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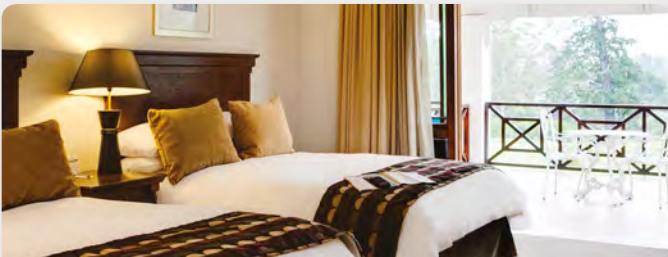
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THAT'S A WRAP

And just like that the year is done and dusted. Hopefully you are reading this from the beach lounge, overlooking a game reserve sunset or at home in between spending time with the family over the holiday season. We wish you and your family all the best over this period and here's to a prosperous new year.

As mentioned before, making the move to a monthly publication has gone even better than we had expected with support from readers and advertisers growing continuously. We thank each and every one of you. December is traditionally a difficult month for content as the number of shows and events dwindles with people doing family time. The same goes for content and advert generation. With this in mind we don't publish a January issue but rest assured we will be back in force with a February issue. Subscribers have paid for 12 issues so if you are on number 11 don't fret, the dozen will be completed a month later.

2016 has been an eye opener with the magazine taking a huge step forward and 2017 promises more of the same as we aim to take the publication up a notch or two. We need your help, so keep the story ideas, letters and correspondence rolling. It was correspondence from readers that saw us tracking down a GM Ranger for a feature this month. Known as SA's own car, was it not the world's leading example of badge engineering? Whatever the case, it is a very local story.



Motoring historian Andre Laubscher tells of Mike Hailwood's Iso Grifo, which thanks to a lost cow almost killed the bike and car racer near Parys. Mahomed Ozayr Abdulla keeps local spirit twist going with a look at the E28 BMW M5, which was only ever assembled in Germany and South Africa. Thanks to the Rosslyn plant BMW is so burned into our motoring heritage and Jacob Mashokoa takes arguably the most famous SA Beemer, the 333i, for a spin. Oh yes, and then he gets to drive the firm's mid-engined M1 supercar for good measure.

In order to balance out the BMW overload I look at a Datsun 510 SSS Coupé, which in my mind is a real competitor to the BMW 2002 in the looks, performance and pedigree departments.

Graeme Hurst looks at the Ford Mustang legacy and Stuart Johnston takes the blue oval brand back further with a look at Model T and As in South Africa. And who knew Henry Ford was obsessed with soya beans? Gavin Foster did and tells us the interesting tale of a car based on the legume.

Please sit back, relax and enjoy and don't forget to write us a letter or two – there are some exciting prizes for submissions detailed later in the magazine and if you subscribe, or gift someone a subscription at www.classiccarafrika.com you could also walk away with some extra stocking fillers.

Stuart

— DRIVE-IN DELIGHT —

In late October the museum hosted a Motor Movie Festival when car lovers and movie fans combined their passions and relived the drive-in experience (albeit indoors) by watching motor-themed movies while seated in classic 1930s, '40s or '50s cars from the museum's famous collection. The two-day festival included four movie screenings, presented in a way that could only be possible at a motor museum located on a wine farm.

There were two showings of all the movies on each of the days, the first starting at 10h00 and the other at 16h00. Attendees got to view all of the current displays – including a selection of cars with links to well-loved movies – taste wines from the L'Ormarins Estate's Anthonij Rupert range, enjoy a movie screening from the seat of a special car (glass of wine in hand) and round off the experience with a roadhouse burger and gourmet milkshake in the museum's Pitstop Café.

The movies selected were:

The Italian Job (1969), loved for its car chase scene involving three Minis and starring Michael Caine and Noël Coward.

Vanishing Point (1971), which brought together

Barry Newman, a collection of counter culture characters and a white Dodge Challenger in an epic 15-hour race.

Midnight Run (1988), featuring a host of American cars from a Ford Crown Victoria to a Chevrolet Caprice, in a caper starring Robert de Niro as a bounty hunter on a trying assignment.

Thelma & Louise (1991), a star-studded film with Geena Davis, Susan Sarandon, Brad Pitt and Harvey Keitel in which a fishing trip gone wrong sparks a flight from the law by Davis and Sarandon in a '66 Ford Thunderbird.

FMM curator Wayne Harley joined in the proceedings and said afterwards: "The drive-in festival was super fun and it had me harking back to the good old days. I know it wasn't quite the real thing, but sitting in a car watching a movie eating popcorn just bought back memories of the many Saturday nights at the old Witbank drive-in, being 18, having just got my driver's licence, chatting cars with my mates before the show and not forgetting trying to impress the girls. The drive-in wasn't just going to the movies, it was a culture. The festival at FMM paid tribute to that. Even the food served afterwards added to the atmosphere.

"I bought my ticket for the showing of *Vanishing Point* but it was the showing of *Thelma and Louise* that sold out... go figure – a chick-flick sell-out," says Wayne with a grin. "It was a small start, but I'm sure we are going to see this event grow and grow as I am still getting requests as to when we are going to do it again."



BARN FINDS

As a contrast to the usual pristine presentation of vehicles at FMM, a new display in Hall 3 features some of the 'barn finds' that are part of the museum's collection. The vehicles are shown in their 'as found' condition along with some other motoring parts and accessories, all the items thankfully preserved rather than left to be buried or simply rot away.

The cars on show are a 1922 Rhode racer, 1926 Talbot 14/45, 1927 Calthorpe (one of the last to be made), 1928 Plymouth, 1930 Singer 10, 1935 Armstrong-Siddeley, 1938 Dodge Coupé, 1947 Studebaker Starlight, 1947 Buick Super 50 Coupé and a 1948 Nash Ambassador.



CAPE TOWN MOTOR SHOW

The Cape Town Motor Show held at Killarney on Sunday 6 November was a massive success with around 1 400 vehicles exhibited and an attendance figure approaching 14 000. FMM took part in the event, displaying the Tyrrell 007/1 Formula 1 car and the Lexington March 78B, both of which attracted a lot of attention.



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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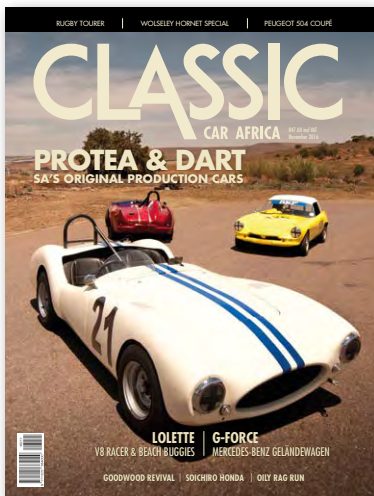
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NO GAPS

As the year nears an end **Dino's Classic Restorations** shows no signs of slowing down. A number of projects left the premises in November but the gaps left open have been quickly filled. The variety in terms of different classic car brands and ages that roll in and out the shop is eye opening. There has been a string of all genres with everything from American muscle cars to British and Japanese sportscars, not to mention a host of German super saloons and even a handful of 'The people's cars' in the form of a few VW Beetles, Minis and even a Renault Dauphine. Let's not forget a few exotic

Italians, some Swedes and even the odd South African in the form of a BMW 333i and 325is. 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.



This Alfa Romeo Giulia arrived as a bare shell. Dents, rust and body preparation was done before shooting in a deep blue borrowed from the Maserati colour chart. The client will assemble.



Having stripped down this Chevrolet Corvette the body has been prepped and is awaiting parts to enable proper bonnet fitment before being primed, painted and assembled by Dino's.



What started out as a minor job soon became a full body job when rust covered over by the previous builder was uncovered. This has been remedied, brilliant new orange paint and graphics applied and is undergoing final assembly.



A new arrival Dodge Charger. Although this very original car is in good shape for its age it is next on the list for a full strip down, paint and assembly. The owner wants a colour change to black.



After hours of cutting out the rot, even more hours cutting and shaping new metal to fit, this Jaguar E-Type is starting to look like the iconic sportscar we all know and love. It's had sills, floors and a myriad of other panels worked on



One freshly restored Mini Cooper S ready for collection by the owner. Classic colour combination of English white and black offset by a tastefully original looking red interior.



Although not an original colour, the addition of chromework has toned down the copper coloured dominance and the result is a stunning looker. Having done a full resto, from replacing floors to fitting trim it is just the windscreen fitment left before Dino's waves goodbye.



Arguably the largest job on the go at the moment this rare RHD Maserati suffered in the rust department heavily. To date new sills have been made and fitted and hand-formed floorpans have been added. This meant real old school skills, even down to making the correct tools to do the job.



The client dropped this Karmann Ghia body off for rust and dent removal before the shell was prepped and painted. With the body done the inner wheel arches are being protected against stone damage and the client will collect to assemble.

★ THE A-LISTERS ★

The holidays are a time for giving and what better gift than a quality model? It doesn't have to be some exotic machine though, as even the most humble of classics is now made in beautiful detail. With Santa already asking for a Christmas list **Stuart Grant** stopped by Sportique Collectable Models to jot down a few to send to Santa Claus Main Post Office, FI-96930 Arctic Circle. As you can see the list got a little longer than expected, but he's been a good boy.

— MAGIC MARKERS —

CMC Bugatti T35 Nation Color Project – Spain, 1924

Archived black and white photos from the pre-war racing days simply don't show off the variety of colours that lined the Grand Prix grids back then. It was an era before sponsorship and these colours often represented the national colours of the car or driver competing. CMC brings this to the fore with its Nation Color Project. It's an ongoing project that will see two or three new variants added to the mix every other year. They will be rare indeed with production limited to just 2 000 units of each variant. The pictured model is the CMC Bugatti T35 Nation Color Project – Spain, 1924. As we have come to expect from CMC the attention to detail is simply breathtaking. I mean there is actual leather upholstery; a close-up photo of the engine would have you thinking it is a real version of the famed 8-cylinder overhead camshaft bug motor. Experts in the marque are even able to identify the Zenith carbs. **R4200**



— ESCORT AGENCY —

Minichamps Ford Escort II RS 1800 – Castrol Armin Hahne Zakspeed

With 1 080 pieces making up this 1:18th scale rendition of the famed Zakspeed Escort, it is a must-have for fans of fast Fords. Detail is all there with opening bonnet, doors and boot and the steering wheel even turns the beefy looking slicks. The interior, with belts, bucket seats and roll cage looks the part but the real drawcard is the accuracy under the hood where a beautiful twin-cam motor can be found. The accuracy of the quick-fill fuel tank at the rear is also something worth mentioning, as is the indentation that perfectly frames the exhaust as it exits under the left sill. Each time you pick it up you find another small consideration – I just spotted the tabs holding the windscreen down and the subtle bonnet pins – and it is this constant spotting that makes this model so desirable.

R2500



Minichamps Ford Escort II RS 2000

Ford's RS 2000, which featured a 2-litre Pinto engine and 'droop' nose section, has become somewhat of a rarity on the roads and those that have survived rank highly on the cult car list. Finding a good miniature of the RS is almost as difficult but here is the one to have: 1:18 in scale, it will look the part next to the Zakspeed Escort you've just added to your basket.

R2150



Minichamps Ford Escort II 1.3

It is not all about the performance variants of the Escort model that Minichamps has honed in on, as shown by this 1:18 scaled skinny-wheeled 1.3-litre version. While it

might represent an entry-level Escort, the model maker has put every effort into the detail – relative to a model of this pricing structure. Under the bonnet there is good representation of the iconic Ford Crossflow motor and inside the cabin it looks like my old Escort GL shrunk in the wash – even the radio and air vents look spot-on. My old Escort did however feature a boot carpet, which this model is missing. Maybe this was an optional extra when buying the car new? Whatever the case, by leaving it out of the miniature Minichamps, it does a good job of showing off the petrol tank detail.

R1685



— 5-STAR TRI-STAR —

CMC Mercedes-Benz Racing Car Transporter 'The Blue Wonder', 1954/55

For years, the 'Blue Wonder' has been a CMC best seller thanks to the aesthetic

configuration, functional parts, accurate material choice and perfect workmanship. Obviously it soon sold out. With fans still hankering after the transporter, a plan to re-introduce it to the market was made. But instead of producing a remake of the old M-036, a new version that incorporates newly discovered exterior details and accessories from the archives was chosen. For example, the chromed wheel covers, an embellishment of the Mercedes star inlaid in the front, auxiliary headlamps with orange-coloured lenses, additional stone-chip guards on the rear fenders, rear plate illuminating system with two reflectors and an oval national symbol 'D' on the rear bumper are found on this 2016 1:18 scale model. It's best to buy this one before they all sell out again.


R5950

— LIGHTWEIGHT LOVING —

**Paragon Briggs Cunningham Jaguar E-Type
Lightweight - 1963 Le Mans 24 Hours**

Paragon might not be a name that springs to mind when it comes to 1:18 scale

diecast models but the brand has forged its name by focusing on the latest BMW models, which it supplies to the German giants dealerships. It's not all new Beemers though for Paragon, and it occasionally churns out a little classic gem as well. Jaguars seem to be a hit, and the outfit has impressed with its Mk 2 and XJ6 models

as well as some iconic Jaguar E-Type Lightweight racers. This particular version is the top-looking Briggs Cunningham version that competed in the '63 Le Mans 24 Hour and with the usual opening apertures shows off the best parts brilliantly. The replica offers very good quality and value. 

R2450



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Cape Town

JANUARY 2017

27/28/29 Passion for Speed – David Piper Int. Zwartkops Raceway
Pretoria

FEBRUARY 2017

4 Passion for Speed – Cape Town Killarney Raceway
Cape Town
11/12 George Old Car Show P.W. Botha College
George

MONTHLY MUST DO EVENTS

1st Saturday of the month

Classic Motorcycle Club of Natal — Bluff, Durban

1st Sunday of the month

Classic Motorcycle Club Johannesburg — Germiston, Johannesburg

2nd Sunday of the month

Pretoria Old Motor Club — Silverton, Pretoria

3rd Sunday of the month

Piston Ring — Modderfontein, Johannesburg

3rd Saturday of the month

Cape Vintage Motorcycle Club — Parow North, Cape Town

Last Sunday of the month

Vintage and Veteran Club — Athol Oaklands, Johannesburg
Southern Cape Old Car Club — Glenwood, George
The Crankhandle Club — Wynberg, Cape Town
The Veteran Car Club of South Africa — Kloof, KwaZulu Natal

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There are some things that the Italians do extremely well: sportscars, food, and of course, shoes. Now they've combined two of those things, namely cars and shoes. And as you'd expect, they go by the name of... Autoshoes.

Autoshoes prevent tyres from going out of shape by cradling each one on a precisely-shaped, three-dimensional rubber mat. Not only that, but it extends the contact area by curving around the circumference of the tyre and increasing the effective footprint – thus preventing the deformation that can ruin the tyres of a car that is used infrequently.

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OFFICIAL FERRARI RAUPP CALENDARS

Pablo Clark once again brings you the official Ferrari Raupp calendars. These not only will help you plan your year ahead but thanks to breathtaking photography, look the part of classy artwork on your walls. Add to this that they are limited edition and are a must have gift this festive season.

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Scuderia Ferrari: The world's best motorsport photographers highlight Ferrari's 2016 Formula 1 season.

For more information and to place an order contact +27 11 440 8350.



PASSION FOR SPEED

Zwartkops once again hosts its Passion for Speed (David Piper International) festival on 27, 28, 29 January 2017. A feast for race fans made even more special with the Pretoria track also celebrating David Piper and Mike Knight's 20th visit to SA.

The International Sports Racing Club (ISP) for sports racing and GT cars first came to South Africa in 1988 with a three-round series at Killarney, East London, and a Durban street race. In 1998 the circus really took off when the move was taken to use Kyalami as a venue. The sight of Matras, Ferraris, Lolas and Porsche 917 once again battling the numerous South African Chevrons was simply mind-blowing and set historic racing in South Africa on a thunderous path. Since then the international drivers have visited South Africa each year. Killarney became the track of choice in 1999 but with the opening of the new Zwartkops in 2002, what is fondly referred to as the David Piper International has seen a double header where competitors compete one weekend at Zwartkops before trekking to the Cape a week later.

Piper and Knight have come to South Africa every year bringing a contingent of exciting cars with them and the Europeans have also joined in the sun on the grid in recent times with the likes of the 'Dutch Safari' headed by Michiel Campagne and Swedish friends leading the way.

For South Africa the promotion of the Passion for Speed International has resulted in the birth of a whole new identity both for the local racing scene and the export market. The great cars of

the 1960s and '70s are simply not affordable but we have recreated many of the icons that are able to send fans down memory lane. World class recreation specialists Peter Bailey, Garth Waberski, Jimmy Price, Gavin Orbel, AJ Kernick and John Ten have churned out Porsche lookalikes at a fraction of the cost and these put on a spectacle as they are raced at ten-tenths as they were back in the day.

The Passion for Speed isn't all ISP Sports and GT cars though. The Legend Series (V8 productions cars) puts down door-to-door racing between the likes of Galaxies, Plymouths, Chevrolets, Studebakers and Mustangs while the U2 Legends (under 2-litre Production Cars) offer iconic saloon battles between Lotus Cortina, Alfa Romeo, BMW, Volvo and Mini. The Little Giants category caters for many cars that competed in the Springbok Series of the 1960s, so you get Renaults fighting off Minis, Anglias, Alfas and of course the GSM Darts, 356 Porsches and Austin Healey Sprites.

We haven't even got into listing the historic single seater machines or post-1974 saloon car battles one can expect, but with over 250 entries the list of attractions could go on forever. Oh yes, and we haven't mentioned the two-wheel racers. Zwartkops initiated this classic bike action twelve years ago as the 'Day of Champions' and it continues today with racing aces of the 1950s and through to the 1980s getting their knees down.

It's best to book your seat early. Keep an eye on www.zwartkops.co.za as to when and where tickets go on sale.



OLD GUYS RULE IN SA

Recognising one of the fundamentals of life, the fact that, 'Old Guys Rule' when it comes to knowing stuff about the world, Old Guys Rule Vintage Goods has launched in South Africa. It offers a range of items like caps, T-shirts, mugs, hip-flasks, and other 'necessary' items, all emblazoned with a witty or ironically humorous pictures or slogans, that only somebody old enough will understand it or catch the joke. That means the merchandise is aimed at VCR people (Vintage Retro and Classic crowd) and

everything in the collection reflects the fact that it's mostly the Bullets and Ou Toppies that have all the knowledge and experience, and they are proud of what they have done and know. Products cover cars, biking, surfing, fishing, golf and offroading. So if you are an 'Official Expert on Everything!', and have been there, done that and now just need the T-shirt, Old Guys Rule Vintage Goods have got it for you. Visit www.OldGuysRule-SA.com to see the full range and place your order.

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KNYSNA HILLCLIMB ENTRIES OPEN

The Jaguar Simola Hillclimb takes place in the stunning Garden Route town of Knysna from 4-7 May 2017 and entries opened in November.

This is the earliest that public entries have opened in the event's history, being a month earlier than for the 2016 event, and stems from the huge demand for places on the starting grid. With entries limited to 60 for Classic Car Friday and 84 cars for the King of the Hill category, if you want to take your classic for a run up the hill on Classic Friday best you go to www.speedfestival.co.za now.

One of the new features for this year is the introduction of individual King of the Hill titles for the three main types of competing vehicles. There will be three distinct categories for King of the Hill which allows cars of similar type and performance to compete against one another, which should make the racing even more exciting. Aside from the established class finals catering for the various types of road and race cars, there will be separate Top 10 Shootouts for Road and Supercars, Single seaters and Sportscars, as well as Racing Saloon Cars. Each category will carry the same level of importance and stature.

This will be the fourth year of the event with Jaguar South Africa as the title sponsor, a partnership that has lifted the event to a new level with unprecedented interest across the board resulting in a record crowd of over 14 200 attending the event in 2016.

Le Mans VIP Hospitality tickets are on sale but for spectators wanting General Admission tickets, buy them online at www.iTickets.co.za or at the gate during the weekend.

DAY TICKETS:

- R100 pp per day: Adult (12 years and older)
- Free – Children under 12

DAY & PITS ACCESS TICKETS:

- R220 pp per day: Adult Pits Access Tickets including General Entry
- R100 pp per day: Child Pits Access Tickets (under 12)

WEEKEND PASSES:

- R180 pp: Adult General Entry Saturday & Sunday
- R400 pp: Adult Pit Access & General Entry Saturday & Sunday
- R180 pp: Child Pit Access Saturday & Sunday (under 12)

If you are heading south for the Hillclimb then why not make a holiday of it and go a week earlier to catch the Knysna Motorshow – one of the best classic car shows in the country.



