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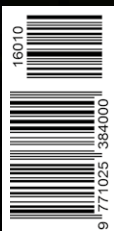
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HITTING THE STRIDE

It seems like only yesterday that it was the beginning of the year and the idea of a monthly *Classic Car Africa* was bandied about. With fear in our eyes we took the plunge in July and in what seems like a flash we now present the fourth monthly issue. Getting used to the tighter deadlines has taken some getting used to but we are now in the swing of things and actually enjoying it – and we only have you, the reader, to thank for the nudge in this direction – we truly value all the continued support.

One of the biggest fears was content generation and running out of stories to tell but with so many readers offering ideas, the opposite has turned out to be true. Emails pointing us in the direction of interesting cars, people and African stories flood my inbox on a daily basis, proving that we have a real wealth of motoring memories in SA that must be told. So again, thank you for these and please keep them coming.

It was one of these mails that pointed me in the direction of legendary rally man Tom Campher, featured in our Carbs & Coffee section, and catching up with him also revealed a significant birthday for the iconic Volvo 120



series we feature on the cover.

Our South African car focus heads back to BMW with the homologation special 530MLE and looks at the what made the locally-built MK1 Golf GTi different from those in the rest of the world. For good measure we pit this against the GTi we didn't officially get – Peugeot's 205GTi – in a battle of the fast-appreciating hot hatches.

Graeme Hurst tackles a 'poor man's Ferrari' in the form of the beautiful Fiat 124 Spider and Mike Monk looks at a Sunbeam 20.9 Special, a refreshing alternative to a 1920s Bentley. He also tracks the Southern African story of an extremely rare Jensen Ford that is now back in tip-top shape, thanks to the owner's passion for all things motoring. And talking about passion, how about Graeme's story of 79-year-old Heidi Hetzer travelling the world in a 1929 Hudson?

There is even more filling the pages such as a look at landspeed records, Colin Chapman, Tarlton Raceway and one of our Reader's Rides. So whether paging through the hardcopy or scrolling through the digital version, please sit back, relax and enjoy the ride.

Stuart



COVER CAR TOON: Order your copy of Stefan De Koker's Volvo 122S or commission your own classic Car Toon by visiting The FloatChamber Speed-Shop at www.classiccarafrika.com.

WAYNE'S WORKING WANDERINGS

FMM curator Wayne Harley was asked to help judge in the inaugural Concours South Africa 2016 held at Sun City on 9 - 11 September. An assortment of 27 cars competed for top honours, ranging from a Ferrari 365 Daytona to a Toyota Land Cruiser FJ 40, with some American muscle thrown in for good measure. Marius Malherbe and Keith Doig were also part of the judging team and their depth of knowledge and keen eye for detail helped in determining just who had done that little bit extra to walk away with the spoils. "There was a style and sophistication about the proceedings that bubbled with potential," said Wayne. "This is one event that I feel is going to become one not to miss."

Prior to the Concours, Wayne had a busman's holiday in Germany as a working guest of renowned international auctioneering house, Coys of London. Wayne was invited by the CEO of Coys, Chris Routledge, to help out at the company's first visit to the annual Schloss Dyck 'Das Klassiker und Motorfestival', one of Germany's most glamorous and well-respected historic motoring events. Chris acts as the overseas consultant to the museum

and invited Wayne to take part in the set-up and running of Coys' first auction at the venue, in the process experiencing the organisation of such a major event. Over 80 classic and sportscars came under the hammer in the auction, which was a success with 85 per cent of the lots sold.

Schloss Dyck is situated in the municipality of Jüchen in Rhein-Kreis Neuss, around 15km south-east of Mönchengladbach, and is one of the country's most important water castles. Similar in some ways to the Festival of Speed and Revival meetings held at Goodwood in the UK, Schloss Dyck provides a magnificent backdrop for a motoring festival that, as well as the prestigious auction, includes a concours d'elegance and demonstration runs around the grounds of the castle. The weekend event attracts a crowd approaching 50 000 people on each of the days, but attendance control was "first rate," says Wayne, "even to marshalling people on the bridge over the moat that involved queuing for about 10 minutes. Everyone was patient. No traffic jams getting in and out of the grounds, which were always spotless – no litter, no over-full bins. All the activities on the event's programme began on

time. Everything was organised and run efficiently in typical German fashion," he adds with a smile.

"The concours was exceptional," says Wayne, "with categories for practically every type of vehicle. And each participant was treated exactly the same, irrespective of whether his vehicle was humble or majestic. The demonstration runs around the 3.5-km 'circuit' were also a feast for the eyes. Because of strict safety measures and the fact that it was on cordoned-off public roads, the runs were not at high speed but, as a result, spectator vantage points were close to the action and afforded some excellent photographic opportunities."

Naturally, such events attract many famous motoring personalities and Wayne was delighted to be able to meet and chat with one of his heroes, the 69-year-old German racing and rallying champion, Walter Röhrl. "A very pleasant and easy guy to talk to," says Wayne.

He thoroughly enjoyed his trip and took the opportunity to extend his stay with Chris and the pair visited a few other museums on a road trip from Germany through Belgium, Holland and France on their way back to England.



Concours SA 2016.



Wayne and Walter Röhrl.



Working at the annual Schloss Dyck 'Das Klassiker und Motorfestival' with Coys CEO Chris Routledge.

HEIDI VISITS SA

Heidi Hetzer, the 77-year-old former mechanic, automobile dealer and rally driver who is driving around the world in a 1930 Hudson (see full story elsewhere in this issue), paid a visit to FMM in late August, just after arriving in Cape Town on the African leg of her journey. Together with an entourage of numerous Cape Town vintage and classic car enthusiasts, diminutive Heidi spent a day at the museum having a guided tour of all the exhibits with a break for lunch at FMM's Deli. She showed an enthusiasm for all the displays and kept everyone entertained with her dry sense of humour.

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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— CONCOURS SA SHINES —

The inaugural Concours SA thrilled Sun City goers from 9 to 11 September – the first South African concours in years that is not marque specific.

Sun City's unseasonal green lawns leading to the famed Gary Player Country Club Golf Course provided the stage for 40-odd vehicles picturesquely framed by crisp white picket fences. A Show & Shine category catered for cars of all ages while the more in-depth Concours division saw classing by splitting cars into age and genre groupings – the overall Concours SA winner being pulled as Best of Show from these entrants.

Two judges set about the task of judging the Show & Shine competition, which wasn't easy with such a wide range of cars doing battle. In one corner a 1950s Volkswagen Beetle owned by Steve Koterba held station, while across the path Mike Treges with his modern McLaren also had an eye on the title. If not your cup of tea, try these: a Lancia Monte Carlo, Alfa Romeo GT Junior, Mercedes-Benz 190SL, De Tomaso Pantera, Kharman Ghia, Volvo 144 and 544 and the best of the blue oval in the form of an Escort 1600 Sport, 3-Litre Granada and a Granada Perana.

In a quality field picking the winner came down to the wire, with the top two only separated by the smallest of chamois smears across the windscreen. In the end the title for Concours SA Show & Shine 2016 went the way of Manana Nhlanhla and her crowd pleasing Mercedes-Benz 190SL. Koterba's Beetle ran in second and Marius Malherbe's Karmann Ghia made it an air-cooled eccentric podium by coming in third.

Show & Shine judges had a tough day but walking in the shoes of the three Concours section scrutineers takes the cake. Starting at 10h00, each car was given a dedicated 15 minute slot where judges swarmed over and under every square millimetre of it. Entrants had to be present for any questioning about the car and when commanded had to fire it up to prove it was a runner and all the gauges and electrics worked. It was a full day for the men in the white dust coats that ended at 17h00, with Sun City living up to its name and the mercury hitting 36°C at times.

Classes catered for included Supercars Pre 1980, Supercars Post 1980, Sports Cars Pre 1980, Sports Cars Post 1980 and Leisure & Utility Vehicles Pre 1980. Numbers crunched, the roll of honour read as follows:

Supercars Pre 1980

- | | |
|-------------------|-------------------|
| 1. Nigel Townsend | Ferrari 365 GTB/4 |
| 2. Roger Martin | Jaguar E-Type |
| 3. Tom Pietrzak | Jaguar E-Type |

Supercars Post 1980

- | | |
|--------------------|--------------------|
| 1. Fatima de Abreu | De Tomaso Pantera |
| 2. Carlos de Abreu | Ferrari Testarossa |
| 3. Nigel Townsend | Lamborghini Diablo |

Sports Cars Pre 1980

- | | |
|---------------------|-----------------------|
| 1. Basil Papagorgio | Pontiac GTO |
| 2. Basil Papagorgio | Chevrolet Corvette C1 |
| 3. Vic Campher | Aston Martin DB6 |

Sports Cars Post 1980

- | | |
|--------------------|------------------------------|
| 1. Guy Patron | BMW M5 |
| 2. Nesh Turanjanim | Lancia Delta Integrale Evo 2 |
| 3. Paul Swanepoel | Porsche 924 Turbo |

Leisure and Utility

- | | |
|-------------------|--------------------|
| 1. Dries de Jager | Mercedes-Benz 300B |
| 2. Leon Taljaard | Toyota FJ40 L/C |

In testament to just how competitive the field was the winning margin between the top three in the overall Best of Show Concours SA battle was less than a point.

In the end though it was the De Abreu family from Botswana that shone, with Fatima's Pantera topping the list ahead of Carlos's Testarossa in second and Papagorgio's Pontiac GTO finishing third.

As a first attempt Concours SA impressed hugely. Sure, there were a few teething issues that arose but rest assured that organisers are already rectifying and improving on these.

General consensus from onlookers, entrants and judges is that this show will get bigger and better and will become a must-do event in the future thanks to the classy ambience, venue, quality of machinery, friendly competitiveness and interest from the public.

Keep your calendar open for the 2017 event, even if just to take a drive up to Sun City in your classic as a lunch run spectator.



Show & Shine 2016 winner Manana Nhlanhla's Mercedes-Benz 190SL.



Carlos and Fatima de Abreu with the winning De Tomaso Pantera.

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— MAKE A DATE —

We will continually update the 2016 events calendar. To submit your club event for publication in the magazine as well as on our website (www.classiccarafrika.com) please submit details along with an image or two to stuart@classiccarafrika.com. As we wind our way down to the end of 2016 we welcome any dates already planned for new year.

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
22	Ferrari Day – Aldo Scribante	Port Elizabeth
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

RACING BACK TO KYALAMI

The Motorsport Festival at Kyalami, scheduled from the 21st until the 23rd of October, promises to be a spectacular event. This first race meeting to be hosted at the extensively revised and revamped Kyalami Grand Prix Circuit and International Convention Centre is expected to draw over 300 entries, making this event the biggest motorsport event at Kyalami – ever!

This Motorsport South Africa (MSA) sanctioned event, incorporating the Extreme Festival and the DEOD Super GP Champions Trophy, will include the Sasol Global Touring Cars (GTC) Championship, V8 Supercars and V8 Masters, National and Regional Superbikes, G & H Transport Extreme Supercars, Engen Volkswagen Cup and Investchem Formula 1600 race series. Spectators can expect a thrilling line-up of local racing talent as the various categories do battle for the chequered flag. Improved spectator areas will ensure that visitors enjoy fantastic opportunities to see the racers in action. Entry for adults is priced at R150 per day or R250 for both days. Children under 12 years of age will enjoy free access. Hospitality packages and early-bird discounts are also available.

Tickets are limited so visit www.kyalamigrandprixcircuit.com and click on the Computicket link to ensure that you and your family are part of this historic event.



MAGNIFICENT MAGNUM

The recent Magnum Rally, now holding national status, saw competitors head for the Mpumalanga area in August. Classes were offered for both bikes and cars at varying skill and speed levels, meaning that everybody entered could be competitive. Add to this the scenic backdrop and top roads and it's clear that regularity rallying is a must do for classic enthusiasts.

2016 MAGNUM RALLY RESULTS:

Group A (Pre 1960 Motorcycles – sealed instruments)

1. Neil Standler
2. Adrian and Gerald Hollis
3. Gavin Hollis.

Group B (Motorcycles built between 1961 and 1994 – sealed instruments)

1. Gavin Wilson
2. Rikki and Diana Maizey
3. Stewart MacGregor.

Group C (Pre 1995 Cars – Sealed instruments)

1. Syd Brett and Brian Askew
2. Stephan and Hazell Eden
3. Una and Guido Kaiser

Group D (Pre 1995 Car and Motorcycles – Open instruments)

1. Pat and Maggie Whelan
2. Gary Brendt and Elize Carlston
3. Ken and Margaret Grossmith

GEORGE LOOKING FOR GERMANS

The 21st George Old Car Show hosted by the Southern Cape Old Car Club (SCOCC) takes place at the P.W.Botha College on 11 and 12 February 2017 and 35 dedicated spots for Pre 1975 German cars have been allocated to the centre stage. With the aim of attracting a wide variety of German makes organisers are calling on any readers with rare machines that meet the criteria to exhibit. If you own such a beauty contact Kobus Harris at kobus@harris-scheltema.co.za or Chris Langeveld via cfm65@me.com. Of course all the other makes are welcome at what is one of the land's largest shows.



TYRED & TESTED

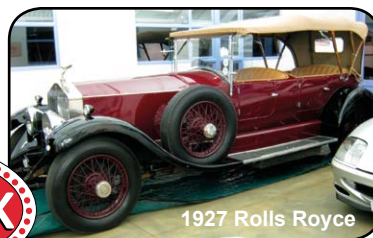
14 September 2016 marked 80 years since Harvey Firestone Jr, together with first Managing Director John Cohill, officially opened the Port Elizabeth Firestone factory and the firm's first South African-built tyre rolled off the assembly line. Harvey purchased the first 7.06 morgen (approximately six hectare) site on the corner of Kempston and Harrower Roads for £750 in 1935 and in 1936, with 150 people working on site, produced 350 car tyres a day.

Firestone SA became part of Bridgestone, the world's largest tyre manufacturer, in 1997 and is one of only a few companies which can boast an unbroken 80-year history of manufacturing in South Africa. Today, Bridgestone South Africa's PE Plant has a total of 43 000 square metres of factory space, employs over 350 people and has a capacity of 800 tyres per day, ranging from 10kg front tractor tyres to earthmover tyres weighing up to 800kg.

Apart from being the only tyre company to manufacture bias truck tyres locally, Bridgestone also has a second plant, based in Brits, which opened in 1971. Bridgestone are fully committed to South Africa and look forward to many more years of producing quality tyres in the country.



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A MIXED BAG

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.



A very rare Lancia Fulvia Zagato is now ready to be collected by the owner. The car was completely stripped and rust replaced with metal before the original colour was applied and trim fitted.



This 1956 Chevrolet Bel Air has arrived blue and has been stripped all the way down and resprayed in a brilliant red and white scheme. It is ready for assembly.



Beach buggies are hot with collectors at the moment and this one needs lots of work on the fibreglass body before a paint can be shot. Preparation is the key to a good fibreglass finish.



This rare SA special BMW 333i came in looking a bit old. It has been fully stripped and painted in original white. The interior has been redone and we await the refreshed 6-cylinder engine.



An imported car this Alpina BMW needed some work in the sill area before a full paint job and reassembly. Inner and outer sills were cut out and replaced. Looking brilliant with last few touches being added.



A customer stripped this Karmann Ghia, which helped speed up the time frame but there was still hours spent on prepping the body for this brilliant blue hue. It is ready for the client to assemble.



New arrival Karmann Ghia cabriolet. It has been down to the metal and is in surprisingly good condition. A few details will be sorted before primer and paint is shot.



This Corvette has arrived with the client giving go-ahead for a full strip down, paint and then re-assembly. It will move into the shop in the coming week.



The BMW CS we started last month is making progress. Although the body is good the floorpans were rusted through – These have now been cut out and replaced with new metal.

LETTER OF THE MONTH

Winner of this month's Jonnesway JOT679 10-piece spanner set is **Robin Hayes** for his 'puddle jumper' motoring memories 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!



WIN A JONNESWAY SPANNER SET

A CLOSE SHAVE

T'was in the winter of 1966 in the UK; I had just passed my driving test and had acquired a beaten up Ford E93A Popular with suspect brakes, white-knuckle handling and very poor lighting from its six-volt battery system. They didn't call them puddle jumpers for nothing.

However, as an impoverished student, with my fellow classmates I was very 'popular' as I was one of the only ones with any form of transport, and the taxi driver for our fairly regular excursions into the Cheshire countryside in search of good watering holes.

On one such occasion five of us descended on *The Bull at Mottram* and had quite a few ales and were in festive mood by closing time. After piling into the Ford, the engine wouldn't start and the battery quickly died necessitating my mates having to push start the car. Off we went through the country lanes, singing and carrying on with great frivolity and oblivious to the freezing temperature!

On a steep incline in the dead of the countryside, I sustained a flat tyre. No problem – my mates all fell out of the car and I proceeded to change the wheel. By this time of night a layer of ice was beginning to form on the road surface and we were slipping and sliding all over the place and laughing and pushing one another around as drunken teenagers are in the habit of doing.

Never having had to use the jack before, I discovered that it wasn't the right one for that model of car and wouldn't raise the body high enough for me to change the wheel.

While pondering what we could do, amid all this laughter and slipping and sliding in the pitch dark, along came another car which we flagged down. To my horror, it was a police car and as legislation had just been passed in the UK regarding drinking and driving, I was in a state of panic, visualising that I would be charged with 'drunk in charge of a motor vehicle' and spend the night in the cells or even face disqualification.

Suddenly, all the laughter evaporated and sobriety returned as I explained my predicament to the officer. He asked me to accompany him to the back of his vehicle where he opened

the boot to reveal a sturdy wooden box. He opened the lid and explained that this was the new breathalyser kit. By this time I was thinking I was a goner and was quaking in my boots!

After what seemed like an age, he closed the lid, picked up the box and walked towards the Ford, his torch shining on the flat wheel and useless jack. Placing the box on the road, he said, "Lower the jack and place it on the box which will give you more height to change the wheel."

With my heart beating like a trip hammer, and the police officer shining his torch so I could see what I was doing, I changed the wheel in a record time that wouldn't have disgraced a Formula 1 pit crew. With the new wheel in place and all my now silent mates on board, I thanked the officer and bade him "Goodnight", to which he replied that I should drive home, carefully.

More drama! The dickey battery in the Ford had now lost all its charge and the engine refused to turn over! Out came the pushing crew, and with my mates slipping all over the icy road, the Ford was bump started, much to my relief and I'm sure to the amusement of the onlooking police officers.

When safely out of police range, we all burst out in nervous laughter and I did make it safely home.

Regards
Robin Hayes

Thanks Robin! These personal stories are what make classic cars so interesting and show that no matter what type of vehicle you own, the memories made make the car. Breakdowns and improvisation, while an inconvenience and hassle at the time, do make for entertaining tales years later. Not sure you would be let off the hook by the cops these days and I doubt the modern breathalysers are bulky enough to aid jacking a car up but thankfully some added years and maturity will not see this being put to the test. The mental image of a puddle jumper and friends slipping and stumbling around in fits of laughter is now firmly planted in my mind and I will never look at another Popular without thinking of this story.

Stuart

LOCAL PRICE GUIDE

Please advise. I wish to sign up for an annual hardcopy subscription of your *Classic Car Africa* magazine. I was a subscriber in the past but did not renew because I thought the magazine poor, but recently bought your August 2016 edition and thoroughly enjoyed it. One thing that I find useful in the overseas magazines is a price guide of recent classic sales. Any chance of something similar of the SA market? Many thanks and well done.

Thomas Edwards

Hello Thomas

Thank you for returning to the magazine as a subscriber. The kind words and support are appreciated greatly. The easiest way to subscribe to the hardcopy is to visit www.classiccarafrika.com and go to the 'Subscribe' tab. Here you can subscribe and pay for an annual subscription and the system will monitor your account and send a reminder to renew when the time comes. Hardcopy subscribers also get access to the online magazine free of charge, which means you can also browse this at your leisure and have

access to all the loaded past issues.

I like your suggestion for a price guide and have been looking into how to go about this in the near future. There are a few stumbling blocks that I am working on hurdling, the major factor being that the vast majority of South African classics are sold privately and owners don't necessarily disclose the prices attained. However with the recent growth in dedicated auctions we will be tabling results from these and setting up a database in the future.

Stuart

MERCEDES MAN

Attached some information and photos regarding Stefan du Toit of Montagu. He is the young man who runs a business supplying components and spares for older model Mercedes Benz cars

Stefan du Toit runs his business under the name Stefan du Toit trading as Du Toit Motors, situated in Montagu. The business has been in operation for four years and is focused on older Mercs. He sources these old cars from all over the country, dismantles

them and stores the parts.

He specialises in used parts, mainly windows, interior trim, exterior chrome parts, wheels and of course body and engine parts. Any damaged parts are restored and he is also able to source new components from Germany. Delivery to those in need is then done by courier service.

His collection at present consists of three W108 models; a 1966 250S and two 1970 280S cars. He also has a 1957 180D bakkie,

which is in the process of being restored. The three sedans are frequently used for special occasions like weddings, matric dances and birthday parties. One of the cars has also played a part in a TV series!

His father instilled the love of Mercedes Benz cars from a very young age and that has been his passion ever since. As Mercedes owner and enthusiast myself, I really enjoyed his absolute passion for the brand and his enthusiasm in going about his work.

**With kind regards,
Len van Aswegen**

Thank you for the heads up Len and we will be sure to head to Montagu and take a look at what Stefan does with these old legends. Again, it is brilliant to see the younger generations taking part in our classic car world and continuing the passion and preservation.

Stuart



FIAT FERRARI FASCINATION

I've recently started to buy *Classic Car Africa*, ever since a good friend of mine recommended this amazing magazine. I was very impressed by the articles, especially because they somehow brought these old classics back to life. I think it has a lot to do with the way these articles are written. I thoroughly enjoyed what I've read so far.

I'm currently in the process of restoring my 1978 Fiat X1/9. I bought this 'baby Ferrari' (as it was dubbed in 1974) after many years of searching for one in good condition. My love for this little car started coincidentally in 1978, at the age of 3 when I first saw one parked near the beach in the town I grew up in. Its futuristic lines enchanted me in such a profound way that I never could get this little car out of my mind. In the years that followed I was strangely drawn to it wherever I saw one, but unfortunately they were few and far between, so I seldom saw one. Eventually after years of searching, I found one in Johannesburg that was in relatively good condition and still 100% original. After buying her, I slowly embarked on the process of restoring this little Italian thoroughbred

and to get her back to her former glory, but it has been no easy task – especially if you are a perfectionist on a very limited budget! In recent months I was finally able to source the right people to do the required work on her. They are all specialists in their fields of expertise, so I trust that after many years of patience and endurance, my baby Ferrari will now finally be in the beautiful condition I've always pictured her. I believe she deserves nothing less!

If you are ever interested in doing an article on this little sportscar of the '70s, please let me know as I would be only too happy to assist where I can.

Many thanks for a great magazine and may your search for rare and special classic cars in South Africa continue to be successful.

**Kind regards
Brenton Boshoff**



Hi Brenton

Thanks for the kind words. South Africa has such a vast and proud motoring history and it is our mission to highlight this. Of course none of this is possible without the input from readers like yourself.

Hope your Fiat has made leaps and bounds in the restoration process and not only meets your dreams but is also ready for a shoot – the X19 is on our list of future articles and I will be calling on you soon.

