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DOUBLE UP

Welcome to 2017! All the best and let's make it a classic year. As many of you will have noticed we skipped the January issue to allow staff and contributors to get a bit of a break over the festive season. To prevent any confusion or fear that you might have lost an issue in the future, we've tagged this issue as January/February 2017. Sorry for the delay, and I trust that the mix of articles and variety of machinery in this issue makes up for it. Please enjoy.

Our cover shoot takes a look at the four main protagonists that got the 1960s super saloon phenomenon rolling and at the race series that have sprung up around the world paying homage to these legends. Of course not all of us were (or are) lucky enough to own any of this quartet so we also look at the alternative saloons that offer decent punch – could make for brilliant historic racers and come in lighter on the pocket.

December was a month of contrasts as I hopped from the 'humble' saloons into the only De Tomaso Mangusta on the African continent.

Mike Monk looks at Wolseley's 12-16 Town Car and a promising car that dropped off the radar – a Henry J. Graeme Hurst catches up



with two owners who, it appears, were destined to be with certain cars. The first decided as a young boy that when he grew up he would buy the Kombi his friend's father owned. Years later he happened to mention his memories of the old VW and as luck would have it, it was still around and ready for a new owner. Our second tale sees the owner buying a Ferrari 308 while in his twenties, using it a lot and then selling it to move on with life. Years later when the hankering for another Ferrari bit he went 308 shopping and by fluke stumbled across and bought his old car back.

Contributor Brian Noik knows a thing or two about hunting down cars and he gives us a brief taste with a fascinating tale on how he tracked down the remains of a supercharged pre-war Mercedes-Benz and bit of old bi-plane. Roger Houghton keeps the 2-wheel fans interested with a look at the history of BSA and its recent purchase by Mahindra, while our Reader's Ride is the RE Alfa – Zimbabwe's only Formula 1 car.

There are the usual offerings like news, letters and classified adverts and we've included a calendar of events for you to attend this year. If you or your club know of any we've left out please mail me on stuart@classiccarafrika.com.

Stuart

FMM JOINS MASERATI AT THE V&A

The second annual Maserati Cape Town Race Week took place at Cape Town's V&A Waterfront from 15-20 December with L'Ormarins/FMM as new partners. This premier yachting regatta acts as a prelude to the Cape2Rio Yacht Race, the main start of which took place on New Year's Day, and has become a prestigious event for sailors from South Africa and around the world.

Spectators and fans were able to visit the Race Pavilion located on Jetty 2, view the regatta boats up close, enjoy a number of pop-up stores as well as the Corsa Classica – Maserati's exhibition of some of its rarest vehicles as well as the unveiling of its new SUV, the Levante. The rare vehicle collection comprised four of FMM's cars that were on permanent display during the race week – the 1937 6CM, 1948 4CLT, 1954 250F and 1956 150S. Invited guests were driven from the V&A to the museum to view the rest of the collection. As part of the race week package deal, L'Ormarins estate wines were offered and served during what was a major attraction for locals, holidaymakers and overseas tourists alike.



"There is a clear synergy between the majestic yachts, the daring sport of sailing, and Maserati's tradition of craftsmanship and cutting-edge technology," said Brad Graaff, Maserati's Operations Manager for European Automotive Imports – South Africa. FMM was proud to have been part of the event, taking the opportunity to showcase some magnificent race cars from Maserati's racing pedigree that are part of the museum's collection.

HORSES FOR COURSES

A number of international punters and local celebrities flew out especially to join in the success of the inaugural L'Ormarins Queen's Plate Festival, which saw South Africa's top thoroughbreds come together as champions at Kenilworth Racecourse on 6-7 January. South Africa's horse of the year and defending champion, Legal Eagle, ridden by Anton Marcus, thrilled punters by winning the coveted L'Ormarins Queen's Plate, proudly strutting away with the R1.5 million purse.

The Cape's premier horseracing and social festival impressed track-side too. On the Saturday, 5 000 attendees went all out and donned their most stylish blue-and-white outfits. Among the international and local celebrities were the English royal family's Princess Eugenie; sport stars such as Ryk Neethling, Sean Fitzpatrick, Geoff Boycott, Jacques Kallis, Huw Jones and Michael Holding; TV and radio personalities Boity Thulo, Bonnie Mbuli, Siv Ngesi, Lindiwe Suttle and Tracey Lange; the singer Matthew Gold; eminent SA designers Laduma Ngxokolo and David Tlale; and former F1 racer and team owner Eddie Jordan.

As last year, adding motorised style to the day's four- and two-legged proceedings was a selection of elite horseless carriages from the stable of the Franschhoek Motor Museum's LQP partner, BMW Group. Among the models on show were some famous examples of the group from the FMM collection, namely the 1938 BMW 328, 1953 BMW 502 and 1994 McLaren F1 road car. In addition, the 1928 Rolls-Royce Phantom 1, the BMW-engined 1953 Bristol 403 and the 2004 BMW 760Li Security Edition (the Nelson Mandela 46664 charity car) were displayed alongside BMW SA's recently refurbished 1978 M1 supercar and unique-to-SA 1985 333i.



ATTENDANCE RECORD

Once again, the attendance figures for December – the museum's busiest season – surpassed the previous year's number. Open throughout the month except for Christmas Day, a total of 11 760 visitors, including many overseas tourists, passed through FMM's display halls during December 2016, establishing a new record. This followed an annual trend, and highlights the museum's ever-increasing national and international popularity. The best day was the 27th, when 1 025 people walked the display halls.



WHERE, WHAT TIMES AND HOW MUCH

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 R80 adults, R60 pensioners and motor club members (with membership ID), R40 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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As one of the largest motor shows in the country, attracting over 12 000 local and international visitors annually, the George Old Car Show is a "must visit" event on the South African motoring calendar. In association with the Southern Cape Old Car Club, the HOUSE OF CLASSIC & SPORTS CARS in Knysna is proud to be hosting another auction at the above event where it is hoped to offer ±12 exceptional vehicles to the highest bidder.

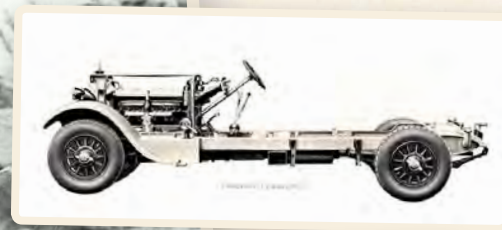
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SUPERCHARGED SQUATTER

Picture it, Johannesburg, 2000 and something; our storyteller **Brian Noik** (www.oldcar.co.za) is sitting having coffee with Tony Watson going through some old photographs and talking motorcars.



There was a photo of two gentlemen, in a 1920s Mercedes Benz – Tony said it was most likely Krugersdorp Hillclimb. I asked him what had happened to the car. “It disappeared,” he said. “After the war, no one wanted anything German, spare parts were impossible to find and so the car was most likely scrapped. There was actually a rumour that the car was cut up and the chassis rail used in the construction of a Johannesburg building.”

He gave me access for a few minutes to a pile of papers 2 x 2 metres, and if I had had 1 year, I could not have found the info I needed

I wanted to find the car, or at least some of the pieces.

The driver could still be alive, but with no idea about the correct spelling of his name, and his not having anything to do with the motoring fraternity, that was a dead end. I approached the licensing department the next day – they looked at me as if I was mad. “TJ Numbers? Sorry, *boet*, not interested.”

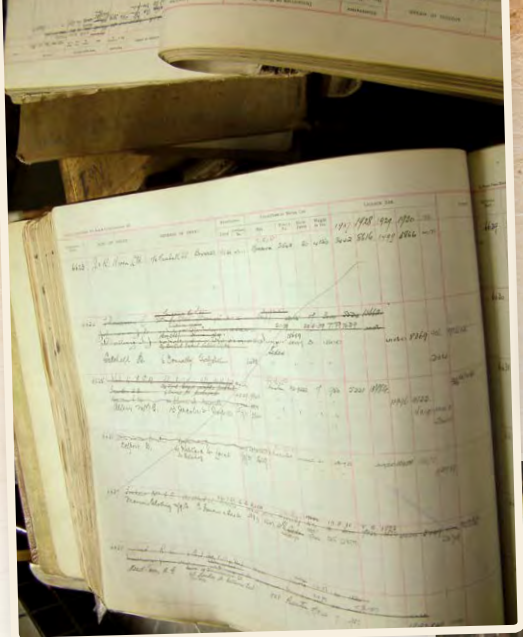
I spoke to an unfriendly higher ranking official, and he told me he had the records dating back to the 1950s in Loveday Street. He gave me access for a few minutes to a pile of papers 2 x 2 metres, and if I had had 1 year, I could not have found the info I needed. As I walked out of the door he told me to try the Johannesburg records office. (This did not

exist.) Many calls later, Peter Hall told me to try the Johannesburg Library as they kept copies of the old records, newspapers and the like.

I arrived at the library; the librarian had no idea what I was talking about, and her boss had no idea either. After negotiations, they agreed to take me to the ‘stacks’ and I would be allowed to try and locate the files myself.

The ‘stacks’ turned out to be three storeys underneath the Johannesburg Library. It had a transport system to move books from underground to the library desk on the ground floor. They have almost every newspaper from the turn of the century, and there must be several million books.

After walking up and down for an hour or so, I found the volumes I needed. They were beautiful leatherbound handwritten ledgers, sometimes with the most magnificent



handwriting, with other entries scribbled in. Every now and again they forgot I was there and turned the lights off, so I had to go back up and remind them.

Several hours later, I found the info I needed. I finally had the correct name spelling, and an address.

Tony and I then went to the house in question. It was an old corrugated house from the early 1900s in a very poor suburb of Johannesburg (not the best part of town). It seemed abandoned. As we were leaving a lady opened the gate. I asked about Mr Arthur. "Oh, he died about 3 months ago."

What happened to the cars and parts? "His nephew scrapped a lot and took some cars home," she answered.

"Where is his workshop?" I enquired.

"Across the road," she said.

There stood an old corrugated shed.

Squatters had already moved in. We took a quick look, as we were getting some unwanted attention. Tony noticed a metal stick behind the door. "This is a stabiliser wire for a Tiger Moth airplane. It forms the X between the wings."

Then we noticed it! The building had supports made out of car chassis, 6 or 7 chassis rails welded onto the building and concreted to the floor. I took a few photos and we left as there was a bit too much attention from the residents.

We had no way to identify the correct chassis as I never thought to take a measure to check dimensions, and we did not have enough time to look for any markings or characteristics. I contacted Mercedes-Benz and with a few copies of the original drawings and measurements I returned to try and confirm the chassis identification.

The building had burnt down, and the metal stolen for scrap

The building had burnt down, and the metal stolen for scrap.

I returned a few years later to the house next door to investigate a rumour of a few buried pre-WWI Indian and Harley Davidson motorbikes. Seems Mr Arthur's neighbour had buried some motorbikes as he had to leave the property in a rush. According to the metal detector, there were large items buried around 2 meters deep – the house owner would not let us go that deep – but that's another story.

So you never know what is hiding in Johannesburg sheds and yards. 📍

MAKE A — DATE —

We will continually update the 2017 events calendar. To submit your club event for publication in the magazine as well as on our website (www.classiccarafrika.com) please submit details along with an image or two to stuart@classiccarafrika.com.

FEBRUARY

4	Passion for Speed – Killarney Race Track	Cape Town
5	CMC Pre D-J Rally	Germiston
5	Kalk Bay Veteran Run	Cape Town
11	Alan Langenstrasse Memorial Show	Walkerville
11/12	George Old Car Show	George
18/19	Kaapse Kombi Kult	Lindequesdrif
25	Xtreme Festival – Killarney Race Track	Cape Town
25	SA Endurance Series 6 Hour – Phakisa Freeway	Welkom
26	POMC Summer Rally	Pretoria

MARCH

4	Historic Tour – Zwartkops Raceway	Pretoria
4/5	Vintage Tractor Fair	Clocolan
5	Any Dam Wheels Day	Krugersdorp
10/11	D-J Motorcycle Rally	Hillcrest to Germiston
12	Maluti	Bethlehem
18-20	OD Inggs Regularity Run	Port Alfred
19	Piston Ring Swap Meet	Modderfontein
25	Xtreme Festival – Killarney	Cape Town
26	Blairgowrie Toy Fair	Blairgowrie
31-1 April	Wings & Wheels Show	Uitenhage
30-9April	Stars of Sandstone	Ficksburg

APRIL

2	Angela's Picnic	Delta Park
16	Century Run – Classic Motorcycle Club	Durban
22	Xtreme Festival – Phakisa Freeway	Welkom
22	SA Endurance Series 3 Hour – Killarney Race Track	Cape Town
23	Red 'Car'nival Day	Parkhurst
29	Historic Tour – Phakisa Freeway	Welkom
30	Knysna Motor Show	Knysna

MAY

5/6/7	Jaguar Simola Hillclimb	Knysna
7	Buick/Cadillac Show Day	Johannesburg
19-20	Fragram Natal Classic – Classic Motorcycle Club	Durban
20	Xtreme Festival – East London GP Track	East London
21	Pietermaritzburg Cars in the Park	Ashburton

JUNE

3	Mampoer Rally	Pretoria
3	Historic Tour – Redstar Raceway	Delmas
10	Vryheid Cars in the Park	Vryheid
11-15	Continental Milligan	Port Elizabeth
16	Golden Oldies at the Mall	Rustenburg
18	Cars at the Mall	Nelspruit
24	Great Train Race	Krugersdorp
24	VW Celebrations at Idle Winds	Centurion
24	SA Endurance Series 3 Hour – East London GP Track	East London
25	Blairgowrie Toy Fair	Blairgowrie

JULY

1/2	1000 Bike Show	Germiston
8/9	Dezzi Raceway Invitational	Port Shepstone
15	Xtreme Festival – Aldo Scribante Race Track	Port Elizabeth
22	Xtreme Festival – Phakisa Freeway	Welkom
29	VCC Car Show Day	Hillcrest

AUGUST

4-6	Concours SA	Sun City
5	Historic Tour – Dezzi Raceway	Port Shepstone
6	POMC Cars in the Park – Zwartkops	Pretoria
9	Cars in the Park – OFS Vintage Car Club	Bloemfontein
9	Prowl – Durban Early Car Club	Durban
12	Xtreme Festival – Zwartkops Raceway	Pretoria
13	CMC Winter Rally	Germiston
13	Parkhurst Heritage Day	Parkhurst
16-20	Magnum Rally	Hazyview
19	SA Endurance Series 3 Hour – Dezzi Raceway	Port Shepstone

SEPTEMBER

1-3	Kyalami Festival of Motoring	Kyalami
2-3	Wheels at the Vaal	Vanderbijlpark
3-7	SAVVA National and Rendezvous Tour	Fouriesburg
16	Historic Tour – Zwartkops Raceway	Pretoria
17	Piston Ring Swap Meet	Modderfontein
23	SEFAC Ferrari 50th Anniversary	Kyalami
23	4-Stage – Zwartkops Raceway	Pretoria
24	National Drive It Day	National
24	Blairgowrie Toy Fair	Blairgowrie
30	Xtreme Festival – Kyalami Race Track	Kyalami

OCTOBER

1	POMC Aircooled Show	Pretoria
1	Classics in the Bay	Cape Town
14	SA Endurance Series 3 Hour – Aldo Scribante Race Track	Port Elizabeth
15	Killarney Classic Car Show	Cape Town
28	Historic Tour – Redstar Raceway	Delmas
29	Studebaker Club Show Day	Irene

NOVEMBER

4	Xtreme Festival – Kyalami Race Track	Kyalami
4	SA Endurance Series 9 Hour – Phakisa Freeway	Welkom
12-15	SAVVA National and Fairest Cape Rally	Cape Town
25	Xtreme Festival – Zwartkops Raceway	Pretoria
26	Blairgowrie Toy Fair	Blairgowrie

DECEMBER

2	Historic Tour – Kyalami Race Track	Kyalami
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MONTHLY MUST DO EVENTS

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



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NEW YEAR & NEW CHALLENGES

Two weeks into 2017 and **Dino's Classic Restorations** is back in full swing finishing off a few 2016 projects and filling the floor with more exciting work. It never gets boring with the variety in terms of different classic car brands and ages that roll in and out the shop – each bringing their own challenges to the party. At the moment there are vehicles that originate from England, Germany, America and even a South African on the go. Projects range from show cars in need of minor touch ups to rust buckets that, in order to save from

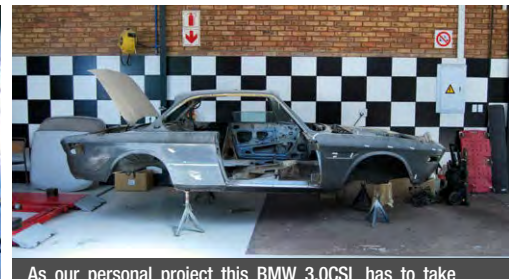
being consigned to the scrap heap, require a lot of cutting and metal shaping to meet the grade. A few older model fibreglass bodies have also found their way into the shop. We will share what is on the go at Dino's, what cars have come in, how much progress has been made in a month, what have gone out 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 very rare 1936 Morgan is the oldest machine in the shop at the moment but arrived in a surprisingly solid form. A few dent and metal repairs have been carried out and the body is ready for paint. Research into what the original colour was is underway.