LOST & FOUND

The frustration of losing your set of keys is enough to drive anyone up the wall. Not only is it costly to replace them, but it's extremely frustrating being stuck wherever you are with the spare set lying somewhere unreachable. It's an unnecessary expense and an inconvenience when there is a new, innovative way of retrieving them. Introducing HomingPIN, the baggage loops with tags, key rings and stickers that have a unique identification number on them. This number gets activated online prior to using the tag, and is linked to the owner's email address and cellphone number. If someone finds your keys with a HomingPIN tag on it, they can easily notify the owner by visiting www.homingpin.com and entering the unique identification number, as well as their contact details. The owner is immediately notified via SMS and email, and is able to contact the finder to retrieve his belongings. Finders are not given the owner's contact details, however, so it is up to the owner to make contact first. Obviously the tag is not just for keys and can be fastened to the likes of laptops, baggage, cellphones and more. HomingPIN packs are available at select Cape Union Mart Stores and online at www.takealot.com.





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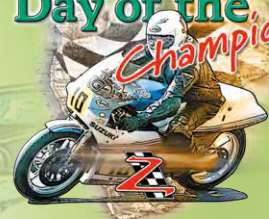
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SPA GOOD FOR YOU

I had the pleasure of attending both the Belgium Grand Prix at Spa and the Italian Grand Prix at Monza this year, and what a fantastic experience it was. The only downside was the exorbitant prices that have escalated drastically from the good old days in the '60s to the 'Bernie' era of the current prices in 2016.

When I returned to South Africa I was tempted to pull out all my programmes from the previous Grands Prix I have attended to compare the price differences. It was unbelievable to compare the entrance, grandstand, programme and even the food prices of today. Obviously, the rand exchange rate contributed to the factor. It would have been interesting to compare what the prices would have been if we still had the privilege of a South African Grand Prix. I presume very much the same, as most things are controlled today for all the Grands Prix events.

As I have attended all the South African Grands Prix since 1961, it would take up too much space to compare year on year. I have, therefore, picked out three from the 1962 Grand Prix in East London to the Belgium Grand Prix this year.

- SA Grand Prix 1962 (East London): Programme 25 cents
- SA Grand Prix 1976 (Kyalami): Practice R2
Entrance Grand Prix Day R6
Grand Stand R5
Programme R1
- Belgium Grand Prix 2016 (Spa): Practices
Entrance
Grand Stand
All Above 425 Euros - R7 055,00
Programme 15 Euros - R249

As this reads like 'science fiction', I attach photographs as confirmation. My choice was to sit on the 'best corner in the world' viz. Eau Rouge, which was expensive, but the other corners like La Source and Ravage weren't much less. Nor were the Monza prices any better.

The atmosphere today is just as great as what it was in the '60s but very different in culture. Some will remember the days when the grandstands were only 3 layers high, very close to the fence, and putting a blanket down the previous night to book your space, (yes, it was still there the next day!) and sleeping in a tent at night in basically the veld next to the track with cooler boxes packed with food and drink.

Compared that to today, where you sit a good distance from the track behind a probably 20m high security fence, which obscures your view, and somewhere in the clouds on a grandstand. Every team has its own kiosk at virtually every corner selling memorabilia at exorbitant prices. Pits are totally out of bounds and are like a mini city. I also came across a pit ticket I had for Kyalami at R30, inclusive of entry. Imagine having one of those today where you pay over R30 000 for a VIP ticket. Every grandstand has its own bar and eating facility. The hamburgers were about R255 and the Cokes were about R75 a tin. Yes, you even have to pay R12 to have a pee. Remember the tin shanty toilets in the '60s where a furrow was dug with a spade, to relieve yourself at no cost?

Nevertheless, I would still recommend to anybody interested in Formula One to make an effort to attend a Grand Prix, even if you have to sell your car, house or even your wife. As a friend said to me, he would sell his wife first, so that he would still have a place to stay when he gets back.

Best Regards
Robin Goddard

Hi Robin

There is something about Grand Prix racing that gets into our blood and makes us go to extreme measures to get our fix. I believe every fan should visit at least one GP in his lifetime and if it was up to me, the two recent events would be at the top of my list – with perhaps only Monaco coming close. Having said that, if I'd seen any of the GPs on the original circuit as you did then I'd more than likely have been satisfied and would not need to spend exorbitant amounts in euros to get the fix. I clearly need a time machine, not only to save a few rand but also to be able to stroll the pits and get that bit closer to legendary drivers. Today, bumping into a driver at the back of the pits or snapping a pic of him/her sitting in the car is almost impossible. It is a long-gone era and one you are lucky to have been exposed to and even luckier to have kept some memorabilia from.

Stuart





DUMP STRUCK

Hello Stuart

With response to your Dump Struck article in the November issue, here are a few taster photos. I have a lot more of this 'find' and if you want, I will send them. Of course our friend Bo was informed of the MGA so have a word with him.

Regards
Trevor Morris

Hello Trevor

It looks like you could be the leading candidate for a South African Pickers' show. It is amazing to see what cars have been long forgotten and left unattended for many years. It is sad to see them in such a state but I suppose the glass half full approach would be to take the stance that there is still a possibility of finding that super rare and desirable barnfind that we could retire on. I'll chat to Bo regarding the MGA – if it has any major competition history in SA he is the man to know about it. The Borgward Isabella station wagon must be a rarity here and although standing outside it looks reasonably solid, and with all its trim intact a good potential project. What is the third vehicle? A Riley 1.5? I bet if you did a deal on the Coca-Cola branded item in the background you'd be laughing all the way to the bank. Thanks for the interesting images and yes, please keep sending the images through as they are always of interest.

Stuart

WINDOW TREATMENT

Good day Stuart

I just picked up my issue of your magazine – November 2016 – and I was pleasantly surprised to find that you have published my request for the Chevy 2500 window... thanks.

I have in fact sent the window to a company in Pretoria called NHG and they say they can help out so I am just awaiting details on pricing, etc.

Thanks so much and I will never stop buying your magazine as it is so informative for those of us who appreciate the classics. I will send a picture of the car when we are done with the work.

Kind regards
Sethata

Glad to hear you are making progress, Sethata. Please keep us in the loop with regard to how successful you were in getting the required windows. Thanks for the kind words and support.
Stuart

MAGICAL MGC

Hi Stuart

First of all, thanks for a fantastic classic car magazine. I am a classic car collector and have about thirty different classic cars in my collection. MGs and Volvos are my passion. It was so nice to receive the October issue with the Volvo articles and photos.

One of my pride MGs is a fully restored MGC GT, which I showed at the Concours 2016 at Sun City. I drive it almost every weekend, and enjoy driving it especially on long trips. The article in your magazine about the MGC GT was also interesting.

Keep up the good work; it is getting better and better.

Regards
Andre van Dyk

Thank you for the kind words and support, Andre – they are much appreciated. I saw the MGC at Concours SA and it looks spot-on. The sound they put out is not bad either. Glad to hear that it is no trailer queen and is used regularly – long trips seem to do our old bangers a world of good.
Stuart

DKW SUPPLIES

Hi Stuart

Hope all well on your side. I am really enjoying the monthly issues. I saw in the latest issue that you featured Felix Furtag and his collection of Lancia spares. Do you know of Bert du Plessis in Pretoria who stocks DKW Auto Union spares? I will send you his

contact details if you do not have them.

And then we have Volkspares where you can get anything that you need for an aircooled VW.

Cheers
André Groenewald

Hi André

Thanks for this. I was not aware of Bert and will make a mission to be in contact with him. What has become clear from covering small collections and service suppliers is that our little niche is way bigger than we expected. If I had to visit each and every recommendation I get, I would be on the road 365 days a year – this would be the ultimate in job satisfaction. Sadly this is not possible but perhaps the time has come to make a registry of collections, workshops and classic services open to the public. I will get my thinking cap on. Thanks for the help and guidance.

Stuart

BATTERY CHARGING

Hi Stuart

Firstly, as a relatively new subscriber allow me to congratulate you and your team on a fantastic magazine. If only I had been aware of its existence I would have been a subscriber from the beginning. Enough praise, as you may get big-headed!!!

My query is about the article which appeared in the November 2016 issue page 19 regarding the C-Tek battery-charging device. Kindly let me know who I can contact to get more info regarding this item. I have two vehicles and one is garaged when the other is in use. Both are tourist vehicles: one (sedan) used as VIP or two passenger conveyance and the other for groups of up to 7 people and guide/driver. Such a monitor would be ideal for those 'long layups'. Thank you and keep up the fantastic and interesting magazine.

Regards
Malcolm Lee

Hello Malcolm

Thanks for the positive feedback and support. We do have some back issues that we could send you to catch up but the best is to view the back issues online at www.classiccarafrika.com (free to subscribers). These go back a few years but we are in the process of scanning the older copies so they too can be viewed.

I have purchased my own C-Tek charger from ATS Motorsport in Johannesburg. I am sure they can advise you of the best model to suit your requirements and ship it off to you. Contact them on +27 11 670 8400.

Stuart



WE LOVE PUGS

Hi Stuart

I am Thomas Beard, son of David Beard who has fixed a few gearboxes for your dad over the years. We also thoroughly enjoy the magazine. I drive a Peugeot 208 GTI and have always wanted to drive the other great Peugeot GTI, the 205 of course. I noticed you owned one, while reading this month's issue, and wanted to suggest you could write an article comparing the two, even using my car if you would like.

Kind regards

Thomas Beard

Hi Thomas

I know your dad well, so well in fact that I seem to remember gently touching the rear of his Triumph TR6 with the nose of my Capri while racing at Midvaal years back. With this in mind I owe it to the Beard family, and offer a drive in my 205 GTI. When you have driven it then let's put a bit together on the pair. Perhaps we should include a 206 GTI as this is a future classic in my mind – coming from the GTI bloodline and having also enjoyed success on the World Rally Championship. Shout when you have the time – my 205 is staving off the unreliability rumour associated with the older French machines and is ready to go.

Stuart

OLD ISSUES

Good afternoon

I am looking for one of your magazines printed in April 2001 – do you happen to have a copy in your archives, or even a digital edition that I could purchase?

Kind regards

Arnout

Hi Arnout

Unfortunately we have run out of back issues for April 2001. I do however have a personal copy I will scan and email back to you. Hope this helps.

Stuart

BEETLEMANIA

Hi Stuart

I have just re-read your excellent August edition. The VW Beetle was an iconic car. I proudly owned a '59, which needless to say was soon hotted up. I kept the original gearbox, which could happily handle a hotted up single port 1600 with banana branch exhaust and twin Weber carbs. Of all the many cars I have owned, I miss that one the most.

Guido Landry

Thanks Guido. Yes, I agree the Beetle is an iconic car and a must-have for any classic car fan at least once in his lifetime.

I haven't had one yet but the craving has spoken. Perhaps it is a case of my upbringing but I am not after a real classic like an oval window or even the later SP or S. No, I want a Baja conversion on my bug. The problem is that would mean selling one of my current cars and experience tells me that, like you, I will regret that in the future. It is a real conundrum.

Stuart

FORD MOTOR MEMORIES

Hi Stuart

With reference to Tony Campbell's letter regarding Cortina and Capri engines. According to *Glass's Guide*, the Capri 2-litre V4 engine was first offered in the UK March 1969 and the 3-litre Essex V6 September 1969. It was also available with 1300 and 1600cc engines. Later mark Capris had the 2.8-litre Cologne motor. Earlier ones were also fitted with a 1600 or 2-litre Pinto engine.

The Cortina Mk 1 in the UK was offered originally with 1200 and 1500cc and from 1967 the 1600 engine was available. The V6 was never available as standard from the Dagenham plant. The Savage Cortina Mk2 was a conversion done by Jeff Uren and carried on into the Mk3 and 4. Otherwise, Mk3s had the 1300 and 1600 Kent engines or a 2-litre Pinto.

I was employed by a Ford dealership in London those many years ago. One of the

'demo' cars I had the use of was a bright orange Capri GT, which came standard with vinyl roof and matt black bonnet, but my favourite was a 2-litre Pinto Mk3 Cortina GXL in Daytona Yellow, again with black vinyl roof (a very popular option in those days) in which I could, illegally, drive home at 100mph down the Kingston Bypass.

I seem to recall the Big Six Mk3 Cortina was offered as a unique standard option here in SA, whereas the V8 Capris and Cortinas were a Basil Green factory-approved option.

Regards

Charles Tilson

Hi Charles

*Thanks for the info and Ford motor memories. The above would tie up nicely with the local information found in *Auto Digest Data*. According to this, both the V4 and Kent 1600 Capri were*

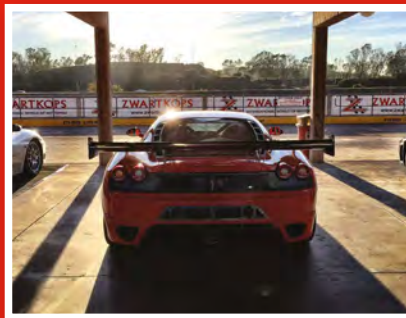
launched here in July 1969. It would appear the V6 took a few months to get here, launching in early 1970.

On the Cortina front, the Mk1 also saw pre-crossflow 1200 and 1500 units as the norm. By 1967 the Mk2 had landed on our shores, offering 1300 and 1600cc units as the standard. Basil Green of course fitted the Essex V6 into the Mk2 Cortina to make the Cortina Perana, which, although conceived in mid-1967, seems to have only hit the market in 1968. This would mean that the Jeff Uren Savage probably beat the Perana by a few months as the first V6 Cortina, but Green's Cortina trumped with an official nod of approval from Ford. The vinyl roof option seems to have taken a backseat in recent decades but now is on the rise again with many owners and restorers asking us where they can have their roofs redone. If you, or any readers, have an expert in this department, please pass on the details.

Stuart

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Winners will be announced on the 30th of January 2017



The famous Porsche badge is rightfully synonymous with rear-engined, air-cooled entertainment but that association – which is undoubtedly flawed in some aspects – was arguably so deep it came at the expense of one of Stuttgart's finest designs, says **Graeme Hurst**, after sampling a trio of 928s.

Photography by Mahomed Ozayr Abdulla



It must have been hugely frustrating for Porsche's board – especially given the German fixation for perfection – to have gone to the trouble, back in the early '70s, of sponsoring a clean sheet replacement for its ageing, and by then, increasingly criticised, 911 format and then face what was effectively a customer backlash as demand for the rear-engined forerunner continued to soar. And that in spite of an undoubtedly super-sophisticated sports GT that was so accomplished it won European Car of the Year – an award more usually reserved for family saloons than a super pricey 'top end' market offering.

But passion, especially when it comes to all things petrol-driven, can fly in the face of logic as the men in Stuttgart no doubt realised after they were forced to sign-off

various evolutions of the 911 to appease the market. We can thank them for that as – fast forward four decades – our collective hobby would be a heck of a lot poorer without the likes of a 930 Turbo or GT2.

Those icons also cast a permanent shadow over the 928, which was launched in 1978 and remained in production for close on 20 years, going through five iterations – which is testament as to how *avant garde* the original design was. Thankfully those same enthusiasts are now fast realising that the board's efforts to engineer the 928 need to be celebrated and, by all accounts from dealers, demand for these V8-engined coupés is surging.

The 928 story goes back to 1971... remember that the 911's design began its drawing-board gestation almost a decade before and, although a front runner in the sportscar world, it had acquired a reputation for being tail happy which was increasingly exacerbated by ongoing power increases. The higher operating temperatures and associated engineering tolerances and materials that air-cooled designs necessitated also made it pricey to produce, and increasingly difficult to tame

for US emissions regulations. A switch to a water-cooled format would sort both those problems while placing the engine up front would aid crash protection and circumvent the predicted eventual ban on rear-engined cars in the USA.

But all that meant a serious re-think which the Stuttgart carmaker's then-new CEO Ernst Fuhrmann was happy to entertain. Previously the company's technical director, he convinced his board to underwrite an all-new design for a front-engined, two-plus-two coupé, and engaged Anatole Lupine to style it. His efforts delivered the smooth and unadorned futuristic hatchback shape we have come to know. With its flush detailing and integrated body colour bumpers, the 928's curves were about as far as a draughtsman could get from Butzi Porsche's icon while still using paper and ink.

And the step change wasn't only skin deep: the curves were wrapped around some exciting technology, starting with a 4.4-litre all-alloy, overhead cam V8 engine and – in the quest to achieve near 50:50 weight distribution – a transaxle rear, which was mated to a multi-link 'Weissach' rear end, a piece of marketing spin inspired by the name of the company's testing facility.

The use of uninterrupted styling extended to the interior, which featured a heavily

And that in spite of an undoubtedly super-sophisticated sports GT that was so accomplished it won European Car of the Year – an award more usually reserved for family saloons than a super pricey 'top end' market offering



sculpted dash and centre console and floating, height adjustable instrument binnacle. For a carmaker routed in a rear-engined, air-cooled format with simple (almost spartan) interiors, this was a radical departure. But it paid off when the 928 won that COTY award in '78 after more than 50 international motoring journalists gave it their vote when it was launched at the Geneva show. The award was an enormous boost and sales were initially spectacular with 5 000 928s leaving the showroom floor in the first year alone.

Looking at early road tests one can see the attraction: with the Bosch K-Jetronic fuel-injected V8 good for 180kW – along with 348Nm of torque – performance was eyebrow-raising for the late '70s with 0-60mph in 7 seconds ability and a 140mph top-end whack, as the UK mag *Motor* recorded.

It was heady stuff but not quite into Aston Martin or Ferrari territory. Cue the 928S which followed just two years on, after an impressive 17 000+ sales run, and boasted a capacity boost to 4.7-litres and 221kW metrics. That's when our local press got their hands on one with *CAR* magazine's August '81 test full of praise for what was then to date the fastest production car to come their way (with a 228.2km/h needle reading) but

the performance came at a price: R58 850 through importers Lindsay Saker, this when a locally-assembled BMW 535i – itself no slouch – could be yours for R22 750.

CAR's test car was the same colour and manual-spec as the 928S we have here. Get behind the wheel and you'll quickly understand why it made such an impression nearly 40 years ago. The ergonomics were way ahead of the competition at the time with a low, ensconced driving position that amplified the car's solid, GT feel – as does the V8's wide spread of torque which is strong enough to let you pull off in second gear if you fail to spot the manual box's dog-leg shift pattern.

Even in 'modest' (compared to later models) 221kW spec you're left in no doubt that there's plenty of grunt under your right foot. Performance is impressive although the car's wide stance and solid 'hewn-from-granite' feel masks the sensation of speed to a degree. The transaxle layout means the gear linkage exhibits quite a bit of momentum and gear changes are quite long, deliberate actions – much like in an Alfetta GT.

Two years on, the 928 got an additional 7kW and anti-lock

brakes – along with an S2 badge. *CAR*'s test team got its hands on one in January '86 but that had the four-speed auto 'box, which was actually a Mercedes-Benz design used under licence. It was a popular choice in the 928's life thanks to the V8's superb raft of torque and the test team reckoned it was the better version, unlike a Ferrari or a 911.

Ah, yes the 911... turn to the back pages of that same *CAR* issue and you'll see the 911 was still on offer for around R40k less than the R153 145 needed for the keys to a 928S. And that listing is the fly in the ointment in the 928 tale. Porsche's prediction that the US authorities could outlaw rear-engined cars never materialised and sales of the 1978-launched 911SC had been so strong that the company re-worked the model significantly to update its emissions and performance with the 3.2-litre Carrera.

Launched in '83, the new Carrera clearly

But it paid off when the 928 won that COTY award in '78 after more than 50 international motoring journalists gave it their vote when it was launched at the Geneva show





hit the mark with enthusiasts who still yearned for that chainsaw-like howl and the twitchy road manners. The same year as that price listing, the 911 enjoyed an all-time sales peak of 17 000 cars – a number the 928's most popular derivative, the S4, couldn't even match over four years. It was quite an accolade for the 911 when you consider that the original design debuted 22 years before.

That S4 – launched a year later in '87 – was another marked evolution, thanks to a switch to four-valves-per-cylinder technology (in the interests of better emissions). Up front

it now packed 235kW which translated to 262km/h, assuming you were brave enough to find out. And it looked subtly different with a revised front and rear bumper/light treatment and larger rear spoiler. There were improvements inside, most notably with electrically adjustable seats and an LED-based warning panel to notify you of things like tyre pressure changes and act as a trip computer with data on fuel consumption, range and distance travelled available when required – state-of-the-art fare for a late '80s luxury car.