Stuart

MG C THRILLS

Thought I should just let you know that I went out and bought the August copy of *Classic Car Africa* and duly read the article on the unsuccessful production run of the MG C, after getting a tip off from Roger Houghton, a friend and CCA contributor, that 'my car' was the subject of an in depth article in the magazine.

History doesn't hide facts and BMC, BMH finally British Leyland killed my car! However there have been many articles published since its demise in 1969, giving tips and recommendations as to how to eradicate almost all the early faults.

I always hankered after an Austin Healey 3000 but prices were too expensive in the early '70s so I decided to purchase a 'poor man's AH 3000', namely an MG C GT in August 1974. It was a late model 1969 GT with, if I remember correctly, a single owner and 29 000 miles on the odometer. (1969 is the year that production of the MG C had ceased).

At the time I was residing in the UK and imported it to South Africa when I returned here in late 1974 to work for Anglo American. I repatriated it to the UK in 1979 when I returned there. I had the engine rebuilt as a precaution by Oselli Engineering near Oxford in late 1982 before returning to South Africa with the car in 1983.

I've kept it ever since. It has done a heavy mileage over some pretty terrible roads in southern Africa and of course, in its early life, a lot of driving over the salt-laden roads of the UK. The odometer reading is currently around 102 000 miles,

but the odometer was broken for many years between 1985 and 2010 so I estimate that it has covered more than 275 000 miles.

I haven't had any major issues with the car, apart from normal wear and tear repairs. It had a basic respray in 1988 and it turned out not to be a particularly good job. It has not had the 'TLC' that it deserved; however maybe now is the time to ponder some extensive rework to put it in some decent shape?

There were around 9 000 roadsters and GTs produced, of which almost 50% went directly to the United States. My car is chassis number 6819, There were about 2 129 right-hand drive MG C GTs produced, so as the article says, they are becoming a rarity now. Not sure how many there are in SA but not a lot for sure!

At least mine is totally original with all its many scars, dents and history, and still drives pretty decently, allowing for all the driving issues that old cars have in the modern era!!

Cheers
John Warfield

Hi John

As a fan of the underdog I put the MG C up toward the top of the pile in the 'hairy-chested' British sportscars. It has all the right ingredients

Thank you Bryan and well spotted. I should have realised I'd captioned the images incorrectly – a case of Alberto being the name that flows off my tongue first when thinking Ascari.

Stuart



RAMPONI RECTIFIED

Hi Stuart,
Thanks for your magazine which I look forward to every month. There is always something of interest. However, I would like to point out an error. The two photos of Ramponi with Ascari.

It is not Alberto but Antonio, Alberto's father. Alberto Ascari drove for Ferrari in 1952/3 and won the World Champion In those years. Sadly he lost his life testing a Ferrari Sports Car at Monza in 1955.

Once again thank you for a great magazine.

Keep up the good work.

Bryan Wehrli

MGC & MGC GT

MG'S SPEED BUMP

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



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

The MGB was a pretty good sports car at a pretty good price in the early '60s, with excellent handling, good looks and a loyal following, but the 50hp 1.8-litre four-cylinder engine was, while fine for an affordable sports car, by 1969 just a little off the pace when compared with its rivals. After looking at various options British Motor Corporation's management decided to seek a bigger, more powerful engine for a faster, more pricy alternative, and their eye fell upon their existing six-cylinder BMC C-series engine as used in the new but boring Austin 3-litre sedan. In 1969, after much indecision and squabbling, the Men In Suits decided to use a fettled version of this in a new MG model to be called the MGC. The engine was a massive lump of cast iron that weighed more than a small-block Chevrolet V8, but the engineers reckoned they could shrink its dimensions and lighten it by using new thinwall casting technology. According to top car historian Aaron Sawerton's excellent article on www.austinspwmotor.com they missed their target by 30kg, and although the engine was 40mm greater than the original one, it still weighed a whopping 50kg more than the existing four-cylinder motor. Budgetary restraints precluded any changes to the

with a decent performing and sounding 6-pot engine and looks the part too. In GT format it brings added comfort and practicality making it an ideal cross country tourer. As you point out, regular use and maintenance keep it going and prove that any reputation for troublesome motoring is unjustified – even more so now that quality reproduction parts are available from specialist suppliers. Good luck with the pondering of extensive work should you carry any out. I'd be tempted to just fix what is necessary as well as some preventative maintenance and just soak up the miles, scars, dents and all. Enjoy.
Stuart

LOTUS INFO WANTED

I am looking for any information regarding my 1968 Lotus 7 Series 3, which was purchased from the late Howard Robinson. Previous owners were R.P. Engelbrecht, Ian Elliott and Alan Travell. I can be contacted at kramer.gerry@gmail.com or 083 234 9128.

Thanks and kind regards
Gerry Kramer

Hi Gerry

Let's see if any of our readers can shed more light on the history of your very rare and desirable bit of classic kit. Keep us in the loop as to any details that come out of the woodwork. All the best.

Stuart



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Austin Healy Mk1 Frogeye, 1275 engine Minilite Wheels **R170 000**



1956 Rolls Royce Silver Cloud I, 2 owners since new. Excellent Condition **R550 000**



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Trailer mounted to blast on site or at our premises.
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No distortion even with aluminium



1967 Jaguar E-type Coupe, in very good condition **R1.5M**



1960 Austin Healey BT7, Newly Restored **R900 000**



Mercedes Benz SL 600, 63000 Miles Only 2 Owners **R250 000**



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



1937 Chevy Master Deluxe With Dicky Seat **R 325 000**



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



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

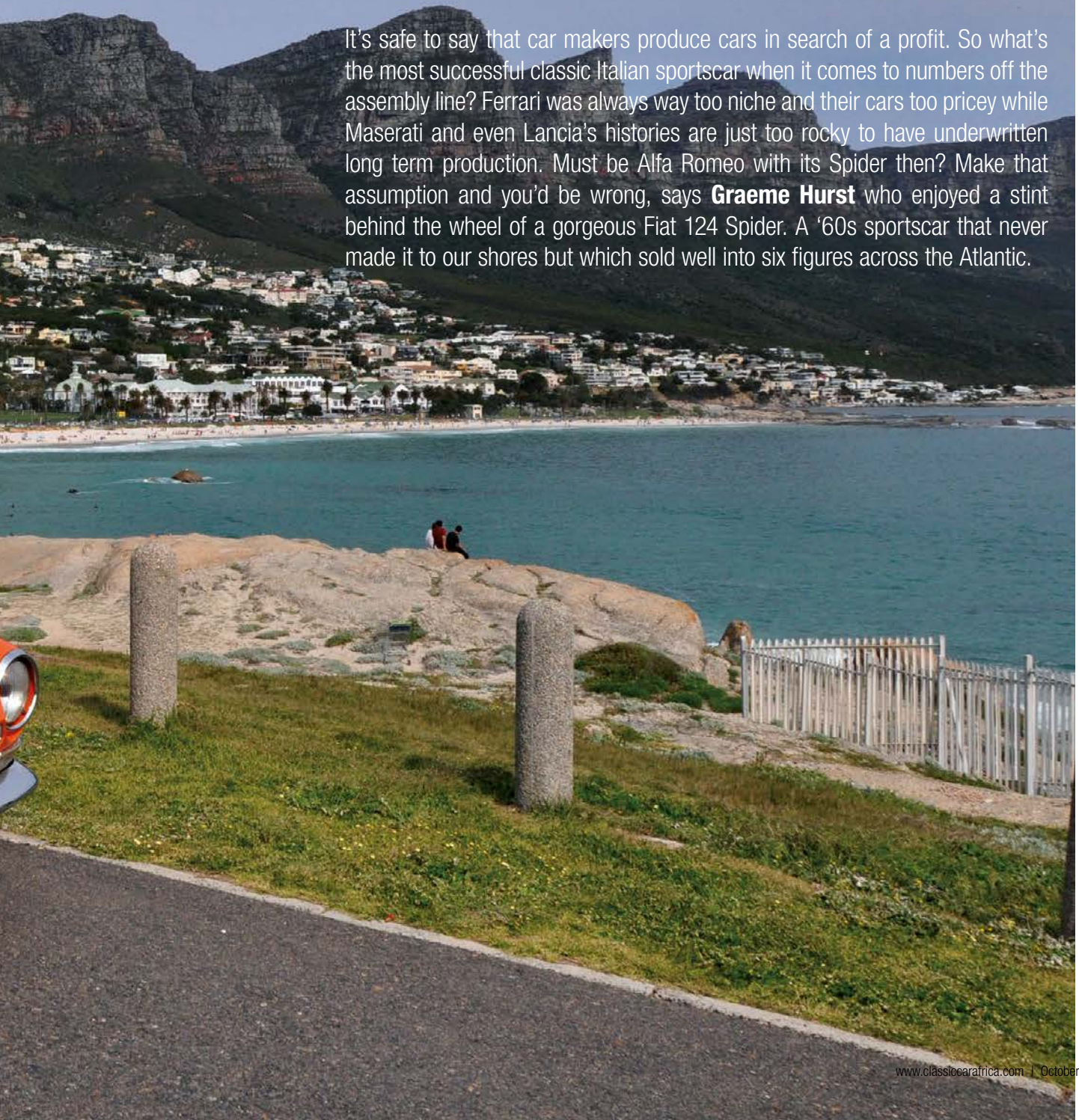


YOUR CLASSIC OUR PASSION



THE POOR MAN'S FERRARI

It's safe to say that car makers produce cars in search of a profit. So what's the most successful classic Italian sports car when it comes to numbers off the assembly line? Ferrari was always way too niche and their cars too pricey while Maserati and even Lancia's histories are just too rocky to have underwritten long term production. Must be Alfa Romeo with its Spider then? Make that assumption and you'd be wrong, says **Graeme Hurst** who enjoyed a stint behind the wheel of a gorgeous Fiat 124 Spider. A '60s sports car that never made it to our shores but which sold well into six figures across the Atlantic.





Thankfully automotive history is dotted with the occasional standout car – regular production cars that punched well above their weight upon launch. And I don’t mean purely in performance terms. I’m talking about the whole package: styling, mechanical attributes and the driving experience. Cars such as Jaguar’s E-Type, which offered a Mercedes 300SL or Aston Martin DB4-like

And cars such as Fiat’s Pininfarina-styled 124 Spider, which boasted Ferrari convertible-like aesthetics with twin-cam technology and sparkling road manners for not much more than MG B money when it hit the showroom floor 50 years ago

experience for less than half the money when it debuted back in ‘61. And cars such as Fiat’s Pininfarina-styled 124 Spider, which boasted Ferrari convertible-like aesthetics with twin-cam technology and sparkling road manners for not much more than MG B money when it hit the showroom floor 50 years ago.

Not seen one before? That’s not entirely surprising as the 124 Spider was never produced in right-hand drive form so any that made it here were personal imports. Instead, it was aimed squarely at the US market, specifically the sunny climes of its west coast cities. And it was a hit with close on 200 000 built in a near 20-year production run. To put that metric into perspective, Alfa Romeo’s Spider – a car which is surely the iconic affordable Italian sports car and which famously got a serious marketing boost when it starred in the 1967

comedy-drama *The Graduate* – only grossed just over 100 000, despite being available off Alfa dealer floors for 27 years.

Fiat’s sports car was based on the maker’s 124 rear-drive saloon mechanicals, the rather humble-looking three-box saloon that was also licensed under Lada in Russia. But the Spider used a cut-down (it’s 140mm shorter) version of the saloon’s floor pan – which also sired the pretty Fiat-penned coupé. Like the latter, the Spider featured Fiat’s belt-driven twin-cam four-cylinder which was designed by Aurelio Lampredi of Ferrari V12 fame. Interestingly, a mass-production first for the all-alloy 124-series twin-cam was the use of a reinforced rubber belt to run the valve gear, the advent of the cambelt, as we now know it.

Underneath, the Spider’s chassis boasted all-round disc brakes, double wishbone front suspension and a coil-sprung rear on trailing arms, along with front and rear anti-roll bars. It also came with a five-speed gearbox. All that was more or less on a par with its rival from Milan but well ahead of the



likes of Britain's popular sportscar, the MG B – another two-seater aimed squarely at the US market and which still enjoyed a cast-iron pushrod motor under the hood and cart spring-plus-drum brake fare at the rear.

Fiat asked Pininfarina – one of Italy's finest styling houses at the time – to pen the body and the pretty sportscar was launched at the Turin Motor Show in November '66 (with the coupé a year later). Weighing in at 947kg, performance was reasonable for the day, with 170km/h top end and 0-60mph in 12 seconds. Reasonable, considering it boasted just 67kW in single-carb form. Power went up to 82kW in '69, thanks to the adoption of a 1608cc (132 saloon-based) engine with twin Weber 40DCOE carburettor. (This later model is identifiable thanks to the twin bonnet bulges to accommodate the carbs.)

More impressive than the performance metrics at launch were the Spider's lines, which came thanks to a young Tom Tjaarda (the man who later penned the DeTomaso Pantera) who was on Pininfarina's

design team, just a few years into his illustrious career.

Tjaarda may still have been cutting his teeth but, with the benefit of hindsight, his efforts created a real masterpiece, with crisp-but-subtle detailing that's helped the shape age superbly. His deft use of a hip point on the B pillar ensures the body remains lithe and doesn't appear slab-sided, while the pincer treatment around the tail lights may not be to everyone's taste it does help keep the car's rear pert.

But it's the Spider's frontal treatment, specifically the grille aperture and headlight voids, which lend the car an exotic air. Those touches are not unlike the styling features on a Ferrari 275 or later 330GTS, which is ironic, given that those Ferraris would've been coming down Pininfarina's production line (albeit in minuscule numbers) when the *carrozzeria* was screwing these Spiders together.

The 124 Spider's design clearly appealed – given the model's longevity – but it couldn't dodge the raft of US Federal safety requirements. From '75 Pininfarina added rubber impact resistant (to 5mph) bumpers and raised the ride height. Engine capacity was already up to 1756cc, 89kW spec two years before but smog regulation equipment throttled that to a measly 76kW for US spec cars when the bumper changes came.

By then the 124 Spider was no longer marketed in Europe and Fiat upped capacity to 1995cc to restore some of the performance. Bosch fuel injection was added in '79 to reduce emissions and maximise power,

More impressive than the performance metrics at launch were the Spider's lines, which came thanks to a young Tom Tjaarda (the man who later penned the DeTomaso Pantera)



which was still only 76kW thanks, again, to the pesky smog regulation equipment.

From 1981 the Fiat badge disappeared after Pininfarina – which assembled the bodies before passing on final fitting out to Fiat – took over production with the car marketed as the Pininfarina Europa, or Spidereuropa in European markets. Europeans also enjoyed the option of a Volumex-supercharged variant, which offered 35% more power while Spider production ceased in 1985, when the company needed assembly line capacity for the Cadillac Allanté – another of its protégés.

There was also a desirable performance version – one that's now highly coveted by fans of the famous Turin badge: the 124 Abarth Rally. Launched back in 1972, the Abarth variant was a special run of 1 000 cars for FIA homologation purposes to allow the 124 Spider to be campaigned in Group 4 competition (as special grand touring cars). But the 124 Rally wasn't simply a warmed-up version of the road car: it featured substantial engineering changes, including a Chapman strut-type independent rear end and additional front suspension location, along with a 97kW engine. It was also

substantially lighter thanks to a composite bonnet and alloy doors, despite having a roll bar and hardtop. The modifications were worth it as the 124 Rally was successful in competition, most notably in the 1975 Monte Carlo Rally where it took second place at the hands of Hannu Mikkola and Jean Todt.


On the road, the standard 124 Spider is a revelation on two fronts: the handling is seriously responsive with sharp, low-g geared steering that's not unlike a Lotus Elan, despite the steel-bodied Spider's weight penalty. In fact the experience is so good it belies the fact that there's a worm-and-peg steering box under the hood. And then there's the stiffness... the shell is super tight with no trace of scuttle shake like you get in an Alfa Spider over a bumpy road. From personal Alfa 105-series ownership I can attest that the Fiat's also ahead when it comes to driving comfort despite it having the typical short-legs, long-arms Italian position for the controls. Perhaps the roomy interior is a subconscious outcome of Tjaarda's own lanky American physique?

Whatever the influence, the interior space must certainly have been a bonus in that market. The Spider's large doors also make access easy and the steering has a slightly tilted position typical of a Daytona or Miura. It's a comfortable place to be, even when the weather isn't playing ball as the soft-top can be raised with one hand while seated in the car. And it boasts a clever mechanism that automatically stows the glass quarter-light windows behind the

B pillar. Less impressive is the dashboard, which doesn't mirror Tjaarda's talent, although the array of Veglia instruments – similar to those in a Dino – and the centre console-mounted heater controls add to the exotic Italian persona.

Where an Alfa would trump the Fiat is in the aural experience. The Fiat twin-cam is a rev-happy unit but the noise is fussier than the iconic Alfa deep-throated melody. The Fiat's slightly firm-but-notchy gear shift feel would also be no match for Alfa's hot-knife-through-butter movement but the Turin sports car wins you over with that sharp steering and its crisp, fuss-free road manners.

Performance by today's standard is somewhat modest and although it may embarrass you at the lights if you take on a hot hatch, it piles on speed surprisingly quickly if you let the twin-cam sing as you work the gearbox.

As a 1974 example, this delightfully period Oriental Yellow (how is that for an exotic-sounding factory colour?) example, owned by Cape Town classic car collector David Taylor, offers the best combination when it comes to the evolutionary changes as it has the early-style chrome bumpers and the larger 1756cc engine. It also has the factory optional Cromodora alloys and a non-standard, but desirable Nardi steering wheel. For me, those items help this sports car, that wears a humble Fiat badge, amplify its Ferrari-like looks and upmarket appeal. Certainly nearly 200 000 Spider buyers thought so too at the time. 

Thanks to David Taylor (cell: 083 995 3994), who has put the Spider up for sale.

On the road, the standard 124 Spider is a revelation on two fronts: the handling is seriously responsive with sharp, low-g geared steering that's not unlike a Lotus Elan, despite the steel-bodied Spider's weight penalty



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**



1990 Jaguar XJS Cabriolet
Dark Blue with cream interior and blue soft top, genuine 70,000km, lots of history, stunning 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**



1984 Mercedes Benz 230CE
Red with cream interior, 146,000km with FSH and all books, sun roof, A/C, electric windows, excellent overall condition. **R265 000**



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**



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. **R250,000**



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. **R1,350,000**



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. **R950,000**



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**



1960 Borgward Isabella
2 Door Sedan, Salmon with Cream roof, tan and brown interior, recently refurbished, in great driving condition, sold with COR. **R125 000**



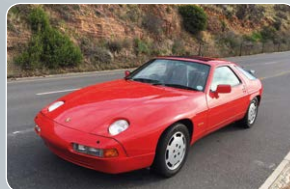
1994 Mercedes Benz 500SL
Midnight Blue with Tan leather interior and blue soft top. 51,000miles, UK spec, 3 owners from new, absolutely immaculate. **R325 000**



1971 Mercedes Benz 280SL Pagoda
Silver with black interior, excellent recent respray, completely original interior, genuine mileage with books and service history. **R2 150 000**



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**



1989 Porsche 928S4
Red with black interior, 175,000km with FSH and Books, lots of recent invoices, sunroof, electric seats, immaculate interior. **R295 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**

NEW STOCK COMING SOON:

1979 Beetle SP

1982 Maserati Merak SS RHD

1979 Maserati Kyalami RHD

1971 Mercedes Benz 280SL Pagoda RHD

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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.

AMAZON GRACE

Volvo's 120 series, also known as the Amazon, is widely regarded as the car that put the brand onto the sporting saloon map. But it also introduced the world to the firm's superior build quality, impressive feature list and rigorous pursuit in the safety department, all clothed in a practical yet elegant curvaceous Jan Wilsgaard-designed body.

Stuart Grant looks at the sixty-year-old's tale.

Images by Etienne Fouche.







With a vast number of 122Ss still in daily use it might be difficult to believe that these gems first hit the streets sixty years ago. But they did, launched in 4-door format during September 1956 at Örebro, Sweden. Although sharing the same wheelbase, high H-Point seating position and tallness, the new 3-box design was a radical departure from the predecessor PV444/544 models and like so many of the European cars of the time, aimed directly at the massive American market. 26-year-old Wilsgaard, who later went on to become Volvo head designer, is said to have drawn styling ideas from the early 1950s like the Chrysler New Yorker sedan and 300C hardtop coupé. The broad rounded shoulders and rounded off tail 'fins' that characterised Wilsgaard's design became so iconic

that when Peter Horbury set about undoing Volvo's boxy lines of the 1980s and early '90s with his V70, he took inspiration from these two aspects.

During the design phase the name Amazon, derived from the fierce female warriors of Greek mythology was chosen, but was modified to Amazon for the production launch with Volvo seeing it as the more internationally recognisable spelling. This too proved a problem as German motorcycle-maker Kreidler had registered the name already and the only solution that the two firms could settle on was to allow Volvo to call the new car Amazon in Sweden but come up with something else for all other markets. Volvo's solution came as a 3-digit badge, initially as the 121, but by 1958 the more sporting 122S. For the 122 the 3-speed manual box was replaced by a 4-speed and the 60 horsepower B16A engine made way for the B18B unit and twin SU carburettors, which made it good for 85BHP.

South Africa saw its first 120 Series

26-year-old Wilsgaard, who later went on to be Volvo head designer, is said to have drawn styling ideas from the early 1950s like the Chrysler New Yorker sedan and 300C hardtop coupé



in May 1967 when the 122S B18B was launched. Assembled from CKD kits at Motor Assemblies in Durban, these were available in both 2- and 4-door format and would set you back R2 642 to own. It is possible to spot a South African-assembled car by looking at the rear bodywork where the fenders join the boot surround – if there is no visible seamline, the car is a local build. Of course if it hasn't been removed, there should also be a Motor Assemblies body plate on the firewall and a body number on the inner front left wheel arch, and unrestored interiors reveal that our smooth seat fabric differs from the textured European cars.

Local 122S B18B production continued until late 1968 when the 122S B20 was launched and only came in 2-door guise. A capacity increase from 1780cc to 1986cc and the resultant increased power (albeit miniscule) were the only real changes. Sales continued through to late 1971 before the new hard-edged Volvo 144 took over as

the company's saloon offering.

In 1967 2012 B18Bs sold at the mentioned R2 642; this was followed in '68 by 1 374 units at R2 662. 1 465 B20 cars sold at R2 825 in 1969, 1 555 at R2 825 through '70 and in 1971 the last 330 122Ss rolled onto South African roads at R2 925.

Volvo claims that 667 791 Amazons were built between 1956 and 1970, with the last being produced on 3 July 1970, a dark blue unit that went straight into the Volvo Museum. It is this statement that raises a few eyebrows in South Africa. As mentioned, 330 Volvos were sold here in 1971. Sure they could have been manufactured earlier and sat waiting to sell but as listed in *Auto Digest Data*, 122S was only discontinued late in 1970 and the production records from Motor Assemblies show that 5 568 122 Volvos were made up from kits between May

Volvo claims that 667 791 Amazons were built between 1956 and 1970, with the last being produced on 3 July 1970, a dark blue unit that went straight into the Volvo Museum. It is this statement that raises a few eyebrows in South Africa



1967 and December 1970. Furthermore, a 1971 newspaper article confirms that the last of these Volvos left the local production line on 18 December 1970.