A very original 440 Dodge Charger that is undergoing a colour change. This means a full bare-metal strip-down, repair of the odd blemish and then instead of the silver it arrived with it will be shot in black. Nice to see the owner sticking with the correct engine and not modernising the brute.



As our personal project this BMW 3.0CSL has to take a back seat from time to time but little by little we are making progress and hope to have it ready by mid-year. Luckily it was in relatively good shape for the age but, in this game proper preparation is imperative so we are taking our time.



While the BMW 3.0CSL was in reasonable all round shape the floorpan was not. This meant cutting out all the rot and fabricating new ones from scratch. A lot of time and effort went into putting in the correct reinforcements to indentations.



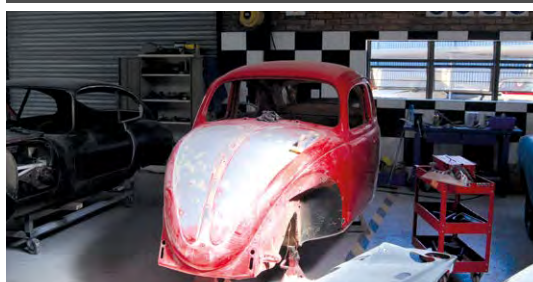
This BMW E28 535 is a fast appreciating practical classic and the owner wanted it to look as good as it did in the late 1980s. It was a good car to start with and has now been prepped to freshen up the exterior with a coat of the factory Ice White colour.



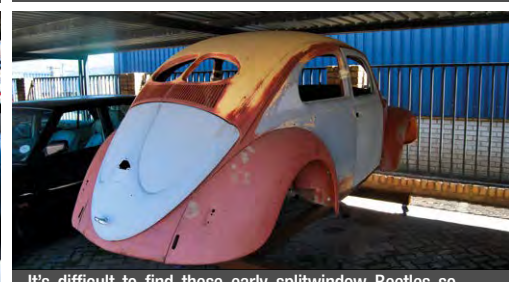
Another job we took down to the metal in order to cut out rust. The E-Type is now being fitted with brand new imported reproduction parts. Despite being made for this vehicle the replacement parts never fit 100% so a lot of fine tuning and panel fitting is being done.



Only ever built in Brazil and South Africa the Volkswagen based Puma GT is fast gaining traction as a collectable classic. Fibreglass technology wasn't to the standard it is today and years of flexing and DIY paint mean that this one needs a full respray. The vital surface preparation will start soon.



With the owner of this Volkswagen Beetle set to complete the restoration himself this car arrived as just a shell. Once the repairs are done the body will be primed and then painted ready for the owner to start assembly.



It's difficult to find these early splitwindow Beetles so when they do come up they are quickly snapped up regardless of condition. This one has suffered a touch over the years with the dreaded tin-worm eating parts and poorly executed repairs covered with filler. It will be taken down to the metal and properly repaired so the owner can put it back together.

#JOZINIGHTSHIFT

Cool weekday evening air, open roads and like-minded people are at the core of #JozNightShift, a movement that sees classic car owners meeting at numerous start points and then taking a gentle cruise to an interesting destination for a snack, cup of coffee or even milkshake. Despite an Armageddon-looking Highveld lightning storm hitting the roads just before the run, around 40 cars made the first rendezvous point at Modderfontein.

The variety was impressive with a number of Alfa Romeos, Triumph TR3, MG A, MG B, Corvette Stingray, Ford Escort, Mini Cooper S, Mercedes-Benz SL and a whack of BMWs from a wide-ranging date spectrum. From there it was a short blast up the N3 to Hewitt Racing's premises in Malvern East.

Cars squeezed into every nook and cranny and the attendees enjoyed seeing what goes on in the workshop and swapping tales before tucking into some Hewitt-supplied boerie rolls and drinks. The shop's suppliers came to the party with a lucky draw prize product hamper valued at R3 000, which together with some Hewitt-made memorabilia went to Rendani Ramaphosa.

HEWITT RACING HAMPER

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- Liqui Moly Carb Cleaner
- Liqui Moly Lead Substitute
- Liqui Moly Cleaning Aircan
- Liqui Moly Brake Fluid
- HR Speedshop Ashtray
- Bilstein Stickers
- Wurth Brake Cleaner
- Wurth Rust Off

For more information on when the next #JozNightShift takes place, like and follow @ClassicCarZA on Facebook, Twitter and Instagram.



ASTON

RECREATING THE PAST



Aston Martin is set to resurrect the DB4 GT in a limited edition run of continuation models. Originally launched in 1959, the DB4 was one of the most revered of all Astons with a total of 75 DB4 GTs built between 1959 and 1963. Only eight of these were lightweight models – said to be valued at over £3m now. Each of the 25 DB4 GT Continuations will be faithfully built to the design of those original lightweights and the VIN numbers will follow on from those original versions. They will benefit from improved specs, technology, performance and design whilst trying to capture the essence and character of what made the original cars so popular. Power will come from the Tadek Marek-designed straight 6-cylinder but power goes up from 302bhp to 340. The power will go to the rear wheels through a 4-speed manual transmission and limited-slip differential just as before, and the two-seater's body will follow the original construction, using thin-gauge aluminium panels fitted to a tubular frame. Construction of these will take place in 2017 but no indication of price has been given yet.

CLASSIC BOOK REVIEW

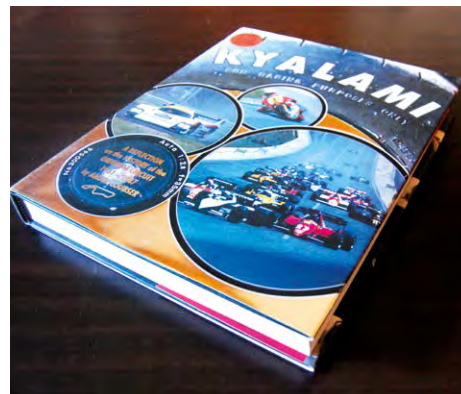
Title: *Kyalami*
Author: André Loubser
Publisher: Aquarius Publishing
ISBN: 978-0-620-48826-6

Kyalami, the spiritual home of South African motorsport needs no introduction but every fan of racing and South African history needs this book. It is a monstrous hardcover covering the 'original' circuit (1961 to 1987) that took author André Loubser almost three decades from conception to completion to compile. Having seen his first motor race in 1948, the Van Riebeeck Trophy Race at Paarden Eiland, worked for Porsche in Germany, and dealt with the likes of Stirling Moss and Mike Hailwood, Loubser has dedicated his life to the industry and sport. He's also written hundreds of articles for publications over the years and this is clearly visible with the easy-to-comprehend flow throughout the book.

The idea to record the circuit's impressive past came to mind in 1984 when he heard the rumours that the property was going to be sold off for a housing estate. From that day on the book, aptly named *Kyalami*, became an obsession for him with hours of research, interviews, image searching, writing, editing, laying it out in a logical manner and then finding the finances to publish. It charts the early days of South African motor racing and leads into the arrival of the

track with fascinating insight into why we needed the track, how it all happened, and looks at the dedicated band of people that made it happen. With such a vast history at hand, Loubser had to make the decision to focus for the most part on the international events and drivers, teams and personalities that moved in this high-paced circus. From the 'horse's mouth', memories come from the likes of Jacky Stewart, Denny Hulme and Derek Bell while regular Kyalami characters like Francis Tucker, Alex Blignaut, Dave Charlton, Arnold Chatz, Paddy Driver, Jochen Mass, David Piper, Ian and Jody Scheckter, Sarel van der Merwe and Beaulah Schoeman are featured. Even the legendary Kyalami Ranch gets a chapter and the pictures of Formula 1 stars swanning around in its pool or showing their might on the tennis court sum up the myth that surrounded the golden age of local racing.

Major race reports and results are covered and the inclusion of 1 180 images is a mind-blowing trip down memory lane. For good measure there's 80 minutes of footage loaded onto a disc inside the back cover. We all need this book. André can be contacted at andrelobuser@telkomsa.net.



ALFA GIULIA & ABARTH 124 SPIDER LAND



It's what the Italian car fans have been waiting for – the new Alfa Romeo Giulia and Fiat 124 Spider have shown face locally. You'll have to wait three months for the official launch of the entire Giulia range but a sneak preview function was recently held to whet the appetite. All of the 46 limited edition Giulia Launch and Race Editions allocated for the first shipment were sold out within 3 days.

The Launch and Race Edition vehicles are based on the top-of-the-range Giulia Quadrifoglio Verde derivative. Powered by a Ferrari-developed 2.9l V6 Bi-Turbo engine, the Giulia QV powerplant produces 375kW of power and 600Nm of torque driving the rear wheels through an eight-speed automatic transmission that returns performance figures of 0-100km/h in 3.9 seconds and a top speed governed to 307km/h. A little less hairy-chested but as exciting is the arrival of the Abarth 124 Spider.

Developed with the Abarth Racing team, the car is said to embody the brand's values of performance, artisan craft and technical excellence. More importantly, it is designed to put a smile on the face of those driving it. Weight is concentrated between the axles with the engine behind the front axle. Weight is kept to just 1 060kg, which combines with a 1.4-litre 4-cylinder turbocharged engine that delivers 125kW and 250Nm to rocket the droptop to 100km/h in 6.8 seconds and a top speed of 232 km/h.

BOOK YOUR LEAVE

Knysna is the place to be for classic car fans from 30 April to 7 May. The Knysna Motor Show kicks off the action on 30 April, and then the Jaguar Simola Hillclimb takes the octane level up a notch from 4 to 7 May 2017.

Sanlam Private Wealth has stepped up as the main sponsor of the Knysna Motor Show and fits in seamlessly with the quality, rarity and value of the classic cars and motorcycles that the show pulls in. With the Knysna area playing host to a vast array of classic collections, service providers and scenic roads, you'll not get bored if you decide to stay on for the week and then catch the Hillclimb.

Jaguar are again on board and as usual the action kicks off with the Classic Friday event, where 60 cars of a more mature vintage will leave black rubber on the road and fight for the honours. The moderns hit the track on Saturday and Sunday in three distinct categories, which allows cars of similar type and performance to compete against one another. Seeing some of these purpose-built 1000+ horsepower machines demolish the slope is a must-do.

General Entry tickets can be bought 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

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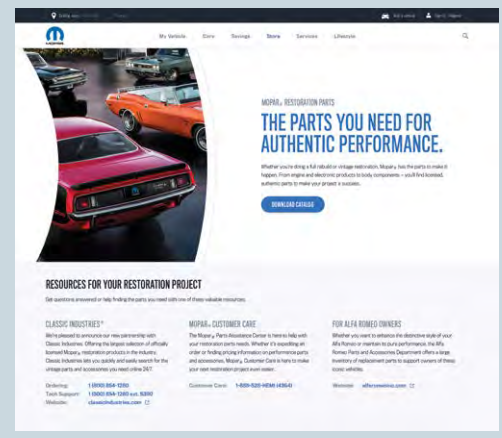
- R220 pp per day: Adult Pit Access Tickets including General Entry
- R100 pp per day: Child Pit Access Tickets (under 12)

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)

MOPAR PARTS PORTAL

Looking for a hard-to-find grille, wheel or emblem for that classic Mopar muscle car? Help is on the way. Mopar recently announced a new restoration parts web resource: www.mopar.com/restoration. The page will connect enthusiasts with more than 45 approved Mopar restoration parts licensees and more than 9 000 products to assist in restoring muscle-car era glory. The website was announced at SEMA in concert with the reveal of new Mopar 345 and 392 Crate HEMI Engine Kits to assist in plugging 5.7-litre and 6.4-litre HEMI engines, respectively, into model year 1975 or earlier vehicles.



2017



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12 November
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AMERICAN Classic Car and Bike Day plus Mini Auto Pretoria
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11 June
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6 August
@ Zwartkops Race Track



MAGNUM RALLY
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FGK fotos

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1958 Mercedes Benz 190SL



1933 Austin 7 Ulster replica



1972 Alfa Romeo



Alfa Romeo GTV Junior



Mini 1000s



1968 Alfa Romeo



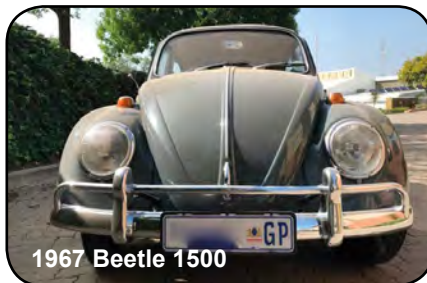
1995 Porsche 964 Cabrio



Mini GTS



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Cortina GT

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NO REPLACEMENT FOR DISPLACEMENT

I have been meaning to contact you since reading your 'Holden tight to your dreams' in the April/May 2016 issue of *Classic Car Africa*.

Yes, I was around in 1971, a petrolhead then and still going strong. I had moved to East London to my first job as a qualified attorney and as luck would have it, met a fellow petrolhead by the name of Martin Coffey who had a transport business called Roadline. I was told by Martin that Gunston had purchased two of the Holden Monaros, one a 5-litre and the other a 5.74-litre for promotional purposes and no longer required them. He purchased the 5.74-litre one. The vehicle duly arrived in East London. It had a 4-speed manual gearbox. It was

wicked. We had never seen anything like it before. Martin trashed two sets of back tyres in the first week of ownership.

I drove the car a few times. What I recall is that it did not handle very well. The brakes were dodgy and you needed a bionic left leg to depress the clutch, but man, the sound of that engine was pure heaven and who needed brakes and handling when you could spurt the car out of trouble with that power?

God alone knows how Martin got hold of that car. I suspect it may have been through his brother-in-law who owned Bates Garage in Harding, a very big GM dealer in those days.