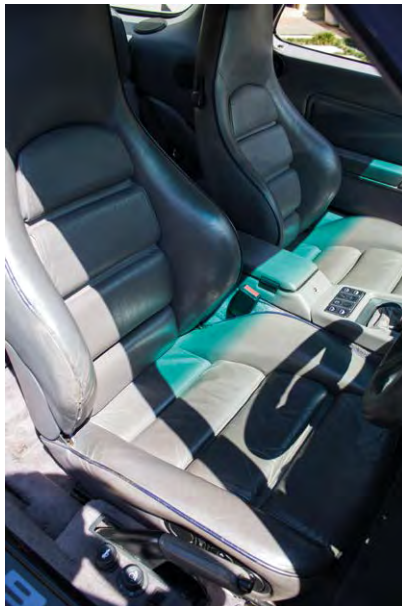
Again, having fun behind the wheel was exclusive with the price of the 1990 example we have here propelled up to a heady R449 800 (thanks to rampant inflation) which was R145k more than a Mercedes-Benz 560SEC. But those who could afford it wouldn't have been disappointed even if opting for

the no-cost automatic option: it feels every bit as brutal as the manual S2 with no sign of the extra horses going astray in the drivetrain while the seamless cog-swapping adds to the refined, GT persona.

1990 might have marked 12 years into the 928's design but the engineers in the depths of Porsche's Stuttgart HQ didn't rest on their laurels: a year earlier they had already launched the GT which now sported 243kW under the bonnet. This example is another manual, which, with the added power yet again amplifies the 928's enormous performance. Floor the throttle in second or third and this sophisticated coupé rapidly becomes a fearsome projectile for which you'll want plenty of tarmac to gobble up, although it's nowhere near as nerve wracking as, say, a 911 Turbo: it feels attached to the road in every way with no threat of a sudden pirouette if you let go of the loud pedal in a corner.

The 928's near-perfect weight balance

Floor the throttle in second or third and this sophisticated coupé rapidly becomes a fearsome projectile for which you'll want plenty of tarmac to gobble up



plays a big role in that perception, as does the 225/50 (front) and 245/45 (rear) ZR16 rubber, but that Weissach rear-end has a hand in things too: it's designed to provide a degree of passive rear-wheel steering to increase stability while braking during cornering – a product of Porsche's engineers' aim to banish criticism of tail-happy handling that ended up dogging the 911's image.

In GT spec the 928 is a desirable car but it wasn't the end to the 928 story. For the 1992 model year, Porsche again extracted more power with a capacity boost to 5.4-litres with the GTS – a mighty 257kW and 490Nm offering that gave 168mph, Autobahn-munching ability with 0-60mph in 5.4 seconds – proper super car stuff that impresses even now, over two decades on. Our press never got the keys to one but the UK's *Motor* did and commented that 'only a Ferrari 512TR (Testarossa) was faster around Millbrook's proving ground, but it

cost twice as much!'

That performance kept the 928 on showroom floors until 1995 (at a lofty R644 918 here in SA) when Porsche finally shelved its radical front-engined offering to focus exclusively on the 993, the then-new mid-engined Boxster, and the upcoming water-cooled 996.

Porsche's 928 remained in the shadows with those lucky enough to own one perplexed as to why the market hadn't cottoned on to what was, and still is, a formidable car for the money. But that's fast changing as word spreads and the 928's robust engineering and build quality shine through all these years later.

Early pre-S examples – with their funky Pasha check interiors and cleaner lines are the purist's choice but there aren't many around.

A leather-finished S4 automatic is probably an easier find while only around one in five 928s is a manual so you'll need to hold out for one of those. For true collector value, the GT and GTS are the clear winners as they're the rarest with just 2 078 and 2 904 delivered respectively worldwide. Either way, the 928's long and varied production run means there's a range of values, giving the model wide appeal – an appeal for a serious performance icon that's been for too long in the shadows of its famous six-pot sibling. 📌

Porsche's 928 remained in the shadows with those lucky enough to own one perplexed as to why the market hadn't cottoned on to what was, and still is, a formidable car for the money



AIR-COOLED FAN

Volkswagen's humble Beetle is, as the name predicted, the ultimate People's car. Stop in any corner of the globe and the chances are good that you will see one still being pressed into action. So they are common. Even so, thanks to nostalgia, reliability and a cool factor, the Beetle has managed to escalate itself onto the classic car ladder and a niche industry supporting the ownership and use of these simple machines continues to grow. One such garage that ensures we continue to see the Volla on the SA road network is German Steel Toyz in Honeydew, just north of Johannesburg.

Despite the abundance of air-cooled projects on the go, owner of the operation, Jason, first dipped his toes into the classic car restoration game when he set about rebuilding his father's Volvo 122S. He still owns this vehicle but also a 1958 Beetle, a trio of 1963 Volkswagen Bugs, a '74 model and a double-cab bay window kombi. This Beetlemania and the need for period accessories led to him manufacturing replica Stirling roof racks, which soon escalated into a small business supplying the air-cooled fraternity. It was after selling 100 or so of these that the Volkswagen restoration and repair business

took over. Clients fetching their racks soon started asking who worked on his cars, and when he said that he did his own work, they encouraged him to handle theirs.

As they say, the rest is history and for the last three or so years the outfit has specialised in offering turnkey restorations, mechanical repairs, bodywork and servicing to air-cooled Volkswagen products. On the day of our visit the shop was not only filled to the brim with Beetles of all ages but also half a dozen or so bay window kombis, a splitwindow van and bakkie, a beach buggy and a Karmann Ghia getting a final tune.

Touch ups are done in-house. Major bodywork and panel beating is also done



at the shop before outsourcing the shells for paintwork with Jason playing project manager before returning to German Steel Toyz for re-assembly. The same goes for any engineering work, such as line boring an engine. Ex-aircraft technicians Craig and Gordon, toolmakers by trade work on every project, bringing years of mechanical knowledge, experience and patience to the workshop, so more often than not, the shop is able to repair original parts rather than importing replacements.

It's a small operation that harks back to the good ol' days where the customer gets that personal touch and the air-cooled project that extra bit of TLC and attention to detail. **📍**

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HORSES FOR ALL COURSES

With a mixture of affordable performance and striking looks, Ford's Mustang has been a hit on showroom floors in most of the world for more than 50 years. Only its left-hooker format meant our own local enthusiasts couldn't taste the excitement. But that changed with the sixth generation Mustang, which, for the first time in the Pony icon's history, is available in right-hand drive, here in SA. And it was worth the wait reckons **Graeme Hurst**, who compares one to a '65 original.

Photos by Henrie Snyman

One of the first things I used to do when arriving in a foreign city when I spent a year backpacking overseas was to buy whatever the local car magazine was and ogle over what cars were available locally. The price lists in hard currency for supercar stuff made for scary reading, considering the minimum wage jobs I took to fund my travels, but the sheer diversity of what was on offer on showroom floors across the land was just staggering. That was more than 20 years ago when the consumer world was a lot less global; clothes, food and, to a large degree, cars still varied by country.

And one absolute standout recollection was being in the USA back in 1994 when the fourth generation Mustang – the model that finally capitalised on the styling cues of the 1964 original – hit the streets. My copy of *Road & Track* was devoured as I read all about the styling influences and the performance specs. What's more, by American standards, the new Stang sounded affordable: \$13 000 for the entry level V6 from memory when the old Rand was still trading at R3.40 to the greenback... back here at the time the equivalent

R45 000 would've got you the keys to a Fiat Uno Pacer 1400 or Ford Laser 1600 Dash!

I was so taken I even stopped at a local Ford dealer in Denver to check it out for real and recall standing in the showroom and wondering if we'd ever see the new Mustang listed in our local magazines. Well, fast-forward 22 years, and that dream has been fulfilled: grab the latest copy of *CAR* and thumb through to the back pages and you'll see six models listed between the blue oval's Kuga and Ranger in the *CAR* guide. And that inclusion hasn't been lost on local fans of the iconic Pony car as dealers across the country can attest: more than 700 have left dealer showrooms this year and there's currently an eight-month waiting list!

Actually our automotive landscape hasn't been totally bereft as a few Stangs were imported privately over the years. But that supply stopped back in 2000 when our motoring authorities put a ban on importing left-hookers for the road, except for ones that are more than 40 years old or are expensively converted to right-hand drive upon arrival. Now all that's changed following Ford's decision to officially produce the latest variant in right-hand drive and so, as of this year, the Mustang has



been available here in both Fastback and Convertible guise with two engine options. Of course, with the latest model coming more than five decades after the original some might argue that it's here in name only, with little in common with the showstopper from 1964. Well now we've got a 1965 289 Convertible and a new 5.0 GT Fastback to play with and decide for ourselves.

With clear design cues from the original and, crucially, the key ingredient – a large V8 driving the rear wheels – in place for this range-topper 5.0GT, the new Mustang ticks plenty of boxes as far as enthusiasts are concerned although it's also available in 2.3 Ecoboost guise, which packs the Focus RS's 2.3-litre four-cylinder engine. A four-cylinder under the hood in a Mustang? It's actually nothing new; Ford shoved the 2.3-litre Pinto unit into the second generation Stang back

in 1974 in the teeth of the oil crisis.

Today the four-pot offering is in the interest of balancing emissions by offsetting the bigger lump's output, as with most automaker's line-ups. Halving the number of pistons may sound like a letdown to a petrolhead and, 40-plus years ago it was, but look at the specs for the latest Stang in that same *CAR* guide listing and you'll see it offers 233kW and 430Nm – from just 2264cc!

Those impressive metrics are delivered thanks to a twin-scroll turbocharger and direct fuel injection system, while other state-of-the-art technical innovations extend to a 'sound symposer' that beefs up the aural experience so you don't get embarrassed when booting the loud pedal on your local main drag. That's not needed on the 5-litre version, which emits a fabulous V8 throb and the reason why, for Mustang die-hards, it's the only real show in town.

To understand the new Mustang it's necessary to rewind a few decades to early 1964, when the American automotive world began to be bombarded with print and television advertisements about the all-new four-seater sports

car. A sports car that was the brainchild of Lee Iacocca, Ford's then newly installed vice-president and general manager who reckoned the company needed to capitalise on the post-war baby boomers, who were hitting driving age and starting families. To speed up its time to market the new model was based on the Ford Falcon's live-axle platform but boasted attractive long bonnet, short rear deck styling. It also sported an all-new eye-catching emblem on the grille: a Mustang pony. That was inspired by one of the country's wartime icons, the fearsome WWII P51 Mustang fighter plane, but emblematically evolved into the horse of the same name.

With a 260ci V8 (later 289) it offered performance to live up to that badge. Iacocca's advertising campaign culminated in a launch that famously involved unveiling a Mustang on the top of New York's Empire State building on April 17th that year. All the marketing hype paid off with the Mustang appearing on the cover of both *Time* and *Newsweek* that week and customers queuing outside dealers to place orders. Ford sold nearly 400 000 in the first year alone. Two years on, the output from its three dedicated factories in Dearborn, San Jose and Metuchen hit a million. Fifty-two

It also sported an all-new eye-catching emblem on the grille: a Mustang pony. That was inspired by one of the country's wartime icons, the fearsome WWII P51 Mustang fighter plane



years on that number's 17 million.

So what is the original like to drive? In a word: straightforward. Like most American cars of the era, the Mustang's live axle (with semi-elliptic leaf springs) makes for predictable road manners although the ride's thankfully not as soft as some of its peers. With optional power steering and power brakes this White convertible is easy to steer and stop while the Ford auto 'box is smooth and responsive to kick down. Out and out performance varies with the six-cylinder and 2V V8s (if you can find an example of either – most have been uprated) on the modest side while the 4V and rare HiPo spec'd cars were quick for their day. Having a 'stick shift' – as the Yanks are wont to call a manual – livens things up a lot but for the bulk of Mustang owners the sense of performance from the badging and rakish lines was sufficient. Which is why Carol Shelby took the gap with his Shelby GT350 and later 500.

In many ways the current Mustang's performance is much closer to the original Shelby idea. Of course you can have one converted to pukka Shelby spec here in SA (see the August issue of *Classic Car Africa*). And in top spec supercharged Supersnake form, it offers in excess of 500kW but the

standard 306kW and 530Nm output from the 5.0 GT translates to plenty of grunt. It's just as well that in six-speed manual trim it retails for R852 900 (the 2.3 Ecoboost starts at R713 900) so it sits alongside some accomplished kit, including Porsche's 718 Boxster, although that price point is around half what you'd need for the keys to Jaguar's F-type R Coupé – a car that shares a similar, hugely powerful front-mounted V8/rear-drive format but occupies a more premium market sector.

Size-wise the new Mustang, like most retro-inspired designs today, is bigger than the original at 2080mm wide and 4783mm long (versus 1732 and 4613mm). It's also unavoidably heavier – over 400kg – but we can thank the plethora of things like airbags and ABS, not to mention climate control and entertainment, for that. But the styling links, like the original's vertical nostril slants and rear taillight treatment, are all there. So too is the Fastback shape that's become so synonymous with the Mustang image after the 1968 model in *Bullitt*, while the new car's wide, low stance and heavily sculpted, forward-leaning front end lends it a slightly menacing presence, which looks every bit worthy of the badge.

The interior has plenty of design cues from that same model including the chromed instrument pods and symmetrical dash layout. Compared to the over-egged ergonomics of a lot of European car interiors there's a 'does what it says on the tin' honesty about it all. And that extends to the driving experience when you fire up the 5.0-litre V8 and sample the performance, which will rocket you from 0 to 100 km/h in a mere 4.8 seconds and top out at a heady 263km/h if you keep your right foot planted long enough. The Ecoboost version's no slouch either, taking just a second longer on the 0-100km/h sprint and boasting a top speed of 225km/h. Adding to the thrill with both models is the option of a launch control, only available on the manual-spec cars, which combines brakes, traction control and powertrain control to help ensure smooth, consistent starts for all driving conditions. For those wanting warm rubber for a drag race there is Electronic Line-Lock that keeps the front brakes locked while releasing the rear brakes, letting you accelerate to spin

But the styling links, like the original's vertical nostril slants and rear taillight treatment, are all there



and warm up the rear tyres to enhance grip.

Once on the move, the 5.0 GT has that sure-footed but playful feel that comes with most rear-drive muscle cars and which, in a sense, is not unlike the original Stang. Where the new one is infinitely better is ride quality but a lot of that is down to the leaps and bounds made in suspension design over five decades, particularly the use of double wishbone suspension at the back; this is the first Mustang variant to leave the drawing board in Detroit with a fully independent rear end.

The handling is also beefed up with the Performance Pack option which is standard fitment on both models here in SA and includes 19 inch wheels, a 'K-brace' under the bonnet for improved stability, a thicker anti-roll bar (on the Fastback) and heavy-duty front springs. To help you get the most out of all that, both models come

with three driving modes: sport, race and track, with each varying throttle response and suspension settings. There are other buttons to play with, including one to dial in one of three settings on the electrically assisted steering while the dashboard also packs Ford's Sync2 infotainment.

That brings us to another aspect that's worth comparing between old and new: options. Iacocca was a genius when it came to marketing and, although he pegged the Mustang's price low, a lot of what made it sexy came as an option. And it was the list of options that made Ford money while making the car's owner feel special.

Look at period sales literature for a '65 Stang and you'll be amazed. There were three different body styles and six different engine options. And the colours? Raven Black, Prairie Bronze and Twilight Turquoise were just three of the cool-sounding 23 colour swatches a customer could get excited over in the showroom. Throw in nearly 50 different interior trim colour and configuration choices, the option of must-haves such as power steering, disc brakes – and a raft of 'go-faster' goodies – and it's easy to see why dealers at

the time joked that no two cars were ever alike. The approach was all part of Ford's advertising strap line: 'designed to be designed by you'.

In contrast, the new Mustang – certainly here in SA – is already highly spec'd so while a sales brochure may excite you, it won't overwhelm you for choice (apart from the colours, of which there are ten, with go-fast inspiring names such as Lightning Blue and Race Red – all with a black leather interior). Will that limit its chances? Not a bit! Decades of being denied easy access to this Pony car has resulted in pent up demand for a car that's both revered in petrolhead circles and known for its brand kudos.

The Mustang is a car that shouts affordable, no-nonsense performance with plenty of cool factor. Both the Convertible and Fastback offer that, although it's the latter shape that's proven four times more popular with enthusiasts, despite our sunny climate. In a sense that speaks volumes about the focus of our local enthusiasts who want it to drive, not pose – which is also why eight out of ten of them opted for the full-fat V8-engined 5.0 GT after reaching for the CAR guide. Well if you had to wait this long for the keys to your Pony, why would you leave out the essential ingredient? **C**

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1967 Jaguar E-type Coupe, 5 speed manual box, in good condition **R1.5M**



While not particularly fast, the Lambda was dynamically far advanced for its time.



Brasswork detailing adds a distinctive touch. The horn was a later addition.



A

VINTAGE SPEARHEAD

With fine engineering and technical wizardry the Lancia Lambda set new standards of comfort, roadholding and performance in the 1920s. **Mike Monk** takes a look at a local example, which despite being 90 years old, still impresses with ingenuity.

Vincenzo Lancia was an automotive visionary, a man who had an innovative mind and the wherewithal to put his ideas into practice for the benefit of the industry. Back in 1922, he introduced the Lambda, a car that featured stressed-hull construction, independent front suspension and a (very) narrow-angle V4 engine and that subsequently was acknowledged as being one of the finest vintage cars ever made.

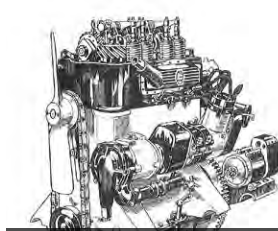
Born in Fobello in the Piedmont region of Italy in 1881, after attending technical school Vincenzo joined Giovanni Ceirano's car company in Turin as an accountant. When the plant and vehicle patents were sold to Giovanni Agnelli in 1899 and produced as the first F.I.A.T., Vincenzo stayed on with the new owners as a test driver and began racing with considerable success. Then in 1906 he broke away and formed Lancia & Co Fabbrica Automobili with his friend Cloudio Fogolin and the following year the company began making cars of its own, with a *lancia* – lance, or spear – adopted as a trademark. The first car was the superb Lancia Alfa Sport and the company's products quickly established a reputation for good workmanship and performance.



Mudguards were painted black as part of an upgrade in the mid-1980s.



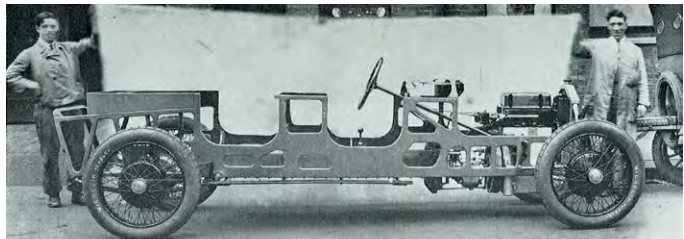
The round plate in the front mudguard could be removed to allow the top of the suspension 'strut' to be removed.



The narrow-angle V4 engine is remarkably compact.



Nivex vacuum petrol gauge is fully functional.



The Lambda's stressed hull precluded the use of a conventional chassis.

Once launched, the Lambda received regular upgrades and no less than nine series were made during its production life between 1923 and 1931

It was in 1922 when the company's fortunes took off when the Lambda appeared. The car featured a stressed hull, the patent for which was granted in 1919 and described as 'a type of car in which the chassis frame is eliminated, the connection between the front and back axles comprising a rigid shell that fulfills the functions of the body in a normal car'. The patent also recognises that the shell can be 'lowered below the plane of the axles... also confers extra strength' – this in recognition of the design incorporating a rigid propshaft tunnel. Part of the 'boxed in' design incorporated a tapering tail that not only afforded additional stiffness, but allowed for inclusion of a boot.

The independent front suspension, although simple, was advanced for the time, consisting of coil springs working above and below the sliding pillar stub axle – an arrangement used by Lancia for another 30 years – with a hydraulic damper integral with the king pin housing. The rear suspension followed a more conventional approach

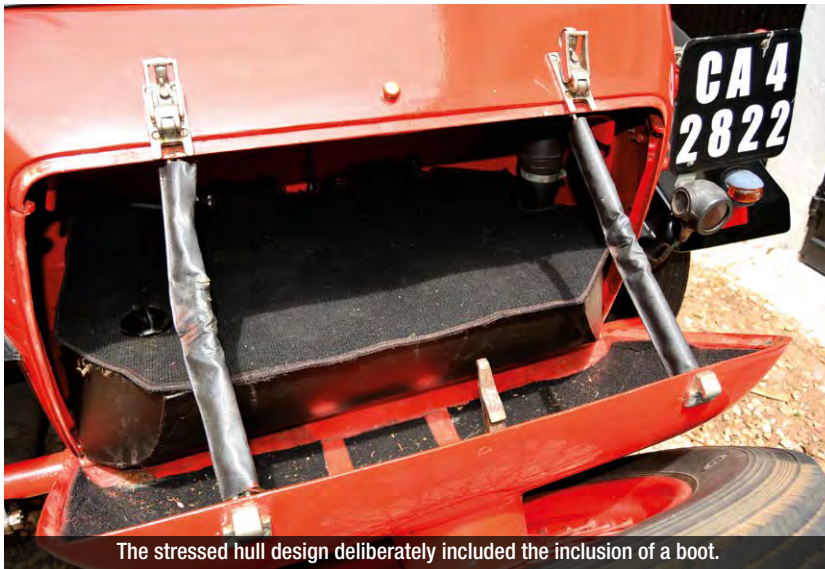
of semi-elliptic leaf springs and Hartford friction shock absorbers. Worm and roller-steering provided a tight turning circle.