This last 122 wasn't sold to the public though, being handed by Motor Assemblies' boss John Sully to Lawson Motors marketing director Dion Lardner-Burke. With the demise of Volvo in SA this beige 2-door 122S fell off the radar and its whereabouts are not known today. Volvo club members continue to search for it though, aware of its historical significance and the need to preserve our proud motoring past.

The Amazon sedan wasn't the only Volvo to be assembled locally though, with 462 units of the predecessor 544 being built between April 1961 and December 1962 and 1 008 station wagon versions of the 122 from March 1962 to October '67. The new 144 and 164 models dovetailed with the 122, kicking off in February 1968 and November 1969 respectively.

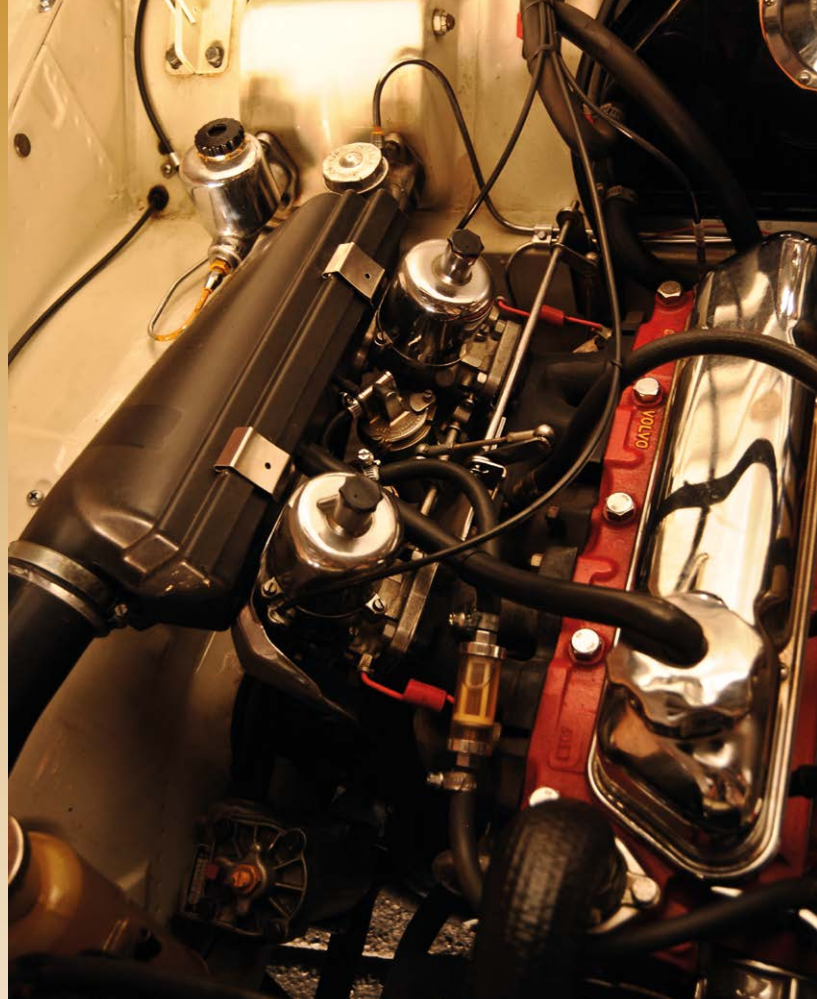
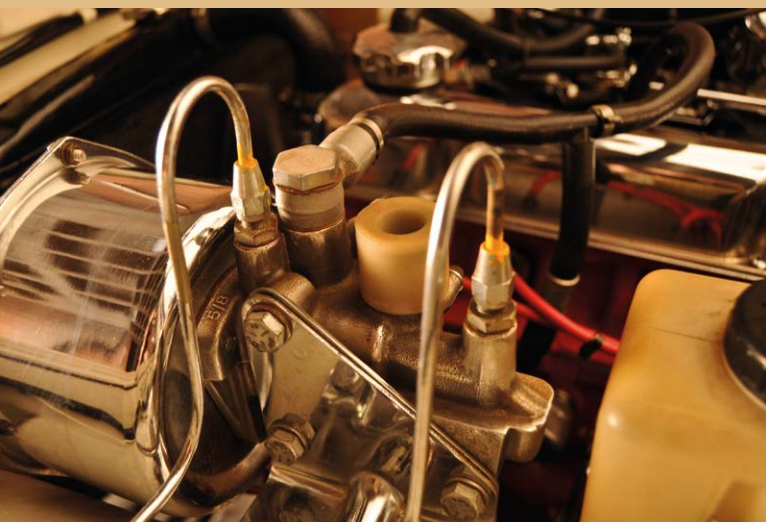
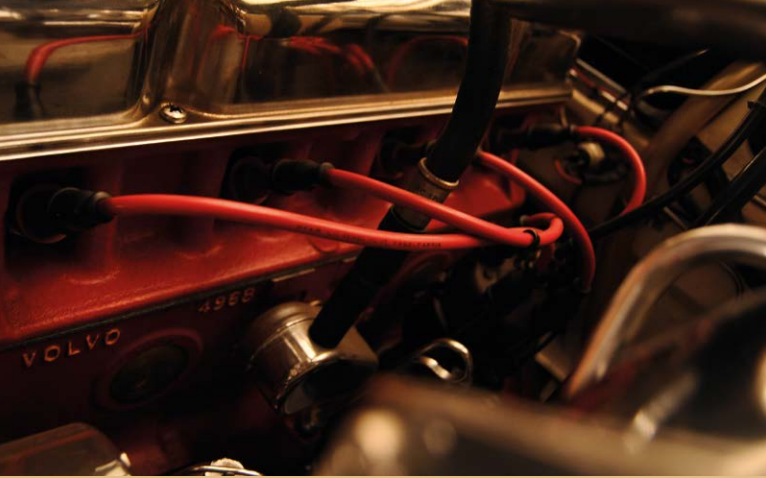
Sliding into the seat of this Tom Campher Motors B18 122S immediately makes me

realise why these were such great cars. Upright seating not only allows for good road visibility but also means that rear

passengers have more than enough legroom. The door closes with a reassuring thud and not the tinny acoustic found in so many old cars. Instinctively I reach over my shoulder for the seat belt, but having driven many cars of this era I am only partially hopeful I might find said item. I do! Yes, the Amazon was the first car to employ Volvo's patented 3-point safety belt system as standard equipment. The dash top is padded too, which not only looks classy but, like the revolutionary crumple zones built into the 122, was also a safety feature in the event of an accident. Whether the ring around the handbrake button is a safety feature to protect your thumb nail I don't know, but the placement of it between the driver seat and door does free up the centre section of the car so you are not always touching the passenger's knee by accident.

There is no risk of doing this either when swapping cogs on the 4-speed manual as the floor-mounted lever sticks up higher than any knee in front of the dash and is easy to reach. Cranking the key sees the 1780cc motor jump to life with a crisp exhaust note. With syncro in all four forward gears there is no need to double-declutch but the perkiness of the engine means you do it just for a laugh. Clutch action is light and the Volvo pulls off hassle- and shudder-free.

The Amazon was the first car to employ Volvo's patented 3-point safety belt system as standard equipment



This is when the steering wheel shows its hand: not only is the horizontal spoke design with chrome hooter ring and 'Volvo' script a thing of beauty, but it sends inputs to the cam and roller steering system without any slack. The lack of power-steering never enters your mind as the steering ratio is light at parking lot-maneuvering speeds, and weights up when on the open road.

When compared with other machines of the period the interior is by no means sparse, perhaps up there with more expensive luxury saloon offerings from the Germans. Chrome ashtrays are sunken into the padded upholstery and the cold, hard-looking window winders and door handles balance out against soft door cards and pleated pockets. Like Nordic furniture design, the form-follows-function dash simplicity means that not only are all the pull buttons for the likes of choke, headlights and wipers easy to reach, but also break up the body-coloured dash fascia.

Pulling into the underground parking lot necessitated switching on the lights. With the click of a switch the horizontal strip speedometer glowed in green. This particular car, being a relatively early local version, sports an mph gauge but the later South African units had that marked

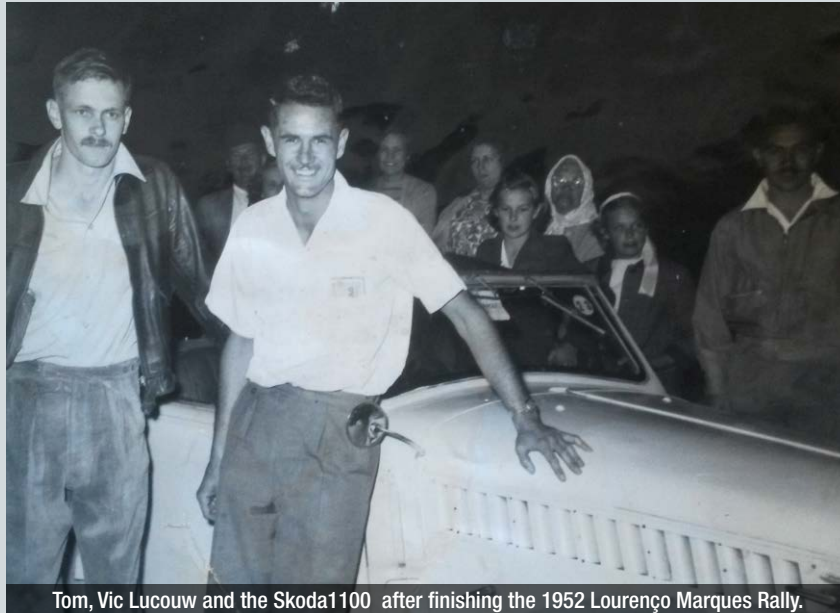
in km/h. Scratching around while the photographer did his job revealed a switch on the passenger side that threw the same green light under the dash on that side – nowadays this would be called ambience lighting, I suppose. And the ventilation controls lit up too. How many cars of that age and price bracket featured these high-end features?

And how many show the longevity and have survived as well as the 122S? In Sweden it is estimated that 8% of the Amazons built are still on the road. Judging by the number of South African ones you see being used as daily commutes and the enthusiastic members of the Volvo Owners' Club of South Africa, I'd estimate a similar number are still on the road here. The classic Volvo reliability, spares supply and solid build quality mean that it is one of only a few classics where having an odometer that has clocked over a few times is a badge of honour and not a negative.

Hey, there is even a Volvo High Mileage Club overseas, so this ruggedness and style is definitely no myth. The Amazon is the rightful leader of this club, like the female warriors it borrows its name from: fighting the battle with strength and beauty. 🇸🇪

In Sweden it is estimated that 8% of the Amazons built are still on the road

MAKING A NAME



Tom, Vic Lucouw and the Skoda 1100 after finishing the 1952 Lourenço Marques Rally.

When talking Volvo in South Africa a few names crop up. The older generation will remember names like Arnold Chatz piloting the Swedish brand in race and rally events while many might have bought a vehicle from Lawson Volvo in the '60s and early 1970s. But when Volvo pulled the plug in South Africa citing apartheid and sanctions as the reason, although more likely because Lawson were not able to pay for the CKD kits, one man stepped forward as Mr Volvo – Tom Campher. **Stuart Grant** paid a visit to the modern Tom Campher Motors restoration operation in Johannesburg and as luck would have it, the man behind the name was there, enjoying some family time in SA before returning to Canada, where he now lives.

Tom Campher was born in Engcobo, Transkei in 1926 to non-motoring parents – his father never owned a car or even a driver's licence for that matter. By 1933 the family had moved to Pretoria and Tom was enrolled at Sunnyside Primary School. High school was completed

at Affies in Pretoria and his first job as an inspector for the Public Service followed.

His daily transport was initially an ex-military Royal Enfield 350cc side-valve motorcycle, which he later swapped for an overhead-valve Norton 500cc, which he remembers returned a consumption figure of 80 miles per gallon. Besides commuting

he also used this machine on the weekends and was part of one of the earliest Sunday 'breakfast run' clubs. Together with about ten members on British machinery like Vincents, the crew would explore the scenery outside Pretoria and Johannesburg on regular occasions.

Tom moved to four wheels in 1948 when he purchased

a 1942/43 model Skoda. Four years on he noticed an advert in the local paper for the staging of the first Pretoria Motor Club Lourenço Marques Rally and decided this might be something he'd be interested in doing. He tried his hand at racing the Skoda at Grand Central but with the Public Service not paying huge salaries there wasn't much cash around for racing cars. Rallying proved a way to break into the motorsport environment on an achievable budget, and with your daily car.

He almost didn't make the event though, rolling his Skoda prior to the event. With very little damage done in the accident he pushed the car back onto its wheels, only for the open door to thump the ground as it landed back on its wheels and break the door hinge. Unperturbed, he thought of entering the rally like this but a word from

His daily transport was initially an ex-military Royal Enfield 350cc side-valve motorcycle, which he later swapped for an overhead-valve Norton 500cc, which he remembers returned a consumption figure of 80 miles per gallon



Tom reading his 'Jukebox' from the Hillbeam passenger seat in 1962.



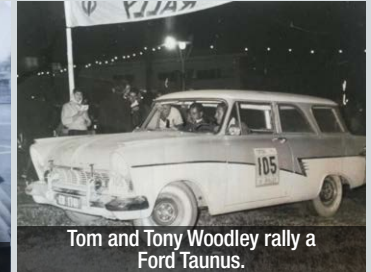
Tom and Tony Woodley often shared Borgwards in competitive events.



DKW track racer.



The 1942/43 Skoda, Tom's first car.



Tom and Tony Woodley rally a Ford Taunus.



Tom and Naas Rabie won the 1956 LM event with the Number 6 Beetle. Capital Motors secured the Team Prize.



Tom with the MG TD that formed part of the Team Prize winning MG outfit in the 1953 LM Rally.

the legendary motoring scribe Sy Symons saw Tom remedying the problem come rally time.

Unlike later rallies the 1952 event saw all competitors starting from Silverton in Pretoria. Tom would share the driving and navigating with school friend Vic Lucouw, and he learnt his first big rallying lesson after the first driver change when Vic climbed into the passenger seat and the pair got lost immediately – Lesson 1: Always be the navigator. Eventually they got back on track but never managed to catch up the time lost as they fought the mainly dirt roads from the capital, through Swaziland and on to LM. Getting lost and having to change a broken leaf spring (luckily they had a spare in the boot) midway through Swaziland, the pair finished in sixteenth place, halfway down the field.

Truly bitten by the rallying bug Tom made plans for future events. He would work out how to get a suitable car and navigate for a chosen driver, with one stipulation being that Tom would drive the special stages on the rally – like the Polana Hillclimb stage.

In '53 he returned with an MG TD, where he was part of an MG trio that took the Team prize. As an established name on the rallying scene Tom was able to get various loan cars for the various rallies and a diminutive DKW coupé was next on the list. A real giant killer, the DKW with Tom at the wheel took the under 1600cc class Polana Hillclimb honours in 1954, despite only having 900cc and 3-cylinders to call on. With DKW he tried his hand at circuit racing again but felt a touch silly

as he spun in practice, not realising that the brake shoes had been relined and needed some bedding in. In the race he was more successful, finishing third.

DKWs and Borgwards became firm favourites for Tom, with a highlight being victory in the Vaal Gold Cup Rally, sharing a DKW with Jan Aukema. Volkswagen was next on the list of machines to rally, and in Tom's case it was a Capital Motors sales

He would work out how to get a suitable car and navigate for a chosen driver, with one stipulation being that Tom would drive the special stages on the rally – like the Polana Hillclimb stage



Receiving the winner's trophy in Lourenço Marques, 1956.



1957 and the Campher/Rabie swapped to a DKW and went on to win the LM rally for a second time in a row.



Tom Campher Motors went boating with sponsorship of Tony Vas-Diass's Volvo powered racer.



Tom today, with a pin-point memory recalling his rallying days.

representative's Beetle that was used. Success was immediate with Tom and Naas Rabie taking the LM Rally overall spoils, and Volkswagen the team prize – this despite having to wait for an elephant to cross the road just outside Barberton at 3am. None of the other competitors saw the big animal and put it down to too much wine the night before.

One would think this success would have made Capital Vee happy but Tom received a phone call a few days after, saying, "What

have you done? The phone at the sales department won't stop!" The point was further backed up by an advert placed by Capital Vee that showed off the rally results and then capped it with: "In short supply but well worth the wait."

1957 saw Campher/Rabie repeat their LM win, this time sharing a DKW. He also teamed up with Tony Woodley to rally a Ford Taunus wagon and Borgwards, which led to Tom buying his first and only new car, a 700cc Lloyd. This was done through

Apie le Roux, the distributor for Borgward and Lloyd. Woodley and Campher, under the team name of Campherwood also campaigned what they called the Hillbeam – a Hillman fitted with a Sunbeam power unit. Woodley noted that winning rallies was no thanks to the driver but rather all the navigator's doing. And Tom was clearly a top navigator. His consistency in the passenger seat could be attributed to a device he came up with which he calls his

'Jukebox'. This Jukebox was a biscuit tin filled with a 10 foot long paper scroll on which was written the times for every tenth of a mile between zero and 4.9 miles for every speed and half-mile per hour speed between 20 and 45 miles per hour.

In 1962 Tom resigned from the Public Service to join Woodley at Sampie Motor Assemblers in Johannesburg. This is where Datsun trucks were assembled before the firm moved to Rosslyn and Daihatsu dipped its toes into the market with small bakkies. With organisational methods learned in the Public Service, Tom applied them here but the operation folded in 1966. Campher was offered a job at Datsun in Rosslyn, which, although closer to his Pretoria home, he turned down in favour of one as a Lawson Volvo Field Representative.

Having read every bit of Volvo information he could lay his hands on, Tom hit the road in a Volvo 122S, looking for potential Volvo dealers throughout the land, then once found, training them and making sure they kept up the standard. He points out that he generally went everywhere in excess of

This Jukebox was a biscuit tin filled with a 10 foot long paper scroll on which was written the times for every tenth of a mile between zero and 4.9 miles for every speed and half-mile per hour speed between 20 and 45 miles per hour



Tom's 'Jukebox', now housed at Franschhoek Motor Museum.



A gymkhana with the only new car Tom ever bought, a Lloyd 700cc.



A rare track event. Tom (Skoda) chases George Wilson (Morris Minor).



Tom's son Vic now races this Volvo P1800.



Tom, the Skoda and the first LM rally (1952).



Tom Campher Motors' restoration outfit, churning out classic Volvos today.

70mph. One occasion, while exiting Vryberg he noticed a sign saying 'Mafikeng 100 miles'. The rally bug bit and he put foot, only lifting once when he noticed what looked like traffic officials on the side of the road. He arrived in Mafikeng 20 seconds late according to the 100mph average he'd set himself as a stage.

Earning a living meant that Tom had hung up his rally gloves and 'Jukebox' by this time and when he left Volvo in Johannesburg to set up a dealership with a friend in Pretoria the work load increased. With the demise of Volvo in SA this partnership didn't pan out and Tom was forced to rethink his plan. Volvo was gone but when longtime friend and fellow previous Volvo employee John Myers pointed out that there were still 25 000 Volvos registered in the land, Tom found inspiration.

He found suitable premises in Northcliff, Johannesburg and set up Tom Campher Motors operating a fuel station as well as buying and selling Volvos, including offering spares and servicing. He took out a two-line advert in the local press reading: 'Volvo cars

bought and sold and serviced.' Where he could, he bought up all the existing Volvo spares. VSA continued to bring in new spares until the 1980s, which Tom was able to access but when for political reasons this stopped, Campher had to look for an alternative. The solution came from two Swedish gents and meant registering a business outside South Africa – in Tom's case he chose Swaziland but the parts still arrived without hassle at Jan Smuts airport on a regular basis. Another way to circumnavigate the politics was to source parts through Greece.

Clearly this was no plain sailing though and the stress of operating the business took its toll on Tom. Thankfully his sons Vic and Gerhard stepped up to the plate after doing their army time and offered to get involved. Vic headed up spares and Gerhard the workshop before the pair eventually took over the operation from Tom in full. Tom moved to Belfast, Mpumalanga to enjoy some trout fishing before moving to join his daughter in Groot Brak and now resides in Canada.

He returned to rallying in the 1990s, this time strictly as a driver in a few Pirelli classic car rallies with a Volvo 122S – the car he ranks as one of the best and most solid items ever built.

Tom Campher Motors continues today. Under the curatorship of Vic and Gerhard it has moved up the road to Auckland Park and with Volvo officially back in the country is an official Volvo dealership. That doesn't mean the oldies are forgotten though, with the new cars from the Swedish firm sitting between immaculate examples from the past. And they offer classic Volvo spares and restorations too. With renowned Volvo builder Howard Bates behind the operation, Tom Campher Motors is churning out restored or refreshed vehicles. During our visit we counted two 122s being fully restored, another original example getting mechanically sorted as per the client's brief and Vic's P1800 race car being fettled for the next round of the championship.

Oh yes, and there's a 144 being redone for Vic's son – passing the passion on to the next generation of Campher. **C**





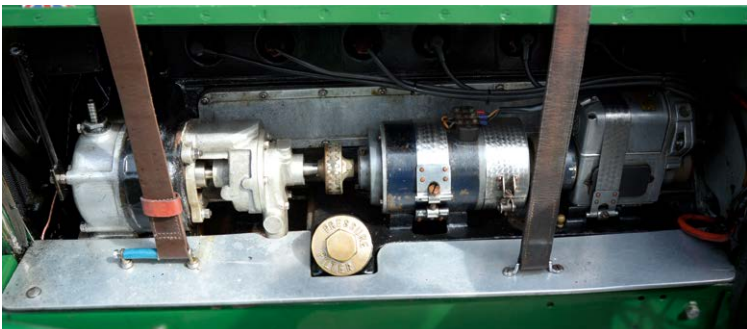
A RAY OF SUNLIGHT

Far from being a Bentley lookalike, this Sunbeam is the epitome of vintage motoring for **Mike Monk** and enthusiasts.

Sunbeam was one of many early motor manufacturers that rose to great heights for a number of years before falling by the wayside in the post-war years. Founded by John Marston, the company began in 1877 making bicycles, started building cars in 1901 and motorcycles in 1912 – the name Sunbeam was registered in 1888. A leading figure in the company's history was Frenchman Louis Coatalen, who joined the company in 1909 as chief engineer and became joint managing director in 1914. During WWI he designed aircraft engines for the company. Just after hostilities ended, Marston died and the Sunbeam Motor Company was sold and became part of STD Motors Limited – Sunbeam, Talbot Darracq. During the 1920s Sunbeams established a number of World Land

Speed records and it was the first British make to win a grand prix, the French GP held at Tours on 2 July 1923 with Henry Segrave driving. A Sunbeam Sport finished second in the 1925 Le Mans, outdoing arch-rival Bentley.

As a result of such successes, the production car business thrived. Coatalen's obsession with improvement meant that there were numerous small changes in models from year to year and although his designs are basically similar, few parts were interchangeable. Typically, two models dominated production volumes during each period, and from 1926-30 it was the 16hp 16.9 and 20hp 20.9 that held sway over the 25hp 20/60 and supercharged 3-litre Super Sports, the world's first production car with a twin-overhead-cam engine. While the 16.9 was solid and reliable, its 2.1-litre straight-six engine was





underpowered, whereas the 20.9's 3-litre version offered a more healthy 55bhp (41kW) at 3600rpm. (20.9 was the car's UK fiscal horsepower rating.) Sunbeam built its own bodies but also supplied to the coachbuilder trade, which is where the 20.9 featured here fits in. Well, kind of, as we shall see...