At around about that time, if memory serves me correctly, Bates was given one of the first Can-Ams, the little Chev, as a demo vehicle. We wrung its neck from Harding to Weza and back one night. That was scary. GM was not great on brakes in those days, and handling was not great either.

I love the magazine. Please keep up the good work.

Regards

Adrian Moore

Thank you, Adrian. The kind words, support and sharing some of your motoring tales is much appreciated. The old saying of 'there's no replacement for displacement' sprang to mind when reading your note and by your description of how both the Monaro and the Can-Am handled it is apparent that GM were strong believers in this mantra. Clearly it was also pre-fuel restriction period and the cost of tyres was within budget. Then again, what self-respecting motorist would be able to resist lighting up the rear end when behind the wheel of either of these iconic cars – I know I would have done the same. The sight, sound, smell and rush experienced somehow gets burned into the grey matter and it is brilliant how, forty-five years later, the feelings you felt then can be triggered in an instant and will never be forgotten. Motoring is a drug and outings in machines like the Manaro should come with an addiction warning!

Stuart



BANKING ON CLASSICS

Thanks for a very interesting and informative magazine. Can you perhaps put me in touch with an expert on starter classics, who can advise me on what vehicles are set to become desirable, collectable classics in the near future, such as Chev's Lumina? Thanking you in anticipation.

Kind regards

Eugene Ehlers

Hi Eugene

As far as starter classics go the list of possibilities is endless, with your budget and nostalgia probably taking the two leading roles in the purchase process. Some of us like humble saloons that remind us of our childhood, others like the idea of sunny skies and droptop motoring. It is really a case of different strokes for different folks but what is certain is that originality is the key when it comes to buying a classic. Not only do original cars hold their value better but it is easier to source correct spares and parts when you can order as per the year and model of your vehicle. Having said this, I don't believe in buying starter classics as an investment but rather that the only reason to buy one is to enjoy the experience of owning and using a bit of history – the good news is that if used and maintained, the

chances are high that it will retain its value and probably even improve over time.

With prices on a high at the moment when it comes to the more popular classics, I suggest newcomers look at the odd balls for good value. Off the top of my head I'd shop for a Triumph 2000, Alfa Sud, Volkswagen Type 4, Mercedes-Benz W114 in the 4-seater ranks. In the sportscar department I'd look at Triumph Spitfire and MG Midget and the rubber bumper MG B. Oddball stuff like VW Baja Bugs and Beach Buggies are also taking off.

Picking a modern future classic is difficult but the safest option is to go for models sold in limited number or those with some sort of competition pedigree. 1980s and early '90s cars like the Volkswagen Golf GTI, Lancia Delta Integrale, Mercedes-Benz 190E 2.3 Cosworth, Audi RS2, Alfa GTV, BMW E30 are already hugely desirable so this horse might have bolted. So we look at the late 1990s and early 2000s for our next surge. Easiest is pick up any motoring publication from this time and see what the high school kids were dreaming of. Here's my list of future classics:

Mazda MX5 (NA)

Subaru Impreza STi (Generation 1 and 2)

Mitsubishi Lancer Evo (Evolution 1 to 9)

BMW M3 (E36 and E46)

BMW M5 (E39)

BMW Z3 M Coupé (E36/8)

Audi RS4 (B7)

Mercedes-Benz C55 AMG (W203)

Mercedes-Benz SLK55 AMG (R171)

Mini (John Cooper Works GP)

Renault Clio V6 Sport (Phase 1 and 2)

Volkswagen Golf R32 (A5)

Volkswagen Citi Golf (Citi Mk1)

The Chevrolet Lumina has a massive cult following so I'd expect it to become sought after. So many of these seem to have been modified with superchargers, bigger brakes and the like but I'd search extra long for a factory standard car.

I almost forgot the Italians. Here I would go with Alfa's new Giulia and the 4C as well as the fresh Fiat 124 Spider (based on the Mazda MX5). In the Porsche, Ferrari, Aston Martin, Lamborghini stables I'd stick to limited edition stuff.

Anyway, that's my list. Not so much from an angle of wise financial moves but rather fed by a passion for cool cars. Thanks for the letter; it got me thinking about what a portion of my dream garage might look like.

Stuart



LOLETTE LINKS

Your story on the history of the Lolette racing cars and buggies was fascinating. I had no idea that the famous racing car (I didn't know there was more than one) is related to the buggies. Here is a photo of Peter du Toit's Lolette at one of its first outings and, as far as I recall, the first Kyalami 9 Hour 'retrospect' which was held on 16 November 1991. Peter was teamed up with Bobby Olthoff. The race was won by the Chevron B8 of Roger Pearce and Gary Dunkerly. In the other photo are Doug Moss' Datsun 1200 (which finished 7th) and Harry Lombard's Beetle, which was

shared with Ferdi Radel, (which finished 14th). It just goes to show how long Harry and his Beetle have been around.

Kind regards
Philip Pritchard

Hi Philip

Your pictures took me back in time to the days when as a schoolkid I would go to watch historic racing. A few years on I was lucky enough to start racing and shared track space with Roger, Ferdi and Harry. Harry and his Beetle still take points away from me in the title chase... The Lolette, with its low-cut body,

bulging bonnet and loud V8 was my favourite car. It was only when visiting a local car collection and seeing an early beach buggy with 'Lolette' on the nose that I started to put two-and-two together. When the owner mentioned that it was built by Eric Brockhoven it all fell into place. Hours of paging through old Car magazines looking for information followed, and I was lucky enough to find a UK magazine introducing the South African-developed buggy to that market. The Lolette buggies have a special place in South African history. I would add an original one to my garage in a flash.
Stuart

COLLECTION COLLECTED

A Mr van Rensburg from Johannesburg called me after seeing the advert for a collection of Car magazines I placed in *Classic Car Africa*. He decided he wanted to buy the set and the next day the full amount was paid into my account. He then sent me a message to say he'd collect them on the Sunday at 11h00. He arrived on time with his bakkie and said that although he had had to drive all the way from Jo'burg to Strand, the collection to him was a bargain. It all started last year when a friend of mine, Tak Basson, advised me to make contact with you. And look at the positive result. By the way there was no response from adverts placed in

the usual online classifieds. Thank you again for your trouble and Compliments of the Season.

Attie Louw

I am glad to hear the sale went quickly and smoothly, Attie. The response to our classified adverts section is good with the right products being offered to the right buyers. When the price is right the deals seem to get done in record time. Thank you for letting us know the sale went through without a glitch and please pass on thanks to Tak for the recommendation.
Stuart

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DURA WHAT?

For about 40 years I have been trying to track down some details about this car. I took this photograph in the pits at Roy Hesketh racetrack sometime back in the '70s. A 5-digit only phone number dates the era, as does the brand new Chev El Camino in the background. And the less said about the haircuts working on the Mazda race car the better, I suppose. I still remember I took it using a Brownie box camera.

This was right in the era when beach buggies and Baja bugs and all sorts of things on standard beetle chassis were perfectly acceptable vehicles and, as such, this is just a fibreglass body on a Beetle chassis and engine. It was like the sportscar version of the beach buggy. The black back engine cover hides the usual Beetle motor and gearbox and the bodywork styling very much apes the famous Porsche 917K, which of course was the world's HALO racing car of the time. The rear seats were wraparound as is found in speedboats so that you could sit about 6 people in the back with the two edge ones facing inwards, something that I thought was a brilliant innovative design (and still do). And I mean, just look at the race-car-on-the-street styling of the nose and front wheel arches, and the edge lip wings and ridges around the back. It's gorgeous.

I have looked at this photograph many times over the last 40 years and always thought that the mould for that shell has got to be lying around somewhere in SA. Imagine if we could find it, whip up a tube-frame chassis, pop in a modern Golf VR6 or GTi motor and transmission in the back – what an



awesome mid-engined ultra-light gorgeous-looking beautiful handling (look how low it was) lightweight sportscar we could make in SA today. I mean, just look at it – it is just like the BMW M1 in that the styling is totally timeless; it would still be a beautiful-looking car on the roads today.

If any one of your readers has any information about this car please let us all know, even a surviving example that we could take a new body mould off of. I would still to this day build and daily drive around in one of these, preferably with a 4-chamber turbo Mazda rotary engine in the back.

Gary Smith

An interesting wedge Gary, and the first time I have ever seen this kit. Presumably more than

one of these bodies was made, as Dura offered the kit. I will scan my collection of magazines for mention of the kit, or perhaps the firm advertised their boat-like creation. If you did manage to find a body or the mould to make one, I would think an ideal chassis would be the Volkswagen Golf-powered sports racer built by Nash Motorsport Engineering that race in the SA Endurance Series. It's a tubular chassis that sees a Golf motor and gearbox mounted transversely in the rear and powering the back wheels. Componentry is also off-the-shelf Volkswagen stuff so maintenance is easy and reasonable on the pocket. And they are not slow either, clocking in lap times similar to a number of our single seater racing series. Let's see what our readers remember of this Dura.

Stuart

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WHEEL DEAL

Having made sporadic appearances since 1924, alloy wheels are now commonplace on road, race and rally machines because when compared to pressed steel rims they offer greater strength, less weight, an almost infinite number of design patterns and are often repairable when curbed, bent or broken by stray potholes. For this month's Carbs & Coffee **Stuart Grant** headed to Ridwaan Samsoodien's WheelNutz outfit in Johannesburg.

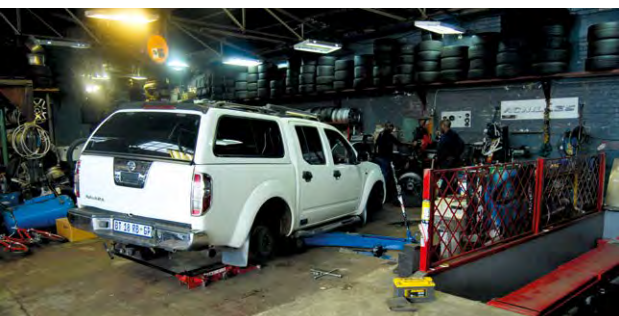
If you are in need of new tyres, wheels, advice or repairs it's a good place to stop. But allocate some extra time to browse his insane collection of old classic wheels. I spotted a Force India Formula 1 wheel, some Formula Atlantic pieces, a centre-locking Porsche alloy and more Compomotive split-rim centres and outers than I've seen in one place. If you have a South African-built Alfa GTV6 3-litre missing the now nearly impossible-to-find original wheels, there are components to assemble a set sitting quietly in the corner. He clearly has a soft spot for Alfa Romeos and you'll see a few of his project cars being

worked on, a dozen or so engines from the brand, and Weber carbs used as paperweights. This Alfa problem started with his second car. His first was a Ford Capri but when the Domingos gave him an Alfa Junior shell, the rot set in. He built it from scratch and drove it everywhere – even up to Mozambique. He sold it six years

ago but missed it so much he immediately purchased the silver project car seen at the shop today. America supplies the power for his delivery vehicles in the form of a hot-rodded Dodge truck and his more Modern Chrysler 300C SRT8 wagon. Hidden behind a mountain of rims and tyres there's a Ford Model A sedan awaiting a rebuild – I have a sneaky suspicion that the contemporary Maserati engine sitting alongside it has a future under its hood.

School wasn't top priority for Samsoodien so at the age of 15 he dropped his books and found employment at Body Craft panel shop in Fordsburg in 1987. His job was that of a general nature and exposed him to everything from panel beating to mechanical work. Body Craft was owned and run by the Domingo family (of local motorsport fame) and under their mentorship he learned heaps on the technical front and gained pointers on how to run a business operation. With seven Body Craft years under his belt he headed for Cape Town to see what opportunities might be on hand, but within

If you have a South African-built Alfa GTV6 3-litre missing the now nearly impossible-to-find original wheels, there are components to assemble a set sitting quietly in the corner




a year the allure of all things wheels had him returning to Jo'burg and going to work with the Saffy family at Mag Wheel Services.

His task was sales but he mixed it up with the guys in the workshop, joining Cedric Saffy in experimenting with new techniques of refurbishing and a safe way to widen rims. As seasoned competitors in the world of oval track racing, the Saffys also started casting wheel centres to suit the harsh sprint car requirements. Ridwaan learned from this and of course tagged along to watch the high octane action. With a feeling that he had outgrown his employment position creeping in, the announcement that the company was setting up a satellite branch in Randburg and needed someone to run the shop was a ray of light. He took the plunge and thrived, putting both his knowledge on wheels and business practice to good use.

With the day job done, nights were filled with scanning *Junkmail* classified adverts for desirable old alloys and then refurbishing them in his own basement before selling them off privately. By 1997

his entrepreneurial spirit was clawing its way out, and he gave notice to Mag Wheel Services and went on his own doing wheeling and dealing. He opened up WheelNutz in Paarlshoop Road early in 1998 offering wheel sales, trades, repairs and custom builds alongside tyre fitment, balancing and alignment. In keeping with the full circle service there is also every kind of wheel nut, spacer, adapter plate or spigot ring to locate wheels on hubs lurking on the shelves. He's at the same address today but his addiction to buying every classic wheel he finds and importing quality rims from around the world has meant that he has had to expand, and now fills the entire building.

"I love wheels and I love going to work each day. Building up wheels and working out solutions to suit individual customer needs is stimulating and there are never two cases exactly the same. In difficult cases where nothing is standard I get sucked into the build and will not give up until the job is 100%." 

With the day job done, nights were filled with scanning *Junkmail* classified adverts for desirable old alloys and then refurbishing them in his own basement

Mongoose, a snake-eating mammal that derives its title from the Marathi word *mungūs*. In Italian it reads 'mangusta', a perfect name for the car built to take on the AC Cobra. **Stuart Grant** gets to drive the only De Tomaso Mangusta on the African continent.

Photography by Henrie Snyman

The story goes that in 1965 Alejandro de Tomaso joined forces with AC Cobra creator Carol Shelby to shake the criticism that the 4-cylinder De Tomaso Vallelunga was underpowered, and produce a successor to the Cobra for motorsport competition. Shelby sourced a 289 Ford V8 engine, Peter Brock was roped in to design an open cockpit aluminium body and the clever Vallelunga central backbone chassis was subtly modified to take the extra power. The Italian workforce started assembling the car, known as the Sport 5000, but Shelby was not convinced of the body design so sent Brock across to work alongside Medardo Fantuzzi. Strides were taken and the resulting car, which featured a moveable rear wing and full doors and was christened as the De Tomaso 70P or De Tomaso P70, looked set to take off. It didn't though, as Shelby left the project before the end of '65 to focus his attention on the then struggling Ford GT40 effort. A second car, slightly modified and called the Sport 5000 was built to go racing in Europe. A few attempts on track were made but ultimately the car ended up being mothballed at the De Tomaso factory, only resurfacing in 2004 when Alejandro passed away and the car was sold.

Perhaps feeling a bit snubbed by Shelby, De Tomaso took a 5000 chassis, clothed it as a road car, and christened it 'Mangusta – the only animal quick enough to take on the Cobra'. Carozzeria Ghia's master-stylist Giorgetto Giugiaro was called on for lines, and it proved a sensation at the 1965 Turin Motor Show. Lamborghini was at the same show, displaying its mid-engined Miura underpinnings. Whether or not the success of the De Tomaso show car had any influence on how fast the Miura went into production or not is open for debate but Lambo did pull the production





ATTACK IN STYLE



punch that bit faster, launching the first production mid-engined supercar in 1966, a year or so prior to the production Mangustas hitting the streets.