Once launched, the Lambda received regular upgrades and no less than nine series were made during its production life between 1923 and 1931. Minor engine modifications were made for Series 1 to Series 4 and a new windscreen appeared with the latter. Series 5 was introduced in 1925 with the adoption of a four-speed gearbox and later in the year the Series 6 Lambda was offered as a bare chassis and a choice of two wheelbases. The Series 7 of 1926-28 received a bigger engine along with improved brakes. The Series 8 of 1938-40 had another increase in engine size. Series 9 was sold only as a bare chassis.

The Lambda's stressed-hull construction precluded any potential body flex and all early Lambdas were Tourers, but saloons could be made up with the addition of a separate upper cabin being affixed to the car's open bodywork – in other words, a sophisticated hardtop. But customer



The single Zenith carburettor mounted aft of the engine and feeds into the middle of the head.



The stressed hull design deliberately included the inclusion of a boot.



Front suspension comprised coil springs operating above and below the sliding pillar stub axle with a hydraulic damper integral with the king pin housing. Hydraulic drum brakes fitted all round.

demand for a bigger variety of body styles led to a move towards a platform-type chassis layout being adopted.

As for the engine (Tipo 67), it was a long-stroke 13° V4 with a displacement of 2120cc delivering 37kW at 3000rpm. The block/crankcase was made of light alloy with cast iron liners. Its construction was unique: the flanged cast-iron liners were arranged in a mould along with the oil filler, oil ways and breather and the aluminium poured around them. The sump was also aluminium while the detachable head was made from cast iron. The V formation made it very compact – the block was a mere 420mm in length. The single overhead-cam was driven by a vertical shaft operating two valves per cylinder by rockers and needle-bearing cam followers. A Zenith carburettor was affixed to the rear of and feeding into the middle of the head. Spark plugs were mounted in the block. Mated with a three-speed gearbox it had a top speed of 115km/h and had a fuel consumption of around 12 litres/100km.

The Tipo 78 Series 7 engine had a

14° angle between the V and the bore increased to realise 2370cc³. Spark plugs were now located in the head. A counter-balanced crankshaft and a camshaft vibration damper helped smooth out the V4's inherent imbalance. With a fractionally higher compression ratio, power was upped to 44kW at 3250r/min but there was practically no change to the top speed or fuel economy. Finally, for Series 8, while the stroke remained at 120mm, the bore was increased again to 82.55mm to bump capacity up to 2570cc (Tipo 79), and the V-angle marginally changed again, to 13°14'. Max power increased to 51.45kW at 3500rpm. Radiator height was increased and steel disc brake drums with shrunk-on fins were introduced. Top speed was now 120km/h while fuel consumption dropped to around 14.5 litres/100km.

The Lambda featured here belongs to Crankhandle Club member Richard 'Dickon' Daggitt, a retired naval architect and long-time classic car racer, collector, restorer, builder, event organiser and consultant

But customer demand for a bigger variety of body styles led to a move towards a platform-type chassis layout being adopted



Full-width front seat trimmed in pleated leather.



Each running board carries a useful tool box.



The Lancia in Franschhoek prior to following the 2016 Oily Rag Run.



All early Lambdas were tourers.

His car, chassis number 13320, is a Series 5, first registered on 20 July 1925 in England and was given the registration number YK8979

to the Franschhoek Motor Museum. He has been there, done that and got the oily T-shirts to prove it. His car, chassis number 13320, is a Series 5, first registered on 20 July 1925 in England and was given the registration number YK8979, which in itself is a bit special. In the British vehicle registration system of the time, the code YK was allocated to London but only issued in two-letter form during June and July 1925. Thereafter, the YK was prefixed with a third letter, e.g. AYK, so this car boasted a 'limited run' number plate.

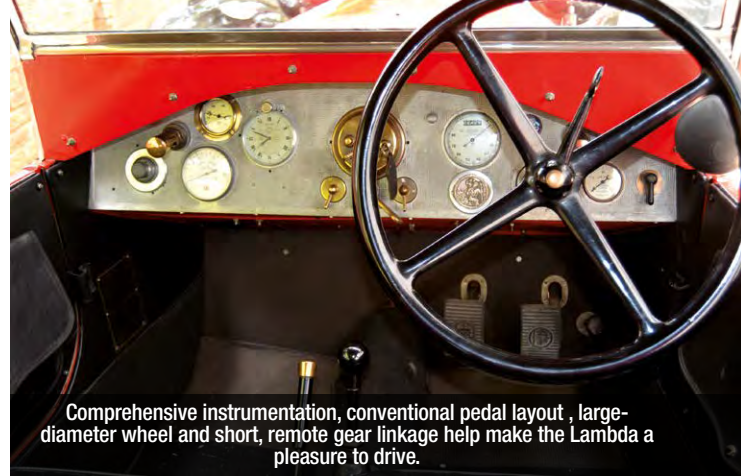
Who originally bought the Lambda and its pre-war history is not known, but in 1946 it was the property of Eric Whiteway living in London SW19. The following year, the original 2.4-litre engine (No. 3317) was replaced with an eighth-series 2.6-litre motor (No. 10055). The car also has the larger brake drums and revised battery position of later series models, and it is thought these upgrades were carried out at Lancia's workshop in London. Whiteway moved to Exeter in Devon before selling the car to John Wright in Reigate, Surrey, who by 1956 had relocated to London SW7. By 1968 it belonged to Dan Margulies, a post-war doyen of London historic and classic car

dealers and perennial VSCC racer whose career ran from 1951 to 1973. Then the car came to South Africa when Margulies sold the car to Gilbert Tunmer in Johannesburg, where it was registered, appropriately, TJ1925. (Gilbert was the father of Guy, who became a successful racing driver and who took part in the 1975 SA F1 GP in a Team Gunston Lotus 72, finishing eleventh.) Capetonian Harold Fredman bought the car in 1973 and it was re-registered CA1933.

The car underwent a complete mechanical overhaul between 1984 and '87. The engine, gearbox, clutch, suspension, steering and brakes were all completely stripped down and refurbished and the bodywork was treated to a bare-metal respray. During the next 13 years the car covered around 2 000 miles (3 200km) without a hitch but then was treated to some mechanical improvements. The Nivex pump and petrol gauge were brought back to life and the tiny gearbox that operates the cables that dip the headlights was found and fitted in place behind the dashboard. At some point the Autovac tank had been removed and an SU pump fitted in the boot to feed the carburettor, but this arrangement occasionally caused the carburettor to flood.



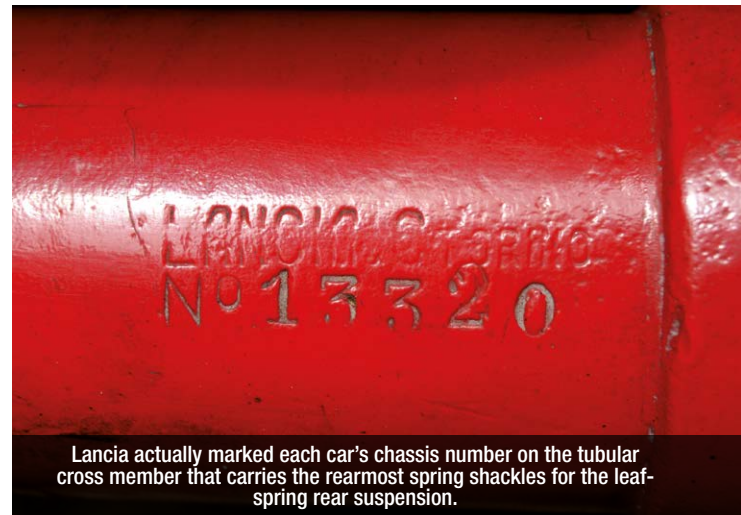
Plate and stamping confirms the gearbox is a Tipo 122 four-speed no. 8428.



Comprehensive instrumentation, conventional pedal layout, large-diameter wheel and short, remote gear linkage help make the Lambda a pleasure to drive.



Simple and effective independent front suspension layout.



Lancia actually marked each car's chassis number on the tubular cross member that carries the rearmost spring shackles for the leaf-spring rear suspension.

So, the Autovac was reinstalled and fed by the pump but a cut-off float prevented any chance of flooding, leaving the carburettor to be more authentically gravity-fed. As a final touch, the mudguards were painted black and a brass horn was fitted.

Being technically-minded and appreciative of fine engineering, Dickon had always been attracted to the Lambda and a few years back he finally managed to purchase the car. However, the car was difficult to start and Dickon discovered that there was no compression, so decided to carry out another complete overhaul of the engine. During the previous engine rebuild, new liners had been fitted but they were not flanged and had 'dropped', reducing the already low 5.15:1 compression ratio to practically nothing. Another hitch was that the narrow-angle V configuration prevented each piston/rod assembly to be fitted from the bottom of the block, so they had to be inserted from the top with each ring compressed one at a time as the piston was fed in. In addition, the SU pump was removed and the Autovac brought back to proper working order, and the 36mm Zenith Brevettato carburettor replaced with a (correct for the Series 8 engine) 38mm item.

The car's original magneto was repaired and fitted in place of a previously adopted coil ignition system conversion.

Since then the car has provided endless motoring pleasure. Weighing around 1 150kg, the Lambda was no sprinter but it was lively and what it may have lacked in outright speed it more than made up for in ride and handling. Earlier in the year, Oily Rag Run organiser Dickon followed the route in the car with a full complement of passengers, typifying the very essence of vintage touring car motoring. The Lambda has an appealing character and it is easy to understand why it was such a success.

Vincenzo died of a heart attack in 1937, six years after the Lambda had ceased production. Just over 12 500 examples were made that firmly established his company in the automotive world. Post-war, the company produced some superb motor cars and at various times was successfully involved in grand prix and sportscar racing as well as rallying. Lancia became part of the Fiat Group in 1969 and then became Lancia Automobili S.p.A. in 2007. Sadly, today the Fiat 500-based Ypsilon is the sole Lancia model and sold only in Italy, a far cry from Vincenzo's pioneering Lambda. 🇮🇹

Since then the car has provided endless motoring pleasure. Weighing around 1 150kg, the Lambda was no sprinter but it was lively and what it may have lacked in outright speed it more than made up for in ride and handling



BLITZ BOKKE

Emblazoned with badges depicting a Springbok head, featuring a healthy dose of local parts content and marketed as 'South Africa's own car', the Ranger could possibly be the ultimate SA pinup poster car. But as **Stuart Grant** discusses, it is not that but rather a long forgotten exercise in badge re-engineering by General Motors South Africa. But so many brands under one umbrella makes for a bumpy ride for this Springbok team that came and went in quickly.

Photography by Etienne Fouche



It would appear the press reporting on the Ranger at the time can be largely blamed for the lack of support for the Ranger. And it all started with the media launch in 1968, as shown by an excerpt from a letter written by regular CCA contributor Roger Houghton, who at the time was Motoring Editor at the Pretoria News:

"We flew to Port Elizabeth and spent the night in the Marine Hotel before the launch. The unveiling event took place on a specially built stage at the factory the next morning, with the Ranger driving through a huge sheet of paper in the old fashioned way! However, chaos erupted when we were able to get up close to the new model and saw the Vauxhall Griffin crest badge on the bonnet, in the centre of the steering wheel and on the chrome hubcaps. Immediately the impression was that this was not South

Africa's own car, but a GM parts bin special."

Clearly the press that followed was less than favourable. And rightly so I'd say. So what was the Ranger thing? And why did GM feel the need to launch a totally new brand in South Africa?

The need to invent was forced when GM's Vauxhall products started faltering in the local sales department thanks to a perceived image of them being 'soft' and ill-suited to the ruggedness of Africa. The Vauxhall Viva, which on paper was a reasonably decent offering, attempted to resurrect the brand but the sales people at the dealerships were less than thrilled with having to sell the British marque. When the announcement was made to them that the Vauxhall Ranger would be the next vehicle for them to move

they threw their toys out the cot.

General Motors South Africa's American boss, Bill Slocum, was quick to react though and immediately ordered the removal of Vauxhall from the equation, therefore creating a 'fresh' new brand for GM – the Ranger. The 400 or so units already tagged with the Vauxhall Griffin badge were hastily rebadged with a Springbok on the bonnet and a stylised 'R' on the steering-wheel and hubcap centres. Later this 'bokkie' found its

However, chaos erupted when we were able to get up close to the new model and saw the Vauxhall Griffin crest badge on the bonnet



way onto the door trim and rear seat. With a vast number of these already delivered to the showrooms a fair bit of this badge swapping took place at the dealership workshops. It also meant a delay in the public unveiling until March 1969. Just how hastily this change went from paper to final product can be seen in the February '69 issue of CAR magazine, where Cedric Wright pens a behind-the-scenes story on the GM factory in Port Elizabeth and makes mention of seeing the new Ranger crest depicting a Springbok

Well, it is basically an Opel Rekord body (remember Vauxhall in Europe is Opel) with a Vauxhall Victor FD nose job

head in the design department – that's a month prior to the launch.

But enough about the badging, smoke and mirrors. What exactly is a Ranger? Well, it is basically an Opel Rekord body (remember Vauxhall in Europe is Opel) with a Vauxhall Victor FD nose job. The GM marketing department waffled on about how changes were made to beef up the underpinnings to better suit the South African conditions but in reality this was probably more a case of upping the local content percentage (with parts GM were already making for the Holden and Chevrolet models) to keep government officials happy – local content requirements were based on weight and not cost.

A good portion of this weight

would have come from the engine and the Ranger did well here, making use of a pair of local 4-cylinder lumps already being used in the Chevrolets made in PE. The numbers 130 or 153 displayed on the grille indicated the cubic capacity of the mill – converting to the 2.1-litres and 2.5-litres respectively.

Right from the word go the Ranger offered a decent line up of body styles. For R1 958 you could pick up 2.1-litre in 2- or 4-door Sedan format, R2 305 would allow for a 2.1-litre 2- or 4-door station wagon, R2 369 a 2.5-litre 4-door and for the stylish out there, R2 389 would put you in a pillarless fastback 2.5-litre. The boy racers weren't left out the equation either but had to wait until midway through 1970 when the Ranger Super Sport was unleashed – a 2.5-litre fastback decked out with a very Camaro-



like SS on the grille, 13-inch Rostyle wheels, black vinyl roof, fibreglass boot spoiler and twin exhaust tailpipes, it bore a striking resemblance to the brutal Chevrolet SS and Holden Monaro GTS that every robot racer wanted at the time. It also featured extra gauges above the gear lever that kept the driver in the loop as far as the oil pressure, voltage and time went. Under the hood it received a chrome air-filter and tappet cover but more importantly, a twin-choke 36 DCD Weber carb replaced the Carter YF and a free flowing exhaust expelled the gases that bit faster.

With the 2.5-litre (2507cc) overhead valve developing 81kW at 4400rpm and 213Nm of torque from 2800rpm, as against the regular 2.5's 67kW, the SS performed adequately – doing the 0 to 100km/h in around 12.5

seconds and maxing out at 168km.

The fun and games only lasted until 1973 though when the Ranger brand was canned. General opinion was that the popularity of the new Opel Rekord, which sold as the Chevrolet 2500/3800/4100 models here, left no room in the market for the Ranger which was essentially now old hat, having been based on the previous generation Rekord. GM South Africa went out its way to point out that the Chevrolet arrival wouldn't affect the Ranger line-up but the plug was pulled soon thereafter.

To summarise: yes, the Ranger as a brand name was truly a South African effort and featured a large portion of

local content. That said it was an overseas Vauxhall/Opel hybrid that got even more Frankenstein-like with the factory in Port Elizabeth borrowing locally-made mechanical components found in other GM products.

Our own car? I suppose it is... in the same way a South African, no matter where his ancestors hail from, shouts for the Springboks come World Cup time. 🇱

RANGER SALES

1969 – 1974	2- & 4-Door Sedan (2.1)	6 633
1969 – 1973	Station Wagon (2.1)	3 794
1969 – 1974	4-Door DL (2.5)	5 772
1969 – 1973	Fastback & SS (2.5)	6 862
TOTAL		23 061



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FORGET PARYS

Renowned author and motoring historian **Andre Laubscher** takes us through some random ramblings about Mike Hailwood in South Africa and his Iso Grifo.

Mike Hailwood

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Mike Hailwood

autospray

The Mike Hailwood Autospray System

Hailwood doing he job in promoting Autospray. He was a non executive director



Mike with the Iso in Durban (1969).

Firstly a somewhat circuitous route as to how I became involved with Mike. In 1962, aged 22, I left Cape Town to join the export/sales division of the Porsche factory. A year later, much to my surprise, I was asked to head up the VIP direct factory sales department. In November 1963 I received an order from Stirling Moss for a Porsche 904 for his racing team, the Stirling Moss Automobile Racing Team (SMART) that he founded after his near fatal accident at Goodwood the year before. I spent Christmas of that year in Hendon with an English colleague and took the opportunity to meet up with Stirling to finalise the deal. (The last time I called on him was in February 2012 – same house, same desk!) He told me that his three mechanics were South Africans, brothers Ed and Bud Rossler and Piet van Asperen. From the beginning of 1964 I monitored the build of the 904 on a daily basis until I delivered it to Ed and Piet in February 1964.

As I wanted to get into motor racing rather than build a long-term career at Porsche, and having established a good working relationship with Equipe Moss, I resigned at the end of May 1964 and moved to London. Stirling had endorsed the Stirling Moss

Paint-a-Car System, founded by a Canadian and his American partner. The company sold respray and light body repair centres throughout the UK on a franchise basis. Stirling offered me a job in the company that had already set up 10 centres and I assisted with the setting up of a further nine and one each in Brussels and Paris.

In 1965 I met Gill who worked for Rootes in Devonshire House, Green Park, and we were married in December 1966. Towards the latter half of 1968 I found myself in a quandary. I told Gill that in my humble opinion Harold Wilson and his merry men were going to run the UK into the ground with their unrealistic policies, economic and other, and by the same token the Apartheid system back home was in for a big hiding. We gave it serious thought and decided to give South Africa a go. When I told Stirling

Stirling had endorsed the Stirling Moss Paint-a-Car System, founded by a Canadian and his American partner. The company sold respray and light body repair centres throughout the UK on a franchise basis



Mike and the Iso suited up. Durban (1969).



Hailwood learning about paint from the manufacturer, British Domolac in Woolwich, England.

that the Paint-a-Car concept had great potential in SA he got excited and suggested that we do something together. However, he phoned me the next day to tell me that his Paint-a-Car associates had him tied up worldwide. As Stirling had problems with them we couldn't do a deal and he wished me well.

I had in the meantime met Mike and as he had previously raced in South Africa and owned a house in Westville near Durban, he was the ideal candidate. In November 1968 we struck a deal in the Green Man pub at the top of Putney Hill and the Mike Hailwood Autospray System was effectively born.

A company by name of British Domolac in Woolwich manufactured the quick-drying acrylic for Paint-a-Car. I wanted to talk to them about either supplying paint or entering into an under-licence deal with a South African paint manufacturer yet to be discovered. I suggested to Mike that as we planned to be in the car painting business together he might as well see how paint was manufactured. We drove to Woolwich in the Iso and en route we caught up with a bobby on a Velocette LE (Noddy bike). Mike

stuck the nose of the Iso to within inches of the bike's rear number plate roaring with laughter all the way. The bobby kept his cool and pretended

he didn't notice.

We left the UK at the end of November for Johannesburg and at about the same time Mike shipped the Iso to Durban. In January 1969 I founded Autospray with a financial partner in central Johannesburg and within three years 17 centres and seven affiliated companies were set up across South Africa. Mike was a non-executive director. Autospray was the world pioneer of polyurethane automotive paint.

Later, in January 1969, I went to Durban to take photos of Mike for the Autospray brochure. He was sharing a house with Frank Perris, a former Suzuki works rider. We soon dropped the 24-hour slogan. When we painted new company vans and pick-ups in corporate colours 24 hours was not a problem, but most cars had dings and dents that took a little longer to repair. Consequently it became 'Respray and body repair specialists'.