While this car's pre-WWII history is unknown, its post-war tale more than makes up for it. The story begins in 1948 when Lt-Comdr Peter Attwood was sent from the UK to take up a naval post in Simon's Town. Before leaving, he had to sell his beloved Bentley and upon arrival in SA soon set about finding a 'new' motor car, something cheap. After a few months of fruitless searching, a friend told him of some pieces of a Sunbeam lying in a backyard. Following up on the lead, he found the chassis frame, two axles, engine, gearbox, radiator, steering, wheels and other items scattered all over the place,

Before leaving, he had to sell his beloved Bentley and upon arrival in SA soon set about finding a 'new' motor car, something cheap

which collectively looked salvageable, so he took ownership.

After all of the parts had been cleaned and stripped down, the engine was found to be in a shocking state. It had been fitted with liners to overcome the fact that two of the cylinder bores had corroded right through the cast iron block and there was cylinder head damage around the camshafts. The crankshaft journals were also an odd shape. But Attwood was a true 'vintagent' and decided to rebuild the engine rather than create a "Yank-engined special", as he put it. Finding replacement pistons was a problem, and Attwood had to resort to using oversized Austin Light 12/4 items but the bore had to be reduced from 75 to 70.9mm as a result, which dropped the engine capacity from 2916 to 2606cc.

The chassis was found to have been shortened by about 14 inches (355mm) close to the anchorage point for the front cantilever springs. The handiwork was basically okay but two gusset plates were fitted to the main cross member and a box member added between the front dumb irons, making the chassis almost

completely rigid. The rest of the running gear was replaced without problem although the rear cantilever springs were flattened to "help banish back-wheel steering".

When it came to the body, Attwood wanted something classic in style and simple to build. A steel frame was made up onto which alloy panels were riveted to create a sporty design. The only problem was the original car's very tall radiator, which did not suit the rebodied Sunbeam's lines at all. Undeterred, and believing the Sunbeam was over-cooled anyway, Attwood cut seven inches (178mm) out of the bottom of the core, seemingly without causing overheating. With body, chassis and running gear all in place, basic electrics wired up, the car fired up first time. An aero screen and skimpy mudguards were added later, as was a full-width screen and, finally a hood – which Attwood referred to as an awning – none of which really amounted to full weather protection, however. The project had taken a mere five months.

Mechanically, the engine's manifolding was found to be restrictive, and the gear ratios were also less than ideal. The single-carb inlet manifold was ditched in favour of a trio of manifolds each carrying an Amal



HVR carburettor, and a new exhaust system made up of three pipes leading into an expansion box and a single tail pipe. A large fish-tail failed to subdue the resultant noise so a Burgess silencer was fitted to reduce decibels to an acceptable level. Attwood was then given a diff from a Mercury, its 3.77:1 ratio far better suited to the gearbox's ratios than the Sunbeam's 5.0:1 diff. It took much ingenuity and toil to make the modification and although still not perfect, it did offer 25mph (40km/h) per 1000rpm in top (fourth) gear.

Subsequently, a small, supplementary radiator was fitted between the dumb irons and an oil cooler (made up from an old refrigerator condenser) added to help cope with the car's motorsport exploits at various speed trials, hillclimbs and races. Weighing around 1 200kg, the car appeared in its first speed trial and took 45.8 seconds to cover a standing kilometre but later Attwood recorded a top speed in the region of 80mph (130km/h) and the Sunbeam covered the standing half-mile (800 metres) in 36.4 seconds. Running on 18-inch wheels rather than the usual

21-inch, the car conquered the winding 0.9-mile (1.45km) Camps Bay Hillclimb in 69.7 seconds.

After driving some adventurous and entertaining 40 000 miles (64 000km) with the car, Attwood returned to England, leaving the car in SA where the Sunbeam then passed through a number of owners, starting with Hugh Gearing followed by Cecil Knipe who, like Attwood, used it as both everyday road and weekend race car. Knipe was a regular competitor at the then newly-established Killarney circuit in Cape Town.

Subsequent owners were Denis Joubert, Monty Silverman, Dudley Turner and Ken Williams. Research by the Crankhandle Club's Ken Burke revealed that during Williams's tenure, the ignition system was returned to magneto from a distributor arrangement, and a new body was fashioned with a distinguishing hand-made copper fuel tank at the rear. In 1983 Williams sold the car to Richard Waumsley who, according to Burke, "had long cherished the idea of owning a vintage Bentley but had eventually given up the idea of finding one at his price". And so the Sunbeam was subjected to yet another change of body, this time along the lines of a scaled-down Bentley Vanden Plas design.

However, sadly, Waumsley passed away in 2002 before his dream machine was

Based on volumes sold, the 16.9 and 20.9 were Sunbeam's most popular models of the 1920s

completed. Viv James took ownership of the car and it is in his possession today. Viv remetalled the crankshaft bearings, replaced the cylinder head, fitted new water pump castings, altered the manifolding to accept triple SU carburettors, changed the third gear ratio, fitted a new clutch, replaced the (previously almost non-existent) wiring and installed an electric fan.

Viv has followed the trend of previous owners in making the Sunbeam a reliable and practical motor car. It looks impressive from proud radiator to copper tank, and its British Racing Green paintwork does evoke some Bentley-like thoughts, but in fact it does possess a character all of its own. Based on volumes sold, the 16.9 and 20.9 were Sunbeam's most popular models of the 1920s. This car fires on the button, idles without fuss, offers excellent performance once on the move, and although the ride over poor surfaces is, naturally, a bit bumpy, nothing creaks or groans. Big, hydraulic drum brakes do a good job of retardation. It draws smiles from everyone who sees it, and thanks to Peter Attwood's initial bravery in rebuilding the car, and the like-minded individuals who have owned it ever since, this Sunbeam 20.9 is a real gem of a vintage sports tourer. 📍

Running on 18-inch wheels rather than the usual 21-inch, the car conquered the winding 0.9-mile (1.45km) Camps Bay Hillclimb in 69.7 seconds



Silent Design

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

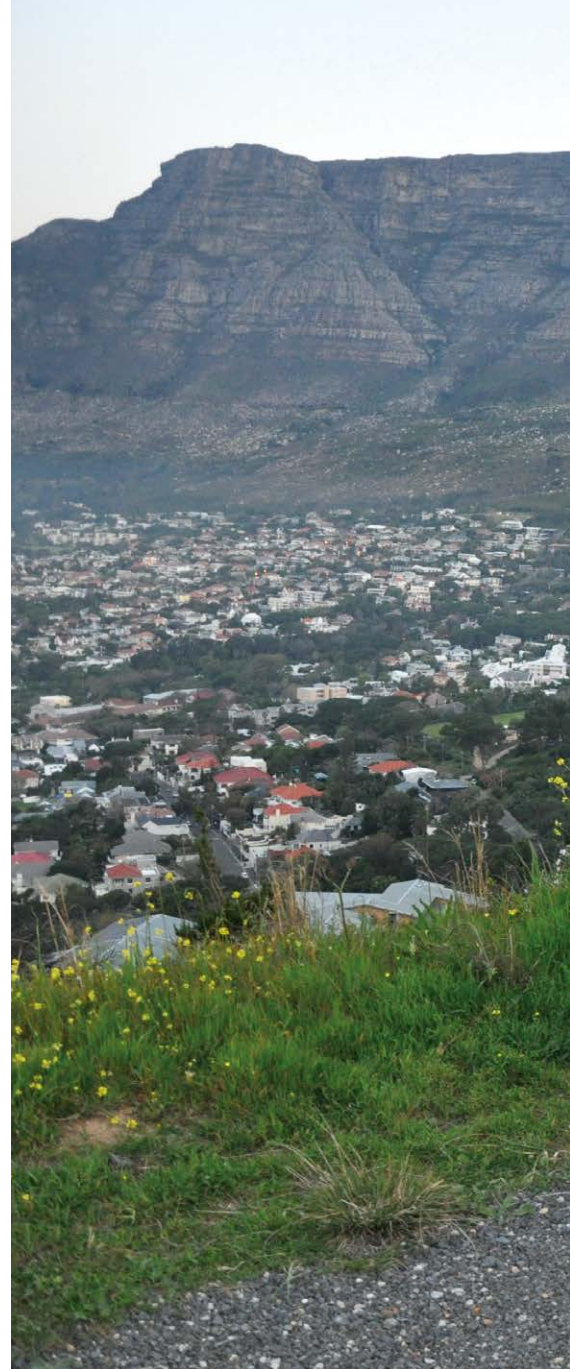


Silence ... to relive the moment ...



MIRACLE WITH A..... HUDSON

Two cell phones, three cameras, one handbag and an x-ray... a list of items a typical 79-year-old who's circumnavigating the world to celebrate her retirement might need *en route*. But not if you're Heidi Hetzer who has also needed a spare straight-eight engine, a set of custom cylinder heads, a dozen head gaskets and two conrods – along with the collective goodwill of umpteen vintage car enthusiasts around the globe. But then Heidi's not seeing the world from the deck of a cruise liner... she's behind the wheel of her 1930 Hudson Great Eight. **Graeme Hurst** caught up with this inimitable grandmother on her arrival in Cape Town, two years and 70 000km into her journey – a journey that started, and will end, in her native Berlin.



In today's celebrity-obsessed society most young petrolheads dream of meeting their hero... whether it be Lewis Hamilton or Valentino Rossi. And it's safe to say most of those youngsters would give anything to emulate their success on the track. But those desires aren't just unique to our social media-savvy teenage generation, as Heidi Hetzer's achievements prove. This 79-year-old Berliner grew up so in awe of Clärenore Stinnes – an accomplished 1920s racing driver who was the first woman to drive around the world back in 1929 – that she decided to emulate her epic circumnavigation some 87 years later. The idea of the trip wasn't entirely

surprising to Heidi's friends and family as she's obsessed with cars, having trained as a mechanic under her car dealer father, before taking over his business 46 years ago. She's also a celebrity in German racing circles, having spent the last six decades rallying on two and four wheels.

"I knew about her all my life mainly thanks to my father who was a motorcycle driver. He drove to Egypt in the late 1920s and he told me a lot about that and also about a woman who drove around the world. There were two books and three movies about her trip." That

trip, which began in May 1927, was all of 47 000km and Clärenore was behind the wheel of a new Adler Standard 6. It was a hugely exciting adventure, the tales of which impressed Heidi as a young girl. "So I had a trip in my mind my whole life but it was

So I had a trip in my mind my whole life but it was not possible as I had a big Opel dealership with more than 150 employees and you know you cannot go away for two years



not possible as I had a big Opel dealership with more than 150 employees and you know you cannot go away for two years. So I drove rallies and so on in the meantime.”

And those rallies were far from being just local club stuff. “I did La Carrera Panamericana four times and the Mille Miglia four times,” adds Heidi whose profile was so high, she was frequently hired as a driver so that owners of eligible cars could get an entry into Blue Riband events. Heidi reckons she’s unique in that she spent 20 years racing motorcycles, 20 years racing modern cars and then 20 driving old timers (as the Germans like to call vintage and classic fare). “Many times I am driving

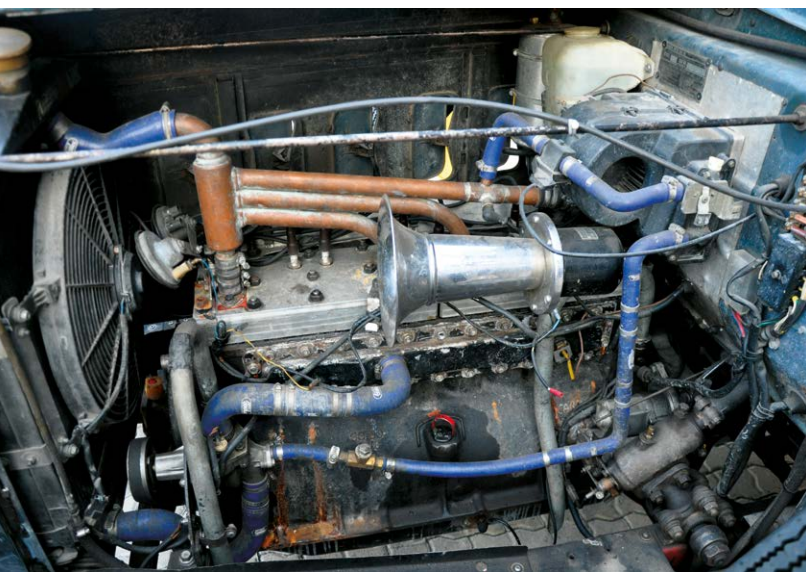
classic cars in rallies and they are the same cars I rallied when they were new.”

That was until just over two years ago when she retired at the age of 77 and opted to sell the car dealership as neither of her two children was keen on taking it over. But the decision worried her offspring. “They said: ‘Mama, you die if you don’t go to work. What are you going to do?’ ” Well I thought I would drive a little more rallies and then I thought: Oh, maybe I go around the world like Clärenore.”

But what vehicle to take? Heidi has no shortage of cars in her 13-strong personal collection – which spans everything from a 1909 Opel and an Hispano-Suiza H6 to a

late-’50s Corvette. She’s also got a few Opel Mantas and an Opel Calibra. One of the latter would’ve made sense from a reliability and comfort point of view but Heidi wasn’t going to cop out. “I cannot drive her roads as they are all gone but at least I like to have that feeling. What she had in an old car. That’s the only thing I can do again.”

As a 1921 model, Heidi’s Hispano certainly ticked the box, but its construction made it far from ideal. “My friends said: ‘Heidi, the engine is all aluminium. You will not be able to fix it on the other side of the world.’” She was also worried about the image it would portray. “With the Hudson, everyone’s happy and waving but the Hispano is in a



different group. It's like a Rolls-Royce – they would say, 'Look, the lady is driving a Rolls-Royce.'" In the end an online advertisement for a more humble and wonderfully original 1930 Hudson Eight caught her eye.

"It was built in Detroit and sent to Norway when new. It ended up in a museum. Later it was brought to Germany and someone drove it for 30 years and then the owner died and his daughter put it up for sale on the internet and nobody wanted it for six years," says Heidi, who bought the eight-cylinder two-door sedan a few months before the trip.

Heidi's Great Eight – which she christened

Hudo – was given some upgrades to cope with the journey, including a switch to an electric fuel pump with a second tank to boost the car's range, and a 12-volt alternator conversion to provide power for satellite navigation and a phone charger. Hudo's cooling was also upgraded with an electric fan while the interior was stripped out to make way for spares and camping equipment. But mechanically the car was otherwise stock with its 60hp side-valve 3.5-litre straight-eight retaining its single updraft carburettor, white metal crankshaft bearings and splash-fed oil lubrication. The car's wooden wheels remained too. "I didn't know what I really got into and maybe that's good," she laughs.

And the route? Clärenore's 762-day journey took her across the Balkans and Siberia before heading through China and Japan and then by ship to Hawaii and on to Lima. From there she crossed the Andes to Argentina and then back again before

going up through Central America and on to New York. Her Adler was then shipped to Europe for the last run back to Berlin but Heidi was not keen on emulating her journey exactly. "Clärenore's intention was to drive AROUND the world but I wanted to SEE the world so I did her route but much more. She was 26 but I was 77 when I left so for me it's the last time," explains Heidi.

Clärenore's adventure was funded by the German motor industry at the time and she had support in the form of two mechanics in a backup vehicle with spares – much needed given the state of the near-non-existent roads in remote areas back in the late 1920s. She also had company in the form of Swedish cinematographer Carl-Axel Söderström, whom she later married.

Thanks to her early career as a mechanic, Heidi knows her way around a car so opted to take her own tools but her husband Robert, who isn't into old cars and prefers to play golf in his retirement, wasn't keen to take the passenger seat. A friend who planned to do so had to pull out at the

Clärenore's intention was to drive AROUND the world but I wanted to SEE the world so I did her route but much more. She was 26 but I was 77 when I left so for me it's the last time



eleventh hour due to health issues and so Heidi made a public appeal for a companion.

"I said on TV I'm looking for a co-pilot and lots of people got in touch but I noticed they all said they are good drivers and I thought, but what am I going to do with a good driver? I want to drive myself!" recalls Heidi, who only wanted someone for company and to navigate. She made that known in another appeal on German TV just four weeks before the trip and the response was more promising. "I took the youngest guy. Just 24 years old. He had no driver's licence so he could not take my wheel. He was travelling with a backpack and wasn't expecting hotels." But he also wasn't expecting how tough a trip in an old car can be. "He was scared. Every time a car came towards us he was shouting and every time we had to make a decision where to turn he had to have a cigarette and think about things."

It wasn't a good start. "After three hours I turned around and took him back to Berlin. I was also unhappy with the engine

which made an, 'etch, etch, etch' noise." Fortunately Heidi had another Hudson Great Eight – bought as a car to plunder for parts – and she was able to have the engine swapped over. Four days later she again headed east out of Berlin but this time alone. Her route would take her south through Eastern Europe to Bulgaria and then below the Black Sea as she crossed Turkey and headed for Iran and then Turkmenistan and Uzbekistan.

From there, Heidi set course for Kazakhstan and then China, which was quite hair-raising thanks to poor roads and unpredictable traffic. With little satellite coverage and a language impossible to understand, Heidi took to writing the names of the villages and cities she passed through on strips of masking tape stuck on Hudo's dash so that she would know where she was at all times. After China the Hudson trundled south through Laos and Thailand and

on to Malaysia before it was shipped from Singapore to Perth in Australia.

To date she's only had three minor accidents: one in China when she got distracted by a passenger and didn't see a car stop ahead and two in Laos when Hudo's brakes were past their best and she couldn't stop in time when other motorists did something stupid in the traffic. Each time Hudo was unscathed but the other cars needed repairs, which Heidi settled despite not being at fault in Laos. "I could not say that my brakes were not good!"

Unsurprisingly, the sight of a vintage car on German plates being steered by a lone

A stripdown to sort a blown head gasket revealed that the twin cylinder heads were in a bad state and Heidi had a local engineering shop make up a new set out of billet alloy



woman caused quite a stir along the way and Heidi has been engulfed with requests for photographs and offers of assistance *en route*. Word of her endeavours quickly spread among the various local car clubs and enthusiasts associated with the Hudson Essex Terraplane Car Club. And it was those communities that influenced the cities she visited, following offers to stay and take part in local events. It was also those club contacts that helped keep Hudo ticking over, most notably in Melbourne after the car's engine took strain with the hot climate on the Nullarbor Straight – part of the 1 000-mile highway linking Western and South Australia.

A stripdown to sort a blown head gasket revealed that the twin cylinder heads were in a bad state and Heidi had a local engineering shop make up a new set out of billet alloy. But before they were finished the straight-eight called time and Heidi had Hudo's original engine – which had since been checked over in Berlin – air-freighted out and installed. But when she started it up, the noise was back. "It still made 'etch, etch, etch'. They never could find it when they worked on it," says Heidi.

From Melbourne Heidi shipped the car to

Auckland and spent two months travelling around New Zealand, meeting up with two Hispano-Suiza owners along the way before shipping Hudo to Los Angeles. Although Heidi usually travels with her car she didn't fancy four weeks at sea with a cargo crew and opted to fly ahead and tour California with a friend. Reunited with her Hudson, she motored around the Grand Canyon and drove across the famous Bonneville Salt Flats in Utah.

After that, she headed north as far as Seattle and on to Canada, touring British Columbia and heading back into the US to Detroit – where she showed Hudo off at the Henry Ford Museum – and then up into Canada's Ontario. It was there where that x-ray comes into the story after her hand was injured while checking for oil leaks under the car. "I was holding a rag and the radiator fan came on and blew it up in the air and it got caught in the shaft that drives the alternator." With two fingers badly mangled, Heidi was rushed to a local hospital where doctors sewed her hand back together although Heidi did lose part of the pinkie on her right hand. The injury didn't deter her in the slightest. "I said, 'Just do what you must do but make sure I can

shift gear with the hand.' They operated and next morning I left."

Bandaged up, Heidi headed down the US East coast for the famous Hershey autojumble in Pennsylvania last October. From there it was all the way down the east coast to Miami where Heidi elected to skip Central America in the interests of security and ship the Hudson straight to Lima in Peru.

South America was the only time that Heidi had brushes with crime when her handbag and two cell phones were stolen at various points, just after a camera went overboard off the container ship she was on. But it was also was one of the darker moments of the trip when she was diagnosed with cancer. Although she sought treatment in Lima, doctors couldn't agree on what to do and she elected to put Hudo on display in Lima's Museo de Autos Antiguos Colección Nicolini and return to Germany for treatment.

Unsurprisingly she took the news about her health in her stride stating on her blog that: "Heidi needs some repair work done in Germany. She feels fine, but has been attacked by 'rust' and requires restoration." And she was also determined her visit home wasn't going to spoil the way the trip



ultimately ended. "I said when I started I'm going east and I only come back to Berlin from the west so I know I have been around the world." That meant arranging treatment in Essen, where she has family.

A month on, Heidi thankfully had the all-clear and was back in Peru and on her way south in Hudo to Chile. But sadly that part of the journey saw Hudo plagued with mechanical drama. Awkwardly it was just after a German TV crew had flown out to film her (the fifth such filming, with a sixth session planned while she's here in SA) so they had to complete the TV work with Hudo going at a snail's pace and making odd noises.

Mechanical salvation came in the form of Carlos Romero from the Club de Automóviles Antiguos en Vina del Mar. Carlos, having seen her and Hudo at Hershey, had been following her blog and offered to help. "He emailed me and said, 'I

know only one man who can fix it and that's my father – he is the master of the master". A full rebuild ensued and Heidi, determined to get to the bottom of ongoing overheating drama, had the new alloy cylinder heads couriered over from Australia.

With Hudo's power train overhauled, Heidi then tackled the most difficult part of her trip – crossing over the Andes to Argentina but although the car handled the altitude, all was not well with the refreshed engine and near Mendoza it ran two big end bearings, breaking a bearing cap. When Carlos Romero's father heard the news he was so mortified that this could happen to 'his engine' he insisted that the car be brought back to Chile and so Hudo was trucked back over the Andes. "He said it was important for his honour." But the decision to truck Hudo hit serious red tape when the Chilean authorities demanded import duties as the car was on a trailer and not under its own power. Undeterred, Heidi dropped Hudo's sump and disconnected the offending conrods so that she could drive the car over the border on six cylinders!

A month on and Hudo was

purring over the Andes again *en route* for Buenos Aires, from where he was shipped over to Cape Town. As *Classic Car Africa* went to print, Heidi was enjoying meeting local enthusiasts (who arranged a track outing to Killarney circuit!) and planning a three-month trip through Namibia and then across Botswana and up to Victoria Falls. From there she plans to head south and tour the rest of South Africa before getting back to Cape Town to ship the car to Spain for the last leg of her epic journey up to Germany.

