up.

When cold it ran beautifully but when hot it spluttered. Off came the carb, revealing the choke, which operated by a bi-metal coil, was stuck closed. Quickest fix was to bypass this. While the carb was on the bench the needle and seat were checked and passages cleaned thoroughly.

Refitted, the Renault fired up easily but still suffered hot issues. Having checked the distributor, points, plugs, condenser and timing I figured it was a faulty fuel pump so replaced that. Still no change. So off came the carb again. Staring hopelessly into the engine bay I noticed a closed butterfly valve in the inlet manifold. I opened it by hand, refitted the carb, and just like that, the car ran perfectly.

Not able to find mention of the butterfly in the carburetor section in the manual, I paged through the entire book before seeing a sketch of it in the gearbox chapter. The reason for this became clear when reading: "Decelerator – in automatic cars on deceleration the engine is not allowed to slow to tick over immediately by a decelerator so that the 'automatic' brain can slow the car down gradually as it would if it were a manual transmission" – I am not sure how this actually works, but now know what the 'D, 1,2,3' push buttons on the dashboard are and that my car was once automatic. ☑



— MEET ELEANOR —

By Eric Ackroyd

What struck me was that the car was 'unmolested' and totally original. Not one body panel had been repaired or resprayed and overall the car was in good original condition

I first saw this period avocado green Datsun 1200 GX Coupé parked at the shops in Randburg – it must have been in 2009. What struck me was that the car was 'unmolested' and totally original. Not one body panel had been repaired or resprayed and overall the car was in good original condition. It looked like it could be a granny's car. I proceeded to write a note on the back of my business card and placed it under the wiper blade.

"Hi. If ever you want to sell your car please call me. Yours sincerely, Eric."

Fast forward to August 2013 and I received an e-mail headed "Datsun 1200 – Green For Sale". Any mail with a car name in the header draws my attention. The e-mail read as follows:

"Hi Eric. You left your business card with my mother a while ago requesting

her to contact you should the vehicle become available. She is no longer driving it and wishes to sell so should you still be interested then you can contact me. Regards Mark."

Without further ado I contacted Mark and visited the Datsun. It was a 1975 model that his Mom had bought new. According to the Blackheath Motors invoice dated 12 September 1975 she paid R3 000.04 for the car. She refused to replace the car and had been driving it ever since. Not really being in the market for a Datsun I asked him how much he thought it was worth. I made an offer for R1 000 more than he mentioned. I went off to Lesotho for a week whilst Mark thought about my offer. Upon my return I contacted him. The Datsun was no longer available. I suspect his Mom did not want to stop driving.



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DESCRIPTION OF TRADE-IN/BESKRYWING VAN INRUIL

PRICE OF VEHICLE/PRYS VAN VOERTUIG

Insurance/Akuisans: 100.00

Finance charges/Finansieringskoste: 14.50

Total Cash Price/Totale Kontant Prys: 2492.90

Add Finance Charges/Plus Leningskoste: 3600.40

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AN UNUSUAL NAME FOR AN UNUSUAL CAR.

I was very disappointed with the Datsun's elusive behaviour. It had grown on me as I was already making plans as to what to do with it. I thought that the car was lost forever.

Come 2016 and to my surprise, I received another e-mail. The mail was headed "Datsun 1200 GX" and read as follows:

"Hi Eric. We spoke a few years ago regarding the sale of my Mom's vehicle. Sadly she has passed away and we will be looking to sell this vehicle. Of interest to you is that we have the original service book and invoice as well as the licence. Let me know if you are still interested as I have had a few enquiries already. Regards, Mark."

I have never been one to give a car a name and call a car a 'she'. This was about to change. This time Eleanor, as I named the Datsun, was not going to elude me. I contacted Mark immediately. Eleanor had

been parked in his Mom's garage exactly as I saw her in 2013, without moving an inch. I made a fair offer over the phone and made payment without seeing Eleanor.

I collected her on a Saturday. She was covered in dust, a real Barn Find.

I expected to spend a bit in order to get her to go and to get her to stop. I drained the fuel and fitted new spark plugs. She started after a few attempts and the motor ran beautifully. It took a bit more effort to get her to stop. I replaced most of the braking system. The thought of putting her on a dyno dawned on me. Just how much would she have lost over the years?