From 1966 to 1973 South Africa staged the Springbok Series for sports and saloon cars, with the Kyalami 9 Hour being the main event. Other 3 Hour races were at Killarney in Cape Town, Lourenço Marques, Roy Hesketh in Pietermaritzburg and Bulawayo in the then Rhodesia. From 1970 Welkom in the Orange Free State was included.

For the 1969 season Mike had planned to drive to all these races in the Iso. The 1969 9 Hour was held on November 8 with Mike sharing a Ford GT40 Mirage with

In November 1968 we struck a deal in the Green Man pub at the top of Putney Hill and the Mike Hailwood Autospray System was effectively born



Housemate and Suzuki racer Frank Perris with Mike. Durban (1969).



Mike looking on as British Domolac's quick drying acrylic is mixed.

Peter Gethin. They retired with mechanical problems. They drove to Cape Town from Johannesburg, a distance of about 900 miles, for the Cape 3 Hour held on 22 November, with the car retiring again with mechanical problems.

At the time we were setting up Autospray Bloemfontein (300 miles south of Johannesburg) and at about 11am on Wednesday, 26 November I set off for Bloemfontein with the company Hillman Hunter estate loaded with equipment and materials. As I passed through Parys about 70 miles south of Johannesburg the heavens opened up. On the outskirts to the south of the town the rain was so heavy with visibility down to virtually zero that I stopped under some large blue gum trees. The storm lasted for about 15 minutes but typical for the region, suddenly cleared. I had literally got going when I saw a yellow speck in the distance. It was the Iso travelling at about 100mph trailing a huge plume of spray. Magnificent sight it was! The Autospray corporate colour for our vehicles and the racing cars we sponsored was a bright emerald green that I had chosen to make a statement in an era of conservative colours. Mike recognised the estate and we flashed lights at each other.

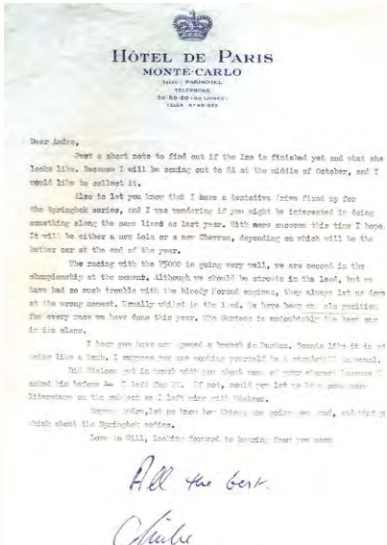
The exit from Parys heading north was through a left-hand bend that straightened out and headed over a blind rise just after the speed de-restriction sign. On the open

roads there was no speed limit at the time which made driving in South Africa a pleasure. (In April 1971 the 120km/h limit was introduced.) Mike no doubt went flying over the rise but unfortunately there were three cows in the road. Mike hit the one in the middle and it slid over the bonnet and tore the roof off.

Fortunately the poor animal was killed instantly. There was an experimental animal farm on the left and it transpired that someone had left the gate open. Mike and Peter were lucky to have escaped with minor glass cuts across their foreheads. Both claimed that they survived because they weren't wearing their seat belts and were able to duck. Had I left Johannesburg about 20 minutes later I would have arrived on the scene of the accident. Now that would have been a million to one coincidence! There was a report that Mike hit a buffalo. These animals don't as rule walk on South African roads but there could be a chance of colliding with one in the Kruger National Park but given the low speed limits, a dented fender could be the worst damage but highly unlikely!

On the Friday I went to Parys to arrange for the wreck to be railed to our head office workshop and that was when I took the colour photos that you have. When the Iso arrived

Mike no doubt went flying over the rise but unfortunately there were three cows in the road. Mike hit the one in the middle and it slid over the bonnet and tore the roof off



A letter written by Mike while in Monaco, asking Andre about the repair progress.



The wreck back at the Autospray office soon after the accident.

Quickly he assimilated the scene and realised it was the launch of the town's Gatsometer. He slowed, hooked second gear, got wheelspin and as he looked in the rear view mirror he saw the severed lines arcing through the air

during the following week an insurance assessor said: "Write off." Our foreman, Tony dos Santos and I had a close look at the car and believed that it could be rebuilt over a lengthy period of time. I told Mike that we would be happy to have a go providing there was no time limit. I told Tony to work on the Iso in between other jobs and when he had some spare time. I ordered a bonnet, a roof panel, fenders, a windscreen and other parts from Iso and these we air-freighted. The windscreen was so badly packed that it arrived cracked.

The Iso had the strongest and thickest body of any car I have ever known. In fact it could have done justice to the hull of a battleship, no doubt a major contributing factor to Mike and Peter having survived the huge impact.

The car was finally completed in February 1972 and it was of course resprayed in Autospray polyurethane. Once it left our works I lost all contact with the car until Steve Piper based in Germany discovered that I knew all about the Iso that he had bought in 2009, I believe, or was it earlier? I gave Steve all the relevant info and photos after which he went off the radar screen. Only recently did I hear that Coys had auctioned the restored car.

Two humorous anecdotes about the Iso: Mike used to do the Johannesburg to Cape Town trip in about 10 and a half hours at an average speed of 85mph. Once travelling north to Johannesburg he passed through

the Karoo town of Beaufort West some 300 miles from Cape Town. As he left the town and hit the open road he noticed a black limo with some people standing around it including a man wearing a suit with a gold chain around his neck. Ah, the mayor, thought Mike. He also noticed some police cars and a few police officers. Then he noticed two parallel black lines across the road. Quickly he assimilated the scene and realised it was the launch of the town's Gatsometer. He slowed, hooked second gear, got wheelspin and as he looked in the rear view mirror he saw the severed lines arcing through the air. Laughed his head off no doubt!

In February 2012 I met up with Jim Redman during the David Piper classic series at Killarney. We went down memory lane about the wonderful 1960s and the Honda sixes and at one point I mentioned the Iso. Mike had a flat at Heston in Middlesex and Jim said he had once accompanied Mike on a trip to central London along the Great West Road, as I recall. It was a warm sunny day and it was slow moving nose-to-tail traffic on both sides of the dual carriageway. At one point two pretty girls wearing mini skirts crossed in front of the Iso and paused on the central reservation. As Mike inched forward one of the girls stood right next to Iso. Mike stuck his hand out and held it under the girl's mini skirt but without touching her. At that point a police car was inching forward in the westbound lane and stopped opposite the Iso. The policeman witnessed the incident and said, 'No Mike, no, no!' The price of fame! As they say in legal circles, I rest my case. 📌

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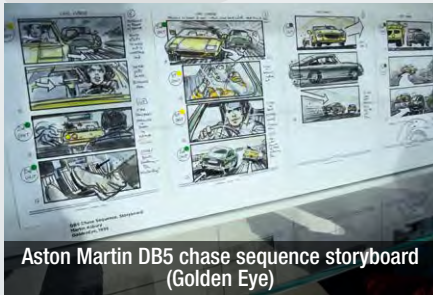
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DOUBLE 0 HEAVEN

One of the largest displays of James Bond cars ever staged is currently on view at the London Film Museum in Covent Garden. **Mike Monk** inspected the *Bond in Motion* display.



Aston Martin DB5 chase sequence storyboard (Golden Eye)



Clapperboard (The World Is Not Enough)



Aston Martin Vanquish (Die Another Day)

In 1962 when Sean Connery appeared in movie theatres as James Bond, 007, licensed to kill in *Dr No*, Ian Fleming's secret agent character progressed from being an action novel hero (created in 1953) to a silver screen icon who continues to this day ridding the world of unsavoury characters. No less than 26 movies have been made of Mr Bond's exploits; all but two made by EON Productions, a company formed in 1961 by producers Albert R Broccoli and Harry Saltzman to purchase the filming rights to Fleming's novels. Seven different characters have portrayed the MI6 agent, all of whom have been involved in dramatic car scenes in one form or another, and EON currently has on display the largest collection of Bond cars ever staged in Britain's capital city.

The venue is the London Film Museum, located just

around the corner from the famous Covent Garden complex (which, incidentally, is the location of the London Transport Museum, which is also well worth a visit). The cars of the latest Bond film, *Spectre*, are the feature exhibits, but there is a cross section of machinery used in many of the other movies. In some cases, more than one example of the car was used during filming, but all of the exhibits are authentic. At each display point there is a screen showing a clip from the relevant movie capturing the car in action. An optional audio guide provides commentary by Ben Collins, who was a stunt driver in many of the Bond films when not dressed all in white as *Top Gear's* original The Stig.

Bond placed a homing device in the V12-engined **Rolls-Royce Phantom III** so that he could track *Goldfinger* (1964) over the Alps into Switzerland where it was stripped to reveal a horde of smuggled gold. The car featured yellow-and-black custom-built bodywork and it weighed around 3 600kg.

Seven different characters have portrayed the MI6 agent, all of whom have been involved in dramatic car scenes in one form or another



Jaguar XKR (Die Another Day)



Aston Martin DB10 (Spectre)



Rolls-Royce Wraith (Spectre)



Jaguar C-X75 (Spectre)

On *Her Majesty's Secret Service* (1969), Tracy di Vincenzo saves Bond from his pursuer with a detour through an ice-rink stock car race in her **Mercury Cougar XR7**. The display car retains the body damage incurred during the scene.

A chase scene through Las Vegas sees a **Ford Mustang Mach 1** two-wheeling down an alley in *Diamonds are Forever* (1971). The 429ci V8 Cobra Jet Ram Air-engined car was brought in when a 351ci Mustang proved not to be powerful enough. The stunt was done in one take.

Chasing Scaramanga's AMC Matador, one of the most spectacular Bond stunts, was the launch/barrel roll/landing of his **AMC Hornet** 12 metres over a river in Thailand in *The Man With the Golden Gun* (1974). Bumps Willard performed the feat in one take although he had never attempted the stunt before.

Possibly the most outrageous Bond car ever, the **Lotus Esprit S1** that starred

in *The Spy Who Loved Me* (1977) was driven by our hero off a pier in Sardinia (it was actually fired from an air cannon) and transformed into an automotive submarine complete with a mine launcher and a periscope amongst other gadgets. One complete road car and seven engine-less shells were used in the production.

A humble yellow **Citroën 2CV** took Bond and Melina Havelock through the olive groves of Corfu when chased by Hector Gonzales's heavies in *For Your Eyes Only* (1981). On display is the only studio-rigged car.

The 6.2-litre V8 **Rolls-Royce Silver Cloud II** used in *A View to a Kill* (1985) was Cubby Broccoli's personal car. Bond was being driven by a bogus chauffeur to villain Zorin's chateau in France when an attempted assassination took place ending in a watery finale in which Bond was saved by breathing in air from the car's tyres.

It was an open and closed

...ending in a watery finale in which Bond was saved by breathing in air from the car's tyres



AMC Hornet (The Man With The Golden Gun)



Aston Martin DBS (Casino Royale)



BMW Z8 (The World Is Not Enough)



Aston Martin DB5 (Golden Eye and Tomorrow Never Dies)

case with the Aston used in *The Living Daylights* (1987). Bond started the movie in a Volante but after it had been subjected to Q's upgrades, appeared as an **Aston Martin V8 Vantage** complete with outriggers used to cross a frozen lake, and a rocket booster to jump a border-control checkpoint.

After 30 years, Bond was reunited with his **Aston Martin DB5** for *GoldenEye* (1995) in which he races bad girl Xenia Onatopp in her Ferrari F355 GTS down some twisty mountain roads in southern France. In typical Bond style, the Aston was equipped with a cooler for a bottle of champagne and two flutes...

The **BMW 750iL** used in *Tomorrow Never Dies* (1997) was driven by Bond from the back seat via a mobile phone. The car ended up being driven through the front window of an Avis Rent-a-Car office.

Apart from rocket-firing side vents, a remote driving fob was part of Q's modifications to the **BMW Z8** in *The World is Not Enough* (1999). The car had a split personality – it was

longitudinally sliced in half by a five-blade tree-cutting wheel carried by one of villain Elektra King's helicopters.

Bond got involved in an automotive *pas de deux* on ice with villain Zao's Jaguar XKR driving an **Aston Martin Vanquish** in *Die Another Day* (2002). The Aston was significantly modified though: the V12 engine was replaced with a 220kW V8 and it was converted to four-wheel drive. This display car is the only one of the four used in filming to have the full complement of weaponry. Zao's **Jaguar XKR** had an even bigger arsenal than Bond's Aston and the car on show – one of nine built – again is the only one with all the gadgets fitted. Each of the cars took three months to build.

A Guinness World Record was established when Bond (aka ace stunt-driver Adam Kirley) flipped an **Aston Martin DBS** through 7¼ turns as he swerved to avoid hitting Vesper Lynd while chasing Le Chiffre during a sequence in *Casino Royale* (2006). The wrecked car is quite a sight.

In the opening scene of *Quantum of Solace* (2008), Bond's **Aston Martin**

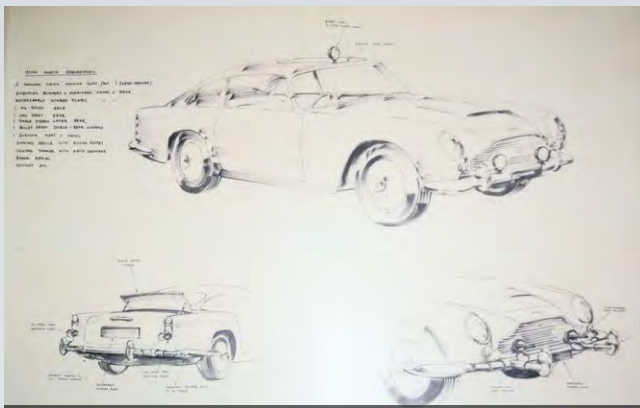
In typical Bond style, the Aston was equipped with a cooler for a bottle of champagne and two flutes



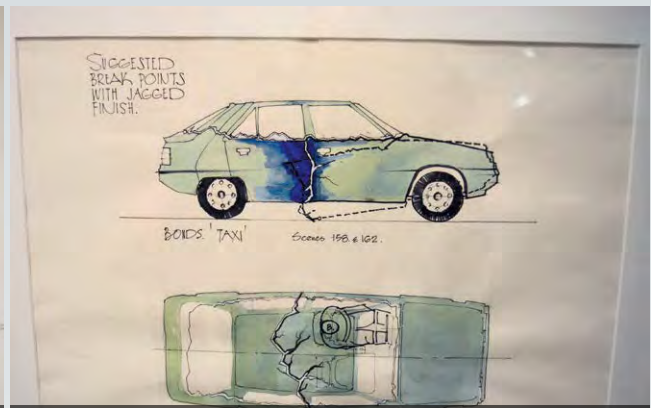
Mercury Cougar XR7 (On Her Majesty's Secret Service)



Rolls-Royce Silver Cloud II (A View To A Kill)



Bond's Renault taxi bisect plan (A View To A Kill)




Aston Martin DB5 armaments sketch (Goldfinger)

DBS charges through a marble quarry and ends up riddled with bullet holes and dust and minus the driver's door. The stunt team wrecked 14 cars in the making of this scene.

The **Aston Martin DB10** is one of the stunt cars used in the fabulous night-time chase scene in *Spectre* (2015). It was the first time a manufacturer had built a car specifically for a Bond movie – only 10 DB10s were made. It took 18 nights to film the full sequence during which the Aston used up 12 tyres. Bond's rival Hinx was driving a **Jaguar C-X75**, which was planned to be a limited-production car but the project was cancelled. The movie car was fitted with a one-off 400kW supercharged V8. Other cars from the movie on show are a **Rolls-Royce Wraith** used to collect Bond and villain Dr Swann from a railway station in Morocco, and one of the heavily modified **Land Rover Defenders** used by Hinx's henchmen in the Alps.

Apart from the cars, the display features over 100 individual original items including

concept drawings, story boards, scripts, motorcycles, boats, submersibles, flying machines, props, models and miniatures. The closing date for *Bond in Motion* has not been finalised but it will definitely run into 2017. 

Check www.londonfilmmuseum.com to confirm dates, times and prices. It is a really fascinating display.

Apart from the cars, the display features over 100 individual original items including concept drawings, story boards, scripts, motorcycles, boats, submersibles, flying machines, props, models and miniatures

BOND MOVIE ACTORS

Sean Connery – *Dr. No, From Russia With Love, Goldfinger, Thunderball, You Only Live Twice, Diamonds are Forever, Never Say Never Again*

Roger Moore – *Live and Let Die, The Man With The Golden Gun, The Spy Who Loved Me, Moonraker, For Your Eyes Only, Octopussy, A View to a Kill*

Pierce Brosnan – *GoldenEye, Tomorrow Never Dies, The World is Not Enough, Die Another Day*

Daniel Craig – *Casino Royale (2006), Quantum of Solace, Skyfall, Spectre*

Timothy Dalton – *The Living Daylights, Licence to Kill*

George Lazenby – *On Her Majesty's Secret Service*

David Niven – *Casino Royale (1967)*

THE BAHN STORMER



The Germans often bandy about the term 'Young-Timer' when talking cars. And while definition is not exactly clear, it seems to apply to cars over the age of 20 or 25 years. But not just any old jalopy though, as the cars given unofficial Young-Timer status tend not to be base-models, but rather future classics that had that little bit extra going for them when they were new. While difficult to pinpoint an exact definition, what is clear is that the phenomenon is bringing a new generation of car fan to the world of classic car appreciation. Regular *Classic Car Africa* reader **Mahomed Ozayr Abdulla** gets behind the wheel of perhaps the pin-up Young-Timer, and one with a strong SA tie: an E28 BMW M5.

Images by Mohamed Ozayr Abdulla





So what is the South African connection? Well the CKD kit E28 BMW M5s assembled at the Rosslyn plant outside Pretoria were the only M5s ever put together outside of Germany.

At first glance the M5 looks rather menacing. From the 'shark nose' front, the Hofmeister kink and the rear end with bespoke boot spoiler it gives the notion that this is a special car. Add to this the sharp edges and the M-Technic body kit, a standard feature on the South African M5s, and it looks the business. The featured car is Delphin Grey Metallic and like so many Young-Timers has been lowered on a set of larger old school wheels that give the car an even more sinister appearance. Inside the cabin the owner has added his personal touches by replacing the original 3-spoke leather steering wheel with a Nardi wood rim but the sumptuous original leather seats and panels remain. In the world of the Young-Timer, subtle customising is not frowned upon but the key is to keep the mods period correct and those that would have been offered either by the manufacturer

The dashboard shapes around the driver, clearly the designers had one thing in mind making this a cockpit – a very driver-focused car

or reputable tuning stables.

As you nestle into the side-supportive sport seats you get a whiff of that old BMW leather smell. The dashboard shapes around the driver, clearly the designers had one thing in mind making this a cockpit – a very driver-focused car. A glance at the dash cluster reveals a speedo marked to 280km/h and an M symbol underneath the rev counter – this is when you start to realise that this is no ordinary saloon car. The subtle M brainwashing continues with a few M tricolours on the seat upholstery, which in this case is Lotus White leather and known as the extended leather kit. An option everywhere else but standard on SA cars, the extended leather interior includes Nappa leather on the seats, door panels, centre console, glove box door, headliner, sun visors, upper door trim and dashboard.

Turn the key and senses are heightened even more by the soundtrack of the M88 engine, a 3.5-litre 6-cylinder. The car idles with an ominous burble before instantly climbing the rev range as you prod the loud pedal. Once on the road that distinctive BMW 6-cylinder sound eggs you on as each of the individual throttle bodies opens. The M88 engine was derived from the BMW M1, the firm's original mid-engined production supercar, and found home in numerous

vehicles between 1978 and 1989. It was based on the M49 Motorsport engine, as found in the BMW 3.0CSi. In the M1 it was known as the M88/1 but was modified to suit the E28 M5 requirements, where it became known as the M88/3. In this guise the Kugelfischer fuel injection was replaced with Bosch Motronic and produced 213kW thanks to a compression ratio of 10.5:1, larger valves, a pair of 264° camshafts and kept the unique conrods and pistons as found in the M1's derivative. Interestingly, because South Africa ran a higher octane leaded petrol in period our cars, like the European specification, ran this compression ratio while the Americans had to settle with 9.8:1 and only 191kW of oomph. The American units differed again with a single timing chain as opposed to the SA and Euro twin setup.

Even by today's standards 213kW is thrilling. There are no driving aids with just three pedals, a steering wheel and electronically operated bucket-styled seat giving the best driving position and making for a tactile experience. It is racey too, with pedals spaced nicely for the odd heel-and-toe footwork.

At launch the car hunkers down on the back wheels, there is some controllable wheel spin and once traction returns it shoots away. Change to 2nd gear and you feel the car level out before the rear squats again as you step back on the gas. In 3rd it



offers a long ratio and the car's Autobahn pedigree becomes evident as the E28 begins to stretch its legs. The engine wants to be revved and just keeps climbing to the 6900rpm mark, delivering pure unadulterated naturally-aspirated bliss along the way. It is an absolute thrill to drive.