Barring any further mechanical drama, that should see Hudo approach Berlin's Brandenburg Gate from the west in late March/early April next year. Heidi's hoping to time it so that she completes her round-the-world journey in exactly 1 000 days... and so that she has time to prepare for her 80th birthday in June. That's when over 300 friends – many of whom she's met on her travels – will gather to celebrate Heidi's epic achievement. One that will undoubtedly make her a celebrity for the next generation. 🇩🇪

You can follow Heidi on:
www.heidi-around-the-world.com

A month on and Hudo was purring over the Andes again *en route* for Buenos Aires, from where he was shipped over to Cape Town

THE WINNING



FORMULA



Add lightness! A proven formula when it comes to winning on the racetrack. But while easy to do with limited-run sports and single seater racing car design, it is not the case in the saloon world where a weight close to the roadgoing version is often the rule. The solution came from building a lightweight version of the model you want to win on Sunday and sell on Monday and then building enough road versions to homologate the machine. BMW South Africa were leaders in this thought process with numerous roadgoing homologation specials, none more iconic in the add-lightness department than the 530MLE. **Stuart Grant** looks at the local legend, which can also claim to be the first BMW to sport the iconic 'M' in its badge.



In full, the MLE lettering stands for Motorsport Limited Edition – and that is exactly what it is, limited – with just over 200 produced

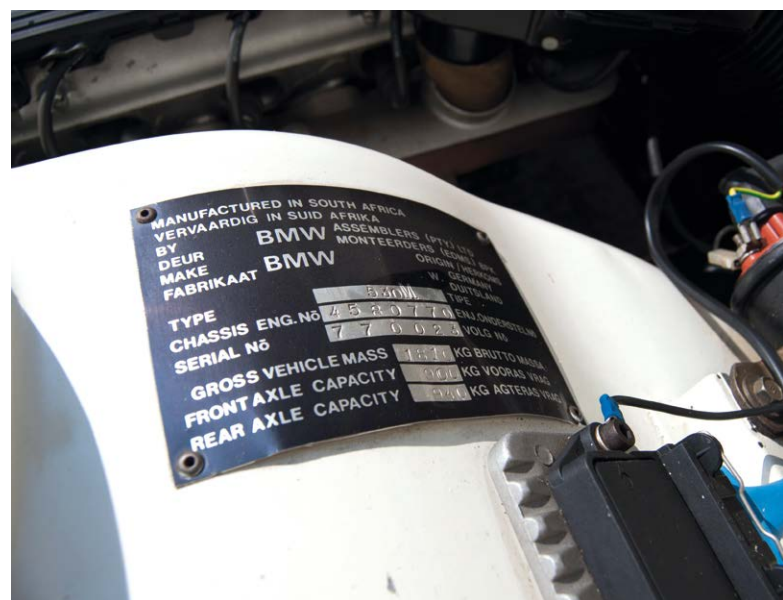
Yip, that is correct – the 1976 530MLE predates the M1 by four years when it comes to including an M for Motorsport in its badge. In full, the MLE lettering stands for Motorsport Limited Edition – and that is exactly what it is, limited – with just over 200 produced.

It all kicked off in the mid-1970s when BMW SA fired up a race programme and called on head of BMW Motorsport Jochen Neerpasch and German tuning gurus AC Schnitzer to lend a helping hand. Sticking to the ‘What wins on Sunday sells on Monday’ mantra, the chosen vehicle was BMW’s E12 5-Series and a pair of cars were developed in Germany. Based on the 525s, but fitted with a 3-litre motor, mods were carried out there before one complete car was shipped out here. Testing at

Kyalami by F1 ace Gunnar Nilsson showed the potential when he posted a 1 minute 39 even though the car was not running cleanly. South Africa then set about building its own race versions badged as the 530.

By the time Eddie Keizan (Salora) and Alain Lavoipierre (Bic/Castrol) debuted the MLEs at the Republic Day Trophy race in June 1976 the race motors pumped out 202kW at 6500rpm and 318Nm of torque at 5500rpm, which combined with the lightness to see a top speed of 235 kays per hour. The MLE went on to win national championships in 1976, '77 and '78 with Keizan dominating the 1977 edition of *The Star Modified* championship, winning 15 of the 17 races that season.

In road trim the 530MLE, which was powered by the AC Schnitzer-tweaked M30 3-litre overhead-cam engine featuring hemispherical combustion chambers, twin Zenith 38/40 INAT carburettors,



bespoke cam profile and lightened flywheel produced 147kW at 6000rpm and 277Nm at 4300rpm, boasted a top end of 209kph and a zero to 100km/h sprint of 9.1 seconds. Power was passed down the line to the rear wheels via a dog-leg patterned Getrag gearbox and limited slip differential. Discs brakes were found at each corner, with the front ventilated items sourced from the firm's 3-litre coupé. Bilstein shock absorbers, heftier springs and thicker anti-roll bars were added to keep the rubber in contact with the road when the Beemer was being pushed – with such a sporting attitude a regular occurrence, one would estimate.

Even in road guise the 530MLE looked the part of a racer with deep front airdam, rear spoiler and wheel spats. Red/blue stripes ran down the flanks, contrasting against Ice White, Platinum or Sapphire Blue paint offerings and accentuating the aero packages at the front and rear. Inside

the cabin got some racy treatment too with body-supporting Scheel front bucket seats and a beautiful 3-spoke Italvolanti Sport steering wheel.

Weight-saving and recording a decent figure in road car form was crucial to the homologation strategy. This didn't mean, however, that the interior is a Spartan excuse for a road car – all the gadgetry and comfort levels that one would expect of a mid-70s car are present. That said, heavy electric window motors were ignored as manual wind-up units tipped the scales at less and the rear seat was made from foam padding as opposed to a frame and spring set up.

Glassware was thinner than the regular 5-series, aluminium panels were employed in the body structure and where steel had to be used a thinner

than normal gauge was utilised. To take it one step further the MLE diet plan included drilling surplus material out of the boot hinges, bonnet support structure and even the brake and clutch pedal levers. Any weight that had to remain was cleverly placed to aid the centre of gravity and a balanced distribution. So the battery was moved from the engine bay – over the rear axle and to the left to offset some of the driver's mass.

Driving a beautifully preserved example of a roadgoing 530MLE today is a real treat.

To take it one step further the MLE diet plan included drilling surplus material out of the boot hinges, bonnet support structure and even the brake and clutch pedal levers



Alain Lavoipierre - Bic/Castrol BMW.



Eddie Keizan - Salora BMW.



The heavier and less powerful 528 Beemer would have cost you R11 250 at the same time, so makes you think about how serious BMW were about homologating the MLE

The motor, which of course has that crisp BMW 6-spot exhaust note, is silky smooth and revs up quickly as you tickle the loud pedal. The weightiness and feedback from the steering wheel is up there with the best of any car old or new and the ride, although solid, is by no means jarring. It's a car that will impress off the line, and at carving up the twisty bits while still being perfectly happy idling along at the speed limit on a national highway.

Let's play the numbers game then. When new, a 1976 BMW 530MLE would have set you back R10 595. The heavier and less powerful 528 Beemer would have cost you R11 250 at the

same time, so makes you think about how serious BMW were about homologating the MLE. The 528 also weighed in at 1 380kg while all the drilling and clever material usage saw the MLE tip the scales at 1 233kg.

And like so many South African specials, getting the number of units built at the Rosslyn plant offers up a few theories. Some say 201, others 202 and 208 but general consensus is that 218 is the correct number with an initial batch of 110 and as demand took off, a second of 108. How many survive today is not known but what we do know is that while the one race car was crashed and taken off the map, the Keizan car continued racing up until 1985 and is still in Johannesburg and being restored back to its former lightweight racing glory format. 🏁

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Mike Monk takes a ride in a rare classic that previewed the birth of an innovative but troubled low-volume British manufacturer, Jensen.

Even today, the number of motor manufacturers that have undergone ownership changes over the years is quite astounding – very few have not been taken over or merged at some point in their history although the brand names have lived on. Specialist sportscar makers have been particularly reliant on mass-production companies to take them under their wing in order to survive – and let us all be thankful for that. While some have naturally fallen by the wayside, others have been subjected to fluctuating fortunes and any number of reincarnations. Take Jensen, for example.

Brothers Alan (1906-1993) and Richard (1909-1976) Jensen began their car-building exploits in 1928, starting with an Austin 7-based special followed by another bespoke model, built on a Standard chassis. In 1931 they formed a business partnership with J A Patrick of Selly Oak, Birmingham,

England as Patrick Jensen Motors Ltd but the company was dissolved later in the year – a portent of things to come. The brothers then teamed up with West Bromwich commercial vehicle coachbuilder W J Smith and Son and began making sportscar bodies as a side interest. Bespoke bodies were offered on Morris, Singer, Standard and Wolseley chassis before Ford made the Jensen Mistral body available on its 8hp chassis from its Bristol Street Motors outlet in 1933. The following year, W J Smith passed away and the company became Jensen Motors Ltd.

Sadly, the Jensen company records were lost in a fire during a WWII bombing raid so details of its pre-war activity are not definitive. But we know that the brothers built bodies on Ford Model 40 V8 chassis for the RAC International Tourist Trophy race at Ards, Belfast, Northern Ireland on 1 September 1934 although the cars did



not make a notable showing. Nevertheless, two weeks later a Jensen Ford V8 with a 'lowered sports tourer body' was shown at the Ford Motor Show at London's Royal Albert Hall and it was a success. A number of similar models to the show car were made on a mixture of Model 40, 48 and 68 chassis, with chassis and running gear supplied ex-Dearborn via MBK Motors, and the drophead version featured here is one these.

However, at the same time the brothers wanted to build a car of their own rather than being linked with a chassis manufacturer such as Ford, so they started work on a prototype four-seater touring car that featured a box-section chassis, a steel floor section and transverse semi-elliptic spring suspension. It was dubbed the 'White Lady' and proved to be the forerunner of

the first all-Jensen Jensen. In 1935 a visit to the Jensen's workshop in West Bromwich in the English Midlands by Edsel Ford so impressed him that a deal was secured to supply chassis and engines to the brothers. The car became known as the Type S (see sidebar) and was in production until 1939. Three left-hand drive models were shipped to the USA, one of which – a dual-cowl phaeton – was ordered by silver screen idol Clark Gable, although it appears he never actually took delivery of this car.

Back to the drophead. Apart from its rarity, the car has a remarkable family history. It is now part of the Parnell Bruce Collection and owner Brian Bruce takes up the story: "According to the correspondence in my possession, it was ordered in April 1935 by Mr E H Harris of Johannesburg for delivery later that year as an 18th birthday gift

for his daughter, Mollie. In the event, the car was delivered in February 1936, reportedly delayed awaiting final payment. Mollie was a passionate motorist and excitedly drove the car (and others) on various rallies and challenging roads in both South Africa and pre-war Europe. Tragically, Mollie died in 1941 leaving a husband on active service and two young children.

"The car was returned to her father, who repainted it black as a disguise and placed it in storage pending his granddaughter Diane's 18th birthday. Diane was gifted the recommissioned car in 1955 and took it to Rhodesia following her marriage in 1959. The family relocated to Mooi River in KwaZulu-Natal in 1966 and the car underwent a Grade 2 restoration to its original light grey colour in Pietermaritzburg in the early 1980s. Diane passed away

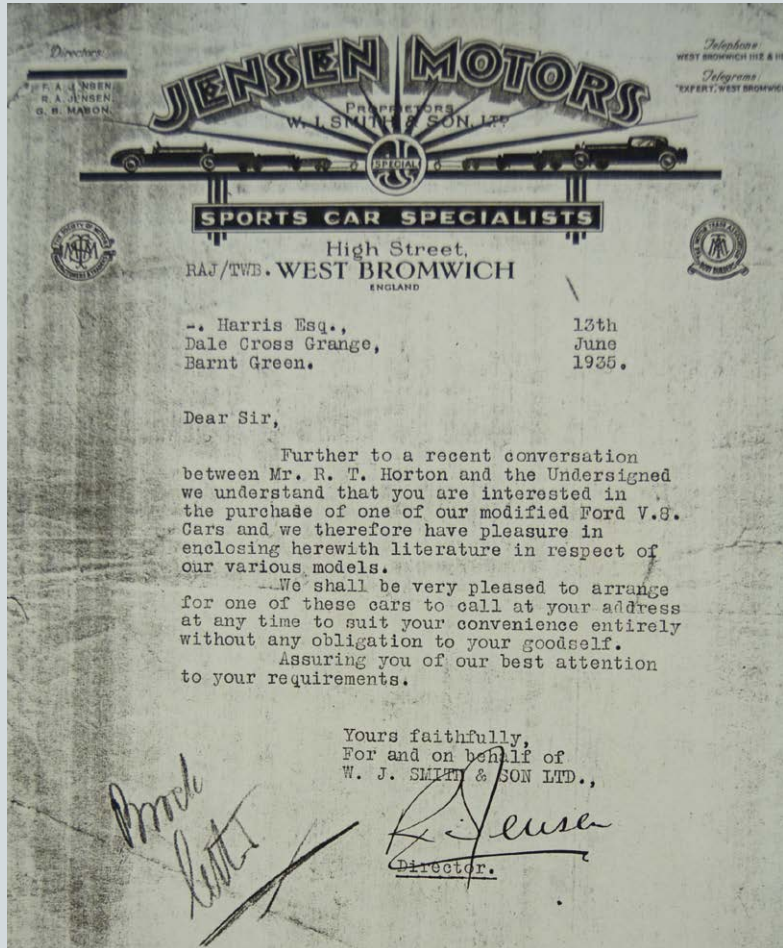


JENSEN'S CHEQUERED HISTORY

With the introduction of the 3.6-litre Type S – so-called after their chassis/serial numbers – to the motoring press in October 1936, Jensen became a fully-fledged car manufacturer. Three body styles were offered: saloon, tourer and drophead, all on a lengthened wheelbase and lowered suspension, with prices ranging from £645 to £765. A total of 50 were built, of which 10 are believed to still exist.

In the late 1930s Jensen diversified into commercial vehicles under the name JNSN. Vehicle production ceased during WWII, resuming in 1946 with the PW saloon that was followed by the first-generation Interceptor, 541 and CV8. Then came the second-generation Interceptor in 1966, one model of which, the FF, featured pioneering Ferguson Formula all-wheel drive and Dunlop Maxaret anti-lock brakes – preceding the likes of Audi's Quattro by some 12 years. While all this was going on, Jensen built bodies for the ill-fated Austin Gypsy 4x4, Austin A40 Sports, Austin-Healey 100 and Volvo P1800 and was involved in the development of the Sunbeam Tiger. After disagreements with other company board members, the Jensen brothers withdrew from the company in 1966.

A series of buy-outs followed and the company effectively died in 1976 despite having joined forces with Donald Healey to produce the Jensen-Healey in March 1972. It was resurrected in 1983 but once again closed its doors in 1992. A short-lived revival in 2001-2 failed before yet another rebirth was announced in 2014 and a plan to introduce two models in 2016 was published in the *Autocar* in February 2015. A case of wait and see.

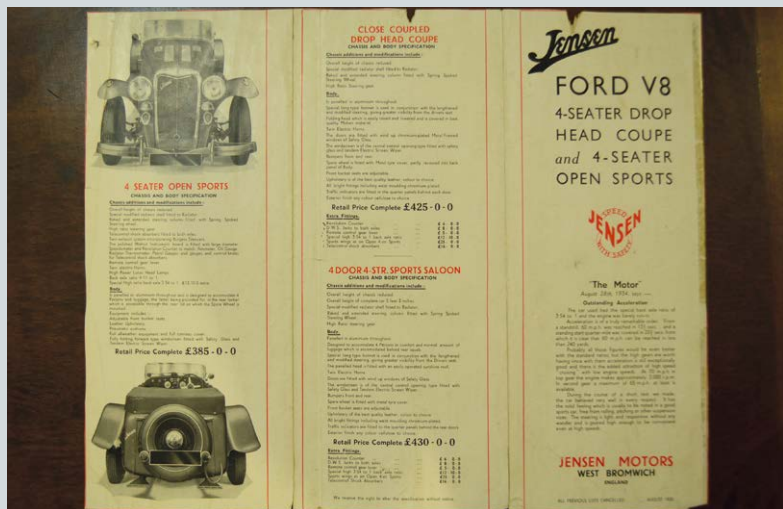


in 2007 aged 70, having already gifted the car to her brother Rodney, but it was her later wish that the car be passed on to her daughter, Shannon.

"However, the car stood unused for many years and because Shannon was resident in the USA and not interested in the car, it became available for sale, by which time it needed mechanical attention. So, it was a matter of fate that in February 2015 I was able to secure the purchase of this most beautiful, elegant and rare car into my universe after it being in the ownership of a single family for all of its 79 years."

Since taking ownership, Brian has carried out a complete rebuild of the 221ci (3621cc) Ford Flathead V8, that in this guise delivers 75hp (56kW). It is mated with a three-speed gearbox and rides on 6x15 inch tyres mounted on wire-spoked wheels. Hydraulic brakes are fitted all round and suspension is by transverse leaf springs. A new convertible hood is being made up and the car is on permanent display at Brian's impressive Classique Edge facility in Arend Street, Knysna Industria. The car is in superb condition and it is charming to see that engraved on the driver's side chrome bodyside strip are the initials of the three ladies involved in its history – MH (Mollie Harris), DO (Diane Owen), and SR (Shannon Richardson).

It is believed only three of these Jensen Fords have survived, the other two being a shooting brake in the UK and a roadster in the USA. That such a rare car with a history and paperwork stretching back to the day it was ordered lives on in such excellent condition is quite remarkable. 🇳🇿



HOW TO BUY A CAR!

With the classic car market exploding as nostalgic buyers rush to grab a piece of their own history, it has increasingly become a profitable business for many and not just those forming part of the reputable dealerships we have come to know in SA. This fixation with classic cars has attracted all sorts of characters into what was once a cosy market place, some of which we should hold at arms length. So it begs the question, how do you protect yourself? How do you facilitate a smooth transaction when buying or selling your cars? The guys at Seabrook gave us a guideline to stick to:

1. Always ask for the seller's ID – this way you can track them down when you need to.
2. If you smell something fishy, back this up with a proof of address linking the ID to a known address
3. Ask for the vehicles papers before delving too far into the transaction. It is a very tiring task having to run between traffic departments and police stations to solve other people's problems. It's only in SA that owners seem to neglect their traffic registration

paperwork and this responsibility lies with the seller/owner of the vehicle.

4. Many of us buy from online viewings these days. This method is rather tricky with classics as ones interpretation of mint condition can vary tremendously. Failing being able to view the vehicle in person, pictures (and 1000's of them) can ensure that you are buying what you are expecting.
- 5 Deposits vs full payments: This is where the scammers can get clever. ALWAYS have a bill of sale agreement, which is quick to type up, and ensure that both parties sign it. Be sure to only pay a deposit before collecting the vehicle and the balance only upon collection.

It's all about protection. We want to protect ourselves not only from scammers, but also from misguided owners who somehow believe that their old rust bucket is in 'perfect condition'. As South Africans, we are inherently built with sniffer alarms for scammers. Let your gut guide you in this regard and don't get caught up in your own obsession to buy something you absolutely have to have.



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THE LOVE LETTERS



South Africans old enough to have sported mullets, worn leg warmers à la Jane Fonda or frequented Bella Napoli in Hillbrow will remember the VW offering fondly, but only those that paged through the international journals would know of the Peugeot's giant-killing attributes.

When introduced locally in January 1983 Volkswagen's Golf GTI cost R11 475. Pristine

original examples have recently traded at over ten times this amount. And if you look to the UK for inspiration, top show-winning finds sit in the region of £14 000. The Peugeot is no different, with an unrestored vehicle with less than 8 000 miles on the clock reaching £30 938 at a recent auction.

But we are car people and not investors so this is not really the highlight of having a GTI or GTI from either manufacturer though.

The best part is getting behind the wheel and exploring two of the leaders in the race as far as practicality, performance and driving enjoyment. The difficulty is finding either version in unmodified and unbutchered format. After all, the '90s and 2000s were not kind to these cars, with the built-in fun factor seeing them as favourites with many boy racers trying their hand at 'tchooning' for added performance. This often resulted in

As a child of the 1980s it is no surprise that **Stuart Grant** goes a little weak at the knees when he sees the letters *GTI*, so synonymous with that decade's hot hatches. But even more exciting is how these nippy runabouts are now hugely desirable and being tipped as the next big thing in the world of classic car investments.

Photography by Mick Schmucker



garish paint, odd aerodynamic appendages and late night excursions backwards through an unsuspecting garden wall.

We will start with the Golf GTi. Some of you might jump at the use of a lower case 'i' when talking about the VW. But hear me out. It's true that modern day hot hatches from the firm are badged as GTI and if you look at the originals from overseas, they too sport GTI lettering. But here in sunny

South Africa we tend to do things differently and the nameplate stuck on the rear clearly states 'GTi' – perhaps to make it obvious to the onlookers that this new machine was fuel injected and one step up the ladder from the 1.6-litre carburettor-fed Golf GT (2-door) or GTS (5-door).

So not only did the SA cars differ in the badge department – they also differed in the body format with only a 5-door version sold,

while the rest of the world would think of a GTi as being a 2-door. Also, the overseas car had a racy red grille surround and flashy side striping but we dumped those in favour of a classier, plain aesthetic. What VWSA did add to the GTi mix were chrome inserts in the bumpers, tailgate spoiler, black rear window surround and some 5.5J alloys sat over vented disc brakes at the front and drums at the rear.



Inside the cabin this business-like attitude continued, with pin-striped Donegal seating replacing the wide, longitudinal banded versions found elsewhere (and in our GT and GTS models). It did retain the golf ball-inspired gear knob to select the 5 forward cogs and a little nod to the sporting was added in the form of a Wolfsburg aluminium 3-spoke steering wheel and a trio of centre consol-mounted gauges for oil pressure, volts and oil/water temperature.

Under the hood South Africa only ever saw a 1.8 motor while the international market had a 1.6 for most of the production span, only upping the capacity to 1.8 late in the lifecycle – just as the all-new Golf II GTI was being readied for launch. It was a gem of a motor: essentially a 1.6 bored out an extra 1.5mm in diameter and stroked by 6.4mm to give a

capacity of 1781cc. Without the restrictive emission controls that were placed on GTIs abroad it is said that the local 1.8 was the best performing engine in any VW GTI at the time – the numbers read 82kW at 5200rpm and 153Nm of torque at 3 500rpm.

Thanks to a close-ratio box the Golf GTI delivered test figures to 100km/h in 9.3 seconds. Highway cruising at 120km/h was reasonably peaceful with fifth gear being a true fifth, not the more common overdrive ratio, and pulled all the way to a maximum speed of 182km/h.

Off the bat sales impressed with 2 991 units selling in 1983 – this despite it being almost R2 000 more than a R9 860 Golf 1600 GTS. By 1984 the bigger Golf II was launched and the early 8 valve 1800 GTI stole potential Golf I GTI sales, leaving the boxy classic with only 357 units on the sales charts. For 1985, its final year, just 22 Golf I GTIs hit the road, despite the drop from the 1984 price tag of R14 100 to R13 245. By contrast 2 262 Golf II GTIs sold the same year, and they cost a cool R18 135.