When this eventually happened, the Mangusta hit hard with the first 120 Mangustas in 'European specification' cars featuring Ford's 4.7-litre (289ci) V8 engine. Of these units it is speculated that just a handful of the very earliest cars had the Shelby-spec/HiPo engine modifications, raising power from 270 to 306 horsepower. Later cars, set to sell in the lucrative American market, were fitted with Ford's 5-litre (302ci) engines that, although down on power at 230bhp, still returned impressive performance with the 100km/h sprint being completed in under 7 seconds.

Like the Le Mans-winning GT40, power on all versions was sent to the rear wheels

Like the Le Mans-winning GT40, power on all versions was sent to the rear wheels via a ZF 5-speed transaxle that incorporated a limited-slip differential

via a ZF 5-speed transaxle that incorporated a limited-slip differential. The chassis is a sheet-steel central square-section backbone type that fans out either side of the cockpit to accommodate the attachment of the drivetrain and running gear, not unlike a Formula One car of the era. Suspension at all four corners is fully independent and true to its motorsport pedigree is fully adjustable with well-considered geometry.

The achingly beautiful steel and aluminium body, which is characterised by its gullwing-like rear engine covers, stands at just 1 100mm or 43 inches from the ground with the whole package weighing in at just over 1 300kgs. No wonder it pulls so strongly.

Once accustomed to the offset pedal position and low roofline, the cabin is a magical place. With the V8 thumping out its guttural tune behind you, the chink of the gear lever hitting the metallic H-gate surround as you work the cogs, and brisk acceleration pushing you back into the supportive leather-clad bucket seats as the nose lifts, this is what a supercar should feel like. It's the ultimate combination

of performance and luxury – the padded leather centre console, electric windows and chrome ashtray would look the part in any luxury chauffeur-driven machine, while the plethora of simple gauges and 3-spoke aluminium steering wheel would look at home belting down the Mulsanne straight on the way to a 24 Hour race win.

Despite some questionable reviews over the years, the fact is this car works well on the road. Given the type of cross-ply 1950s tyres fitted, the overall grip is good, and as you approach the limit of adhesion the car rotates easily around its central-axis – as mid-engined machines were designed to do with their low polar moment of inertia. A bit of opposite-lock keeps it all in check, but it still isn't for the faint-of-heart without any modern electronics at work.

Straight line performance is where it really shines, and the current owner says it easily out-accelerates the Ferrari Daytona or Porsche 911 2.7 Carrera (both sub-6 second to 100km/h cars) it shared a garage with for many years. The gearing is long (6000rpm in top would equate to 250km/h), and the shift action through the metal gate is slow by modern standards yet satisfyingly positive.



Stopping power from the Girling calipers and all-round large diameter solid discs is excellent, although probably not up to repeated abuse.

Where it is compromised is in the packaging concept. This car makes few concessions to creature comforts. The windscreen meets the top of your head (unless you are a short Italian playboy) and your legs are offset toward the centreline to clear the front wheel-arch, but it's all part of the plan in a car intended to push design limits to the very edge before the days of safety legislation.

Overall, one has to question the myths that surround the Mangusta. Perhaps cars were fitted with the incorrect tyres, or performance-tested with the US-spec engines. Certainly this one feels like it has every bit the measure of its rivals from that era. As a classic car today, it has even more appeal, relatively speaking. An easy-to-maintain Ford V8, wrapped in one of the most alluring shapes from the pen of the world's most famed car designer, at a fraction of the cost of a DB5, Miura or Daytona. Not surprising then that values continue to rise rapidly.

Total Mangusta production rounded up at just 401 units and of those the general consensus is that just 250 survive today. As mentioned, the pictured car is the only one to have ever made it to the African continent and it remains here today. Wearing chassis number 8MA520, it is the 10th car manufactured (they only used even chassis numbers) and was imported to South Africa

around 1970 by 6-times World Motorcycle Champion Jim Redman.

Redman imported the car from Switzerland, basically because his brother Peter had an import permit and they saw the opportunity to make some money out of the arrangement. They bought this particular make and model simply because it was available at the time. Needless to say

UNUSUAL FEATURES OF 8MA 520:

- Ultra-light Electron / Magnesium-alloy Compagnolo wheels (optional equipment)
- Folding seats (only very early cars)
- Front park lights (possibly unique)
- Steel engine compartment covers (possibly unique)
- Umbrella-type parking brake handle (few cars)
- Sequential-shifting ZF transmission (possibly unique)
- Wooden (Valelunga-style) gear-knob (possibly unique)
- HiPo 289 (as per 'Shelby-spec' Mustang GT-350) engine:
 - Smaller combustion chamber heads with cast spring cups and screw-in studs
 - 10.5:1 compression ratio
 - Solid lifters
 - Dual point, centrifugal advance distributor
 - Hot camshaft timing
 - Tubular exhaust manifolds



Redman Machine Tools were the second owners and both Jim and Peter drove the car on and off for about two years before selling it to Gordon Henderson – a well-known race driver. In 1980 the car was sold on to the current family, who, following 15 years of storage, started the restoration process in 2004.

In order to return the Mangusta to its former glory a ground-up nut-and-bolt rebuild was the only way. Most of the work

Although said to have been aimed squarely at the AC Cobra, the Mangusta is a totally different animal altogether, that along with the Lamborghini Miura ushered in the luxury mid-engined supercars and established a new genre of motoring

was done by Steve Desilla, although several specialists were called upon to ensure every effort was made to preserve the car in its original form, right down to the last detail. One deviation was the choice of colour though – with the owner opting to move from the original red to a period correct and Mangusta-supplied metallic dark blue.

Engine work was entrusted to Peter Frost and during the strip-down it was revealed to be a 289ci with the so-called HiPo features as well as the period Shelby ST350-spec upgrades, giving credibility to the claimed official original output and 250km/h top speed.

For good measure, the cylinder heads were gas-flowed by Van der Linde Developments, the sump was baffled and the volume increased, and a new Holley 650CFM double-pump carburettor was fitted in place of Autolite original. It was then dyno-tested at a healthy 321bhp@6000rpm and 435Nm of torque at 4500rpm – around 15bhp more than the claimed

figure back in the day.

Dunlop M-section racing tyres were imported as per the original Turin Motor Show car to provide the correct wheel-arch fill, ride height, and front-to-rear grip ratio. The restoration was completed in 2009.

Although said to have been aimed squarely at the AC Cobra, the Mangusta is a totally different animal altogether, that along with the Lamborghini Miura ushered in the luxury mid-engined supercars and established a new genre of motoring. Production lasted until 1971 when economies of scale and a change in technology saw the arrival of the De Tomaso Pantera. While sticking to the tried and tested American V8 power plant at its heart, the monocoque Pantera was significantly cheaper to build and made more financial sense. With 7 000 units manufactured over a twenty-year period, the Pantera soon became the car we associate with De Tomaso and all too easily we forget the Mangusta, one of the founders in the supercar game. **Q**



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1967 Austin Healey BJ8 , Newly Restored Absolutely Beautiful **R975 000**



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



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



1961 Borgward Isabella Kombi, Restored to perfection. **R 350 000**



1974 Jaguar V12 Drop Head Coupe low mileage, top condition **R2,4m**



1959 Borgward Isabella Coupe, Owners manual and Service History **R 420 000**



1953 Alfa Romeo Guilietta Ti, Original Never been Restored **R220 000**



1965 Mustang convertible, 4 speed manual c/w spare matching number engine, 350Ci engine fitted. **R 750 000**



Jaguar D-Type Replica, Jaguar Motor & Suspension, Newly Resprayed **R600 000**



1956 Austin Healey 100/4 BN2, New Arrival, Good investment **R900 000**



1974 Jaguar V12 Drop Head Coupe, Automatic **R1,8M**

THE SULTANS OF — SWING —



The Swinging Sixties – the period voted as the most defining decade of the 20th Century and one where a youth revolution saw the gloomy hangover of the war swept aside in a flurry of ground-breaking music, off the charts fashion and political activism. The car industry kept this momentum up with new fashionable saloons for the masses, which true to the free spirit of the time were driven with gusto by the youngsters. In a natural progression many of these went racing, giving birth to Touring Car racing as we know it today, where the ever-demanding need for speed saw factory-backed, hopped-up models hitting the showrooms and circuits around the world. **Stuart Grant** picks his four decade-defining performance saloons that swung into hearts with armfuls of opposite lock and understeer.

Images by **Henrie Snyman**



While all four pictured here are based on common production cars the term production might be a bit deceiving. Truest to the word is the Alfa Romeo Giulia Sprint GT. The Mini Cooper S and Renault Gordini R8 come close, being production engines and underpinnings breathed on by the tuning aces that lend their names to the badges. The Lotus Cortina is, however, an out-and-out homologation special with Ford supplying its 2-door Cortina body and front suspension to the Lotus factory where it installed its own engine, trick gearbox and suspension.

If we'd opted to include the Alfa Romeo Giulia 1300 GTA instead of the Sprint GT in the shoot, it too would fall into this homologation special department. Having been dreamt up and built by Autodelta, the only GTA similarity with the production Giulia was cosmetic, with alloy body panels replacing the original steel. GTA also used fancy lightweight materials like magnesium in the mechanical and wheel department to see 220kg chopped off the base weight and although using the famed Alfa 4-cylinder twin cam engine as a base, managed to fit huge valves into the cylinder head by converting it up to a more space-efficient twin spark set up. All this wizardry saw the works 1300 GTAs developing 160hp against the 96 or so seen in the production units. This kind of power combined with fully adjustable suspension to make the GTA one of the most successful racing saloons of all time.

With this kind of performance it might seem odd for us to have shot a production Alfa, but there is some method to our madness. When compared to the other three in terms of power output the GTA would be the gun at a knife fight. And the fact that the records indicate only 2 genuine GTAs made it to our shores means that it was not exactly commonplace, and most Alfas that raced on our circuits or outside the Doll's House were run-of-the-mill units – an indication of just how good the production car was.

Introduced in September 1963, the Alfa Romeo Giulia Sprint GT was the first Giulia sport model offered and the Bertone-



designed body soon became known as *scalino* (step) shape, referring to the step in the nose where the leading edge of the bonnet met the rest of the body. It came with a definite performance attitude as standard with 105bhp being put out from a 1570cc all-aluminium 4-cylinder twin cam engine. And had a fully synchromeshed 5-speed gearbox that let the GT gallop to a top speed of around 180km/h comfortably. Stopping power came from servo-assisted disc brakes on all four corners. Just under 22 000 (2 274 right-hand drive) Giulia Sprint GTs were manufactured by the time the Giulia Sprint Veloce replacement was launched during 1966. The Giulia Sprint Veloce would be another alternative to this

quartet, still featuring the 'step-nose' but this time having 108bhp from a 1570cc mill. 14 240 Veloce examples were made of which 1 407 were right-hand drive and 332 right-hand drive complete knock-down kits.

While the Alfa Romeo came standard with performance trickery the BMC Mini, launched in 1959, did not. Sure it introduced the world to Dr Alex Moulton's rubber cone suspension and mainstreamed the use of the transverse-engine front wheel drive format and monocoque construction, but other than that it wasn't anything wow on paper. But there was something special when climbing behind the wheel – it performed better than it should, handled well and was enormous fun. Enthusiasts

saw this and knew that with a bit of fettling the Mini would be a giant-killer. Experienced race car builder John Cooper was one such man and convinced BMC to give him

the go-ahead to officially improve the Mini. Cooper initially increased the 848cc engine to 997cc and then 998cc. This saw the power increase from 34 up to 55bhp and gave the little car, known as the Mini Cooper, a top speed of 140km/h. With racing clearly part of the plan, disc brakes were added at the front.

According to the NAAMSA sales figures South Africa sold 331 of these 997/998cc units in 1962 under both Morris and Austin name tags, depending on the dealership. The figure increased to 521 in 1963 but dropped to 158 in '64, probably as buyers moved on to John Cooper's next iteration of the Mini, the Cooper S 1071cc (109 of these sold that year and a further 154 in 1965). In this guise the humble Mini was good for 70bhp but that wasn't all Cooper could get out of it and he later upped the ante to 76bhp with the arrival of the 1275cc Cooper S. 392 Mini Cooper S 1275cc models sold locally here from 1966 through to 1969 – with the Austin badge being more prolific than the Morris.

Experienced race car builder John Cooper was one such man and convinced BMC to give him the go-ahead to officially improve the Mini



Cooper Minis excelled on track with perhaps the most notable performance coming in 1962 when John Love scooped the British Touring Car title. On the local race front scanning programmes reveals names like George Armstrong, Pat Sonnenschein, Tony Woodley and Tony Jefferies at the wheel. Mini Cooper S success wasn't limited to the high street and racetracks, and the stereotyped giant-killer shone on the world's rally stages, most famously scooping the Monte Carlo Rally top honours in 1964, '65 and '67 against some more powerful machinery.

In similar fashion the Renault Gordini R8 excelled on both tar and gravel and churned in some serious David and Goliath moments. The most memorable of these for South Africans took place at the 1969 Kyalami 9 Hour when Geoff Mortimer and Phil Porter followed in a Porsche 917, Lola T70 and Porsche 908/2 to finish fourth overall. It wasn't a one hit wonder either with the Porter/Swanepoel and Porter/Mortimer R8

Gordinis having secured ninth and tenth the year before, and Porter/Burford ninth in 1967.

The baseline R8 was launched in mid-1962 and despite Renault's move toward front-wheel drive, front-engined cars with its R4 hatchback, the firm stayed with its tried and tested rear-engine, rear-drive for this and based it heavily on the older generation Dauphine. Instead of the curvaceous Dauphine lines the French opted for a very squared off 3-box design – interestingly this design was a collaboration with Alfa Romeo and the prototype Alfa Tipo 103 looks almost identical.

Despite being technologically advanced with an alloy cylinder head, wet liners and a five main bearing bottom the 956cc 3-speed that kicked off the range was no racer. By '64 the engine grew to 1108cc and a 4-speed box became the norm. This not only woke the car up but also the tuners like Gordini and Alconi

(our local Renault gurus).

By the end of 1964 Gordini had upped the R8 output from 50bhp to 90 with its own design cross-flow cylinder head and twin 40mm Solex carburettors, lightened the body with thinner panels, fiddled the suspension (twin rear shock absorbers) and painted the cars French racing blue with a pair of white stripes running the length of the body. Power was again increased in 1967 with the capacity growing to 1255cc and the addition of twin 40mm Weber side drafts, and a sorely needed 5-speed gearbox was added to the mix. These later cars also received an extra set of headlights, inspired by the need for

By the end of 1964 Gordini had upped the R8 output from 50bhp to 90 with its own design cross-flow cylinder head and twin 40mm Solex carburettors



Renault Gordini.