A sublime power-unit and relatively low 1550kg weight make sure the M5 definitely doesn't fail in the performance department (even against modern machinery). In 1987 a local car ran in a 0-100km/h sprint of 6.75 seconds and galloped on to the very unsaloon top speed of 250km/h. Back then this saw the Beemer punching it up with the likes of the Porsche 928 and 911 Carrera and the Mercedes-Benz 560SEC. Not bad when one sees that in 1986 the M5 sold for R95 000 while the Porsches would set you back R169 900 and R150 400 respectively. Price searching for a 560SEC is difficult with most guides saying 'refer to dealer for price' but we can be sure it was higher than the less-powerful 380SEC, which retailed at R109 990 the same year.

The saloon feels very well balanced. While the regular E28 MacPherson strut/semi-trailing arm configuration was kept, unique Bilstein front dampers and a larger front anti-roll bar were added to the mix. Although the suspension is soft and comfortable it gives confidence to push the tail into a controllable bit of oversteer,

and the limited slip differential means you are not losing any motion into the air. Communication between the car and driver is so transparent that it makes you want to push it over and over again. It is the perfect driving machine – as the BMW tagline says: 'Sheer driving pleasure'.

The beauty in an old performance car is the feel of gears engaging, the relatively hard clutch and the steering, although power-assisted has a weight to it allowing for plenty of feedback. Throttle response is sharp and the overall feel is as if you are at one with the road. But not in the braking department however (for those of us used to more modern machinery, that is) as you really have to step on them to bring the car to a halt.

All said and done, the M5 is the perfect super saloon, delivering fun and performance by the bucketload while also coming to the party with its civilised traits and ability to drive like a run-of-the-mill family saloon car. Hey, even the boot is big enough to load the family holiday luggage and it is as comfortable coasting along the highway touring the countryside as it is eating up the mountain passes. To think that 4 people can sit in comfort and the M5 still has the ability to take on a 911 or Ferrari of its

time, is rather spectacular.

E28 M5s were hand-built at the Rosslyn plant from complete knock down kits (CKD) and display remarkable quality. Locally they only came in five colours (Henna Red, Ice White, Delphin Grey Metallic, Cirrus Blue, and Diamond Black) and the Nappa-extended leather options offered were Lotus White, Natur, Midsilver and Indigo.

With the E30 M3 the chosen track machine for BMW in the period, the M5 didn't really take to the race tracks the world over (although Tony Viana raced a modified E28 here) but what it did do was spur on a performance saloon battle between the German manufacturers (think Mercedes-Benz AMG E-Class and Audi RS6), which continues today. Which of these Autobahn stormers is open for massive debate but what is certain is that driving an E28 BMW M5 is a treat, delivering a sense of occasion and one not to be missed. With only 96 units made here between June 1986 and November 1987 the super saloon is a rarity and the chance to pilot one should not be missed. 📍

Back then this saw the Beemer punching it up with the likes of the Porsche 928 and 911 Carrera and the Mercedes-Benz 560SEC

TRANS-FORMING THE BRAND



Thanks to top results on both the local race and rally scene the Datsun 510 range not only established itself as a performance saloon but it also went a long way in cementing the newcomer Japanese brand's name on the South African scene. Our favourite winner was the 1600SSS in 4-door but in America their chosen hero was the 2-door sedan version and it took the famed Trans-Am race series by storm. **Stuart Grant** gets behind the wheel of a rare 1800SSS Coupé and celebrates 50 years of the series and people that 'made' the Datsun.

Before we get lost in the high-paced Trans-Am world let's look at the Datsun 510 in South Africa. Datsun's 510 came here in full force, with both sedan and coupé versions being built at the plant just outside Pretoria. As a series of the Datsun Bluebird the 510 4-door hit our roads in April 1969, only months after the international debut. Initially just badged as the 1600 but quickly followed by the 1600SSS, where SSS stood for Super Sport Sedan and besides having 10 extra kilowatts over the regular 1600 also came to the party with a wood rim steering wheel, shortened gear lever, rev counter and sportier looking wheel trim.

A 1600 would set you back R1997 while the SSS cost R2237. This price hike reflected in the sales figures with 2580 of the entry model selling against the 593 SSS units in the first year. Though, as the SSS forged its name in motorsport, the sales

gap percentage decreased with customers clearly wanting the better car despite having to extend the cash outlay.

DATSUN 510 4-DOOR SALES FIGURES (SOUTH AFRICA)

YEAR	1600	1600SSS
1969	2 580 (R1 997)	593 (R2 237)
1970	3 238 (R2 099)	3 100 (R2 327)
1971	4 983 (R2 275)	4 701 (R2 475)
1972	4 075 (R2 485)	3 104 (R2 750)
1973	3 724 (R2 527)	2 714 (R2 796)
1974	83 (R2 527)	118 (R2 796)
TOTAL UNITS	18 683	14 330

In September 1971 the Coupé version was launched as the 1600GL on the local front, which although having the same lines as our pictured version was powered by a 1595cc unit and not the 1770cc of the 1800. By March 1972 the bigger engine had made it here, badged as the 1800GL and again in

the Coupé format. Over a two year period 915 and 1519 of the 1600GL and 1800GL sold respectively – at about 5% more Rand than the 1600SSS 4-Door. In SSS guise the 1800 Coupé shared the GL's set of twin Hitachi carburettors but saw a higher compression ratio and lumpier camshaft profiling to make a bit more oomph than the former's 93kW. Interestingly the 1770cc 1800SSS Coupé was only sold in right-hand drive markets and therefore in extremely limited numbers.

Obviously then the 1800SSS Coupé never made it Stateside. Instead the American 510 fans received a 2-door sedan, initially in 1600 then later 1800 guise. And in a move that seems to have been aimed squarely aimed at the likes of the BMW 2002 and Alfa Romeo GTV, Datsun went racing in the Trans-Am series.

I sense a few eyebrows rising at the mention of Trans-Am. Yes, to most of us this series catered for the big banger V8



monsters like the Chevrolet Camaro, Ford Mustang, Dodge Challenger and AMC Javelin but the series has its roots in smaller capacity machines and a 4-cylinder class thrilled onlookers too.

Trans-Am, started by the Sports Car Club of America (SCCA) President John Bishop, kicked off on March 25 1966 at the Sebring International Raceway in Florida. Originally known as the Trans-American Sedan Championship it was split into two classes namely under and above 2-litre capacity and a 4-pot Under 2-Litre machine took the inaugural overall victory when Jochen Rindt stole the show in an Alfa Romeo GTA, beating Bob Tullius's Over 2-Litre Dodge Dart to the flag.

Ford of Britain took the fight to the GTAs with a full factory backed Lotus Cortina effort run by the Alan Mann Racing operation. It wasn't enough though as Alfa Romeo took that year's Manufacturer Championship, with Australian Horst Kwech and Gaston

Andrey's GTA scoring the majority of points. Ford were however rewarded with the title in the Over 2-Litre class. As the focus of the series was to pull in manufacturer support there was no driver championship honours awarded initially.

For 1967 Porsche fought to have the 2-Litre 911S classified as a sedan and blitzed the smaller capacity class that year, and then followed up with the title in both 1968 and '69. Alfa did however manage to climb back to the top of the pile in 1970, though it was somewhat of a soft victory with Porsche having been given the boot from the class. 1970 was also the year we first see the Datsun 510 (a 1600) make an appearance with Jo Letha Rogers and Jim Rogers debuting a pair at the Kent event near Seattle. For the big guns this period kicked off the Mark Donohue domination as he won

20 races between '67 and '70 with either a Penske prepped Camaro or AMC Javelin as his chosen steed.

At the beginning of 1971 the Under 2-Litre class was renamed Two-Five Challenge, which referred to the new class capacity maximum limit of 2.5-litres and the field was separated from the V8s. As the formula blossomed grids filled to capacity with Fiat, BMW, Volvo, Ford Escorts and even the odd Mini tussling, but the real niggles at the top of the pack saw Datsun versus Alfa. In one of the closest fought battles in motorsport

As the formula blossomed grids filled to capacity with Fiat, BMW, Volvo, Ford Escorts and even the odd Mini tussling, but the real niggles at the top of the pack saw Datsun versus Alfa



history the Herb Wetanson Alfa-Romeo GTV driven by Kwech and the Pete Brock BRE Datsun 510 with John Morton at the wheel battled both on and off the track.

It came down the wire at the final round, held at Leguna Seca. Going into the race Datsun trailed Alfa in the points' race but a win from one of its cars meant it would leapfrog the Italians. It looked good with Mike Downs putting a new 1800 BRE Datsun in pole position. In the race it soon went south for the team as this car expired. But for the spectators this was of no consequence as Kwech (Alfa) and Morton (Datsun) started trading paint and positions right from the green light. Midway through the race, as the pair descended the famous Corkscrew corner section (an 18 metre drop) Kwech tapped Morton and sent him into a spin. The crowd thought that was that and the title was once again heading to Alfa. But Morton displayed one of the best drives ever and hauled back the lost ground within a few laps.

BRE boss Brock was aware that both cars would be low on fuel at this stage and

with the risk of a heavy-handed defence induced spin for Morton he made the call to pull Morton in for a fuel stop. Following a splash of juice Morton set out to rope in Kwech, who they assumed would also need some extra petrol. The Alfa never stopped and crossed the line (with a splutter) in first place, leaving Morton second and the championship seemingly decided in that order.

This was when the fun really started. Brock was convinced the Alfa couldn't have gone the distance with a legal tank. Furthermore he put it forward that the finish line splutter was in fact Kwech pretending to have fuelling issues by switching the ignition on and off. When officials checked the Alfa they found a clever expanding tank that held 18 gallons instead of the maximum 15 gallons as stipulated in the rules.

The Alfa was disqualified and the title went the way of Datsun. It later emerged that when the official drained the Kwech car there were 4 gallons left in the tank. Apply the maths ($18 - 4 = 14$) and you see the Alfa would have still had a gallon left at the end of the race if they'd kept the legal 15 gallon tank.

Datsun weren't altogether squeaky clean though with Brock later admitting that although they had a 15 gallon tank in the Datsuns their fuel lines were extra large to hold more gas.

For 1972 the Weston Alfa team

were more focussed than ever on beating the upstart BRE Datsuns and carried out an intensive 5 month testing and modifying programme. BRE didn't sit back on their laurels though and officially introduced the 1800 engine that they'd debuted with Mike Downs at the wheel at the notorious Leguna Seca round in '71. And BRE also added some extra depth to the mix with a third team car.

The BRE outfit's plan worked and with Morton dominating the year he took the newly formed Driver's Championship and Datsun did the double in the Manufacturer Championship.

All good things come to an end though and the combination of Datsun domination and organisational politics saw the demise of the Two-Five Championship. The Trans-Am focussed on the V8 machines, which then morphed into silhouette type cars on tubular chassis. With costs rising exponentially and very little benefit in terms of marketing the manufacturer involvement waned and Trans-Am has limped along ever since.

Thanks to the pedigree earned with Trans-Am success and not to mention our very own Datsun motorsport success by the likes of Ewold and Minota von Bergen, the 510 is a worthy classic and enjoying a charge with collectors the world over and chances are good original SSS versions in both Coupé or 4-door format will once again catch the likes of Alfa Romeo and BMW 2002 in the desirability ranks. 🏆

The BRE outfits plan worked and with Morton dominating the year he took the newly formed Driver's Championship and Datsun did the double in the Manufacturer Championship

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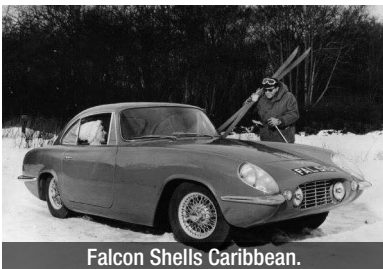
Last issue we published an unknown fibreglass shell in an attempt to identify the pretty body. The response has been astounding with numerous theories coming to the fore. Some reckon it is a homebuilt body that never saw it onto a chassis, while numerous thought it to be a Protea. Perhaps the closest offering so far is that of a Falcon Shells Competition or Mark II.



WMD Inyoka.



Falcon MkII Competition.



Falcon Shells Caribbean.

Falcon Shells was founded in 1956 by Peter Pellandine after splitting from Keith Waddington of Ashley Laminates operation. Pellandine retained the rights and tooling to manufacture the Ashley's short wheelbase Austin-based 750 as well as its Sports Racer, which he sold as the Falcon Mark I and II respectively. Pellandine moved to New Zealand in 1957, and although continuing UK production, set up a Falcon Shells (NZ) manufacturing plant in the land of the long white cloud the same year. When he moved back to the UK in '59 this southern hemisphere operation closed its doors, leaving England as the sole home of Falcon Shells production.

It was an exciting time though, with the Mark II version not only being renamed as the Competition but also a full kit version, including chassis on the order form. £560 would get you the fibreglass shell, Ford 100E engine and a Terrier-designed spaceframe chassis. A few extra quid would see some Jaguar D-Type head fairings added to the mix or a hardtop, but if you still fancied yourself as a special

builder, bare shells were also sold.

A new model, known as the Mark 3 or Caribbean, was added to the recipe in April of '59 and ran alongside the Competition production. Primarily designed to fit on a Ford 10 chassis, but also finding its way onto custom and Terrier platforms, the Caribbean went on to be Falcon's best-selling body.

In an attempt to stay with the trends a pair of new designs hit the shelf in December 1960. The first was a 4-seater closed-roof version of the Caribbean, called the Bermuda, while the second was a low and sleek 2-seater hardtop tourer. In line with this move to a more upmarket target the company was renamed Falcon Cars in 1961.

In 1962, Pellandine again set sail for the south, this time emigrating to Australia and selling the business off to Mike Moseley. Moseley expanded the business into a range of diverse GRP products including boat hulls, window boxes, and hoppers for farmers. Moseley introduced the 515 at the January 1963 London Racing Car Show and three 515s entered the Le Mans 24 Hour race of that year. Sadly the race organisers turned down the entries.

It was an exciting time though, with the Mark II version not only being renamed as the Competition but also a full kit version, including chassis on the order form

BUT NO CIGAR



SUPER ACCESSORIES offer
The FALCON MARK II

The Falcon Mark II has a stylish appearance, which combines eye appeal with great performance. Body design is based on the classic sports car of the late 1950s and the late 1960s. It is available in both long and short wheelbase versions, suitable for a variety of chassis with wheelbases from 4' 11" to 7' 4" and track up to 4' 11" front and 4' 0" rear.

SPECIFICATION:

Wheelbase (Short) 4' 11" to 7' 4"	Weight complete (approx.) 105 lbs.
Wheelbase (Long) 4' 11" to 7' 4"	Maximum Tyre Diameter, Front 20"
Maximum Tyre Diameter, Rear 20"	Maximum Tyre Diameter, Rear 20"
Maximum Track, Front 4' 5"	Body Width, Maximum 4' 10"
Maximum Track, Rear 4' 0"	Body Length (Short) 10' 10"
(Track is measured from centre of tyre to centre of tyre)	Body Length (Long) 11' 4"

The main shell is a strong, properly cured polyester resin glassfibre moulding 'laid up' by the hand method by highly trained technicians in full conformity with the British Standard BS 1088. The chassis mounting brackets are bonded to the interior of the shell during manufacture. The chassis frame is a strong, properly cured polyester resin glassfibre moulding 'laid up' by the hand method by highly trained technicians in full conformity with the British Standard BS 1088. The chassis mounting brackets are bonded to the interior of the shell during manufacture. The chassis frame is a strong, properly cured polyester resin glassfibre moulding 'laid up' by the hand method by highly trained technicians in full conformity with the British Standard BS 1088. The chassis mounting brackets are bonded to the interior of the shell during manufacture.

PRICE complete (Ex Works) £105 0s. 0d.
 H.P. TAXES: Deposit £14 0s. 0d.
 Balance 11 months @ £2 10s. 0d.
 24 months @ £1 10s. 0d.
 36 months @ £1 10s. 0d.

EXTRAS - HARDWARE complete with wraparound type windscreen and rear window £30 0s. 0d.
 WINDSCREEN, wraparound type, complete with pillars £20 0s. 0d.

See it at **SUPER ACCESSORIES Bromley.**

Discussions with Auto Union led to a Caribbean shell being plonked onto a DKW Junior chassis, which with a Mantzel-tuned motor reached 106mph. Despite this, sales were not excellent and Falcon Cars shut up shop in 1964.

That was not where this bird crashed though as the Falcon Mk 2 took off again in 1987, under the UK kitcar operation Autotune, as its Gemini model.

While a Falcon did compete in Zimbabwe motor racing in the 1960s and the similarities appear to be numerous between the Falcon Competition and our mystery car, we are not convinced. There is a slight difference in the nose profile and the scuttle area seems a touch more curvaceous on ours. So the search and research continues. And we have now stumbled across www.forgottenfiberglass.com, a brilliant site that shows the depth and quantity of low-volume fibreglass bodies. We foresee hours of scrolling through it and getting distracted.

Until we are 100% sure of what it is we will refer to the mystery vehicle as the WMD Inyoka. Taking a leaf out of the GSM Dart

and G.R.P. Protea booklet we added the WMD into the title.

WMD refers to the place where the body was found some 15 years ago – Westville Municipal Dump. As many people pigeon-hole open top fibreglass cars as Cobra replicas, and the fact that it sits in an area known to have the odd snake, we figured a reptilian name was in demand. Zulu for snake or legless reptile (fitting as this car body has no underpinning) is Inyoka. 🐍

That was not where this bird crashed though as the Falcon Mk 2 took off again in 1987, under the UK kitcar operation Autotune, as its Gemini model

As seen in the last issue, South Africa had the Protea, GSM Dart and Flamingo leading the way for fibreglass vehicles. Then came the beach buggies, Puma GTs, Eagle and of course the kits like Porsche Speedsters, Cobras and GT40s. But by the correspondence received we see there are more than just these. Are any of you out there able to hazard a guess as to what this submission from Brian Noik of www.oldcars.co.za is? It still houses an MG TD gearbox, was powered by either a Citroën or Peugeot motor and features numerous Austin Healey Sprite and Triumph TR accessories. The faded hand-painted TP number plate indicates it was registered in Pretoria.

KILLARNEY SPORTS CAPE'S FINEST

The inaugural Killarney Motor Show on 6 November boasted close on 2 000 cars from dozens of different clubs in what is being billed by local enthusiasts as the city's finest motor show to date, says **Graeme Hurst**.

For local Cape petrolheads, Killarney race circuit has been the epicentre of their racing interest for more than 60 years with some epic battles on track and impressive spectator turnouts, but the Motor Show held on the first Sunday of November is surely unprecedented for a static show when it comes to both

numbers and sheer diversity.

More than 10 000 visitors streamed through the gates and the show was opened by Dr Ivan Meyer, the Western Cape Minister for Finance, who was seated on the start line in a 1902 Wolseley 10hp twin-cylinder. It was later parked next to the oldest car in South Africa, a 1901 Benz Ideal, with the ages of the cars on display around the circuit and in

the pits stretching to the 2016 World Car of the Year, the Mazda MX-5.

And with everything from regular 1950s classic cars to a display of Africa Burn vehicles and hotrods – in addition to a spectacular line-up of VW Kombis, Ford Mustangs and classic Renaults – there was something for every petrolhead. These were some of *Classic Car Africa's* highlights:



The **1902 Wolseley** that opened the show was one of several pre-war vehicles from the Crankhandle Club, which also fielded a 1932 Chevrolet Fire Engine that did service new with the Stutterheim Municipality, and Dickon Daggit's V12 Lagonda racer.



The **Cape Town Kombi Owners' Club** put on a spectacular show with several examples of Splitties, in all formats, and the later Bay Window variants on display. A highlight was a 1959 Samba bus that's only in its second ownership – the first owners bought it from Capital Motors in Pretoria and then drove it across Africa to Europe before shipping over to the Atlantic to tour America!



The extensive motorcycle displays included this **1960 Micro car**, designed by **Vespa** but built in France to avoid compromising Fiat 500s sales in Italy. It features a 14bhp 393cc twin-cylinder air-cooled engine.



Steven Casper's **1967 Triumph 2000 Mk1** was a standout on the Triumph Sports Car Club's stand. It was parked up next to a TR7 featuring a Rover V8 conversion.



Monkey bikes featured in the displays, along with other well-known diminutives including examples of Yamaha's RZ and DT 50cc models – schoolboy favourites from the mid-1980s – and a 50cc Ducati SL/2.



Killarney fixtures always enjoy a strong turnout from the **Cape Jaguar Club** which fielded several Mk2s and E-types but the ex-Tromp van Diggelen SS100 (CCA Dec/Jan 2015/16) was a standout.