I suppose a true African

competitor to the Mk1 Golf GTI would be the Ford Escort XR3i or maybe the Opel Kadett 1.8 GTE. Both sported hopped-up, boy racer aesthetics and sprightly performance and at R12 270 and R12 940 respectively, offered more bang for your buck than the Golf. But we are talking GTI/GTI here as the king of the 1980s hatch brigade, and no other moniker would do. So we found one of a handful of Peugeot 205GTIs in South Africa. Yes, we got the bigger saloon 505GTI in 1984 (321 units sold at R24 715) but the only real competitor to Golf when it comes to wearing the GTI crown is the 205 hatch version. It is worth noting that in car segment terms the Golf is one size up on the ladder – and looks it when parked next to the French offering. This becomes more evident when opening the duo's bonnets: the Golf has loads of space surrounding the motor, while the Peugeot is so tight you see mechanics roll their eyes and prepare for bleeding knuckles at the thought of a cambelt change. Although it looks heftier the Golf actually wins the battle of the scales, weighing in at 838kg against the 1.6 Pug's 850kg and 880kg (1.9) – this due mainly to the fact that the Volkswagen's harder-edged body lines added structural

Without the restrictive emission controls that were placed on GTIs abroad it is said that the local 1.8 was the best performing engine in any VW GTI at the time



rigidity, where the more contoured 205 needed this built in under the skin. The Golf also lacked a front sub-frame and the rudimentary torsion beam rear suspension setup weighed in significantly lower than the individual trailing arm and cross-tube found in the French offering.

In GTI format (Peugeot uses full capitals in the badge) the 205 makes the Golf GTI look very grown up. It has prominent clip-on wheel arch extensions and chunky plastic trim circumnavigating the bodywork. Bright red beadings sit in the bumpers and waistline plastic and in case you hadn't noticed the sporting pretensions just yet, Peugeot helpfully slapped a bright red 'GTI' on the rear and displayed the engine size and 'GTI' in red on the wide back pillars. Inside it gets even more in-your-face with red carpets on the floor and lower half of the door panels and not to be outdone, the 3-spoke steering wheel also shows off the 'GTI' graphic. Seats in this particular car are from the later 1.9 model, so see semi-leather sides instead of the all-cloth items in the original – of course these were sported up with some red go-faster embellishments too.

So did it go faster? According to

manufacturer claims it did in the top speed department, with the 1.6 GTI reaching 190km/h and the 1.9 GTI hitting 206km/h. But the pair straddled the Golf's 9.3 second 0 to 100 with 9.5 seconds and 7.8 respectively. Peugeot launched the car as a 1.6 but upped some of them to 1.9 in 1986, not by changing the bore like VW but rather lengthening the stroke – catered for by adding a spacer between the bottom of the engine block and sump.

Opinion differs as to which engine derivative is better with the 77kW/132Nm 1.6-litre said to be perkier than the 96kW/165Nm 1.9 unit but not as everyday useable, with the closer ratios found in the 1.6 gearbox needing more stirring to gain the best performance.

Whichever your choice the 205GTI driving experience is one to take in. Climb into the redness and close the door with a tinny acoustic. Crank the key and raspy exhaust bursts into life before settling into a deep drone – no wonder the masses fitted monstrous speakers to hear their latest Madonna tune coming from the tape deck. Clutch action is light

and too much throttle will see the front wheels battling to get a grip. Gear change is notchy but slick enough to keep the fast forward motion... and then there is the steering which, although a touch heavy in this non-power assisted version, at slow speed is pin-point accurate. That is a good thing as the Peugeot is famed for snapping direction if the pilot so much as lifts off the loud pedal midway through a corner and the nery ride means constant input over rougher road surfaces. In reality this oversteering reputation is a little unfounded though, and once put at the back of your mind you can attack the corners with gusto and a wide grin.

The Golf is a different story though, seemingly more grown up and refined. The

Crank the key and raspy exhaust bursts into life before settling into a deep drone – no wonder the masses fitted monstrous speakers to hear their latest Madonna tune coming from the tape deck



door makes a more solid thud on closing and the exhaust, if not changed for an aftermarket free-flow, emits a toned-down rumble. The cable-operated clutch action, although not needing a body builder's leg press, is longer and heavier than the Pug's and can

Lots of body roll and resultant gradual weight shift when swapping direction aids in the handling department and makes the Golf very predictable through the twisty bits.

be smoothly let out to control the front-wheel spin. Gear ratios and the low down torque mean that driving the VW quickly in a straight line is a little less frantic than the 205 and the same goes for the ride, with the softer setup seeing to it that bumps and undulations are soaked up without any driver input. Lots of body roll and resultant gradual weight shift when swapping direction aids in the handling department and makes the Golf very predictable through the twisty bits.

So which one is better? It's a difficult call. As a daily drive I'd opt for the Golf for the simple reason that it fits in with your requirements at the

time of driving – docile when you want it to be and a thriller when that frame of mind takes hold. The 205 however seems to only know one thing – and that is GO-GO-GO, which can get a bit much when you are not in the mood. The Golf is the motoring equivalent of a Labrador: mostly friendly but fierce when the need arises. The Peugeot is a cat: always in charge and IT decides when and what it wants YOU to do.

Whatever your chosen king of the three letter game, be safe in the knowledge that both are brilliant cars and safe bets as future classics. And don't forget to expand your alphabet to GTE and XR3i, as these too have to start hitting the radar soon. 📌

TITLE FIGHT

Car	1984 PEUGEOT 205GTI 1.6	1986 PEUGEOT 205GTI 1.9	1984 GOLF GTi 1.8
Engine	1580cc 4-cylinder	1905cc 4-cylinder	1781cc 4-cylinder
Fuelling	Bosch LE2-Jet injection	Bosch LE2-Jet injection	Bosch K-Jet injection
Transmission	5-speed manual FWD	5-speed manual FWD	5-speed manual FWD
Steering	Rack & Pinion	Rack & Pinion (power ass.)	Rack & Pinion
Suspension	Front: MacPherson Struts/ lower wishbone Rear: Trailing arms/ torsion bar spring	Front: MacPherson Struts/ lower wishbone Rear: Trailing arms/torsion bar spring torsion bar spring	Front: MacPherson Struts/ lower wishbone Rear: Trailing arm/ coil springs/torsion bar
Weight	850kg	880kg	838kg
Performance	0-100km/h: 9.5 seconds Top speed: 190km/h	0-100km/h: 7.8 seconds Top speed: 206km/h	0-100km/h: 9.3 seconds Top speed: 182km/h
Brakes	Front: Disc Rear: Drum	Front: Disc Rear: Disc	Front: Disc Rear: Drum

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



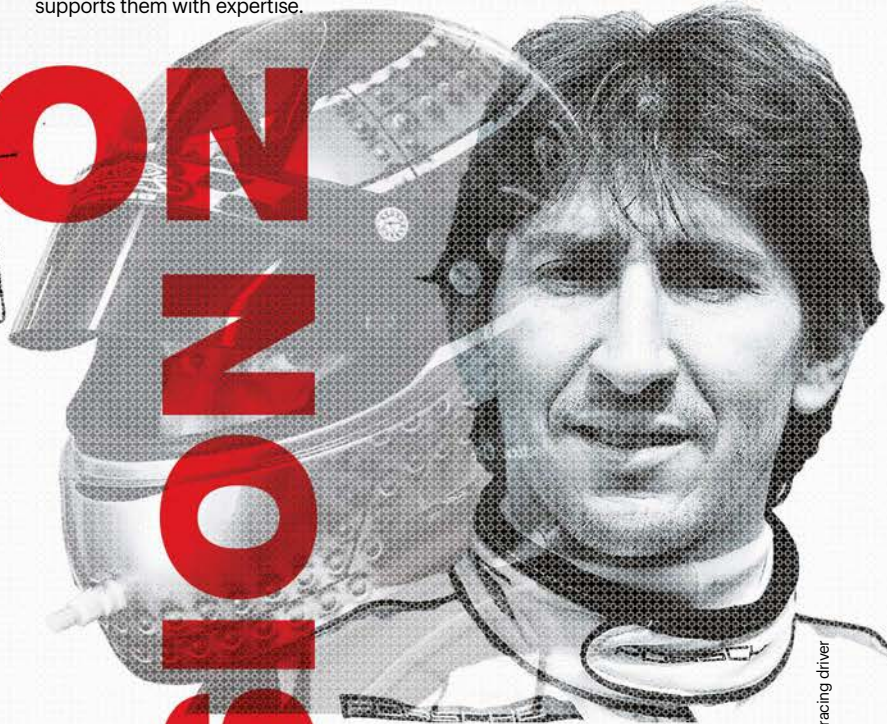
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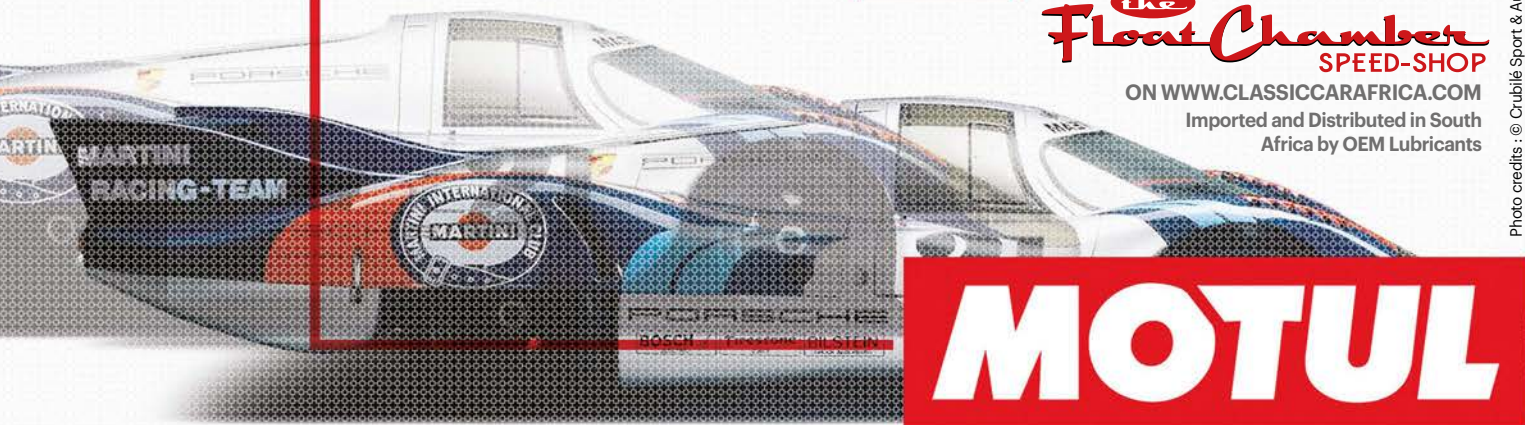


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MOTUL

TIME TRAVEL

Etienne Fouche takes his camera behind the scenes at South Africa's iconic drag strip, Tarlton Raceway, and talks about Mick van Rensburg, the man behind the facility.







There is something captivating about the American cult following of horsepower, the Space Race and the art of the Automobile, the ultimate expression of freedom. A big part of the American Dream was seeking thrills behind the steering wheel. While some

While sanctioned drag racing here goes back to the 1950s, the lack of any facility meeting international rules meant that national championship events had to wait until the country had at least two first class facilities

did it in nimble sportscars, the majority of these joyriders followed the straight-line theory. Youngsters piloting big thirsty V8s on open roads was not the safest though, and eventually organised legal drag venues came into being.

Like America, South Africa has the big scenery and vast open areas to cover by road and powerful cars were plentiful. While sanctioned drag racing here goes back to the 1950s, the lack of any facility meeting international rules meant that national championship events had to wait until the country had at least two first class facilities. Tarlton Raceway became one of these under the ownership and vision of Mick van Rensburg.

Known as 'Mr Drag Racing',

Mick's first car was a 1952 Oldsmobile Super-rocket 88. This was followed by a 1958 Oldsmobile Rocket, which soon livened up the likes of Eloff Street Extension and Jules Street with barking exhaust notes and squealing tyres as he went dragging. The Rainbow strip on the East Rand came into being as a dedicated venue and although continually improved on over time, was limited by the lack of space to grow, which meant it soon became dangerous as far as the seriously quick cars. This was 1972 and set Van Rensburg rolling what would become Tarlton.

He bought three adjacent smallholdings in Tarlton, west of Johannesburg and set out to build an international standard drag strip. Following initial planning and layout he realised that he had to buy a fourth piece of land to accommodate the primary and



emergency braking area. As per international rules the track measured 402.6 metres with the speed trap waiting at the end, and in the day was as good as any international venue. Other forms of motorsport were catered for too and Tarlton has hosted national and international motocross, speedway and short circuit off-road racing as well as a few rally special stages over the years.

Visiting Tarlton on a day when no racing is taking place is a surreal, almost eerie experience that throws you back in time. The old buildings and stands completely occupy my mind while strolling down the quarter mile in almost deafening silence – a total contrast to the deafening blown big block V8 monsters screaming down the two-lane black top, the roaring of the crowd and the smell of burning rubber and race fuel in the air that I am more used to. Surrounding signage is still original

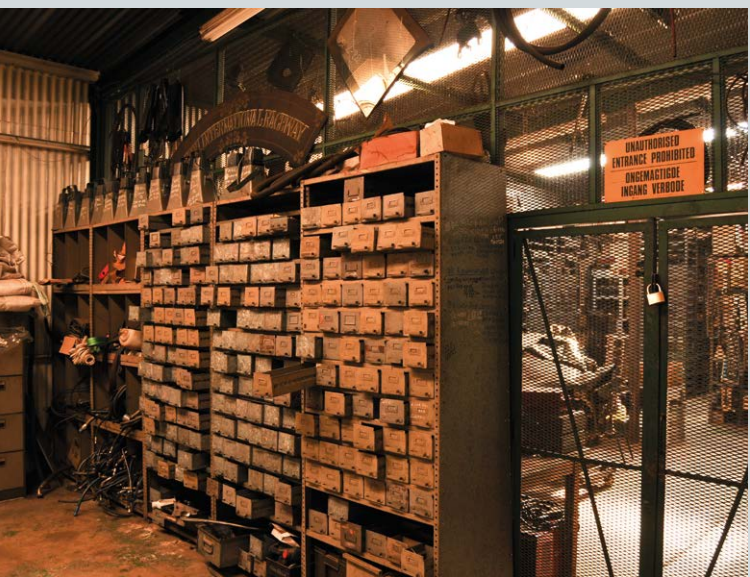
and painstakingly hand-painted by some talented but forgotten signwriter. Billboards and warning signs are in both English and Afrikaans, further echoing the past.

500 metres from the strip there is a workshop and storage area for the race cars. I was dumbfounded by all the amazing cars, engines, bodies, space frames, tools and just the general atmosphere of this place. Everywhere you look you see something so damn cool your jaw drops. While there is a lot of technology and high-end cars and parts, it still has an overwhelming feeling of history and glory days. It is essentially a drag racing museum where for the most part the high speed competition cars still run.

Just when I thought I'd seen it

all I turned a corner and was blown away by jet cars, top fuellers, pro stock cars and an impressive muscle car collection including 3 Pontiac GTOs, a Plymouth Roadrunner, Plymouth Fury and a Mustang Boss 429 with its NASCAR homologated 'SemiHemi' big block (the only one in the country) under the hood. It is truly a kid-in-

I was dumbfounded by all the amazing cars, engines, bodies, space frames, tools and just the general atmosphere of this place. Everywhere you look you see something so damn cool your jaw drops



a-candy-shop scenario for any petrolhead.

Tarleton Raceway opened its gates for the first time in 1978 and continues today with tremendous spectator turnouts and action that will fix any need for speed. And the Van Rensburgs haven't been shy to show their skills behind the wheel either, with Mick and son Nico often running their alcohol burning cars, top fuel dragsters and jet cars. If you think racing in a straight line is not so serious try these figures that helped Mick set a Jet Drag speed record in 1992 – he did a 455.02km/h run at Tarleton and followed this

up with an elapsed time record, dipping below 6 seconds for the quarter-mile with a 5.941 run on his own strip.

This jet car tale goes back to 1986 when Mick went to America to take part in a jet dragster training course. He successfully completed the training, bought a jet car to ship back home and negotiated a second car 'donation' on the grounds that USA drivers visiting our shores could pilot it. Shipping them into the country wasn't as easy though, as the vehicles were seen as military goods, having had their engines sourced from McFonnell Banshee fighter planes, and South Africa still had an arms embargo hovering over it. Eventually after Van Rensburg signed an affidavit stating they wouldn't be used for military purposes and paying a hefty deposit, special dispensation

was granted by the US Senate.

The 1100 horsepower cars soon became a Tarleton favourite and those spectators that smelled the burning diesel and felt the kick in the chest when the afterburner was engaged will never forget the excitement. One of the proudest moments for Mick was taking part in the 1990 Jet Finals at Palmdale in the US, where he finished 3rd in the finals.

On home soil the records tumbled in with both jet- and piston-powered cars as he became the first driver to dip under the 7-second quarter-mile barrier and the first African to break 6 seconds and reached the highest recorded speed in South Africa with a terminal speed of 478km/h at Margate Airport.

For his dedication to the sport of drag racing and success he garnered both on and off the strip, Mick van Rensburg was awarded a Motorsport South Africa Lifetime Achievement Award in 2003. **G**

If you think racing in a straight line is not so serious try these figures that helped Mick set a Jet Drag speed record in 1992 – he did a 455.02km/h

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Brothers Walt and Art Arfons and their Green Monsters.

With the possibility of a new world land speed record on the South African horizon **Bob Hopkin** takes a look at record contenders of the '60s that set the ball rolling for jet-powered projectiles that dominate the high risk high speed scene.

There will be few who have not heard of the achievements of the team of Britons Richard Noble and Andy Green and their successive generations of Bloodhound Land Speed record cars. The latest one, Bloodhound SSC, is planned to start shakedown testing soon, ahead of its ultimate objective of raising the speed record to above 1600km/h on our very own Haksteenpan in the Northern Cape in 2017 or 2018. Funding struggles have slowed development of the project, noted for the complexity of its design, combining as it does three sources of power: a Jaguar V8 motor to drive a fuel pump, a Rolls-Royce jet turbine to get it through the sound barrier and finally adding a rocket motor to push it to maximum speed: it is a masterpiece of complexity and, consequently, cost.

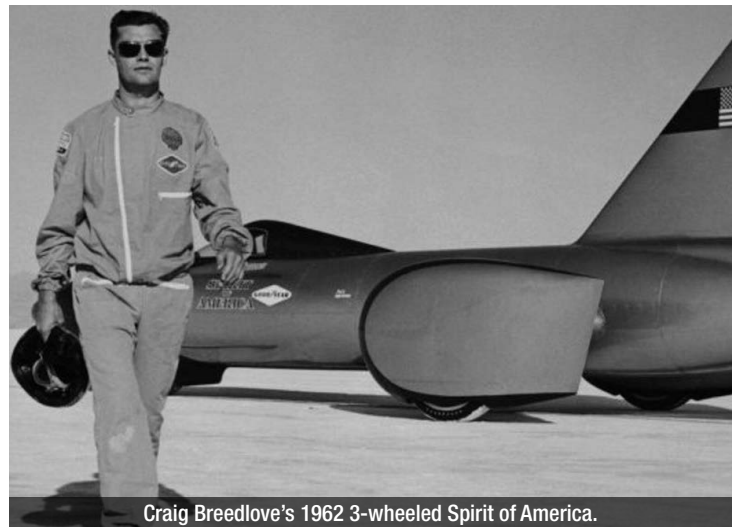
Fifty years ago, like-minded brave, and some might say foolish, men also aspired to travel faster on land than ever before without the aid of digital computers and the sophisticated materials available today. Projects like Bloodhound benefit from extensive knowledge of aerodynamics, structural stresses and stability gained over the years and backed up by computer simulations. In the mid-1990s levels of technology were rudimentary and the owner/drivers were literally speeding into the unknown. During that period two men, one an engineering genius, the other a backyard 'Bodger', contributed to moving the land speed record in giant leaps from 600 to over 900km/h in just two years and this is their story.

Whilst Frank Whittle was the genius who saw the merit in high speed rotation over reciprocation for motive power when he invented the jet engine, it was Gerhard Neumann, a little-known Jewish German hands-on mechanic and engineer who

Fifty years ago, like-minded brave, and some might say foolish, men also aspired to travel faster on land than ever before without the aid of digital computers and the sophisticated materials available today



Breedlove broke 500mph with his second Spirit of America in 1964.



Craig Breedlove's 1962 3-wheeled Spirit of America.



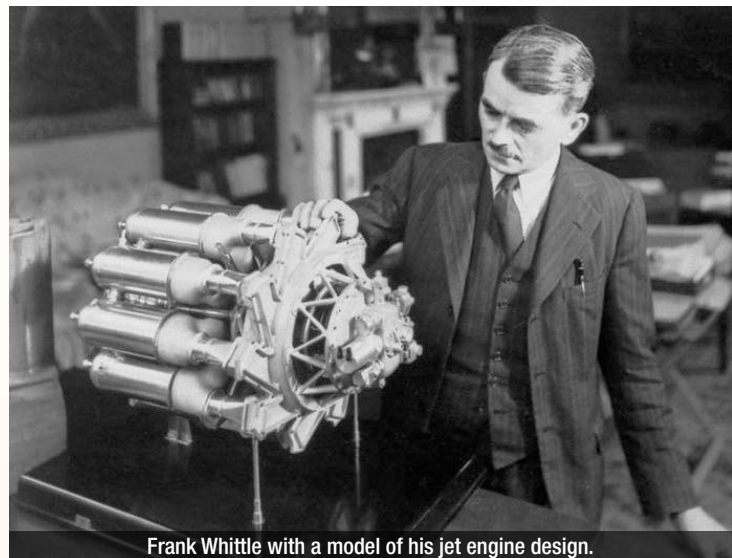
Breedlove and the 4-wheeled Spirit of America.

pioneered the design of mass production, ultra-powerful jet engines for military, commercial and, unwittingly, automotive use. His ethnicity and presence in Germany in the late 1930s led him to emigrate to Hong Kong to take a job as a mechanic.

When war was declared in 1939, Neumann was imprisoned as an alien until a chance meeting with a man from mainland China secured him a job, firstly as a motor mechanic, then as an aircraft maintenance engineer for the volunteer American squadron fighting the Japanese – 'The Flying Tigers'. His extraordinary exploits and tongue-in-cheek nickname of 'Herman the German' during and after the war has filled books but, as this is an automotive magazine, suffice it to say that the key outcome for the purpose of this story is that his ingenuity as an eventual design engineer for the General Electric Aviation company in the USA resulted in the mass production of the most powerful jet engine of the time.