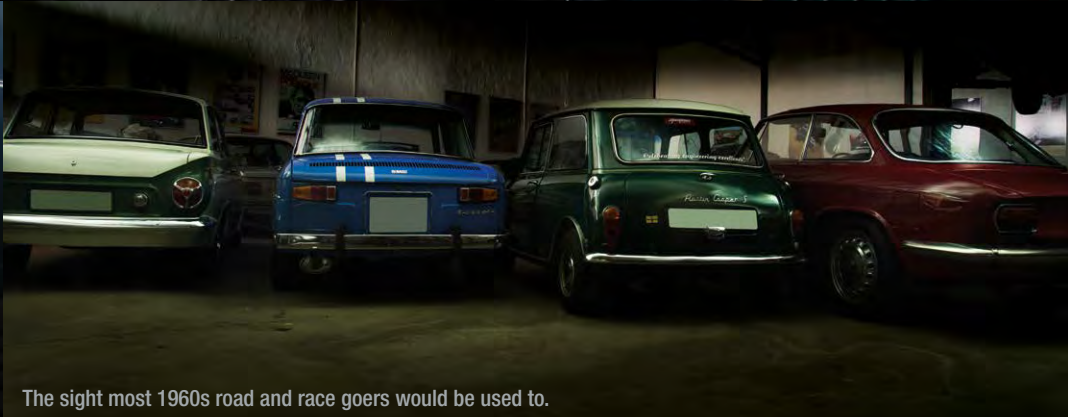
Alfa Romeo Giulia Sprint GT.



Mini Cooper S.



Lotus Cortina.



The sight most 1960s road and race goers would be used to.

more visibility on the rally stages.

2 626 customers got their hands on the 1108cc Gordini while 8 981 waited for the 1255cc version. South Africa seems to have only received the latter, with 79 selling in 1968, 83 during '69, 124 in '70 and the final 8 at the beginning of 1971 – adding up to a grand total of 294.

Ford's Cortina launched in late 1962 and started a model name that became one of the best sellers ever, ranging from the Mk1 through to the Mk5. Design of the Mk1, code name 'Archbishop', was spearheaded by American Roy Brown Junior, who'd been banished to the UK following the commercial flop of his Edsel project. The Mk1 brief was for a family sedan that was economical, cheap to run, reliable and inexpensive to produce. Initially a 1198cc pushrod overhead-valve engine was fitted but soon after the option for a 1498cc lump was added to the order sheet – badged as the 'Super'. Front disc brakes, lowered springs, hotter camshaft, Weber double barrel carburettor and better


flowing manifolds were added to a GT model in 1963 and this delivered 78 horsepower off the floor and got the racy types going. On the local race scene Basil van Rooyen, Nick Kingwill and Ritchie Jute could be seen piloting a 1500GT.

With the potential visible and the Ford marketing department well aware of how motorsport success of the top model can trickle down the range and boost sales, the move was made to get a real race and rally winning saloon. Colin Chapman's Lotus outfit was the solution they needed and the result was phenomenal – so much so that at the mention of the words '1960s saloon car racing' we all picture Jim Clark or Sir John Whitmore three-wheeling a Cortina around the bends. Our guys like Koos Swanepoel soon went the Lotus Cortina route and picked up the spectacular style in no time.

Road-going Cortinas were painted white with green flash down the flanks, had a matt black grille, quarter-bumpers, featured Lotus badging and sat on 5.5 inch widened steel rims. Under the skin was where the real action happened though, with Lotus installing its own 105bhp twin-cam engine and close-ratio 4-speed gearbox. The rear suspension saw the regular Cortina leaf

springs dumped for coil springs, radius arms and an A bracket that located it all to the diff, while at the front shorter struts were used. Early cars sported aluminium bonnet, boot and door skins and the dashboard, seats and steering wheel were of a more racing appearance and function.

To compete in production car events the required 1 000 units had to be built for homologation purposes. This is where the story goes a little cloudy as the build records show the odd serial number being skipped. General consensus is that 1 894 Mk1 cars were built before the arrival of the Cortina Mk2 killed off the Mk1 in 1967. Lotus and Ford came together for a Lotus Cortina Mk2 but this was a somewhat more road-focussed car and lost the rawness of the first version.

Which one is the best? The sight of a Lotus Cortina cocking a wheel has me leaning that way... but then what about a Mini smoking its front tyres in a struggle for grip? Or the induction noise of an Alfa twin-cam gulping for air? And a Gordini fighting the pendulum effect cause by an engine behind the back wheels? It's impossible. With incredible action, pedigree and trend setting they have forced their way into the history books and cemented themselves as the swinging sultans of '60s motoring. 

The Mk1 brief was for a family sedan that was economical, cheap to run, reliable and inexpensive to produce

GRIDLOCKED & LOADED

With cars like the Lotus Cortina, Renault Gordini, Mini Cooper S and Alfa finding such favour with motoring fans it is no wonder that Pre-1966 Production Car racing is amongst the highest profile historic motorsport in the world today. It was a golden era for saloon cars and it still attracts some of the biggest names in motorsport, creating some of the most exciting spectacles in global historic racing. Think of St. Mary's Trophy at Goodwood or the under 2-litre capacity U2TC championship across Europe. The good news is it made its way to South Africa.



South Africa's U2 Legends series has got off to a good start with decent grids.



Pre-1966 U2TC cars dominate many European classic race meetings.



A packed U2TC field with BMW, Ford, Mini & more.



The goal is to have close, period correct racing.

A group of enthusiastic historic competitors have worked with Peter du Toit of Zwartkops Raceway and the Legends of the Nine Hour Production Car series to create the class. The vision is simple: Create a playground for Pre-66 Saloon Cars that look period correct and place as many of them as possible in any one corner at any time. To do this strict lap time brackets are applied, where if you go faster than the prescribed time you are penalised. Some simple measures to control

lap times are being put in place but the onus is on the owner/driver/car builder to ensure it is built to stay within the bracket – this could mean detuning the car, adding weight or even changing tyres for those with less grip.

CIRCUIT BREAKOUT TIMES

Zwartkops:	78.5 seconds
Kyalami:	138 seconds
Phakisa:	125 seconds
Redstar c/w:	144.5 seconds
Dezzi:	92.5 seconds

Variety is key and a push is being made to not only encourage the Alfa, Mini, Cortina and Renault contingent but also likes of BMW 1800, Volvo 122S and anything else under 2-litres that could be competitive. While there aren't a multitude of rules the invitation series insists on period

correctness within the practicalities of racing, a level of neatness and preparation and the right spirit.

2017 has got off to a flyer for the class with sponsorship coming from Team Fourways – Alfa, Fiat & Jeep – and in the region of twenty cars eligible. These range from the obligatory 'step-nose' Alfas and the much underrated Alfa Giulia 4-door versions to Minis, Cortinas, Volvos and a lone Renault and BMW. The committee is aware of a few more Alfa builds underway, and also another BMW 1800 and a pair of Ford Anglias.

Throughout the year the sponsors will hand out prizes to the race winners as well as best presented car, best driver or most spirited performance. Prizes will take the form of entry fees and fuel for future events. 🏆

The vision is simple: Create a playground for Pre-66 Saloon Cars that look period correct and place as many of them as possible in any one corner at any time

For more information and race dates log onto www.zwartkops.co.za

THE CURVE BALL



With the hint of rear wing fins and a traditional 4-seat, front-engine, rear-wheel-drive layout the Opel Kadett A, built between 1962 and 1965, bears a striking resemblance to the Mk1 Cortina. Why then does it not enjoy the same cult status as the offering from Ford? **Stuart Grant** gets into one to find out if after years of neglect the small German offering has the right to step up to the plate as a desirable classic. For good measure, he also drums up a few other forgotten saloons that could potentially take it to the regulars.

Opel first used the Kadett name in 1936 when it launched a monocoque-based sedan with the intention of churning out high-volume, low-cost machinery. As the first German car manufacturer to successfully employ the assembly-line production techniques, retail pricing was kept competitive and the Kadett did its job well in meeting the brief. Wartime saw the Rüsselsheim plant deeply involved in the Nazi war effort, producing aircraft engines for the Luftwaffe, which led to the facility being heavily damaged by the Allied air raids. When the war smoke cleared there was very little to left in the plant, but the Kadett (although no longer called this) continued under the Russian KIM brand when the tooling from the Opel Rüsselsheim car plant (located in the

American occupation zone) was requested by the Soviet Union in the war reparations package, agreed upon by the victorious powers.

22 years after production of the original ceased, Opel relaunched the Kadett badge

in October 1962 with a small family car in 2-door sedan, 2-door station wagon and 2-door coupé format – the one pictured here being the 2-door sedan. The design was a result of Opel Product Director Karl Stief being mandated by General Motors headquarters in Detroit to develop ‘the perfect Anti-Volkswagen’, and it ruffled a few feathers in the VW camp, with its chairman Heinrich Nordhoff (who had been a senior manager with Opel before) warning shareholders that Opel, like Ford, were backed by a level of financial muscle on a scale unimaginable to any German company and that they both appeared hell-bent on making inroads into the domestic market regardless of price.

History tells us that Volkswagen survived the Kadett attack, despite the Opel offering more passenger space, better comfort for occupants and a more modern design than the Beetle. The techno-savvy of the era would have gone the Kadett route back in the day for sure with the new 4-cylinder, oversquare 993cc, OHV, water-cooled engine a step forward from the air-cooled Beetle. It featured a side-mounted camshaft being driven by a chain with a hydraulic tensioner, the valve train had rocker arms

On the surface the Kadett doesn't exactly shout entertaining or performance but the baby blue and white car pictured quickly changes that



and hollow rods while pistons were an aluminium-alloy and incorporating a bimetal expansion strip to ensure uniform thermal expansion. This low weight and friction theory all came together to ensure the 96kg engine could happily climb past the 6000rpm mark reliably.

Two engine options were offered, namely the standard or high-compression 'S-Motor'. In standard format the maximum power was claimed at 40bhp while the S-Motor offered 48 thanks to a modified inlet manifold, cylinders, camshaft and a larger carburettor. The compression ratio was lifted from 7.8:1 up to an 8.8:1. Power went to the rear though a 4-speed all-synchromesh gearbox and stopping came from drum brakes all round.

On the surface the Kadett doesn't exactly shout entertaining or performance but the baby blue and white car pictured quickly changes that. And it's not only the fitment of alloy wheels that gets the heart pumping. This thing actually goes like the clappers. With old school modifications (like cutting and joining two manifolds to fit a Weber carb) that can be done at home, the Opel Kadett A is a Mini Cooper S equivalent for a lot less money. When talking to the Owner Paul

Clark about his motoring history it makes sense as to how he conjured up the notion of a hot Kadett. A motor industry veteran, Paul worked on the technical side for General Motors back in the day and despite the company not supporting motorsport at the time he took a Kadett racing in the Eastern Cape with reasonable success. Work opportunities led him to move up to Datsun/Nissan in Pretoria and the Kadett racing was shelved. It was only recently that the Opel bug bit. Not only does he have this cooking road version but a full-blown racer should hit the track later this year.

Having sat in the road car and watched the tachometer needle climb rapidly up well past 8500rpm as we rocketed off the line and on to serious speeds, I am in no doubt that the race car will give the more renowned '60s racers a run for their money. When the day comes to debut the racer later this year we'll be there, ready to eat our hat if it isn't competitive. And we'll run a full story on the test, perhaps even giving some of the tuning secrets away.

It got us thinking about what other underdog sub 2000cc saloons would make good race cars. Our list follows. Please feel free to submit your other oddball ideas. **C**

THE ODDBALLS

- Opel Kadett A
- Triumph 2000 MK1
- Toyota Corona Mk1
- Isuzu Bellet
- Fiat 1500
- Lancia Fulvia
- Datsun Bluebird



Brian with the 308 today, 36 years after he bought it the first time.

Ferrari's 308 is one of Pininfarina's most memorable designs.

DISEGNO di

pininfarina



THE HORSE THAT DIDN'T BOLT



It's safe to say that having a Ferrari in your garage is high up on most petrolheads' bucket lists. And while the keys to a set of wheels wearing the famous Cavallino badge may elude most of us until we're too old and grey to enjoy the experience, one lucky classic car enthusiast in Cape Town got his fix in his early twenties. And again almost three decades later! What's more, he ended up with the exact same Maranello beauty, says **Graeme Hurst**.

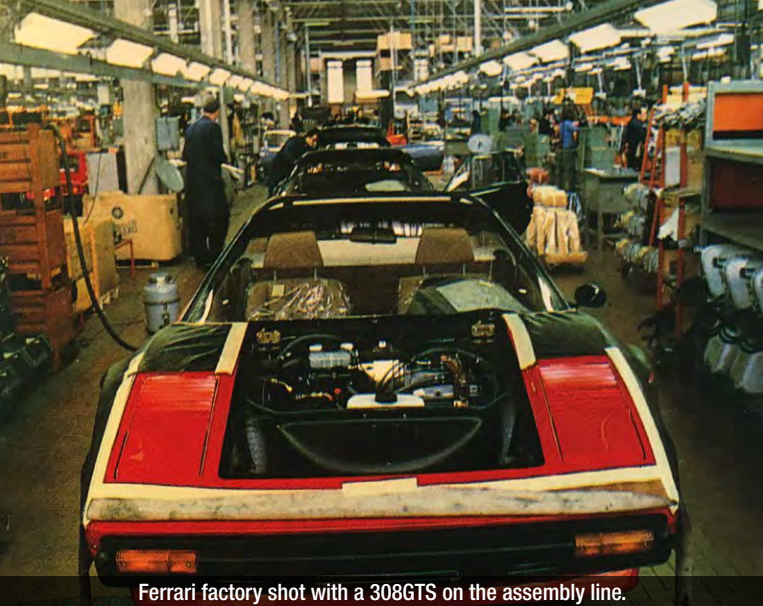
Photography: Adrian Ivan (www.AdrianIvan.com) and Graeme Hurst.

I can't speak from experience but I can well imagine that checking out a Ferrari as a possible purchase must be a heart-racing experience on the excitement scale. More so if you've already owned one and realised what you gave up when prices were still well within five figures. That was the case for Capetonian Brian Berrill, who sold his 1978 308 GTS 30 years ago. Only, his trip to view a smart GTS on offer via a classic car broker got him more than excited. It had him breaking out in goose bumps after the car looked uncannily familiar. "Although it was also left-hand drive, the interior was a different colour and the registration number had changed so I didn't give it much thought," recalls Brian. "But then I noticed the engine lid prop, which is unique to early 308s, had been converted with a gas strut kit. I had had mine done at Vigliettis. The front bumper had a slight bend in it too, just as mine did after I accidentally dropped the clutch while in the garage," adds Brian whose bout of *déjà vu* over the car came to an abrupt end after he opened the driver's door. "I spotted the same speakers I had installed behind the seats and knew the car was mine!"

The Pininfarina-styled sports car's history file confirmed it was indeed his 308... a car

he'd been lucky enough to buy back in 1980 when he was just 24 years of age and which he'd sold six years and 24 000km later, after emigrating to the USA. Back then, Brian – who's had a career in fashion design and production – was already a huge fan of the Maranello marque after he was taken for spin around Florence in a Daytona when he was just 15 years old. "I was in Italy with my mother who was in the fashion business. A business friend of hers took me for a drive in his Ferrari and the sound of it reverberating on the walls and the sight of the people egging it on while the Fiats around us scattered like chickens was just unforgettable," says Brian. "I thought: 'I'm having a Ferrari!' No discussion. It was the only car I wanted."