The dyno experience was a first for both Eleanor and me. I took her to Maurice Rosenberg's Auto Rosen. I was not sure what to expect in terms of output. After a few runs on the dyno Maurice pronounced

her fit and healthy. She made 38bhp on the wheels which equates to 63bhp on the flywheel (on the Reef). It took some grey matter to translate this to the factory quoted figures of 62kW (at sea level). Taking account of transmission loss, altitude and the bhp to kW conversion factors, Eleanor managed a healthy 53kW (approximate, given the level of my maths). Not a bad performance considering optimistic factory figures and wear and tear over the last 41 years.

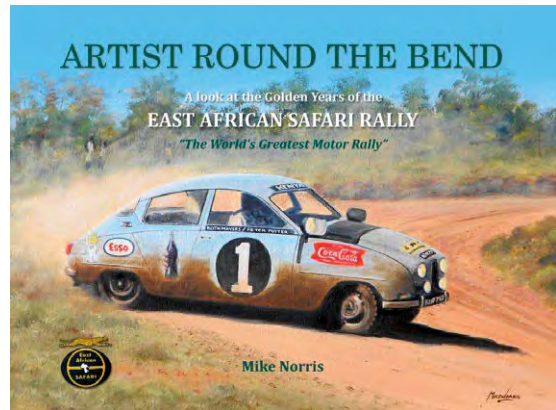
Eleanor is rather nippy for her age and size. Spares are readily available as she is based on the legendary Datsun 1400 bakkie (or is that vice versa?). To me Eleanor is special. Not only did I find her, but she eventually managed to find me. Most of all, I like her because she is untouched and totally original. 📷

ON SAFARI

Before Dakar there was the Safari, a rally that tested man and machine against the clock in some of the harshest conditions East Africa can provide. Naturally there are many tales to tell of the glory years from 1953 to 1972, and a book recently published by Mike Norris recalls the background to the event and a look at each of the rallies – but in a different way to the norm. Norris was born in Mombasa, Kenya and as a child watched the rallies taking place, later helping out at control points. He then combined his love of the sport with a talent for art and set about producing oil paintings representing each of the rallies, reproductions of which the now-retired Norris has made available in a full colour, 230x170mm hardcover book.

Each event is covered in a double-page spread that features a full-page image of one of the competitors opposite

a brief story of what took place. Some of the event's influential individuals are also covered. From Goss and Gales' Ford Consul Mk 1 to Hillyar and Birley's Ford Escort 1600RS, the cars are depicted in action and convey the spirit of an event that was as much an adventure as a competitive rally. "A wonderfully unique, concise and very readable history of that period of the Safari Rally," says 1969 winner Robin Hillyar. The 1972 rally was won by Mikkola/Palm, the first internationals to do so, and such was its standing that it became part of the WRC and, consequently, far more commercial. But it was the earlier events that set the stage and this book is a reminder of those brave crews who



faced everything from deep sand to flash floods in what were basically strengthened road cars.

The book sells for R300. Enquiries and orders can be e-mailed to the author at norris.mikeh@gmail.com.

THE REAL STORY

Having grown up watching Peter Gough piloting a blue ducktail-winged Porsche 911 in historic racing, I have always put this silhouette at the top of my Porsche shopping list. It was only a few years later that I realised that this model Porsche (the 2.7 Carrera RS) was one of the most collectable (read: expensive) and the chances of owning one were not that great. Luckily for my dreams there are a host of RS replicas running around South Africa so the possibility of having a lookalike is within reach one day.

For now though I have to settle for a book about the Carrera RS – simply (if slightly uncreatively) entitled *Carrera RS*. Not just any book though: the RS bible was written/published by Dr. Thomas Gruber and Dr. Georg Konradshiem – and limited to only 3000 English copies (and the same number in German).

A revised copy of the sold-out Porsche



Carrera RS book published in 1992, the new hardcover sees an additional 178 pages to give a hefty total of 434. Porsche supplied the authors with a vast number of period photographs and internal documents so this book properly illustrates the career of this legendary model, where continuous work was done to improve the design and breed.