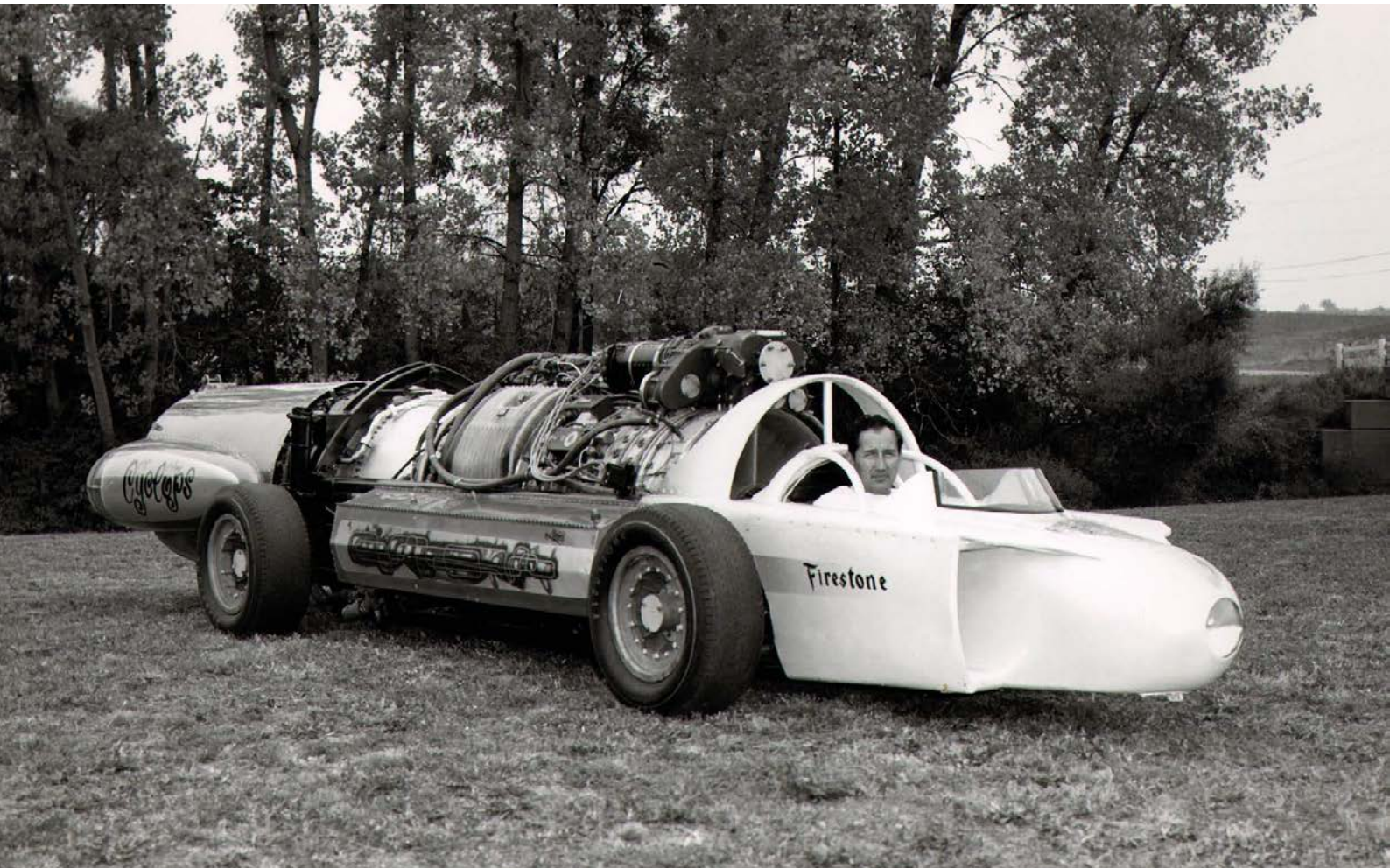
The J79 motor using his design of variable stator blades produced almost 8 tonnes of thrust and powered many of the fastest military jets of the period with some 17 000 units produced over 30 years.

With so many J79s manufactured and their high cost of repair, many used and damaged units found their way into the civilian market, being sold for scrap, as they contained substantial amounts of high quality



Frank Whittle with a model of his jet engine design.

This availability of an enormously powerful motor came to the attention of the US hot rod community and some were acquired for installation in drag racing and land speed record cars even though this was frowned upon by the Pentagon



Art Arfons in his home-built Cyclops jet racer.

stainless steel and titanium. In a strange twist of logic, ordinary Americans were able to buy some of these even though their technical details were still secret and no repair manuals were available as they were never meant to be run again. This availability of an enormously powerful motor came to the attention of the US hot rod community and some were acquired for installation in drag racing and land speed record cars even though this was frowned upon by the Pentagon, and no parts for repair, nor maintenance manuals existed outside the military.

The prosperity in the US of the mid-sixties fostered the growth of the hot rodding community and the quest for ever faster cars and more powerful engines. The elite of this community, including Mickey Thompson, Craig Breedlove, the Arfons brothers and some others were those who wanted the ultimate prize: the Land Speed Record.

Arthur 'Art' Arfons was one of the most extreme and inventive of these, earning the nickname of the 'Junkyard Genius' with his frequent use of recycled parts in the construction of his speed record vehicles. Inevitably Arfons acquired a scrap J79 from a local junkyard for, reputedly, \$600. The engine was scrapped because it had 'ingested' a loose bolt, which had damaged more than thirty of the 1 000 compressor turbine blades each of which cost several thousand dollars to replace because of the exotic material and precise machining.

Lacking this cash, and the technical information for the repair, he took a novel, and rather risky approach to get the engine running again. Realising that simply removing the damaged blades would seriously unbalance the engine, he removed the damaged items but also their partners on the opposite side of the disc, so that the turbine remained in balance although producing a little less power which, in any case, he had plenty to spare!

Testing the engine after these modifi-

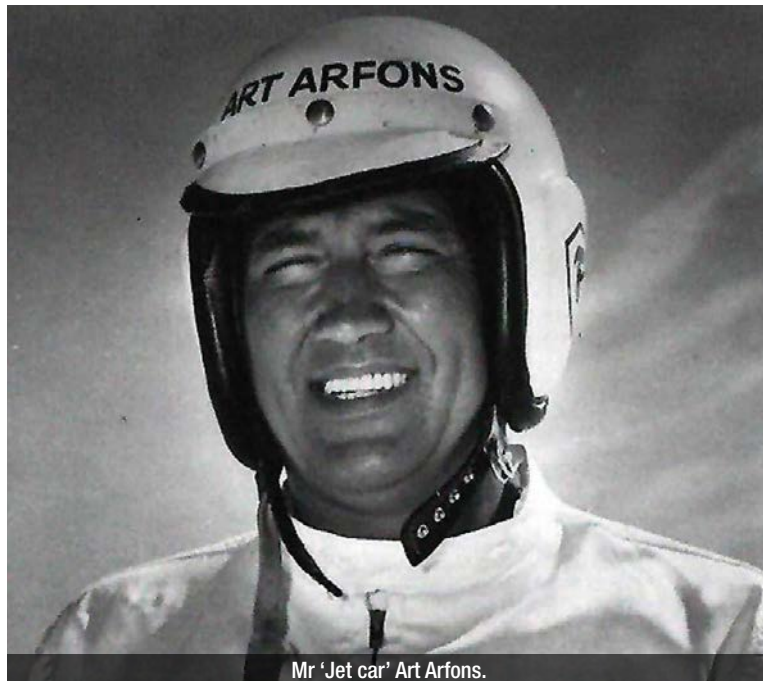
Apparently his neighbours were not enamoured with his running a bare military jet engine on full 4-stage afterburner just over their back fence



One of the Arfons Green Monsters.



Green Monster at Bonneville.



Mr 'Jet car' Art Arfons.



Rubber tyres soon reached the limit.



Green Monster aerodynamics come into play.



Not green but still called Green Monster (1964).

cations was another issue as construction of his car was taking place in his grain feed store in rural Ohio. He solved this problem by mounting it on a frame which he then roped to some substantial trees in his backyard. Apparently his neighbours were not enamoured with his running a bare military jet engine on full 4-stage afterburner just over their back fence! The motor proved reliable and Arfons mounted it centrally on a simple frame design, four wheels and a side-mounted driver's cockpit in a quasi-aerodynamic body.

The construction of the car was a family affair and his mother was persuaded to hand paint the vehicle with some spare cans of John Deere tractor paint. This led the commentator at early shake down runs at a local drag strip to label the car the 'Green Monster', which Arfons adopted for all his subsequent vehicles, even if most were not green!

Art Arfons's crude but practical Green Monsters, latterly painted red and blue, proved very successful, with one of his

J79-powered vehicles taking the world land speed record three times during 1964 and 1965 with speeds of 698, 863 and 927km/h at the Bonneville Salt Flats. He ultimately was beaten by Craig Breedlove in his similar J79-powered 'Spirit of America' with 966km/h.

Sadly, tragedy struck at a demonstration run at the Dallas International Motor Speedway in October 1971 when a tyre burst and his parachute failed approaching 500km/h, killing three people, slightly injuring him and destroying the car. Arfons continued competing into the 1990s without returning to his previous successes and, after a life-threatening crash at Bonneville in 1989, was persuaded by his wife to take up less-dangerous pursuits.

Art Arfons died peacefully in December 2007 and was buried, dressed in his racing suit with a spanner in each hand and a sample of the Bonneville salt in his coffin. A fitting tribute to a man who frequently bet his life on his engineering skills. 🇺🇸

The construction of the car was a family affair and his mother was persuaded to hand paint the vehicle with some spare cans of John Deere tractor paint



THE EARLY YEARS

A fictitious interview by **Jake Venter.**



Anthony Colin Bruce Chapman (19 May 1928 – 16 Dec 1982) was the founder of the Lotus car companies. He studied civil engineering at University College London (UCL) and obtained his bachelor's degree in 1949. At that time his hobbies were flying and taking part in the peculiar English sport of driving specially-built two-wheel drive cars over muddy lanes. In 1948 he joined the RAF as part of his national service, and also became a member of the 750 Motor Club. This club caters for Austin Seven enthusiasts and his membership gave Colin a chance to meet other engineers and

gifted amateurs. Many of the Formula One personalities that emerged in later years were active members of this club.

He retained his interest in flying throughout his life and later became one of the most successful automotive engineers of all times. He died of a heart attack in 1982 at the age of 54. By then his companies had built many thousands of successful road and racing cars, and won the Formula One World Championship seven times. His death came at the time when there was a scandal brewing over the use of British taxpayers' money to fund the DeLorean DMC-12 sports car, for which Lotus had designed the chassis.

Large sums of money had disappeared and Lotus was being hounded by Inland Revenue inspectors.

I interviewed Colin in 1979 in his office at Lotus Cars in Hethel near Wymondham. I was very nervous before the interview because he was supposed to be a very hard man to deal with, but turned out to be polite and friendly. His life had been so full of activities and successes that I could only scratch the surface. I therefore decided to concentrate on the early years, up to the end of 1956, when the first single-seater appeared. We exchanged greetings and the interview started

JAKE: The first question has to be about the company name. Eating lotus leaves is supposed to make one lethargic, and that is certainly one word that can never be applied to you.

COLIN: You may recall that lotus fruits are also narcotic. My wife Hazel and I picked the name because working on cars and running the company affected us like a drug. We could not stop. All our waking hours were devoted to the company.

JAKE: Your first car, now called the Lotus Mark 1, dating from 1948, was a much-modified 1930 Austin Seven. The journalist Philip Turner is on record as saying that you were lucky in your choice of car since the roadholding of the

Austin in standard form was so diabolical that any modification was almost certain to bring about an improvement.

COLIN: (Laughing) That's true! The suspension was crude, but you don't need much roadholding for a trials special. You need light weight and a good weight distribution. I discarded the body and replaced it with a body built up from alloy-bonded plywood on a stressed framework that embodied three bulkheads. Initially I ran the car on the standard suspension, but later I sawed the beam front axle in half, pivoted it in the centre and added coils to make it independent.

JAKE: That sounds familiar.

COLIN: Yes, the setup worked so well that I subsequently used this layout on many of my designs.

JAKE: Many journalists have remarked that your interest in lightweight scientifically-stressed components must be a spin-off from your interest in aircraft. Is this true?

COLIN: Not really. I studied civil engineering and the design of stressed frames is a

significant part of the syllabus. In fact, textbooks have been written on minimum-weight frame design, and I worked through one of these.

JAKE: I believe your second car was a bit more ambitious.

COLIN: I wanted more power, and also wanted to race on circuits. The Mark 2 Lotus consisted of a heavily-braced Austin Seven frame and a modified side-valve Ford Ten engine, covered by a cigar-shaped body with cycle-type fenders. The car was successful in 750 Club events, and I even won my class on the track at Silverstone.

JAKE: Was this the start of your interest in motor racing?

COLIN: It was. But the feeling got even stronger when I subsequently took Mark 2 along to an Eight Club's event at Silverstone in June 1950 and won the scratch race after an exhilarating scrap with a Type 37 Bugatti. I was so happy that I decided to build a more competitive car.

JAKE: I seem to remember that you initially started to build cars only in your spare time.

You may recall that lotus fruits are also narcotic. My wife Hazel and I picked the name because working on cars and running the company affected us like a drug



Lotus Eleven typified Chapman thought process.



Chapman at the height of his career.



Testing an early Lotus Seven.



A youthful Chapman (left) at the British Aluminium Company.



The first car to wear the Lotus name. Mark 3B (1953).

COLIN: Well, after studying and serving my time in the RAF I had to get a permanent job. Early in 1950 I gained my wings, but decided not to accept a five-year permanent commission. Instead, I joined the British Aluminium Company as a construction engineer. It was a dream job, because I had to decide how to make parts stronger and lighter in aluminium than in any other material.

JAKE: You've been reported as saying that if you make a car more powerful it will be faster in the straights, but if you make it lighter it will be faster everywhere. Your time at British Aluminium must have had a strong influence on your later designs at Lotus Engineering.

COLIN: For sure. But the job also helped me in another way. It exposed me to the engineering qualities of a wide range of materials. It also taught me what to avoid.

JAKE: Your next car was the Mark 3. Was it still based on an Austin Seven chassis?

COLIN: It had to be, because it was designed to compete on the new 750 formula then being implemented by the 750 Club for the 1951 season. I braced the frame so much

that it began to look like a space frame and made some extensive plumbing alterations to the intake system. I used plates to convert the twin-port Austin cylinder-head into a four-port unit, added a huge Stromberg carb from a Ford V-8. I cut a Ford ten beam axle in half, to make an independent suspension unit, and used telescopic shock absorbers when they were still a novelty. I also changed the brakes from cable to hydraulic. The light-alloy body weighed only 30kg, making the car very competitive.

JAKE: Is this the car that started your career as designer?

COLIN: I suppose you could say that. I had a fantastic racing season in 1951. The car was unbeatable in 750-formula races, and was a good match for many bigger cars. I had many requests for replicas, or even just parts. I was able to convert a stable at the back of my father's hotel, the Railway Hotel in Hornsey, into a workshop. Michael and Nigel Allen had helped me to build Mark 2, and Michael agreed to join me full-time, while I worked in my spare time after my daily stint

at British Aluminium. I registered my first company, Lotus Engineering Company, on the first day of 1952.

JAKE: Did you just build Mark 3 replicas?

COLIN: Hardly any. We built a Mark 3B for 750 Club racing and one Mark 4, an Austin-based trials car. Mark 5 was supposed to be a roadgoing version of the Mark 3, but I lost interest in something so old-fashioned.

JAKE: That brings us to Mark 6.

COLIN: This model was designed from the outset to be produced in some numbers, but I could not build complete cars in my small workshop. I therefore sold the car in kit form. A buyer could get the space frame, riveted stressed aluminium body, and suspension parts from me, and add his own engine, gearbox and other components. I employed

I was able to convert a stable at the back of my father's hotel, the Railway Hotel in Hornsey, into a workshop



Jon Derisley's 1172cc Ford sidevalve Mk6.



Colin's wife Hazel helping on a Mk3.



Lotus Mk4 hitting the trials.

my usual split-axle front suspension because the long suspension arms, coupled to a low roll-centre, kept the wheels nearly upright throughout most of their travel. This meant that I could use low-rate coil springs in order to get considerable travel combined with enhanced comfort.

JAKE: Did this model put your name on the map?

COLIN: In the long run, yes, but its career started with a disaster. In its first appearance at an MG Car Club meeting at Silverstone in July 1952 it won a couple of second places, and became the first Lotus to be accepted for an international meeting when its entry was accepted for a 100-mile sportscar race at Boreham. Unfortunately, during practice I lost the plot and dinged it sufficiently for it to be returned to our workshop. Nigel Allen drove it back, and on the way it was destroyed by a van that suddenly appeared out of a side turning. Nigel was unhurt, and the insurance money paid most of our bills.

Yes, some of the 750 Club members worked for the De Havilland Aircraft Company, and through them I met Peter Ross, Mac Macintosh and Mike Costin

It was disaster for the company. To cap it all Michael decided it was time to leave, taking the remains of the Mark 6 with him.

JAKE: How did you recover?

COLIN: I discussed the situation with my long-time companion Hazel Williams. She has helped me in so many ways since I first started, and even drove competently in club events. She lent me 25 pounds, I still had 100 pounds, and we re-organised the company in February 1953 into a limited-liability company called the Lotus Engineering Co. Ltd.

JAKE: I believe you also started to get more help at this time.

COLIN: Yes, some of the 750 Club members worked for the De Havilland Aircraft Company, and through them I met Peter Ross, Mac Macintosh and Mike Costin. All three joined me in their spare time, and by the end of 1953 the company was in good shape.

JAKE: I recall that at this time the Lotus name started to appear frequently in the results of club events. Why was the Mark 6 so successful?

COLIN: It was designed as a club racer. It was very light, had fantastic roadholding, and often won against bigger machines.

JAKE: I sense that the time has come to talk about the Mark 7.

COLIN: No. There never was a Mark 7, but the very successful Lotus Seven only appeared in 1957, and we can talk about

that car somewhat later. My next car was the Mark 8.

JAKE: Lead on, maestro.

COLIN: About this time I started to dream about entering the international racing field with a 1.5-litre sportscar. The company could not afford a powerful engine, but we could make it light and hold the road well. That was still not enough; we had to find another feature that would guarantee a race-winning performance. One night, lying underneath a car, Mike Costin piped up: "Let's get my brother Frank involved. He's an aerodynamicist at De Havilland."

JAKE: Science to the rescue?

COLIN: Yes, a low-drag body was one of the magic ingredients that made the Mark 8 and most subsequent Lotus models so successful. Frank combined a low sloping nose with big tail fins and spats over the rear wheels. The aluminium body panels were rigidly attached to the frame in order to increase torsional stiffness. There was also a stressed undertray.

JAKE: The space-frame chassis of this car has been described as being nearly perfect. What made it so special?

COLIN: It was a true space frame. This essentially means that any three frame members form a triangle, which is the only simple construction that will not immediately collapse if the nodes, where the members come together, are pin-jointed instead of



The first Chapman built car, the Mk1, built on an Austin 7 chassis.



Chapman driving the MG XPAG powered Lotus VIII.

welded. The frame was constructed from 1.25 inch 20swg steel tubing, consisted of 19 members and weighed only 16kg.

JAKE: A friend of mine used to own one, and he once told me that the engine could not be removed from the frame without first taking the cylinder head off.

COLIN: Yes, that's true, but that doesn't matter if it wins races.

JAKE: I believe this was the first Lotus to employ a De Dion rear end?

COLIN: Yes, we combined this layout with coil springs in tension and inboard rear brakes. We retained our swing axle front suspension.

JAKE: What engine did you use?

COLIN: A modified MG unit that developed 63kW. It was enough to give the car a top speed of 200km/h.

JAKE: Was it immediately successful?

COLIN: Of course. The prototype set the fastest lap of the day in its first race at Oulton Park, but had to retire because of a blown cylinder head gasket. In the next race, at Silverstone, I won the 1.5-litre class, but more importantly, in the precursor to the British Grand Prix at Silverstone in July 1954 both myself in the Mark 8 and Peter Gammon in a Mark 6 beat a works quad-cam Porsche driven by Hans Hermann to come first, second and third respectively in the 1.5-litre class. We therefore started to build a number of Mark

8 models for customers to race.

JAKE: If I remember correctly you formed Team Lotus at about that time.

COLIN: I had come to the conclusion that the racing activities should be separate from the money-making side of the business, so at the beginning of the 1954 racing season I organised Team Lotus as a separate entry from Lotus Engineering. I was the only full-time driver, on the prototype Mark 8, and I relied on a number of keen enthusiasts to help with the maintenance. It was a busy year for me, because I also married Hazel about then, and I was still a full-time employee at British Aluminium.

JAKE: That job didn't last much longer, did it?

COLIN: No, there was a continuing demand for Mark 6 and Mark 8 models, so at the beginning of 1955 I resigned from British Aluminium, and devoted all my time to Lotus activities. I was the managing director, chief designer, works manager and number one racing driver. Mike Costin left De Havilland and was put in charge of development as well as a director of a newly-formed branch of the business called Racing Engines Ltd.

JAKE: I believe you also started to produce modified versions of the Mark 8.

COLIN: Yes, the Mark 9 was a smaller version of the Mark 8, and the Mark 10 was a Mark 8 with a larger engine bay to accommodate 2-litre engines.

JAKE: Were you then still racing quite actively?

COLIN: For sure. I loved the excitement and the challenge. I started to beat bigger cars on a regular basis, and even entered myself and Peter Jopp in the 1955 Le Mans 24 Hour race.

JAKE: Were you still using the MG engine?

COLIN: No, the famous 1100cc Coventry Climax engine had made an appearance, and I installed it in the Le Mans car. I was leading the class after six hours of racing, but the bloody French officials disqualified me for reversing out of a sandbank at Arnage.

JAKE: I suppose this light-weight engine suited your cars.

COLIN: It was a godsend. It was very powerful for its size, and reliable. That same year I led all the 2-litre cars at the TT in Dundrod by nine minutes, only to be delayed in the pits for 11 minutes due to a fractured oil pipe.

At this point Colin indicated that he had to rush off to a meeting. I thanked him for his time and we said our goodbyes. ☐

POSTSCRIPT

In 1956 Chapman started a new chapter in the Lotus history by showing his first single-seater at the Earl's Court Motor Show. The sportscars continued to win wherever they appeared, and the racing cars were even more successful. Chapman's design principles had been vindicated.

FOOTBALL & FABULOUS CARS



Goodwood's inaugural Kinrara Trophy race celebrated the circuit's epic battles between Ferrari 250 SWBs and Aston Martin DB4 GTs. PHOTO CREDIT: Goodwood.com.

With its famous World Cup victory, 1966 was an epic year for England but that wasn't the only milestone to which motor racing fans will attest: the same year saw F1 up its game with a doubling of engine capacity to 3-litres while Jack Brabham made history by becoming the only driver to win the World Championship in his own car and Sant'Agata ushered in the era of the supercar with the gorgeous Lamborghini Miura. It was a year of standout achievements that, 50 years on, made this year's Goodwood Revival all the more memorable, says **Graeme Hurst**.

Football may seem incongruous with the grids for the world's most celebrated historic motorsport fixture but The Road to Wembley parade was an inspired theme at this year's Goodwood Revival. Hordes of 'football fans' packed into everything from a '61 Ford Consul and a '65 Ford Thames Dormobile to a 1960 Messerschmitt Tiger for a daily display lap to celebrate the nation's famous 1966 victory over West Germany, adding to the theatre of the annual 'Magical Step Back in Time' fixture at the famous Chichester circuit. The parade was just one highlight in a raft of celebrations to inspire the action on the grid, from 9-11 September.

The 19th running of the retrospective race meet marked 1966 for two important reasons. It was the year in which Formula 1's (under threat from lesser formulae) capacity was given a massive boost to up the action on GP circuits. And the change in regulations also heralded the end of competitive racing the same year at Goodwood, as the new cars were deemed too fast for the circuit. To mark the significance, Revival organiser Lord March's team assembled the Return



Earl's Court motor show celebrated the launch of Lamborghini's Miura 60 years ago.



Long nose Le Mans D-type was a star on Jaguar's Earl's Court pits display.