And although he fulfilled the dream (first time round) just nine years later, Brian honed his driving and spannering abilities on a number of cars in between, many of which will sound familiar to petrolheads his age. "My first car was an Anglia. It came with a standard 997cc engine and a mate and I used a pole and chain to whip it out and dropped in a 1640cc motor. In the end it had side draft carbs and Jag valves and was good for 7500rpm. All this in an Anglia!" laughs Brian who recalls it making the papers but not for its on-the-road performance. "It got



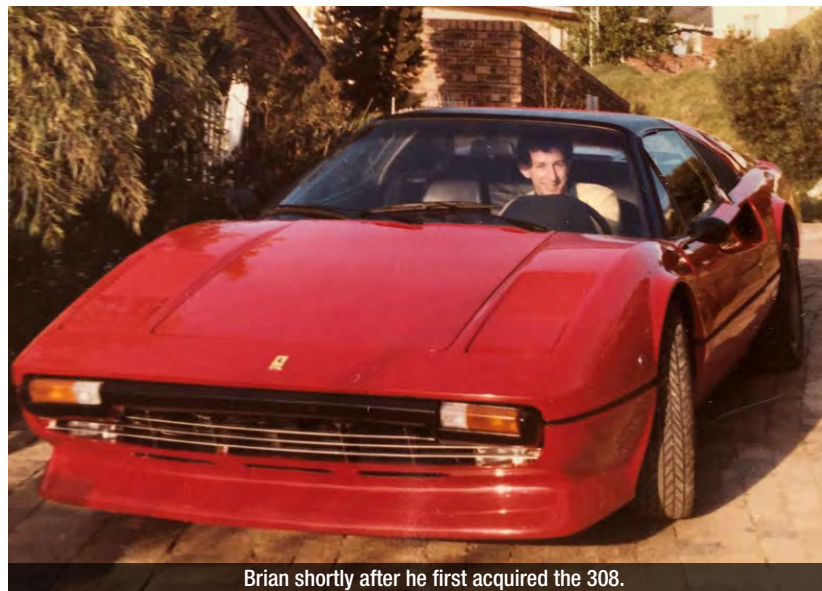
Ferrari factory shot with a 308GTS on the assembly line.



Brian unloading the car at Viglietti's after its arrival from JHB in 1980.



Brian's 308 featured in a fashion advertisement in the 1980s.



Brian shortly after he first acquired the 308.

squashed after a dirt truck ran out of control outside my mother's house."

The angle box was replaced with its big brother: a Ford Cortina. "It was a 1300 and I went for a two-door as I wanted to turn it into a Lotus. I put in an engine from a 1600XL and added competition brakes and anti-roll bars," explains Brian, who entered in a gymkhana at Killarney. "It was a fabulous car and I would love to have it back." The Cortina in turn made way for another a Ford: a 3-litre Capri. "That was also a great car but it had 35 000km on it and was worn out. I put in a Meissner cam and one track day at Killarney pretty much destroyed it."

The Capri was superseded by a W114 Mercedes-Benz. "It was a 280 and had the best power to weight ratio. I put Recaro seats in it and lowered it." The three-star sedan may have been tweaked but it was Brian's everyday wheels as he had a Sunbeam Tiger to play with. "It was a lovely original car with factory steel wheels and hubcaps.

I bought it from a lady in Rondebosch. She and her late husband used it to commute to their place in Hermanus. It was a great car with a fabulous engine but dangerous as it could swap ends very easily," he recalls.

By the late '70s an early Beetle had joined the Tiger in Brian's garage but the latter had to make way for the 308 which he heard of for sale in Johannesburg. "At the time there were only around four Ferraris in Cape Town." Brian's 308 – one of the earliest steel-bodied cars after Ferrari switched from glassfibre – was one of two he considered on his trip up to the Reef. "The other wasn't mechanically as good so I opted for this one. It cost me R50 000 and had been imported recently from Germany."

Despite being just two years old with a little over 12 000km on the clock, it needed some paintwork which ended up putting paid to Brian's plans to enjoy it immediately. "The paint guys dropped a knife in the cambelt which went undetected and then

led to the exhaust valves being bent on the one bank." Brian had the car shipped down to Viglietti's in the Cape to be sorted. "Luigi pulled the engine and replaced everything and anything we could while it was in bits." But just as the work was completed, the new paintwork started to deteriorate and the Ferrari had to be trucked back to the Reef for the paint to be re-done. "From the time I bought it until I was able to drive it took four months and resulted in a spastic colon over the stress."

But the wait was worth it as Brian was thrilled with the car. "It was one of the first GTs built – I've yet to find an earlier one. The early ones had the hot cams and were the quickest and this one came with the optional Pirelli tyres. Ferrari was racing in F1 with Michelin at the time. But Pirelli came out with the P7 and this was the first of the low profile tyres and so it was a quiet option that Ferrari offered with one inch bigger rims," explains Brian, who's driven both variants. "They're



Brian in his garage in the early 1980s with the 308 and Beetle.



The end of Brian's first car. A truck flattened his warmed up Anglia.



Sunbeam Tiger had to go to fund the Ferrari.



Brian at Killarney in his Ford Cortina.

completely different cars – the Michelin tyres are more balloon-shaped and the car slides round the corner. The Pirellis make it more like a go-kart and it hangs on more but then hands it to you after it lets go,” he chuckles. The Pirelli option came with revised suspension settings, a front spoiler and no air conditioning. “It’s what they would call the Scuderia today.”

Back in 1980, Brian’s initial idea of using the Ferrari every day soon fizzled out when he realised the GTS wasn’t suited to short distances. “I started using it to my office in Woodstock but by the time I got there it was barely warm. They’re unfortunately very cold-blooded cars, so you can’t enjoy them until they’re properly up to temperature.” He did, however, enjoy it once it was, mind. “There was one weekend when I’d had an unhappy moment in a relationship and I tore up the West Coast in the 308 to get my mind off things. I ended up getting totally lost on a gravel road! Luigi at Vigliettis nearly had a

seizure when he saw the car covered in dust and insisted on changing all the filters and cleaning the carbs.”

Brian’s first stint with the 308 came to an end after six years. He went to live in America and the car was in storage in Cape Town for a year and then, in a weak moment, he decided to sell it for eighty grand. But his time Stateside wasn’t totally bereft of automotive entertainment. “At the time there was no import duty on old cars so I shipped the Beetle over with my household furniture,” recalls Brian. “It was a ‘58 model with trafficators and pre-dated all the emissions regulations so I could just bring it in.” The Beetle was quite a hit with locals, one of whom chased Brian through a large open air VW car meet as he wanted to buy it. He came running after him and said, “Where did you get this? My wife had one and she’s desperate for another!”

Brian ended up parting with the Volksie, which he had to deliver 100 miles away in Santa Barbara. “I got \$4 000 for a car that only cost me R1 000! But I was sad to see it go as it was a lovely little car and very original; the motor had never been out and it still had its original clutch.”

In the end, he was in the US for a decade and, while still Ferrari-less, owned several superbikes and a Mercedes-Benz 280SE 4.5-litre... a specification of the W116 S class that we didn’t get and which was unique to the US market. “Man, that thing used to take off. If the fuel tank was close to empty it would spin the wheels between gear changes,” chuckles Brian. “There was one night on

Luigi at Vigliettis nearly had a seizure when he saw the car covered in dust and insisted on changing all the filters and cleaning the carbs



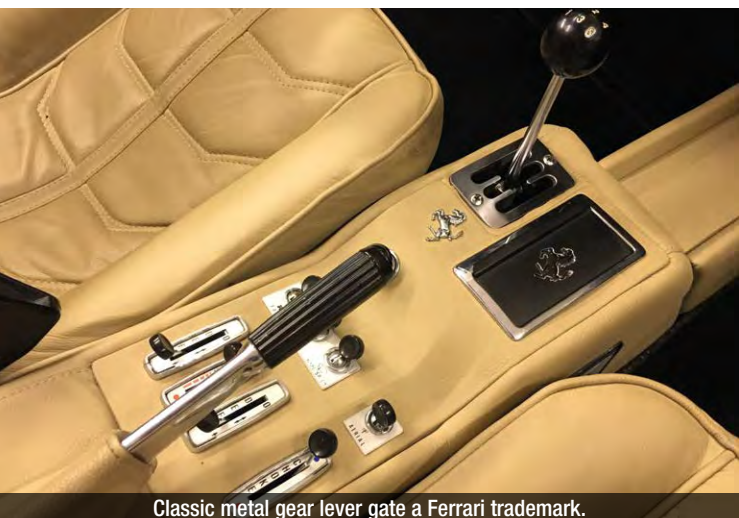
The 308's original key ring reunited with the car after nearly 30 years.



DOHC V8 had to be rebuilt before Brian could enjoy the car first time round.



The view most people get to see of a 308.



Classic metal gear lever gate a Ferrari trademark.



Subsequent owner had the interior re-upholstered.

Sunset Boulevard when I was coming home at 2am and two kids in RX7s tried to dice me off the lights but I left them standing."

Back in Cape Town, Brian got his performance fix from a succession of superbikes including an Aprilia 1000 that he raced at Killarney for a season to mark his 50th birthday. "I won Class B one day which was my best achievement with a 1.21.1 lap which felt pretty good! I spent most of my life on motorcycles because I realised early on that you could get Ferrari performance for very little money."

On the classic front he enjoyed driving a 1968 Rolls-Royce Drophead (or Corniche as the model was later known). "It was a lovely one-previous-owner car but it was horrendously heavy on fuel. I took it to George Car Show one year and even with gentle cruising it did 22 litres per 100km!" Brian also struggled with the sheer size

It was a lovely one-previous-owner car but it was horrendously heavy on fuel. I took it to George Car Show one year and even with gentle cruising it did 22 litres per 100km

of the car in the narrow streets of Sea Point and he wanted something more manageable. Ideally something Italian and carb-fed. "From a purely mechanical point of view, Italian cars are just so well balanced – the gear ratios are always spot on. And there's a certain charm about them." This time a 1750GTV Alfa on sale up in Polokwane fitted the bill and Brian had it extensively worked on once it was back in Cape Town.

But he still hankered after something with the Cavallino badge. "Over the years I agonised about buying a Ferrari 308 but you don't know the history and don't know the problems." He eventually opted for something more contemporary: a 430 coupé but it left him underwhelmed. "I was never really into it and it was expensive to run. I used to say it was the quickest way to burn a R1 000 worth of fuel," muses Brian, who had to stomach some eye-watering bills. "A month after I bought it the clutch went and it was R95 000 to fix it."

Then just four months into 430 ownership the phone rang about a 308 for sale in Cape Town, which led to that bout of *déjà vu*. That was in the middle of 2015 when 308s were well into seven

figures. "It was a market price and there was no negotiation!" Although he had to dig deep to buy it back, Brian was pleased to see that his old 308 – which by then had 107 000km on the clock – was in great condition. "It had had only two owners since, and had been cared for. The interior had been changed and one owner put a lot of money into it mechanically, but hadn't used it much."

Brian may be a huge fan of Italian cars but he's not afraid to admit that they can test your patience and so he decided to part with the 1750GTV shortly after the Ferrari was back in his garage. "A friend of mine joked that if I kept both I'd need two separate bottles of headache tablets... one marked Alfa and one marked Ferrari!" Eighteen months on he's still delighted with the purchase and grateful the car turned out as good as it looked. "I was very lucky as I gave away a cherished piece and the two guys who had it looked after it."

Today it remains a special item that shares a garage with an E46 BMW M3 and a Jaguar XF. And Brian has no plans to part with the Ferrari. "When I sold it the first time I kept the factory key ring and used it on all my cars including the 280SE 4.5-litre Mercedes as it brought back fond memories. I never imagined for a moment that I'd have it back on the original set of keys!" **C**



1973 Ford Capri Perana V8
Matching number car 0347, manual, will be sold with original wheels, older refurbished car, very collectable.
R450 000



1984 Ferrari Mondial QV Spider
One of only 26 RHD QV Spiders built, 3 owners from new, FSH, owner's manual, recent cam belts replaced, new soft top. Lovely original car. **R1,350,000**



1990 Porsche 944 Turbo
Matching numbers, repainted and new interior fitted, invoices for recent work incl. new front brakes, new tyres, original wheels.
R250 000



1956 Ford Thunderbird Roadster
A very nicely refurbished T Bird. Came in from the USA and all paperwork is up to date. New soft top and ultra rare hard top included. Original motor was replaced with a 289ci Mustang V8. **R950,000**



1980 Porsche 930 Turbo
Matching numbers, completely refurbished, complete respray, new interior, mechanicals rebuilt. Owner's manuals and records of the restoration. LHD.
R1 550 000



1992 Ferrari 348 GTS manual
40 000 miles with books and service records, tools, etc. UK spec with painted Targa roof, Crema interior, uprated exhaust, fantastic driver.
R1 950 000



1967 Citroen DS21
Maroon with Tan leather interior, 5 speed manual, lovely original car in very good condition, rare double headlight model.
R165,000



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



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



1953 Jaguar XK120 DHC
British Racing Green with Green leather interior, matching numbers, concours restoration.
POA



1983 Porsche 911SC Cabriolet
Guards Red with Black interior, rare RHD with A/C, manual roof, very good overall condition.
R650,000



1959 Ford Thunderbird
Teal Blue with blue interior, recent ground up restoration with all new parts from USA. Immaculate condition.
POA



1974 Jaguar E Type Series III V12 Coupe
Old English White with Dark Blue Leather interior, Automatic with A/C and wire wheels. Excellent condition.
R1,500,000



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



1990 Mercedes Benz 560SEC
Dark Metallic Blue with Tan leather interior, Full service history and books, recent service.

**NEW STOCK
COMING SOON:**

1988 Mercedes Benz 500SL

1958 MG A Roadster

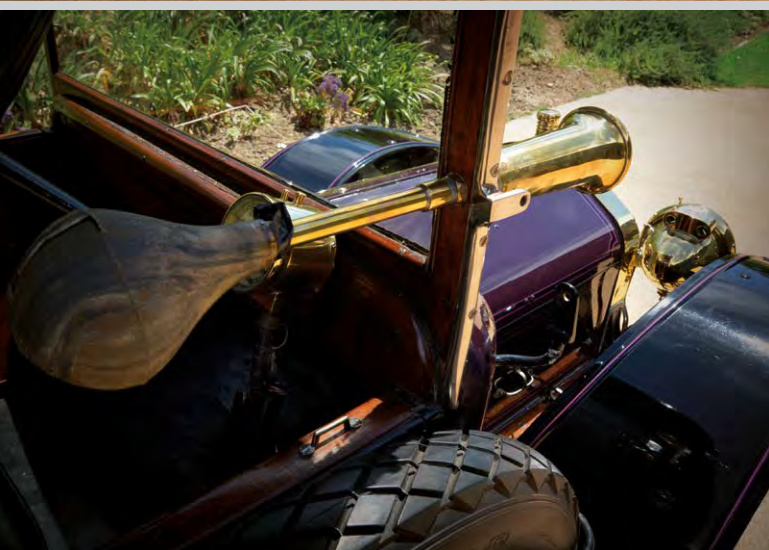
1969 Triumph 650
Bonneville

1984 Mercedes Benz G230
Gelandewagen

1988 Jaguar XJS V12
Roadster

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FROM SHEEP TO WOLSELEY

The origins of Wolseley go back 130 years but as **Mike and Wendy Monk** discuss, its history is a strange and volatile tale full of interesting characters.

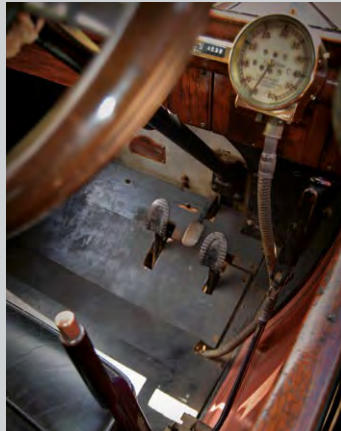
The history of Wolseley goes back to 1887 when Dublin-born Frederick York Wolseley established the Wolseley Sheep-Shearing Machine Company to make the most of the many patents he had devised for sheep-shearing equipment while working in Australia. More than 90 patents were registered but the company was struggling due to supply and manufacturing difficulties and Wolseley himself was suffering with ill health. Herbert Austin was working Down Under at the time and took an interest in the company, pointing out to Wolseley where his design and construction methods were going wrong. Wolseley was impressed and Austin was appointed manager in 1893. Wolseley later resigned then passed away in 1899.