Added to this all, 1580 Carrera RS models built are listed with production details like colours, equipment and interior detailing shown. If you are one of only a few RS



owners in SA you could check you car's spec, while those building a replica could get the flavour just spot on.

If you ever wanted to know the development path of the Carrera RS from the birth of the name on the Carrera Panamerica race to design requirements, technical specification, optional equipment on to the racing history of the wide-bodied RSR variants then this is the book to have.

Carrera RS is exclusively available from www.tag-books.com.

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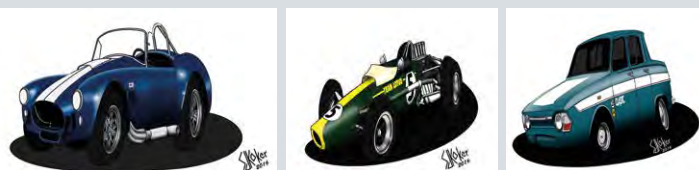


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We all have our secrets. For **Stuart Grant** it is his addiction to browsing classic cars and motorcycles for sale on www.gumtree.co.za. Hours fly by as he finds himself lusting after a top of the line Porsche then as the next sale item pops up he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

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

1979 Volkswagen Kombi Baywindow



1970 Ford Fairmont GT





1962 Volvo PV544. B18 Sport Beetle-back Volvo in good running condition. Left-hand drive. R49 000. Contact 031 332 0915.



1983 Rolls Royce Silver Spirit. 6.8-litre V8. Immaculate for the age. Elec Seats, E/W, C/L, P/S, aircon, MP3 Frontloader with USB and Bluetooth, 78 000 miles, recently serviced. R349 900. Call 083 786 9309.



1974 Peugeot 404. Floor shift manual with sound engine and gearbox assembly. Interior is original, all electrics are fully functional. Dashboard and steering wheel in great condition. Jack and spare wheel with original tool kit. Car is licensed. R55 000. Call Abe on 082 329 8639.

Chevrolet Holden Premier. Straight-6 engine with 4-speed gearbox. Deregistered but comes with all the supporting paperwork. It will start but would recommend towing away to be on the safe side. Located in Limpopo near Groblersdal. R35 000. Contact Godfrey on 071 958 1536 or 072 957 6222 for more information.



1975 Volkswagen Beetle Lux Bug. Fully restored to original condition. One of the finest examples in South Africa. R125 000. Contact Ian on 079 876 4812.



1959 Rover 90 P4. Ideal car to be restored. Body in good condition with no rust. Doors, bonnet and bootlid aluminium. R20 000. Call 082 658 6662.



1975 Triumph 2.5 Chicane. Manual with overdrive. Excellent condition, just been roadworthy and licensed for a year. A real classic with very low kilometres. R39 000. To View please call Chris 072 612 7127.



1960 Alfa Romeo Giulietta Sprint 1600. Very good original condition. Has original matching numbers 1300 motor that comes with the sale, but is fitted with a period 1600 Giulia Ti motor. Original interior, presents and drives very well. I have the original owner's manual from new. R580 000 or best reasonable offer to 079 965 3921.



1948 Chevrolet Thrift Master Pickup. Powered by a V8 350 Chevy engine and auto gearbox. Electronic ignition, Jaguar front and rear suspension, BF Goodrich wide white-wall tyres, aircon and more. In immaculate condition. R775 000. Contact Raj on 083 777 1986.



1972 Volkswagen Beetle. 1500cc. Interior and exterior redone. R44 950. Contact Hamid on 082 965 2340.



1975 Ford Granada Coupé. Immaculate rust-free condition. V6 engine. R69 000. Call 031 332 0915.



1983 Mercedes-Benz 200. One of the cleanest W123s on the market. Service history, accident-free and completely original besides the front loader radio and Auto Master towbar. R68 500. Contact David on 074 130 9843.



1962 Chevrolet Nova. Project for completion. Bodywork done, including converting from 4-door to 2-door, shaving door handles and fitting door popper kit. Straight-6 motor with 3-speed gearbox. New clutch, wiring and front suspension. Brakes have been overhauled. Interior and a few bits still need finishing. Receipts for imported parts and work available. Make an offer to Tim on 079 850 1978.