Highly original Porsche 550 Spyder made a whopping R84m at auction.



A Ferrari 250 SWB and early Morris Minor in the pre-1966 car park.

to Power – a 14-strong demonstration of iconic 3-litre F1 cars, including the Lotus 49 that Graham Hill drove to the first of the DFV's 12 victories and the Brabham-Repco BT24 that Jochen Rindt drove to 3rd place at Kyalami in '68.

Adding to the line-up was a 30-strong grid of cars that shaped the stellar career of the late Jack Brabham who, 50 years on, is still the only driver to clinch the World Championship in a car bearing his own name. Highlights of the daily tribute to the Aussie racer's career included a Climax T51 – the car in which he won his first F1 title – the 1967 F1 Championship-winning Brabham BT24 and the Aston Martin DBR1 which he and Sir Stirling Moss drove to victory in the '58 Nürburgring 1 000km.

And the circuit's 1966 closure was the inspiration for the daily Goodwood Greats

Display with a 40-strong demonstration of some of the standout cars from the circuit's heyday including a Lister-Jaguar 'Knobbly' and a Ferrari 250 GTO. There was also a car with an SA connection: the 1934 Maserati 8CM that Prince Bira raced during Goodwood's early days but which also took victory in the 1934 South African GP in the hands of Whitney Straight.

Milestones were marked with track action too, including BMW's centenary, with the Lavant Cup which was dedicated to drum-braked BMW and Bristol-powered sportscars of the 1930s to 1950s.

Also being celebrated – in a spectacularly competitive fashion – was Austin's A35 series, which was launched 60 years ago and quickly became the saloon car of choice (in

tuned form) both on and off the track for many famous names such as Graham Hill and Jack Brabham. This year's St Mary's Trophy was dedicated to the diminutive A30 and A35 saloons with 30 cars with identically prepared 90bhp, 1293cc engines making the race one of the purer demonstrations of driver skill. The two-part, 20-minute fixture featured celebrity drivers (including F1 racer and commentator David

And the circuit's 1966 closure was the inspiration for the daily Goodwood Greats Display with a 40-strong demonstration of some of the standout cars from the circuit's heyday



Period Dormobile was part of the daily Road to Wembley parade.



Andreasson BA4-B aerobatic plane was available as a self-build kit.



1950s char ladies adding to the Revival's Step Back in Time theatre.



Showgoer dressed to look like Tazio Nuvolari.



GSM Delta in the pre-1966 car park.



Road to Wembley parade kicked off with a walk through the pits.

Coulthard) on the Saturday and owners on the Sunday. It was won on aggregate by father and son team, Mike and Andrew Jordan, after a nail-biting race on Sunday in which Ben Colburn rolled his A35.

Another two-driver race was the Revival's Blue Riband fixture, the RAC Tourist Trophy which, for the second consecutive year, was won by Chris Ward and reigning British Touring Car Champion Gordon Shedden in their Jaguar E-Type, after a dice with Dutch AC Cobra pairing of David Hart and Giedo van der Garde.

The Glover Trophy for early 1960s 1.5-litre Grand Prix cars featured an epic battle between winner Nick Fennell's Lotus Climax 25 and Martin Stretton's Lotus-BRM

24. 1970 Le Mans winner Richard Attwood came in fourth, appropriately driving a BRM P261 as he had done in 1964 and 1968. They were competing with Alex Morton in the ex-Neville Lederle Lotus-Climax 21.

New for the Revival was the Kinrara Trophy, a 60-minute, two-driver race for pre-1963 closed-cockpit GT racers in the spirit of the English vs Italian grid of the Tourist Trophy of '60 to '62 when Aston Martin DB4 GTs fought against Ferrari 250 SWBs.

Off the track the popular Earl's Court Motor Show – dedicated to Cars of the Future – featured a huge static display of Lamborghinis to mark the debut of the Miura 50 years ago at the Geneva show.



Ex-Neville Lederle Lotus-Climax 21 was in action at the hands of owner Alex Morton.



St Mary's Trophy was dedicated to Austin A30 and A35s.



Goodwood's Return to Power display marked F1's change to 3-litre capacity.



Revival also celebrated 75 years of the army's Special Air Service (SAS) Regiment.



Goodwood's Gasoline Alley picked up on the World Cup theme.

Titled Raging Bulls, the line-up included five Miura models, along with an Islero S, Urraco and an early Countach 'periscopio'. Not to be outdone, Jaguar put on a display of famous competition cars including the 1988 Le Mans-winning XJR9 while Porsche showed its 915 concept, a mid-'60s prototype of a four-seater 911.

And the action wasn't limited to the track or surrounding paddocks: the popular Freddie March Spirit of Aviation concours wowed the crowds, with standouts including – fittingly – a 1966 Andreasson BA4-B (which you could build at home) and two WW1 fighter planes: a 1917 Albatros DVa and a Sopwith Pup from the same year. The wartime air displays – a nod to the

circuit's original airbase role – featured daily flypasts by the Battle of Britain Memorial Flight as well as the Tally Ho! Display, a flypast for the ground-based aircraft including the world's only Bristol Blenheim and a 1943 MK IX Supermarine Spitfire that was flown in combat by South African Flight Lieutenant Henry Lardner-Burke.

The annual Bonhams auction had some heady results with the top seller a highly original 1956 Porsche 550 Spyder – a model made famous by the late James Dean's demise. Sixty years after it left the factory, this one made a whopping £4.6m, or around R86m in our money.

The pre-1966 car park was a hit as usual,

Off the track the popular Earl's Court Motor Show – dedicated to Cars of the Future – featured a huge static display of Lamborghinis to mark the debut of the Miura 50 years ago

thanks to its diversity with at least one 250 SWB parked up next to a humble Morris Minor while a highlight was a GSM Delta – the UK name for our own GSM Dart that was marketed over there in period. **Q**



OLD YELLOW

By Racey Lacey

Everyone has at least one car that they relate with their youth and in particular, with their childhood – the kind of car that brings back not only memories but a melancholy sort of nostalgia that cannot be replicated. For me, that car is a 1970s Peugeot 504 station wagon in a gaudy pastel banana shade – well, at least that was the colour it was when we had it. Or it could be that maybe the passage of time has blurred its unfortunate hue in my mind. Either way, it was yellow. Very, very yellow.

What stands out in my mind is how mortified we were as kids to be dropped off at school in this car. Bear in mind, this would have been the late '80s and back then this car would have been considered old and grotty, not in any way appealing or – dare we say it – classic. (Although to be honest, and with all due respect, I am not sure that this sentiment would

What stands out in my mind is how mortified we were as kids to be dropped off at school in this car. Bear in mind, this would have been the late '80s and back then this car would have been considered old and grotty, not in any way appealing or – dare we say it – classic

have changed much over the years.) Having just immigrated to South Africa, my parents had to make do with what was available within their budget – and cars were no exception. Even at the age of just 9 or 10 I would slink down in my seat every time we were even a kilometre away from the school gates in anticipation of anybody I knew spotting me inside its vast, yellowy hideousness. I would even insist that my Dad drop me a few blocks away so that I would not have to endure the abject humiliation of emerging from this car, especially when all my friends' parents drove cool and modern cars.

Funny how certain things stick in your mind, though. Like the car once running out of petrol on the way to school and my Dad having to walk to the closest petrol station, while we sat waiting for him to return (in those days you could easily leave your kids in the car and know they would still be there when you returned). I also remember how he would bitterly complain at how expensive petrol was getting when he had to fork out a hefty R70 for a full tank (and this was a tank of note too, for the tank of a car it was... it may have resembled a strange sort of road-going camel but it certainly didn't drink like one).

But my absolute standout memory of the 504 is of my family travelling from Johannesburg to Betty's Bay

My parents would fold the tatty brown backseats down and bundle my two siblings and me into the back, each in our own sleeping bag, packed snugly side by side like 3 little sardines in a tin (if a little less whiffy)

in the Western Cape every December for school holidays. My parents would fold the tatty brown backseats down and bundle my two siblings and me into the back, each in our own sleeping bag, packed snugly side by side like 3 little sardines in a tin (if a little less whiffy). And like that we would begin the long drive, setting off in the wee hours of the morning so that it was still dark for the first part of the journey. My parents took turns to drive and we slept for a large part of the trip – a life saver for my poor parents, who would often be subjected to hours of three bickering/singing/shouting/ moaning kids when we woke up from our on-board slumber.

But things change over the years... I would now give anything to have that car again. No, it's not pretty, high performing, economical or even particularly practical, but its gaudy yellowness transports me back to a time that was simple and innocent – not just in my own life, but in the world in general. Cars have come a long way since then and life has moved on, but I will always have a special place in my heart for the Old Yellow. 📍

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BODGE
ENGINEERING



IN SAFE HANDS

Romeo Maasdorp, with a little help from his Ford Capri, points out that the future of South African classic cars looks rosy as more and more youngsters are attracted to the old machinery.

Often we are reminded, just by casually observing our surrounds, how fast technology progresses, and we equally marvel at how extensively this progress impacts on how we do things. Needless to say, these advances provide for positive changes, all aimed at making life more convenient and efficient.

However, much as all of this progress and development is for the better, I believe that a lot of 'changes', 'advances', and the resultant products that flood the markets, too often happen at the expense of quality and durability. So, in the name of technological development, mass production, and economies of scale, we sadly end up sacrificing quality.

For me, in the context of cars, some of the 'victims' of technological progress are distinctive design, unique aesthetic appeal and individual visual character. To put it bluntly, cars nowadays generally look like they come from the same mould, only distinguished by the shape and size of their light-fittings! Clearly the sad result of what I call 'design aggregation'.

Not only that, but the fact that all of them are grey, silver, black or white, doesn't really help to make any stand out. I believe that today's youngsters are really missing out. They have been robbed of experiencing and enjoying the artistic designs as the youth

of the 1950s, '60s and '70s did. They don't see modern equivalents of these elaborate flowing curves or the contours and grandeur of chrome.

It is for this reason that I own classics, and enjoy attending classic car shows. I marvel at the condition of the cars, forty to fifty years after their first year of production and admire the passion, sweat equity and the countless hours their gleeful owners have put into them, not only for their enjoyment, but also to preserve these heritage specimens.

Recently I was approached by someone who requested to use one of my cars for his wedding. As a multiple classic owner a request of this nature was not unusual, but what is remarkable, and which is what prompted this article, is the fact that most individuals showing a keen interest in my classic cars are relatively young. I estimate their age range between 18 and 28 years.

At a recent show I displayed my 1969 Ford Capri GT, 2-litre V4, which, except for the rims, is still very original and standard. It was brilliant to observe the level of interest from the various age groups. There were the older individuals, often accompanied by teenage children, who would smilingly approach my car and start reminiscing about their experiences in a Capri. It is unbelievable the number of personal experiences and jaunts that have been shared with me by complete strangers. They would then, almost out of courtesy, also enquire about my car, its history, its originality, and remark about its condition. At

For me, in the context of cars, some of the 'victims' of technological progress are distinctive design, unique aesthetic appeal and individual visual character



those times, it is as if my car can sense that it is the centre of conversation, and seems to boastfully grin and smirk as it stands there in the brilliant sun, flaunting its designer curves, straight lines and dazzling chrome. Truly, each classic car has a tale to tell, a heart-string to stir, a memory to rekindle. I cherish those moments, and truly enjoy sharing in the pleasure and warmth my car conjures among classic car lovers.

Then there are the younger individuals. They may not have personal tales to tell but their interest is in the real desire to own, drive and pamper a classic. Too often, be it at car shows, or when driving over a weekend, young guys give me an approving thumbs-up or approach with a complimentary comment. Some enquire where they could source one and others share their story of a restoration project they are busy with. Most of the car shows I have been to are also attended by young owners of classic cars, proudly displaying and enthusiastically telling about their 'pampered ones'.

Yet these youngsters have all the choices of present-day cars. There are countless cars with the latest in technology, engineering prowess, fuel efficiency, maintenance plans, mechanical warranties, engine sizes, etc. But no, these youngsters are much more finicky and discerning in their preference of cars, choosing to steer clear of the trend, refusing to flock in the same direction as the herd. With a passion and commitment beyond their years, they opt to invest their sweat, free time and money into

one purpose – living through, and for, their classic cars. They choose to have, and be seen in, a rare classic with body lines and design cues distinct from all other single-mould jellybean cars. And choose to live with the hassle of scarce parts, constant maintenance and occasional breakdowns. All this for the sake of owning a piece of automotive history.

I find it particularly heartening to know that so many discerning youngsters are flying the flag for preserving classic cars, cherishing and preserving heritage as well as showcasing taste, style, and the inventive ingenuity of past eras. They choose to have classic cars as part of their special moments like Matric balls, 21st birthdays and weddings where many people take photos of the cars, often with even the odd self-conscious 'selfie' thrown into the mix.

It is so satisfying to know that for many years albums will still show off the classics and our cars will live forever in the memories they helped to create. I am consoled that our beloved machines of the past are in good and caring hands, being dutifully and proudly preserved for enjoyment for many decades yet to come – just as my Capri GT, my Fairmont GT 351, my two Sierra XR8s, and my AC Cobra 351 are in good hands.

Surely, with these youngsters at the wheel, the future of our past is safe. 🚗

They choose to have classic cars as part of their special moments like Matric balls, 21st birthdays and weddings where many people take photos of the cars, often with even the odd self-conscious 'selfie' thrown into the mix



JEEP RENEGADE

— 1.4 LIMITED 4x2 —

75 years after Jeep was founded, its first joint effort under Fiat Chrysler Automobile's wing is a hit.

By Mike & Wendy Monk

When it comes to authentic sport-utility vehicles (SUVs), Jeep has been at the forefront for practically all of its 75-year history. Jeep's origins go back to World War II when the Willys MB Jeep answered a call by the US armed forces for an all-wheel drive utility vehicle. The Bantam Car Company's submission won the vote but the company was unable to meet production requirements, so the concept was handed to Willys-Overland and Ford to turn into a reality. The Willys MB version won final approval – the now trademark Jeep seven-slot grille was actually a Ford design

feature – and it went into production in 1941, although initially both Bantam and Ford built the MB under licence.

Once the war ended, civilian versions effectively created what we call today the SUV market, and Jeep has survived albeit having passed through American Motors, Chrysler and, currently, Fiat Chrysler Automobiles (FCA) ownership. As for the name Jeep, its true origin is not known and the theories are too diverse to discuss here... but back to the present. The current Jeep line-up of vehicles offers customers plenty to choose from to suit their on- and/or off-road requirements, and one of the more popular models is the Renegade, which we

put under the spotlight here.

Looks can be deceiving. On the face of it, the Jeep Renegade looks like a tough, compact off-roader capable of tackling all but the densest undergrowth. But like so many rugged-looking vehicles of its ilk available today, it is actually a straightforward front-wheel drive SUV offering an outdoor lifestyle presence for an urban environment. No point in scoffing at this contradictory impression – 'soft-roaders' are BIG business and no mainstream manufacturer can afford to ignore the trend, even such a respected, khaki apparel and bush hat-clad brand such as Jeep.



But like so many rugged-looking vehicles of its ilk available today, it is actually a straightforward front-wheel drive SUV



While Jeep is as American as baseball and the star-spangled banner, under the skin the Renegade is actually all-Italian – and none the worse for that

75TH ANNIVERSARY

To mark the occasion, the Jeep brand has created distinctive 75th Anniversary Edition models to the Grand Cherokee, Cherokee, Renegade and Wrangler ranges.

The Renegade 75th Anniversary model is based on the Limited version with the addition of bronze badging, fascia and grille, body colour mirrors and door handles, rear tow hook, 18" bronze alloy wheels, navigation system and My Sky roof. In addition, Jeep plans 75 days of celebrations and special offers at Jeep dealerships until 20 October 2016.

While Jeep is as American as baseball and the star-spangled banner, under the skin the Renegade is actually all-Italian – and none the worse for that. Sensibly, FCA has shared the drivetrain of the Fiat 500X with the Renegade – both of which are built in Italy – and the pairing certainly works. The Limited is the entry-level Renegade and is powered by Fiat's 1.4-litre MultiAir II turbo petrol motor that pumps out a healthy 103kW at 5500rpm but, more significantly, 230Nm of torque at 1750, respectable outputs from such a modest-sized engine. Coupled with an easy-shifting six-speed manual gearbox, the top ratio of which is effectively an overdrive, the hefty (it weighs around 1 400kg) Renegade is as easy to propel through town traffic as it is to maintain cruising speeds out on the highways. Cruise control is fitted. The benchmark 0-100km/h sprint takes a claimed 9.3 seconds and top speed is 194km/h. Engine stop/start technology helps the Renegade achieve a combined cycle fuel consumption of 6.0 litres/100km.

The test unit was fitted with optional 18-inch alloys shod with Bridgestone Turanza 225/55 R18 radials that proved to be

quiet-running – road roar was practically non-existent – and offered plenty of grip when cornering. On the handling front, while steering response is neutral, the electric-powered steering takes a little getting used to, being typically dead in feel and occasionally sticky in operation. However, the lightness makes for easy manoeuvrability, helped no end by the Renegade's boxy design and park sensors at the rear. The standard selectable Lane Departure Warning Plus is effective. Ride quality is surprisingly firm, bordering on being harsh over more severe corrugations, but for the urban environment is not a serious handicap. If you do want to venture off-road, overhangs are minimal and there is 175mm of ground clearance. Ventilated discs front and rear provide ample stopping power, and an electronic park brake is fitted.


The cabin is a cosy place to be with fixtures and fittings having a good quality feel and action about them. Bolstered front seats are comfortable and offer a fair range of adjustment – the driver's including height and lumbar – but the 60:40 split rear bench has no centre armrest. Leather



trim is an option. Visibility all round is good and all windows are power-operated. Luggage capacity is given as 351-1 297dm³, reasonable for the vehicle's size.

Dual-zone climate control is standard. Included amongst the infotainment features are a 5-inch UConnect touchscreen with Bluetooth connectivity and a plethora of selective vehicle settings/computerised data readouts (including tyre pressure sensors) displayed on a 7-inch screen in the instrument cluster.

Safety features include six airbags, Isofix childseat anchors, Electronic Stability control (ESC) and Roll-over Mitigation (ERM) and Forward Collision Warning-Plus. The Renegade has been awarded a EuroNCAP 5-star safety rating with an overall score of 80/100. However, tall drivers may find the diagonal strap of the seatbelt slipping off their shoulders.

Overall, the Renegade is an impressive – and eye-catching – addition to the popular and highly competitive soft-roader ranks. It is pricey but does offer a lot of features as standard, and that Jeep heritage does give it a touch of one-upmanship. 

TECH SPEC

Jeep Renegade 1.4 Limited 4x2

Price: R375 990

Engine	1368cc inline-4, sohc, 16V, transverse
Max Power	103kW @ 5500rpm
Max Torque	230Nm @ 1750rpm
Drivetrain	6-speed manual, front-wheel drive
Brakes	Ventilated discs, front and rear
Suspension	Front: MacPherson strut, coil springs, lower control arm, stabiliser bar
	Rear: spring strut, coil springs, stabiliser bar
Steering	Electric
Performance	0-100km/h 9.3 secs; top speed 194km/h
Economy	6.0l/100km combined cycle
Servicing	6 years/100 000km maintenance plan



THE BASKET CASE

While doing her usual trawling through the internet the other day, **Sivan Goren** happened to come across an old *Popular Mechanics* publication circa 1962. This made for very entertaining reading (and much amusement at the old adverts that were in it) but something else caught her eye – an article outlining DIY quick fixes readers resorted to when something went wrong with their cars while they were out and about. And this got her thinking: what quick solutions are available when a garage or workshop is not easily accessible, or in an emergency situation? The solutions, you might be surprised to hear, are mostly found in your house and not in your garage. Read on for some of the weird and wonderful ways you can keep your car going when an unexpected glitch occurs but remember, these are short-term fixes and you will need to get proper repairs done when you can.

— CHEWING GUM —

Chewing gum is a great everyday item that can be used for emergency radiator repairs. To get the most out of your gum repair you will need to identify where the leak in the radiator is and to chew the gum thoroughly. When the gum is softened, simply place it over the hole, refill the radiator, and then drive straight to the nearest garage or workshop.

— FOIL —

When a fuse fails, you can use the foil from a packet of cigarettes or chewing gum and wrap it around the blown fuse. This should work long enough to get you home or to the nearest repair centre.

— EGGS —

Imagine you are driving back from your grocery shopping and suddenly your radiator starts leaking. Believe it or not, you might have something in your shopping bag that could help! Eggs are not a good long term solution, but they can actually seal pinhole leaks in your radiator until you are able to have it properly repaired. Break the shell and put the raw egg into your coolant system through the radiator cap. Start the engine just as you would with a leak sealant and allow the egg to travel through the coolant system. The pressure will end up pushing the egg towards the hole, and the heat will cook it enough so that it will plug the hole, which should give ample time to get your car home. Important to note here, though, that using egg could potentially lead to clogs in your coolant lines and is not recommended except in emergencies. Also, it will require that your radiator is flushed after the hole is properly fixed.

— BLACK PEPPER —

If you're driving back from your local takeaway and your radiator starts leaking you might just have a handy tool in your takeaway condiments. A couple of sachets of pepper can be used to slow or stop a small leak in your radiator long enough to make it home or to a garage for repairs. Wait for the engine to cool completely, then open the radiator cap and pour in some common ground black pepper – ideally up to about a half a pepper shaker's worth. The pepper will travel through the coolant system and get caught in the crack as the pressure tries to flush it out. This will create a temporary seal that you can use to hold coolant and pressure long enough to drive for a short time. Pepper may be able to seal longer cracks than egg, but is only recommended for small leaks. Like eggs, this method is not recommended unless you are in an emergency situation, and you should also flush out the radiator after your repair it.

— BREAD —

Bread can be used in much the same manner as chewing gum. All you need to do is press a piece of bread against the leak in the radiator, and hold it there for a little bit. The flour in the bread will dissolve just enough from the fluid in the radiator, enough to work its way into the hole, and the heat will then cook the bread so that it won't wash away.

— CHEWY SWEETS —

What if it's your fuel tank that springs a leak in the middle of nowhere? If you have

a couple of largish, chewy sweets in the car you can use these as an emergency temporary fix. Simply chew the sweet until it is softened and then flatten it out as much as possible. Wipe the area around the leak with a rag until it is as dry as possible and then apply the sweet to seal the hole so that you can limp to the nearest garage.

— COCA COLA —

You are at the racetrack or service point on a rally and your clutch is slipping. Grab a Coke from the kiosk (or the nearest bystander if time is tight) and pour it into the housing. Apparently it coats the plate surface, goes sticky and will be good to finish a heat or limp through a stage. If oil is the suspected cause of slippage then the theory goes that a bit of flour added into the mix will soak that up.

— PANTYHOSE —

You're driving down the road and all of a sudden your fan belt breaks. You're losing power fast and need a quick fix, but there's no mechanic in sight. If there is a woman in the car, you may have a quick replacement – pantyhose. That's right! Some simple pantyhose can act as a makeshift alternator belt until you find a proper solution. Just make sure you buy her a new pair because this one will probably look like an angry cat got hold of it by the time you get home! If there is no woman around, you could always try your shoelaces instead.

Do you have a suggestion or story to share about your DIY emergency fix? Drop us a line and tell us! [📧](#)

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