By this time the company had been set up in Birmingham, England and was operating successfully, even to branching out to make bicycles. Then Austin's entrepreneurial spirit led him to travel to Paris to look at the pioneering horseless carriages that were all the rage. Inspired by what he saw, he returned home and produced his own three-wheeler that was a copy of a Léon Bollée but with some Austin-designed improvements. Rather than the French car's single, it had a twin-cylinder engine driving the rear wheel. However, due to patent rights, the car was never produced.

Undaunted, Austin made a second car, also a three-wheeler but with the single wheel at the front. Austin drove the prototype from Birmingham to Rhyl and back (400km) at an average speed of 13km/h but, again, no more were made despite a catalogue (one of the industry's first?) being made for the car.

Third time lucky. Austin made a four-wheeler with a single-cylinder 3.3hp (2.5kW) horizontal engine and took part in a 60km timed run from Birmingham to Coventry and back in conjunction with the Midland Cycle and Motor Car Exhibition in January 1900. The Wolseley Voiturette, which cost £270, finished second on the event and won a silver trophy for his climb of the 1.6km Mucknow Hill. This success was the precursor to the 11-day Thousand Miles Trial around Britain. Austin won his class and received a silver medal from the Automobile Club of France and £10 prize money from the *Daily Mail* newspaper.

Enter Hiram Maxim. Maxim was the inventor of the machine gun that bears his name and a member of the Vickers, Sons & Maxim Company. Maxim had consulted Austin a number of times regarding the design of flying machines that he was developing and constructing, and made use of a number of suggestions made by Austin. Wary of becoming too involved in the motor car business, this friendship led to the sheep-shearing side pulling away



Austin was a horizontal man, which put Wolseley at odds with its rivals and the company made a loss in its first 10 months

to allow the Wolseley Tool and Motor Car Company to be incorporated in March 1901 with capital of £40 000 invested by Vickers, Sons & Maxim to manufacture motor cars and machine tools, with 33-year-old Austin as managing director.

By May 1901 the company issued its first catalogue of Wolseley cars. There were two models: a 5hp (3.7kW) single-cylinder with the same engine as the first model, and a 10hp (7.5kW) twin, both of which were available with either phaeton or tonneau bodies at prices from £270 to £360. They also listed a racing car and two delivery vans. At this time there was a division of opinion over engine layouts, a minority advocating a horizontal layout while a vertical design was the more popular approach. Austin was a horizontal man, which put Wolseley at odds with its rivals and the company made a loss in its first 10 months. Profits were made in 1902 and 1903 and prizes were won in sporting events (with Charles Jarrott and C S Rolls amongst the drivers) and at motor shows, but these were followed by five years of losses, brought about mainly by component supply issues.

Austin agreed to build the vertically-

engined Siddeley, named after its originator John Davenport Siddeley. The car outsold the Wolseley and so Austin bought out the company and J D became sales manager. But in 1905 the racing programme was curtailed, coincident with a frustrated Austin resigning, leaving J D as general manager. At the Olympia Motor Show, newly-badged Wolseley-Siddeley cars with both vertical and horizontal engines were displayed. Wolseley's fate was seen to be turning, as was Austin's – once his contractual obligations to the Wolseley Tool and Motor Car Company ended, he established The Austin Motor Company Limited.

But there is another twist to the tale. Banker Lionel Nathan de Rothschild joined the company bringing his money, but the board was unhappy because people were calling the cars simply Siddeleys and profits were marginal. In 1909 the dissatisfaction led to both Siddeley and De Rothschild leaving the company. Next?

Ernest Hopwood moved from the British Electric Traction Co. to become managing director and he was joined by A J McCormack in 1911 as a period of stability began instigated by board member Walter



Chetwynd. The company, which had begun making commercial vehicles and taxi cabs, regrouped into fewer premises, and the Siddeley name was dropped. A low-priced Stellite model was introduced that was produced by a Vickers subsidiary. Wolseley began making a profit and by 1913 it was Britain's largest car manufacturer selling 3 000 cars.

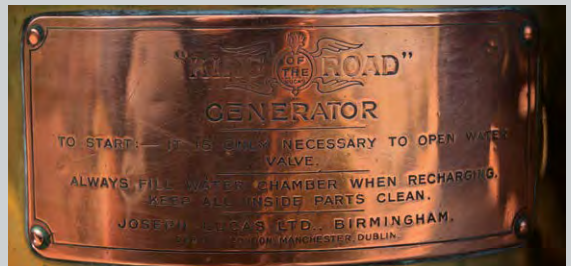
During this time Wolseley introduced the 12-16, which proved to be a very popular model. The car in the FMM collection was acquired from the Waldie Greyvensteyn collection in 1977 and is a 1910 model with an ornate body by coachbuilders Hurst of Belfast. Documents relating to Wolseley's early history are scarce but records held by the British Motor Museum show that this car was originally ordered on 1 November 1910 by Charlesworth Bodies Ltd of Coventry and that the chassis – number 10762 – had nickel fittings. On 17 January 1911 it was dispatched to Booth Brothers in Dublin, and it is reasonable to assume that the car was bodied by this time. (Charlesworth went out of business around 1950 and their records were destroyed.) So, the Hurst body was most likely fitted at a later date, especially

as Charles Hurst only founded this company on 15 June 1911. Today, it is part of Lookers plc, and is a massive multi-franchise motor dealership with outlets all over the UK.

Although the roof extends to the top of the windscreen – it carries an ornate roof rack – the rear passenger compartment is separated by a split glass screen, the top half hinged so that conversation with the driver can be made. Upholstery is in rich cerise-coloured studded velvet, the hue matching the pin-striping on the purple painted bodywork. The windows drop down into the doors old railway carriage-style by means of a brocade-edged sash. An elegantly-patterned headlining edged with tassels adds to the classy ambience. Access to the front is from the passenger side only, and the sculpted dual seat is trimmed in leather.

The 12-16 is powered by a 2226cc 4-cylinder side-valve engine with a single Zenith carburettor. The 12 refers to the RAC horsepower rating: the engine produced 15hp (11kW) at 1800rpm. Once the priming cocks have been utilised, the motor swings into life first turn of the crankhandle and pulls away with enthusiasm thanks to a low

Once the priming cocks have been utilised, the motor swings into life first turn of the crankhandle and pulls away with enthusiasm thanks to a low first gear



first gear. Top – third – gear is high, leaving flexible second to bear the brunt of drive to the back axle. As regular readers will know, my long-legged frame is not commensurate with veteran and vintage ergonomics – the pedals are mounted very close together forcing me to drive shoe-less in order to operate the central accelerator, while the top of the gear lever sits in the crook of my right knee. Ah, the joys of pioneering motoring.


The 12-16 was certainly no slouch. A speeding fine was issued on the car for travelling at 143km/h in a 120km/h zone in Alberton, only for it to be found that someone was using the Wolseley's number plates!

The thick-rimmed steering wheel is not overly large and steering effort not too heavy once on the move. Tyres are 815x105s mounted on wooden artillery wheels. The chassis has a wheelbase of 2 819mm and

weighs 762kg. Suspension is by leaf springs all round and the foot brake operates on the drive shaft while the handbrake works on the rear wheels. The Lucas King of the Road headlamps were powered by a running board-mounted 'generator', a cylinder containing calcium carbide that when topped up with water produces acetylene, which ran through pipes to the headlamps where it could be ignited to produce light.

Driving such machinery makes one wonder what thrills the early motorists must have had driving around in such self-propelled elegance. It could not have been easy, but even by 1910 a level of sophistication was already apparent as the motorised age was fast gathering momentum. Wolseley certainly set a high standard and little wonder that the 12-16 was a success.

The company was renamed Wolseley Motors Limited in 1914 and set up operations in Canada. Post-war, Wolseley began a joint venture in Japan

with Ishikawajima Ship Building and Engineering, and the first Japanese-built Wolseley car rolled off the line in 1922. This coalition was the foundation of Isuzu Motors in 1949. The company grew and prospered and in 1921 it manufactured 12 000 cars, continuing to be Britain's biggest motor manufacturer. However, over-expansion led to receivership in 1927 when it was purchased from Vickers by William Morris (later Lord Nuffield), who pre-war had bought a Wolseley taxi while running his garage, hire car and bicycle manufacturing businesses. Up to this point, at various times Wolseley had built motor cars, aircraft and aero-engines, gliders, railcars, a gyro car, boats, armoured cars, buses and ambulances, not to mention mines and depth-charges. Wolseley was incorporated into the Morris Motors empire where it became a badge-engineered product under BMC, BMH and British Leyland ownership before the name was dropped altogether in 1975, an unflattering finale to what was once a dominant force. 

Wolseley certainly set a high standard and little wonder that the 12-16 was a success



Silent *Design*

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



Silence ... to relive the moment ...





GETTING THE





SLOW DOWN

'Ugly Duckling' or 'VW's Edsel' are some of the rather unflattering descriptions of Volkswagen's Type 4. And although it was produced for a number of years, this car could well be considered one of VW's major flops – a car that is looked upon with disdain by even some die-hard air-cooled fans. Why was this rear-engined offering from the same family (and era) as the iconic Beetle not a success? **Sivan Goren** gets the 411 on the Type 4.

Although Beetle sales were still booming at the time, VW had decided it was time to expand into the more upmarket segment. This especially in light of the fact that by the late sixties, interest was rapidly shifting to front-wheel drive and car manufacturers were taking note. All, that is, except VW. In a desperate attempt to shed their conservative image, VW developed and built what would be the final blowout of the rear-engined sedan: the Type 4.

VW had initially intended to replace the Type 1 Beetle with the Type 3, and although this was not successful, the exercise had proven that there was in fact a market for

more refined models in its line-up. The 411 was introduced in late-1968 as a mid-sized car that would be a step up from the Type 3. Initially, a prototype was designed to replace the Type 3: the 311 had a monocoque body, instead of the platform frame of the Beetle and Type 3, and it was styled with the help of Pininfarina. But in the end the prototype was ditched and the basic design of the Type 3 was simply blown up a bit to create the 411.

While VW's traditional rear-engined and air-cooled design remained, a completely new 1.7-litre engine made its debut with the introduction of the 411. Like the Type 3's engine design, the new Type 4 had its cooling fan mounted directly off of the crankshaft. This allowed for a much lower

deck above the engine for a lower luggage compartment floor. Carburetors were first specified but later the Type 4 engine received Bosch electronic fuel injection, which was a major technological advancement for a relatively low-cost car during the era. The engine was also famously used in the Porsche 914 4-cylinder models. In the Type 4, however, the performance wasn't exactly stellar, especially if equipped with the optional three-speed automatic transmission. The 411 was the first VW to do away with a torsion bar suspension setup, having MacPherson struts in front, and coil springs in the rear. Also notably, this was the first production car from the company to be available with four doors, which alone



was revolutionary for a VW. (Interestingly, this also gave rise to a popular saying about the 411's name: four doors, eleven years too late.) Body styles included a two- and four-door fastback as well as a wagon version, commonly called the 'Squareback'.

Although it was spacious and still solidly built like all VWs, the air-cooled 1.7-litre boxer four was slow and thirsty. But the biggest problem came down to one thing: the car was just too darn pricey. Introduced at the Paris Motor Show in October 1968,

Although it was spacious and still solidly built like all VWs, the air-cooled 1.7-litre boxer four was slow and thirsty. But the biggest problem came down to one thing: the car was just too darn pricey

the 411 received negative reviews. Even the usually somewhat loyal German press did not hide their disappointment. Prominent German car magazine *Auto, Motor und Sport* tested the 411L in their February '69 issue against five competitors: Fiat 125, Renault 16, Audi 80L, Ford 17M and Opel Rekord 1700L. The Volkswagen came stone last, even though it was the most expensive in the group. It seemed that perhaps VW was clinging to its own traditions and refusing to acknowledge what was going on in the rest of the automotive world.

Fuelled by the disappointment over the technology, design and steep price of the 'all new' car, sales never really took off. Barely a year later it received an update, along with the introduction of the VW 411 wagon, in the hope of making the design more agreeable. This redesigned 411 was

introduced in the US in 1971. Still, the cars would not move out of dealer showrooms. In a desperate attempt to resuscitate the floundering model, it received a major facelift: a 1.8-litre engine and a new name – VW 412 – in 1972. But sales remained stubbornly poor and production was finally halted in July 1974 after one of the shortest production runs on any VW model. Through its lifespan, under 368 000 411 and 412s were made compared to over two million Type 3s and over 15 million German-built Type 1 Beetles. As Volkswagen's last air-cooled sedans and wagons, the Type 4 models were succeeded by the first generation Passat.

A success it was not by any means, and VW would probably rather forget it, but there is something innately cool about this slightly awkward younger sibling of the stellar Beetle. After all, Beetles these days are a dime a dozen, but the Type 4 is a rare and special treat. **C**



Volkswagen opens new doors

It had to happen. Having no back door, doesn't suit some people. Even if they're mad about Volkswagens. So we decided to build one with back doors. But that's not where we stopped. The VW411 has a lot more to it than just two more doors and a great new look. For instance: A completely redesigned 1.7 litre engine that reaches 80 m.p.h. in under 17 seconds. 76 hp. Two down, straight, comfortable, great big back.

Handsome dash. No fumes on the floor at the back, so the big girl in the middle doesn't sit all hunched up. Dual locking doors that adjust in every direction. Flow through ventilation. Whole new air- cooled and insulated at the back. Just like a Volkswagen. There are some things you can't improve on.

Available in a range of four: 2-door, 2-door de luxe, 4-door de luxe, 4-door de luxe automatic. Priced from R2,120 (excluding Sales Tax).

VW411 THE BIG VOLKSWAGEN



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It was thought that when you were mad about Volkswagens, you were mad about Volkswagens. More than that you were mad about Volkswagens. The VW411 has a lot more to it than just two more doors and a great new look. For instance: A completely redesigned 1.7 litre engine that reaches 80 m.p.h. in under 17 seconds. 76 hp. Two down, straight, comfortable, great big back.

Handsome dash. No fumes on the floor at the back, so the big girl in the middle doesn't sit all hunched up. Dual locking doors that adjust in every direction. Flow through ventilation. Whole new air- cooled and insulated at the back. Just like a Volkswagen. There are some things you can't improve on.

Available in a range of four: 2-door, 2-door de luxe, 4-door de luxe, 4-door de luxe automatic. Priced from R2,120 (Plus R93 Sales Tax).