No Killarney fixture can be without a display of **saloon racers**.



The **Renault Club** had an impressive line-up along the straight, with a highlight being Harry Smith's desirable trio: a Gordini R8, R10 and Dauphine while other standouts included Robin Forbes 1998 Spider.



Desirable **Porsches** such as this rare 993RS, 928S4 and Cayman GT4 were on display alongside a GT3 RS and GT2, while earlier fare included John Beer's 356 (CCA July 2016).



The **Sunbeam Sports Car Club** had a strong turnout and membership extends to all Rootes Group products including Andrew Grewe's fantastically original 1949 Hillman Minx.



There were some original 1980s flashbacks such as Johan Brand's **1983 Opel Kadett 1.6GLS** which is as it left the factory, complete with chequered factory interior and just 33 000kms on the clock!



Other low-mileage highlights included **Mercedes-Benz** collector Pieter Venter's W116 6.9-litre saloon. Imported from the UK, it has just 30 000 miles on the odometer while other heavyweight offerings included Graham van Heerden's 600 Pullman.



There was plenty to see on the muscle car front with the **Mustang Owners Club's** line-up led by Faizel Gierdien's 1973 Mach 1 (CPCA June/July 2014).



GSM Darts – and their closed-top equivalent, the **Flamingo** – enjoy a strong turnout in the Cape.



This **W114 Mercedes** was an entry in the Nuts and Bolts rally – a rally for pre-1986 'jalopies' in the name of **charity**. It was parked alongside a rare four-wheel drive **Peugeot 504 Dangel**.



<< A highlight of the large Cape **Alfa Romeo** turnout was Serge Damsaux's gorgeous 1961 Giulietta Sprint and modified 1750GTV.



A group of **Africa Burn** vehicles provided some outlandish entertainment, which included a track parade.



A MANUFACTURER GETS REAL ABOUT HERITAGE!

By Stuart Johnston

Getting old, the saying goes, is not for sissies. And nor is owning a Model T Ford, especially the ones built between 1908 and 1921.

The only way to start these cars is via a crank-handle, and if you get the ignition and carburettor settings wrong, the engine can backfire. And unless you let go of that crank-handle very quickly, well, you'll be saying hi to your friends with a shake from your 'other' arm for a while.

Then there's the matter of driving a Model T. There are three foot pedals and a couple of stalks on the steering column but they don't do any of the things you'd expect them to do. The left-hand pedal is to engage first and second gears, the middle pedal is for reverse, and the right pedal is for the brake. The spindly stalks are for ignition (advance-retard) and for acceleration.

So, you set the ignition to a moderate state of advance

via one dinky little lever, use the second dinky lever to set the carburettor to just off idle, and after a few vigorous cranks, get the old, 2.9-litre four-cylinder thumping away at an idle speed of about 300rpm. Then you clamber aboard, depress that left pedal for first gear, wind on just a tad more gas with the little throttle lever, the planetary gearbox engages, and with a lurch you are mobile!

When a fair rate of knots is achieved, chug-ah, chug-ah, at say about 25km/h, you pop the left foot lever out and it engages second gear. And that's also top gear, good for say, 60 to 70km/h. Braking? Well, it works off the engine, and it is kind of gradual. This you activate via the right pedal. There's a handbrake for the rear wheels too. But you need to plan your speed fluctuations and directional changes well in advance.

A heartening number of Jo'burg-based journo's got to experience motoring in its essential form from the passenger seat of a Model T or a Model A, at the Ford Heritage Day on 5 November 2016. It was sponsored by Ford Motor Company South Africa, and

There's a handbrake for the rear wheels too. But you need to plan your speed fluctuations and directional changes well in advance



Hugh Clare-Talbot with re-engineered Speedster-bodied Model T.



Philip Kuschke, driving force behind the Model T movement in George.

held at the lush setting in Athol Oaklands where the Veteran and Vintage Car Club's base has been located for many years.

What made the Ford Heritage Day different was that it didn't coincide with any new model launch; it was simply celebrating Ford's massive heritage for its own sake on an in-house initiative from Ford. And in attendance were the hard-core enthusiasts for fans of the Blue Oval.

Ford's presence in this country goes back to the earliest of days of motoring in South Africa, over 120 years ago. The very first Ford exported outside of North America, anywhere in the world, came to South Africa. One Arthur Youldon of Johannesburg sailed to New York in September 1903 and there witnessed a demonstration of the first Ford A (not to be confused with the later Model A). Blown away, he laid down 850 dollars and the first Ford arrived here in February 1904. This car still survives in the Franschhoek Motor Museum.

The very early cars at Ford's Heritage Day in Athol Oaklands included a Model S and

a Model N, from the period 1907 to 1908. There were some extremely early Model Ts there too, and in fact the assembly of about a dozen Model Ts was the largest showing of this model at any one time in decades.

To celebrate the occasion, the Model T Club of South Africa was constituted at the Ford Heritage Day. Heading up this landmark club is Hugh Clare Talbot, who formed a Model T register some years ago. Hugh runs an early Speedster-bodied T that he has re-engineered to some degree, with a counterweighted crankshaft that he manufactured himself. The car runs like clockwork, with a much smoother engine note.

Enthusiasts came from far and wide for this landmark event. Kevin Casey came all the way from Harrismith to attend with his early T, while Ali van Jaarsveld delighted visitors with passenger trips around the Oaklands suburbs in her rare, red Model S, a 1907 Ford that predates the T.

Other interesting Ts on show were Emil Kuschke's 1926 Tudor Sedan, complete with electric starter motor. Yes, from 1921 onwards Model Ts had electric starters, and not all of them were painted black either, despite the popular myth.

The Model T remained in production from 1908 to 1927, during which time an amazing 15-million were built and sold. Pricing of the car actually fell during its production life from 850 dollars in 1908 to a mere 260 dollars in 1925.

By the late 1920s Ford was in trouble as other manufacturers were producing cars far more modern in design, execution and performance. Chevrolet, for instance,

One Arthur Youldon of Johannesburg sailed to New York in September 1903 and there witnessed a demonstration of the first Ford A



Ali van Jaarsveld with her Ford Model S, circa 1907-1908.

introduced its first overhead-valve six-cylinder engine in 1927, while the T's old flat-head four trundled on with a planetary transmission derived from the very first car produced by Karl Benz.

The second Model A in Ford's history, introduced in December 1927, was a completely different car to the T, with a central conventional gear lever, a three-speed modern gearbox and four-wheel braking. The four-cylinder engine grew to 3.3 litres. There was a beautiful array of Model As at the Ford Heritage Day, all of them painted in beautifully tasteful contrasting colours.

The Model A is noted as the car that saved Ford Motor Company. It is said that some 10 million people came to see the Model A when it was launched simultaneously across the United States. A year later, one million Model As had been sold and this rate of sales continued until the car was superseded by the V8 model in early 1932. A total of 4.8-million Model As were built in just over four years of production, an amazing achievement considering America was in the depths of a depression for the bulk of those years.

Here in South Africa, Model Ts were imported in some numbers, being extremely suited to South African conditions where roads were little more than cart tracks. In late 1923 the Ford Motor Company of South Africa was formed, and in early 1924 assembly of Model Ts commenced in a converted wool-packing shed in Port Elizabeth.

Up till then all Ts had been imported, but subsequently, Ts and the soon-to be-introduced Model As were assembled from CKD kits (completely knocked down) from Canada. An interesting aside we learned at the Ford Heritage Day was that while most Ford oval badges have a blue background, a few of these old cars came with a black oval. The reason put forward was that the export models had black ovals, as they were tax exempt, and it helped the Ford line controllers in Canada distinguish between domestic and export orders.

"Ford played an important role in providing mobility for South Africa in the founding years of the automotive industry, and this legacy continues today as it remains one of the key players in the domestic market while driving the development and growth of the sector across Africa," said Neale Hill, Director, Marketing, Sales & Service – Ford Motor Company Sub-Saharan Africa Region. Hill was on hand at the VVC to experience the passion for his brand first hand amongst the old-car guys.

"From the ground-breaking Model T to the trend-setting new Ranger and Everest, Ford's South African operations have become truly globally competitive, enabling us to produce our most complete and compelling range ever," Hill added. 🇿🇦

* It is estimated that out of the thousands of Model Ts and Model As that populated South African roads and farm tracks in the early part of the twentieth century, today some 150 Model Ts and 259 Model As still exist in this country, some restored and running, some in storage, some in need of a full restoration.

The Model A is noted as the car that saved Ford Motor Company. It is said that some 10 million people came to see the Model A when it was launched simultaneously across the United States



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STUTTGART STARS IN THE CAPE

Mercedes-Benz's 'Pagoda' is arguably the model that ensured the SL's role as a moniker for a sophisticated and elegant take on the sports car format. Today those attributes help these models of the well-engineered 'Sportlich-Leicht' range command serious money but that doesn't mean they're relegated to collections, says **Graeme Hurst**, who met some of the 39 owners who took part in a recent 'Pagoda Run' in the Cape.

Photography: Graeme Hurst & Elmer van Zyl

Take the scenic Cape winelands, find some winding roads for a 250km+ overnight trip on a crisp October weekend and put word out for as many examples of the gorgeously Paul Bracq-styled open-top-cum-coupés as possible, and you have the recipe for an inspiring classic car experience. And that's what Pagoda fans and owners Wayne and Lydia Keppler did over 21 and 22 October. The Cape Town couple was inspired by a similar outing some 20 years ago and their plan came to fruition following a run earlier this year to Montagu to celebrate the restoration of Mercedes Benz Club chairman Kurt Stassen's Pagoda. "We weren't sure how many we had reached as word soon spread through referrals within the club and via friends of friends. We started off with four cars and ended up with close on 40," says Wayne, who puts the turnout down to Lydia who made it her mission to track down all the cars in the Cape. The tour kicked off with a group photo and lunch at Moreson wine farm before a drive over the scenic 432m-high Franschoek Pass and a 120km onward route to the overnight stop and celebratory meal in Greyton. Adding to the enjoyment was an awards ceremony with trophies for the best car (as voted by participants), which went to Kurt Stassen, who also scooped the award for the being the youngest owner (at 38 years). The prize for the oldest owner went to 82-year-old Bill Tolken, while club stalwarts Andre du Toit and Fred Winkel scooped up the dedication trophy for their life-long commitment to preserving the W113 model. Here are some of our favourites from the event:



— WAYNE & LYDIA KEPPLER —

The Kepplers are both in the automotive retail trade, Lydia with Audi and Wayne with VW, but their first love is Mercedes-Benz which is evident if you take a look in their garage: their Pagoda parks up next to a raft of iconic three-star models including a one-family-owned Ponton, two Fintails, a later R107 280SL and an SL600 – the V12 variant. The Pagoda is a relatively recent acquisition, bought in 2012. "It was restored in Durban by a previous owner but the body wasn't prepared properly for painting so we had to re-do it," explains Wayne. "Other than that it's been very reliable and only needed minor servicing."



— PIETER VENTER —

Pieter's 280SL is a Californian-spec car with just 106 000 miles on the odometer and complete with original Tobacco Brown paintwork. "It's totally unrestored and even the factory air-conditioning still works. I saw it in a collection in Seattle when I visited the then owner," explained Pieter. "He didn't use it much because of the weather there and when he retired and downsized he rang me and said, 'You loved that car and it belongs with you.' It took me all of three minutes to agree to buy it and have it shipped over!" That was seven years ago and it now shares a garage with some other desirable Mercedes models including a pair of mighty saloons: a 6.3 W109 and a 6.9 W116. The Pagoda run was a big hit with Pieter. "It was amazing how a group of people, many of whom hadn't met, just hit it off thanks to their passion for the Pagoda. By the end of the weekend it was if we'd been at a school reunion!"



— BILL TOLKEN —

Bill's award for being the oldest Pagoda owner on the run was fitting: he purchased his first example back in 1966 and has owned just about every SL model since. "My first was a 230SL which I bought when it was two years old," said Bill, whose first sportscar was a Triumph TR3 in 1958. "After switching to Mercedes with the 230SL I never looked back although I always avoid buying new if I can," he said. Bill's 280SL is a rare manual variant and has been in his ownership for the last decade. It's part of a classic collection which also includes a 190SL and 450SL while he also enjoys driving a trio of Volvos, including a rare 123GT Amazon.



— KURT STASSEN —

This 280SL was delivered new to Zambia but is believed to have found its way to the UK before it was exported to South Africa. Kurt, who serves as the club's Western Cape regional chairman, spent the last four years restoring it. "It's had every bolt from the front bumper to the back bumper replaced," said Kurt, who had to deal with a lot of corrosion, which he reckons came from its time overseas. "I got only one-third of the car back after it was sandblasted so had to import a lot of replacement body panels!" Like a lot of Pagoda owners, this isn't his only SL: Kurt also enjoys an R107 500SL and a range-topping R129 SL600 on club runs but the Pagoda is his out-and-out favourite. "It's the most stunning sportscar ever by Mercedes and it's also really usable as a classic car."





— ROLF SCHWERDTFEGER —

Rolf's 280SL has some notoriety. "I bought it from the wife of Simon Mann who was jailed for his involvement in the attempted coup in Equatorial Guinea. When I viewed the car it was evident that they were packing up in a hurry. Some time later the story of the coup broke," says Rolf, whose car is delightfully original. "It's never been restored and has just 87 000km on the clock. The leather has some small cracks in places but it gives it a nice patina." Rolf's no stranger to the Mercedes brand: he had a hugely desirable 1950s 300SL for many years and initially wasn't keen on the Pagoda's styling. "When they first came out I thought it was the ugliest car ever with that dent in the roof, but after reading an extensive article in the German *Klassik* magazine I realised it's actually quite a good-looking car and the build quality is outstanding."



— NADJA & ANDY ELLERHOLZ —

This 1970 280SL was a wedding gift from Andy to his wife Nadja, who has a photo of the car adorned with an enormous white bow! That was back in 2004 and the couple kept it at their second home in Berlin for three years before importing it as returning residents. It shares a garage with a 1996 Porsche 993 and they have a 1961 190SL back in Germany but Andy reckons the two models are chalk and cheese. "The 190SL is beautiful to look at but it's not that easy to drive. And it has carburettors, which give problems if the car's left standing, whereas we used to leave the Pagoda parked up for eight months of the year over the winter and it always started perfectly. And it has a great combination of looks and driveability." 📷



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CRADLING HERITAGE



BMW South Africa recently announced that they will be embarking on a series of restorations on some of their sought-after vehicles in their impressive fleet. It wasn't long until pictures of their mighty M1, e30 333i and e30 325is began circulating on social media all with captions about restorations and minor refurbishments being underway. **Jacob Mashoko** takes up the story.



A few weeks later there were more pictures – this time with captions about a media test drive on the cards. Turns out an invitation made its way to *Classic Car Africa's* email inbox and the date was impossible for Stuart Grant to attend but he knew tales of an M1 press-driving experience had to grace these pages. And that's where I come in. I was in Dubai when Stuart sent me a text asking if I could go in his place. I jumped at the opportunity! A lover of motoring with a soft spot for the classics.

A handful of journos gathered at Beemer's headquarters in Midrand where we were given a rundown on the thinking behind these restorations and what sort of manpower went into refurbishing them. The task coincided with BMW's centenary celebrations this year under the slogan THE NEXT 100 YEARS.

The M1 was acquired from a customer who had bought it in the mid-1980s and used it as part of his classic collection along with a few others, including the aforementioned South African exclusive 333i popularly known to any local as the *Gusheshe* (loosely meaning 'panty dropper'). From any township to suburb in Mzansi it has always earned owners some sort of respect or 'street cred'.

And as luck would have it, I was up first to pilot the Diamond Black 1985 box-shape Beemer with only 24 765km on the clock. Now as you may know these vehicles were BMW SA's substitute for the e30 M3 which never made it to local shores – I was honoured to be in the presence of such a rare car and it didn't disappoint, with an Alpina-inspired chrome bumper, deep front spoiler compared to its younger siblings, side skirts, a black rubber spoiler and 16-inch Alpina alloys. This example, trimmed with an almost brand new-looking material, provided for a comfortable seating position in the form of BMW motorsport seats.

It was also equipped with power steering but no aircon because back then having both was a bit of a problem (a space issue). Already



idling, I was mesmerised by the 6-cylinder background music (taken from the 733i and tweaked by some German engineers), the 270km/h gauge with an Alpina badge to back it and a sporty 3-spoke leather-trimmed steering wheel.

Suddenly my senses heightened and for a few seconds I was overcome by a sense of fulfilment. The dogleg gearbox was the first little hiccup in getting the wheels rolling because 1st gear is found down and to the left, and the close-ratio 5-speed gearbox, coupled with a tight clutch meant I had to get it right first time round. I balanced a decent take off and soon we were rolling onto New Road and that familiar 6-cylinder exhaust note took over as I familiarised myself with the throttle response (which if not handled correctly along with the clutch could snap and bite you). On the freeway the torque does the talking for the attention-grabbing *gusheshe* which always reminds you that you have to treat it with the respect it deserves. By the time we reached the Cradle of Humankind I had got the hang of it and was pushing the red needle into the redline while shifting through gears in a place that carries so much heritage for South Africa – a fitting car I guess.

If I had coughed up R65 000 in 1987 (the

year I was born actually) for one of these I would've been one happy camper – with a maximum power output of 145kw at 5500rpm and maximum torque of 285Nm at 4300rpm all made possible by Alpina and BMW Motorsport, who wouldn't be? Despite it being top heavy, with the 3.2-litre motor ahead I'm sure with enough practice I could be an expert at using the torque and the limited slip diff to power slide through corners on a track. And that's what makes this legend so special – a wildcat on the track but a purring kitten on the open road with heaps of torque meant to be enjoyed. After almost 100km behind the wheel it was time for me to hand over to the more experienced colleague Denis Droppa. As he pulled off enthusiastically from an intersection, whistles from bystanders who know the potential of a *gusheshe* overpowered the exhaust note.

After lunch it was time for me to steer the M1 out of the beautiful De Hoek Country Hotel in Magaliesburg. At first glance this piece of machinery is futuristic-looking. Even more so considering it was released in the late 1970s, but it makes sense when you hear the Italian manufacturer Lamborghini had a hand in it. It was built as a production racing car in sufficient quantity for homologation but conflicts between the giant manufacturers meant BMW took over the production and 453 units were sold between 1978 and 1981.

The design of the dashboard is very un-BMW like – a straight all-black leather dash and steering wheel face you, as well

as an original Bekker radio, and the pedals are oddly placed towards the right-hand side, making your first few shifts weird as you search for the clutch pedal.

This being the first mid-engined BMW to be mass-produced (i8 is the second), I knew my experience was going to be unforgettable. A 3.5-litre six cylinder petrol engine provided for an awesome acoustic setting. Again the dogleg or *isandla semfene* (monkey hand) gearbox made it very interesting to take off, even more so thanks to the left-hand drive set-up. Somehow it happened and we were once again cruising the winding roads of the Cradle with nothing but a raw sound behind us.

In motion I'm blown away by the sheer performance credentials carrying such a rich heritage like the M badge. When I change down from 5th to 4th trying to overtake a truck I am overwhelmed by a number of crackle and pops from the exhaust, literally leaving goose bumps on both cabin occupants.

Again I imagine how this sexy red number would have turned heads 38 years ago and how 204kW would obliterate every other hot hatch or slick saloon in its time (maybe even some current GTIs). I was experiencing a supercar and even though we are now dubbed millennials and various Ms have been released since then, I'm totally impressed with the level of engineering here. When you reach 120km/h you actually feel like you are driving fast. Too many new cars take that feeling away these days and it just leaves me wondering what the 'NEXT 100 YEARS' has in store for us. 🏎️

Again the dogleg or *isandla semfene* (monkey hand) gearbox made it very interesting to take off, even more so thanks to the left-hand drive set-up



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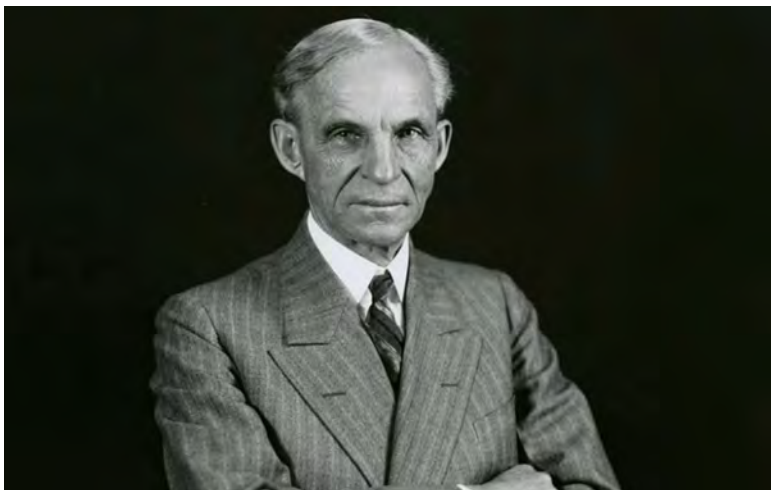
1971 Mercedes Benz 280SL Pagoda RHD

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THE HEALTHY OPTION

We all know Henry Ford (30 July 1863 – 7 April 1947) as the founder of mass production and the man who brought the motorcar within reach of the average family, but few of us are aware of his links with the soil and his seemingly insatiable drive to manufacture as many car components as possible from the humble soya bean. **Gavin Foster** takes up the agricultural tale.