1966 Peugeot 403. Very straight body in black with red interior. Manual column shift gearbox. Has been parked for a while so will need a basic service and a little tlc. Starts up and runs. R40 000. Call 061 417 5578 for more details.



1949 Austin Devon. Very good original condition. Completely overhauled from front to back and even has original jack and crank lever. Everything works on the car. R95 000. Call Terius on 083 721 3565.



1972 Mercedes-Benz W114 230.6. Really well looked after both inside and out. Straight-6 cylinder motor. R59 000. Contact Rob on 081 486 3663.



1965 Ford Mustang Convertible. 289 cubic inch motor. Automatic gearbox. Electric roof. Upgraded suspension. In beautiful condition. R995 000. Call 082 562 0769.



1967 Ford Galaxie 500. Original metallic green body with white vinyl top. Motor completely rebuilt with new parts and gearbox redone. Still in very good condition inside and out. 18-inch wheels fitted but have the original wheels and hubcaps. Phone 087 727 7157.



1968 Fiat 500 Lusso. 78 000km, White with red interior. Very nice original car. Very well sorted Fiat 500 that runs and drives great. Very rare to find. Fully licensed and registered. R250 00. Call 072 219 5507 for any extra details.



1966 Volkswagen splitscreen crew cab. 1600cc twinport engine 4-speed gearbox. Running well in daily use. Body very neat. R495 00. Contact Charmaine at 082 572 4917.



1976 Land Rover Series 2. Short-wheelbase with new paintwork, interior and canvas canopy and frame. All paperwork in order. R52 000. Phone Robbie on 083 539 2038.



1965 Datsun 4 1200 bakkie. In good condition, but needs tlc. At the moment it has a 1400 engine but comes with the original engine and gearbox. All the paperwork in order. Contact Max 084 858 7714 to discuss an offer.



1978 Mercedes-Benz SL-Class Coupé. Immaculate condition inside and outside. Sunroof, aircon and electric windows all in working condition. This beautiful car is mechanically 100% and drives like a dream. R148 000. Call Meyburgh at 082 823 5416.

BIRKIN

THE LEGEND RETURNS



Since its inception in 1983, the Birkin S3 has been acclaimed as one of the finest classic reproductions in the world. Birkin Cars are now manufactured and distributed under license by 'Birkin Performance Cars' based in Durban South Africa. With the addition of the newly developed XS version, Birkin can now accommodate the larger framed driver with 100 mm more width and 75 mm more length added to the vehicle, while only adding 15 kg extra weight.

These turnkey vehicles are fully factory produced, with Ford Duratec 1.6, 2.0 and 2.3 drive train choices ranging from 140 to 250 bhp, along with an installation kit for the 4AGE Toyota motor. For the enthusiast who wishes to assemble their own sports car, a comprehensive component kit - Birkin's Car in a Box - is available. Birkin has also added a full race chassis with FIA intergrated roll cage for both S3 and S3 XS models for the 'Lotus Challenge' and other racing classes.

BIRKIN

PERFORMANCE CARS



For more information and dealer enquiries, please contact Dean at Birkin Performance Cars:
dean@birkinperformancecars.com +27 83 426 2036 www.birkinperformancecars.com

Across the length and breadth of Southern Africa,
only one place can adequately portray the evolution of the automobile



FRANSCHHOEK MOTOR MUSEUM

fmm@fmm.co.za www.fmm.co.za T: +27(0)21 874 9020

Mon-Fri: 10h00 - 17h00 (last admission 16h00) • Sat & Sun: 10h00 - 16h00 (last admission 15h00)

Open most public holidays (phone for confirmation)

Admission fee: Adults R60/person; Children under 12 years R30/person;

Registered motoring clubs and pensioners R50/person (proof of membership required).

Maximum size of tour bus allowed is a 22-seater, larger groups please book in advance.

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

Franschhoek Motor Museum
L'Ormarins, R45, Groot Drakenstein
33° 15' 18.79" S; 18°59'54.64"E