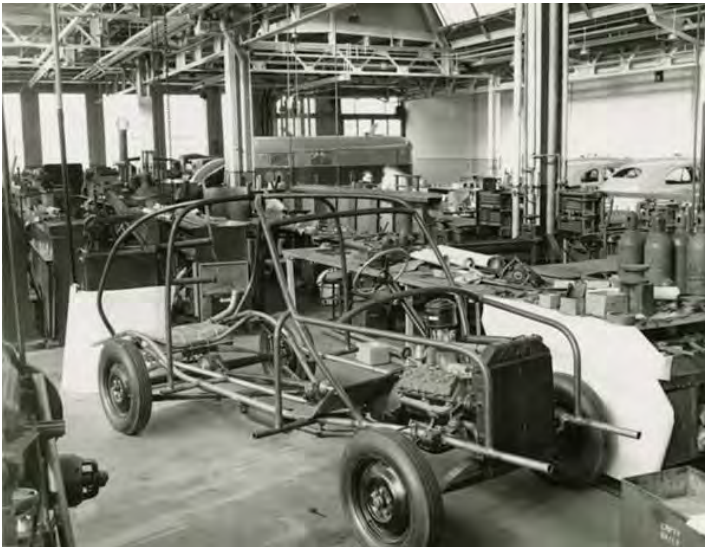


Ford always had an affinity with farming folk, and in the late '20s and early '30s American farmers were suffering with huge surpluses because rising unemployment meant nobody had money to buy their crops. In 1933 alone the government paid farmers to burn 25% of their cotton crop, and six million pigs were slaughtered and cremated while starving families in the cities stood in queues for food handouts. Having grown up on his parents' farm in Michigan, Henry always believed that industry and agriculture should work together, and when the Great Depression started hurting America in 1929 he reckoned that if he could develop a vegetable-based material to use in car construction, the farmers who supplied him would make

Having grown up on his parents' farm in Michigan, Henry always believed that industry and agriculture should work together







money and also be in the market to buy his products – tractors and cars – with their earnings. That year he built a laboratory in Dearborn, Michigan, to establish which crop could be grown locally to best suit his purposes. His research methods included planting a couple of acres of dagga to experiment with, and sending men out into the countryside with hand-held vacuum cleaners to harvest dandelion seeds for laboratory use. Ford’s research wasn’t driven by an altruistic desire to clean up the environment – people didn’t really worry about green issues in those days. He wanted to help farmers survive and make his own business more profitable at the same time.

By 1933 the way ahead was clear to Ford, who decided to invest in the humble soya bean because it was rich in both oil and protein while having a very useful residual fibre and being easy to store. His researchers had discovered that when they mixed soya meal with phenol and formaldehyde it reacted to form a plastic resin that could be used to manufacture car parts. Then followed

He even had a tie made up of woven soya fibre and liked it so much that it was followed by an entire suit

an astonishing few years that saw the American industrialist do things with the soya bean that even God would never have dreamt of. He organised banquets where the bemused guests discovered that every single course was made up largely of soya. He built a soy milk plant near his home and preached its virtues to anybody who would listen. He handed out a 19-page soya recipe book he’d written to all and sundry. He even had a tie made up of woven soya fibre and liked it so much that it was followed by an entire suit.

Ford’s fellow Americans found his obsession with soya beans intensely amusing. Soya, they said, when he started manufacturing car body panels from soya plastic, was his “bumper” crop. People said that if their cars broke down they’d at least be able to eat them, and farmers asked one another what cars they were planning on growing the next year. Ford carried on undeterred.

Soya oil was made into glycerine and used in shock absorbers, and a million litres was used in 1935 in the foundry as a sand binder in the manufacture of cores. By 1934 all Ford’s

The USA is today the single biggest soya producer in the world, and soybean oil accounts for 80% of America’s biofuel production

cars were coated with a baked enamel paint consisting of 35% soya oil – the company went through about 12 million litres of this in 1935. Hooter buttons, gearshift knobs, accelerator pedals, tractor seats, glove-compartment doors, distributor caps and boot lids joined the list, and eventually in 1941, an entire car body was manufactured from soya plastic. But just four months later the Japanese raid on Pearl Harbour dragged America into the Second World War and civilian car production was put on hold. By the time the dust settled in 1945, cheaper more effective plastics had been developed, and when Henry Ford died the following year the whole soya car dream was quietly shelved. Ford’s legacy lives on, though. The USA is today the single biggest soya producer in the world, and soya bean oil accounts for 80% of America’s biofuel production. The bean and its oil and fibre are used in soap, cosmetics, resins, biodegradable plastics, inks, crayons, solvents and foodstuffs. Henry Ford can truly claim to be the man who gave soya to the people of the USA. 🇺🇸

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



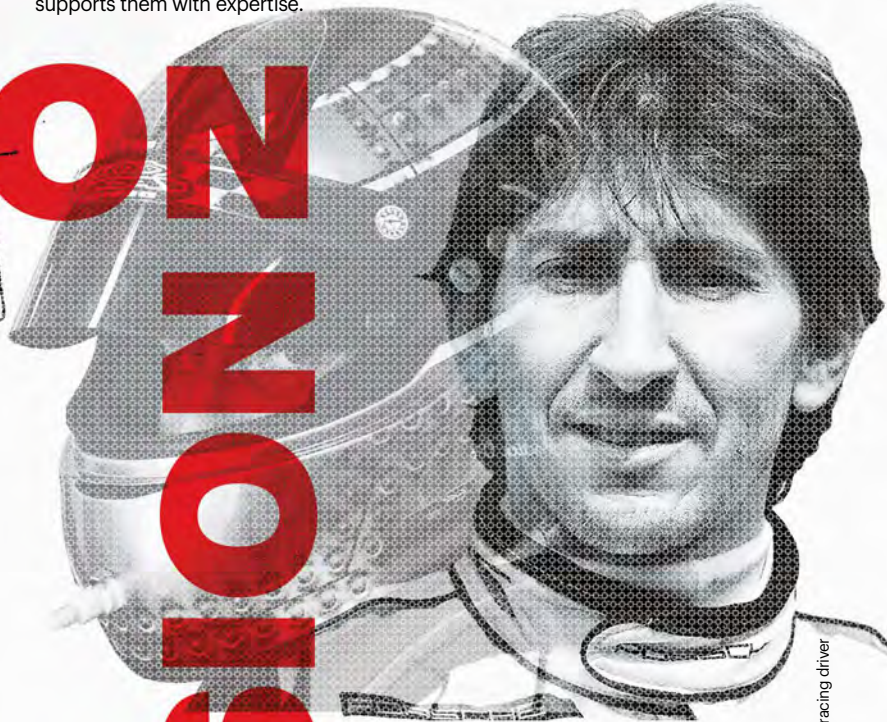
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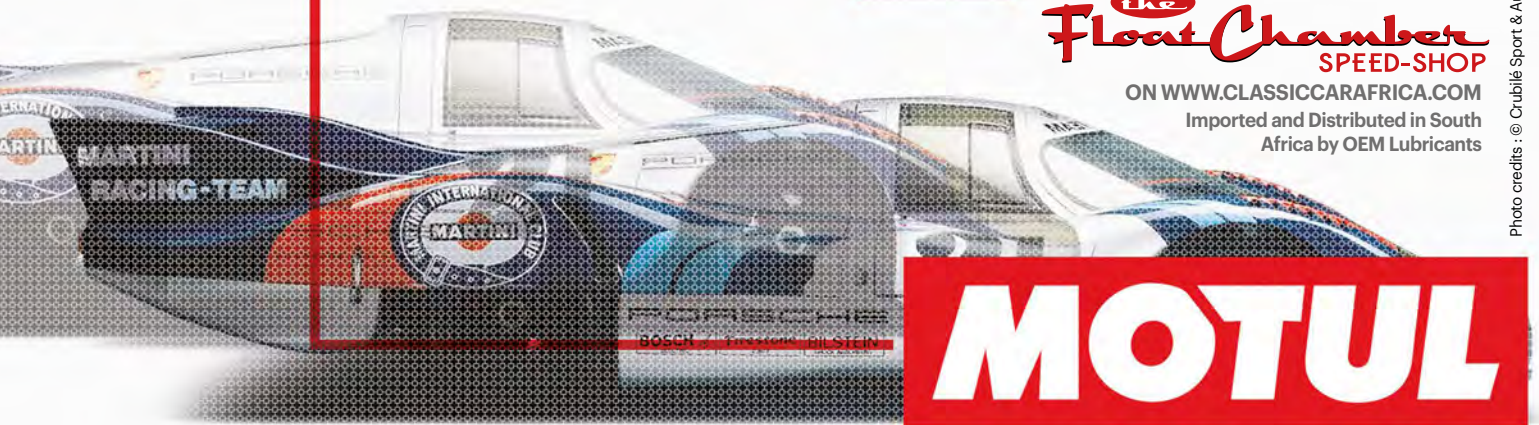


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OLD TIMERS BRING JOY TO YOUNGSTERS

The second Crossley & Webb Century Classic Car Run was held in Cape Town on 23 October 2016. Rules of the event stipulate that the age of the driver and the car combined must equal or exceed a Century.

By Dennis Cook



This year 95 participants left the Century City start line and headed out on the scenic drive through Durbanville and on to Killarney racetrack. Although heavily accented towards sporting cars, there was an interesting and eclectic range of cars with a few veteran and vintage cars, post-war classics and a wide range of cars from the 1950s to '70s.

With the event organised by the Cape Town Triumph Sports Car Club it was no surprise that 20 Triumph sports cars, including a rare 1949 Triumph Roadster, said to be the last car made with the dicky seat, entered. Jaguars of all ages participated with the beautiful 1936 Jaguar SS 100 the oldest, as well as some prized E-Types and older saloons. The MG Car Club put on a good show with many of the T-Types, MGAs and Bs. What was noticeable about this year's event was that several families participated, with some fielding more than one car and making an enjoyable day out of it. Many resolved to come back again next year.

The aim of the annual run is not just to

provide a fun event for owners and collectors of classic cars but also to raise money for The Red Cross Children's Hospital which celebrates its 60th anniversary this year. This hospital was built in 1956 with servicemen donating a portion of their pay to construct a memorial to comrades who had lost their lives in WWII. It is the largest, stand-alone tertiary hospital dedicated entirely to child healthcare in southern Africa.

The Red Cross Children's Hospital manages around 260 000 patient visits each year, the majority of which are from exceptionally poor and marginalised communities, and one third of the little patients are younger than a year old. The entry fees to the Century Run are donated to The Red Cross Children's Hospital Trust and, in addition, a raffle was held with some interesting and sought-after prizes to further swell the collection coffers.

With a couple of generous individual donations, the total amount raised and donated to the trust was R18 590. While enjoying their hobby, these (mostly older) motorists will have contributed to making many children healthy and happy.

SPECIAL AWARDS

- **Highest combined age of driver and car:**
John Brewster (86)/1902 Wolseley – Total 200 years.
- **Greatest car/driver age difference:**
Dean Woollam (23)/1938 Chevrolet – Total 101 years.
- **Highest combination where the driver and car are the same age:**
Peter Hyslop (88)/1928 Falcon Knight Roadster.

The enthusiasm at this year's run was rewarding and a great success, which will undoubtedly become a permanent fixture on the motoring calendar. The success of the event was due, in no small part, to the generosity of the sponsors Crossley & Webb, who covered expenses, raffle prizes and provided each driver with a commemorative cap.

Keizin Pty Ltd supplied prizes for the awards, Century City offered the start venue and official photographer, while Western Province Motor Club generously allowed the use of their clubhouse and facilities. 🇿

WINTER SPECIALS



As the Northern Hemisphere goes into winter hibernation, it's the perfect time to pick up a great deal on that sought after car you have had your eyes on. While the dream seems so distant and you may have heard stories of how difficult it is to bring one into South Africa but it can be done.

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FROM THE SAME HYMN SHEET

It is a tune we all know well: stick your toe into the world of classic cars and the next thing you know you have multiple machines taking up space, time, brain power and skills. Call us suckers for punishment but for some odd reason we all love it. The same goes for reader **Dave Hawkins**, who tested the waters with an MG, which led to more of course, and now finds himself ensconced in a rare and difficult Singer rebuild. Here he plays out his version of the tune we all know.



My wife, Delene, has always wanted an open top sportscar, so for her fiftieth birthday we came across a 1963 MGB while on a biking trip through Sedgefield. This kick-started our passion for MGs and we now have a collection of six models in a small museum here in Port Alfred.

Some years later, on another bike trip, we stopped for a chat to Sheridan at Sedgefield Classic Cars, as we always do, and saw a 1934 Singer Le Mans that he was storing for a friend. Negotiations took place and the car was collected some time later on our trailer to be dismantled and fully restored. Once back on the road I sent an article with photos to the Singer Association in the UK, which publishes an informative magazine every two months for their members.

Chris Barrow, a Singer member in JHB, is building up a Singer 10 and happened to read my article in the magazine. He was looking to buy some much-needed parts from a young chap in JHB who repairs and restores exotic cars such as Ferraris and Lamborghinis. He had salvaged various bits and pieces from a deceased estate and had them stored on shelves in his workshop. He was not

prepared to sell individual items, hence Chris phoned me and asked, "Don't you want to build up another Singer?"

Negotiations took place and almost two cars were loaded on the trailer and brought back to Port Alfred. Chris was happy as he got most of the parts he needed and my friend George here in Port Alfred was also happy as he took over one of the Singer Roadsters. Both are 1951/2 models and we are building the two cars together. George got the original Singer 1500cc motor and I found a Sunbeam 1500cc motor that needed much attention, plus it had to be married to the Singer gearbox. Luckily our haul included two complete gearboxes.

The chassis were sandblasted, repaired and painted prior to any other work being started. Then the back axle, fuel tank, suspension, steering and wheels have all been sorted and fitted. Finding four 16 x 4 stud wheel rims was a mission and eventually suitable rims were sourced from a Crankhandle Club Member in Cape Town. We have had to import the tyres from the Beaulieu Museum in the UK as none are available in South Africa.

Next problem was the bodywork as we only have the doors, fenders and running boards. This model Singer was the last to be hand-built with an ash wood frame covered in aluminium panels. Being a fairly

Photos, old rotten parts and sketches taken from similar cars we have seen, helped to put the jigsaw puzzle together

competent carpenter, making the wooden frame was not a problem. Photos, old rotten parts and sketches taken from similar cars we have seen, helped to put the jigsaw puzzle together.

As neither George nor I are experts in sheet metal shaping, we decided to sign up for the course offered by Barry in your magazine. My car, which by then had the wooden framework completed, was loaded and towed to Stellenbosch so that Barry could give us hands-on advice. This has proven to be invaluable as I have welded up a heavy duty table upon which to beat out the panels and have fabricated various tools to do the shrinking and stretching as we were taught. I am proud to say that the panels I have made and fitted do not look too shabby.

These projects take time and require much patience as every little detail needs attention. Sourcing parts is part of the fun as so many friends and acquaintances are made along the way.

People ask, "So, when will you be finished?" This is difficult to answer with any certainty as there is so much more to do. The truth is that it is all worthwhile as long as you are having fun. 📌

This kick-started our passion for MGs and we now have a collection of six models in a small museum here in Port Alfred

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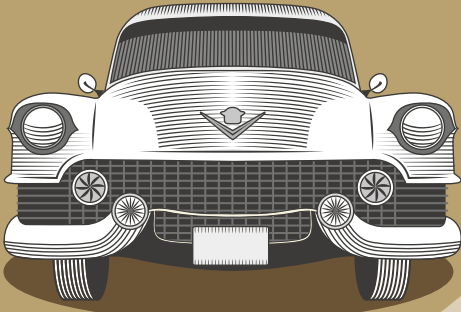
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CLASSICALLY TRAINED

By Racey Lacey

Driving a classic car is a little bit like going camping: boiling in summer, freezing in winter, leaky in rainy weather and generally quite uncomfortable – but once you get into it, it's addictive and downright thrilling. My sister used to say that she adored sleeping under the stars – as long as there were 5 of them. If you are of that ilk, I would recommend a trusty new state-of-the-art vehicle with all the bells and whistles modern technology can offer. For those of us up for a bit of a challenge, though, here's what you can expect if you decide to take the jump (start) into the world of classic cars.

Getting old, they say, is not for sissies and as is the case with human ageing, there are certain inevitabilities when it comes to a classic car. Its once gleaming and pristine bodywork might be scratched, faded or mottled with rust patches; its panels might even consist of several similar(ish) shades of a colour it once was back in 1974. It will leak every kind of liquid possible out of every single nook and cranny of its metallic body. You will become as obsessed as a crime scene investigator trying to locate the origin and type of drop, puddle or stain your car will leave behind. And like the owner of a young puppy that has not yet been house-trained, you will apologise profusely to your friends and family (or that random poor guy whose driveway you happened to stop on) for your car's incontinent tendencies.

Speaking of which, let me just mention another potential cause of embarrassment:

Call me crazy but I think old cars have a streak of black humour running through their oily veins – they certainly seem to take delight in causing embarrassment and their timing (comic if not ignition) is usually spot-on

a tendency to backfire – usually at the most inopportune moments. Whatever the reason (and there are several possibilities when it comes to older cars), there is nothing quite as mortifying as cruising in your retro car along a painfully trendy, café-lined road when your car lets out a flatulent bang and every Hipster within a 500m radius dives for cover, sending microfoam-topped, single-origin, organic cappuccinos flying. Because that is precisely when it *will* happen. Call me crazy but I think old cars have a streak of black humour running through their oily veins – they certainly seem to take delight in causing embarrassment and their timing (comic if not ignition) is usually spot-on.

Also, apart from the obvious rattles, squeaks, moans and clunks that you are likely to hear emanating from every inch of your car when you take it for a ride, you will most likely be dealing with window winders that haven't worked since 1984, having to guess how much fuel might be left in your tank due to gauges that have become purely ornamental, or helpful warning lights that could be cautioning you about pretty much anything – from temperature to oil pressure to a rabid aardvark on the loose – because apparently some manufacturers thought it would be fun to guess. Chances are either way it won't be long before you figure which one it is...

One of the best modern inventions in a car has to be aircon, especially in a country like South Africa. Sadly, when it comes to most classic cars, aircon is but a faraway, fantastical notion. Some older cars have ingenious little triangular windows that open inwards and create brilliant airflow – at least while the car is moving. Otherwise I would suggest you invest in something commonly referred to by those in the know as 'Government Aircon' – that would be a good old spray bottle to you and me. And if you are really clever, you could

get one of those fancy types with a built-in, battery-operated fan. Sorted.

So now that we have covered the basics we come to the part that every seasoned classic owner has had to deal with at least once (but more likely more times than they care to admit): the dreaded breakdown. Again, the causes are far too many to go into but suffice it to say that you can only really count yourself as part of the classic car club once your car has chug-chug-splutter-spluttered to a grinding halt. Generally in the middle of a busy, 3-lane road in peak hour traffic in the pouring rain, with taxis virtually shaving shards of metal off your now lifeless vehicle and irate commuters honking their horns unhelpfully, as though you deliberately decided to park your car in the middle of a main road for the sheer fun of it. You will soon learn that you never leave home without a toolbox, a tow rope and a good sense of humour.

So getting into a relationship with a classic, as they say on Facebook, is complicated. You will have your ups and downs for sure. You may even hit bumpy patches. But this will be one relationship that will be worth the ride. Because what you will notice is that when you take your classic out on the road, no one will point out the rust or tatty upholstery or uneven colour. No one will care that it is noisy, smelly or needs constant jump starting. Everywhere you go, people's heads will snap round to get a closer look, their eyes will widen with surprise and their mouths will stretch into wide grins. They will point and shout – sometimes even clap their hands together in delight like young children. Why? Because these cars are time capsules; reminders of happy times way back when. Because everyone's dad or auntie or family friend drove one back then and everyone can relate to them – no matter how ropey or rusty they may have become. Everyone has their own story about an old car and seeing one is an opportunity to share it. So my advice to you would be don't stress about the small stuff – just have fun driving your classic. But just remember to pack your toolbox. **Q**



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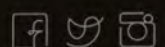


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