VW411 THE BIG VOLKSWAGEN

THE SOUTH AFRICAN STORY

The 411 was also assembled in South Africa beginning in 1969, in two- or four-door configurations. The four-door came only as a DeLuxe, with an optional automatic transmission, while the two-door was available either as a Standard or a DeLuxe. When it was released in 1969, the 411 4-door DeLuxe would have set you back around R2 300. In its first year of production, 3 675 cars were sold – a figure which almost doubled the following year. But the 411 had its day of glory in a completely unexpected way: it broke the 24 Hour Endurance record set a few months earlier by Ford Zephyr Mk V cars. The date was 2 August 1969; the place was the Roy Hesketh circuit in Pietermaritzburg. The vehicles were each named after some well-known Afrikaans cartoon characters: a 2-door (JAKKALS), a 4-door (WOLF) and a 2-door Automatic (ADOONS) – all 411s. Volkswagen chose a team of motoring journalists with racing savvy – 5 drivers to a car with an hour per shift. All 3 cars bettered the previous 50-mile record of 55 minutes 26.5 seconds. The 1 000-mile record was also shattered by quite a margin and a new 24-hour record was set. All in all, the lead car managed to set 10 new South African endurance records. And considering that these were standard production cars on stock-standard tyres, and that they managed to thrash them around the track for 24 hours with few problems, it was a pretty decent achievement. And so Volkswagen's ugly duckling, although a bit of a disaster in the rest of the world, at least had its day in the South African sun.



THE OTHER OL' HENRY





Like a shooting star, a car that rocketed to stardom before falling to earth. **Mike Monk** tells the tale.

After WW2 a number of entrepreneurs – particularly in America – sought fame and fortune by entering the world of automobiles. One such individual was Henry J Kaiser, who had prospered during the war years as a shipbuilder, steel and cement producer, and once world peace was established was quick to realise the country was crying out for houses, medical care – and cars. He successfully dabbled in all three and became known as ‘The Miracle Man’ for his exploits. To expedite involvement in the motor industry, in 1945 he met with Joseph W Frazer, CEO of Graham-Paige, and together they created the Kaiser-Frazer Corporation with Frazer in the role of president. However, the partnership was troubled from the beginning with personality clashes and Henry J’s four-wheeled vision, which included introducing a model range named after himself, was to last merely a decade. There were numerous twists and turns along the way...

Frazer had risen through the ranks at Packard, General Motors, Chrysler and Willys-Overland before taking control of

Graham-Paige, so was a highly experienced executive. In 1946 the fledgling company leased Henry Ford’s surplus Willow Run factory in Michigan (it was used for making aircraft during the war) and some 7 000 Kaisers and 4 000 Frazers were built and sold before the bigger manufacturers were fully up and running. 70 000 Kaiser sales were registered in 1947 but the opposition soon caught up and in 1949 the company required a massive loan from the Reconstruction Finance Corporation to keep it afloat. Howard ‘Dutch’ Darrin was hired to revitalise the remaining cars with interior design work assigned to Carlton Spencer.

The Kaiser line-up initially comprised welded-steel construction sedans in two trim levels, then in 1949 a Taxi was introduced along with a De Luxe Convertible, a Virginian Hardtop and a Vagabond Utility Sedan – all with four doors and 6-cylinder engines. However, the Vagabond featured a horizontally-split boot lid/rear

However, the partnership was troubled from the beginning with personality clashes and Henry J’s four-wheeled vision, which included introducing a model range named after himself



HENRY J KAISER

Henry John Kaiser (1882-1967) was an American industrialist who became known as the father of modern American shipbuilding. Other than his involvement with automobiles, he established the Kaiser Shipyards that built Liberty ships during WWII, after which he formed Kaiser Aluminium and Kaiser Steel. Henry was involved in large construction projects such as civic centres and dams, and invested in real estate. With his acquired wealth, he initiated the Kaiser Family Foundation, a non-profit, non-partisan, charitable organisation and also organised Kaiser Permanente health care for his workers and their families.

screen and rear seats that folded flat into the floor, making it a crossover sedan/station wagon. In 1951, two-door body styles were introduced and in the following years styling features, names and trim levels along with a supercharged engine option were juggled around to try and attract customers, but the fierceness of the competition and the brand's upmarket pricing worked against it.

Kaiser-Frazer remained innovative though, particularly with regard to safety. In 1952 a dash-board full-width crash pad was introduced along with tail-lamps visible from the side as well as incorporating stop and indicator lights. A surprise arrived in 1954 when a stylish, glass fibre-bodied two-door roadster convertible – the Darrin – was launched. Typical of Darrin's forward thinking, the roadster's doors slid into the front fenders. However, its presence was to no avail as company sales were down

to 22 000 in 1953. The Darrin survived until 1958, but few were sold.

While Kaisers were the volume seller, Frazers were essentially upspect versions and sold at a premium over the already high-priced Kaisers. Initially – 1947 – there were two models: a standard sedan and more luxurious Manhattan. Two years later a Manhattan four-door convertible was introduced, and in 1951 a utility sedan based upon the Kaiser Vagabond hatchback was added but sales of the range-toppers were already in decline by the time Frazer left the company in 1951.

In 1954 Kaiser Motors merged with Willys-Overland to form Kaiser-Willys. The Willow Run facility was sold to GM and production moved to Willys' Toledo plant but calendar-year sales had continued to drop so the end was in sight. In 1955, passenger car production stopped in order to concentrate



on the Willys Jeep brand. Around 1 000 Kaisers were shipped to Argentina to fulfil an order, and eventually the tooling was sent there too for local production to continue. The car was marketed as a Carabella and lasted for another seven years.

So what about Henry J – the car? The model line was introduced in 1951 as the more affordable entry-level brand in the Kaiser-Frazer stable, but rather than utilise a design based on the other cars, Henry J ordered a prototype to be built by American Metal Products, who produced a compact (2 540mm wheelbase) two-door, five-seater sedan with distinctive rear fenders. Following some styling tweaks from Darrin, it was launched with either a 2199cc 51kW 4-cylinder (Standard) or a 2639cc 60kW 6-pot (De Luxe) engine, both supplied by Willys-Overland. An opening boot was a 'convenience option' but back seats folded

down to create a claimed 1.44m³ of luggage space. The New York Fashion Academy named it Fashion Car of the Year.

For 1952 minor upgrades took place and the car was firstly called Vagabond and then later in the year Corsair. A three-speed manual gearbox with a column shift was standard, with overdrive and Hydra-Matic transmissions both offered as options. Three Henry Js took part in the Monte Carlo Rally, and with one completing the reliability run with the least number of errors, the trio finished 20th, 89th and 131st. Production totalled 26 531 units and US department store chain Sears, Roebuck and Company marketed its own, more spec version of the Henry J as the Allstate.

Model year 1953 production reached 17 505 and during the year a Henry J won the Mobilgas Economy Run but the cars simply could not win over public appeal. In 1954

Three Henry Js took part in the Monte Carlo Rally, and with one completing the reliability run with the least number of errors



only 1 119 new cars were registered and the Henry J was withdrawn from production.

So John de Klerk's 1952 model is an example from the Henry J's most successful period. It is likely one of 300 Henry Js allocated to and imported by Cape Town Willys agent H Farber and Sons. The cars featured white-wall tyres, full-width chrome hubcaps and were painted either maroon or green – and all were left-hand drive. Nevertheless, the cars had plenty of appeal and practically everyone who owned or drove one commented favourably on the comfort, performance and economy – the cars certainly left an impression.

John bought this car in late-2014 from fellow West Coast Old Motor Club member Norman Green, who had owned the car for the previous 20 years. Norman remembered being impressed after travelling in a Henry J back in 1952 and when an opportunity arose to buy one, he could not resist. Similarly, John had wanted a Henry J for sentimental reasons – when growing up, his parents ran a tractor service centre in Paarl but also carried out routine car servicing, and one customer regularly brought in a Henry J that captured John's imagination. Over time, John nagged Norman to sell his

car and in 2014 his persistence paid off, fulfilling a 60-year-old dream.

Norman had carried out some restoration work but a lot more was necessary to complete the project. Most of the mechanical components – engine, gearbox, diff, steering, suspension, and brakes – were in good order, requiring only routine servicing. Some 40 parts were re-chromed. The upholstery and headlining were in excellent condition. White-wall minibus taxi tyres were bought to replicate the original look, and some Rambler hubcaps were acquired and fitted with the Kaiser brand's stylised K emblem. This badge, together with Henry J's signature, appears in numerous places on the car.

The bodywork has been painted green while the interior is the original maroon. To me it looks slightly more European than American, although the tiny fins on the rear fenders do suggest the latter: it was one of the earliest cars to feature this fashion item that was to become all the rage in the 1950s. Sturdy looking, the Henry J weighs around 1 100kg. Big doors allow easy access to the rear, and it is a surprisingly

It is likely one of 300 Henry Js allocated to and imported by Cape Town Willys agent H Farber and Sons

roomy car for its size. The interior is fuss-free, and basic instrumentation is contained in a small, rectangular display.

With a 7.0:1 compression ratio, the 2.6-litre side-valve in-line six produced 60kW at 3800rpm and 180Nm of torque at 1500. The column shift gearbox is a three-speed with overdrive and 0-96km/h was claimed to take 24 seconds while top speed was given as 132km/h. The smooth-sounding engine pulls well in each gear and the car boasts a really comfortable ride. It is easy to see why the car was so popular before the big manufacturers got their collective act together and smothered the post-war market with more affordable alternatives.

With such a short production life, Henry Js are rare these days and no more than a handful are thought to still exist in SA. In this case, one man's dream has become a reality, a thankfully recurring theme in the classic car world – and long may it continue. 📌



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KOMBI NATION

Back in the 1970s, Volkswagen's 'Bay Window' Kombi was as much a part of South Africa's automotive landscape as a Ford Cortina or Valiant Regal, with the popular people carrier a fixture on just about every suburban street. Or even next door, as Capetonian Abdul Karriem Abrahams (AK) discovered after the 1972 'lowlight' he lusted over as a boy came to light, lying undiscovered for more than a decade just metres from his home. **Graeme Hurst** picks up the story...



Volksiebus, Kombi or Bay Window... call it what you like, but the air-cooled, breadloaf-shaped people carrier is surely part of any middle-aged South African petrolhead's motoring cerebrum. From shopping centre car parks and school swimming gala fixtures to the annual December holiday trip to Durbs, VW's two-tone T2 Kombinationskraftwagen (hence the Kombi name) was a seriously useful set of

Every Friday afternoon, Yusrie had to clean the Kombi and whenever I was over playing at his house I used to tell his old man that I wanted to buy it when I grew up

wheels for the average South African family and their outdoor lifestyle back in the 1970s.

Which is why Adam and Fatiema Suleaman opted to have one on their Athlone suburb drive back in '77. Back then their 1972 example – an immaculate Deluxe variant bought secondhand from a local VW dealer for the princely sum of R995 – was the perfect set of wheels for a young family keen on trips to the beach and frequent visits to family 80km away in Paarl. It was also the family's pride and joy which meant it was always immaculate, as 50-year-old neighbour AK recalls: "The Suleamans lived in the same street as my family and their son Yusrie and I were at school together. Every Friday afternoon, Yusrie had to clean the Kombi and whenever I was over playing at his house I used

to tell his old man that I wanted to buy it when I grew up, but he would just laugh off the idea."

Back in 1977, Volkswagen's Bay Window design was already ten years old, having been launched in '67 on the back of VW's T1 – affectionately known as the Splitty – model which had been on the roads since 1950. At the time it was launched, the T2 (as the Splitty's replacement was known) cost a princely R1 910. Five years on, when this 'lowlight' (as the pre-'73 models are known) example was on the showroom floor, the standard 1600 Kombi would've cost you R2 680, or R3 298 for the 1.7-litre Deluxe, which gave you opening rear windows, a retractable step on the sliding door and plenty of extra bright work. There were also such novelties as an electric clock and a cover for the spare wheel mounted inside above the engine. By 1975 engine



capacity was up to 1.8-litres with a further boost to 2-litres in '78 before the model was superseded by the more geometric T3 (Microbus), made famous with VW's advertisements featuring David Kramer.

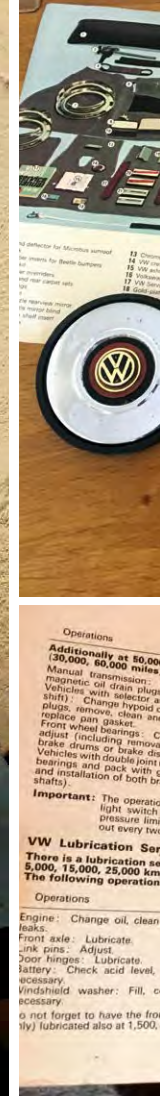
For the South African market that was in 1980 when AK was still at primary school and the Suleaman's green 'lowlight' was in daily use. AK's family moved out of the area in 1985. And, after he married four years later, he settled in Strandfontein, on the opposite side of the city. Fast forward 11 years and he moved back to Athlone with his own family and, coincidentally, bought the house next door to the Suleamans. He and Yusrie became good mates again and often worked on each other's cars in their respective garages. During this period AK became something of a VW nut, restoring several Beetles and a Golf GTi among numerous other automotive projects.

"But I never enquired about the Kombi," explains AK. "The old man passed away in 2004 and I just thought it was long gone." That was until June last year when Yusrie suddenly asked AK if he remembered the Kombi. He replied, "Of course I do, but man, if only you still had the Kombi now!" Yusrie gave me a wry smile and told me that they still owned it! AK was perplexed as he knew the family – and specifically their garage – well, but had not seen it. Yusrie said, "It's been standing in a shed behind the garage for 12 years." AK just couldn't believe that he and Yusrie had never spoken about the Kombi. He insisted they open the shed there and then. "When we opened those shed doors and cleared out all the junk in the way, it was like going back in history. I had such fond memories of that Kombi."

AK was in for an even greater surprise when he learned that Adam had left

instructions for him to be given first option should the family ever decide to part with it. "The sons had decided that they finally needed to clear out the shed and so it had to go," recalls AK, who paid what the family had in mind with a smile, despite the Kombi having racked up more than five grand in unpaid annual licences. "It was a real barn-find all covered in dust but we managed to tow it out on flat tyres," recalls AK, who was a bit daunted at the time, not knowing how much work it may need.

Fortunately Adam's fastidious approach to maintenance paid off. "I thought I would need a power bar to loosen the wheel nuts but the old man had used Copper Slip on the threads." As it turned out AK was actually able to get the Bay Window running the same day. "We took the wheels off to get the tyres pumped up, bought a new battery coil and put in fresh fuel and three swings on



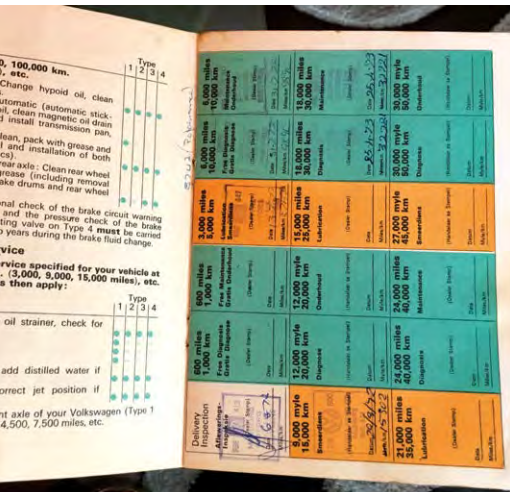
Also getting some attention was the Kombi's interior which AK stripped out so it could be properly cleaned and, while doing so, found the car's service book

the starter and it fired up! Even the brakes were still okay." Predictably the euphoria didn't quite last as the rear brakes started leaking once the rubbers were freed up and the engine was down on power as the valves in two of the cylinders were partially stuck. AK pulled the air-cooled motor out in his garage and a full top end rebuild ensued with refurbished heads and new piston rings. The gearbox and clutch were checked and found to be in perfect condition, despite the Kombi having more than 160 000km on the clock.

Bodywise the Volksiebus was in good shape with no prior accident damage or significant corrosion, apart from the base of the front windscreen which had a few rust spots. "The 'screen had a few chips and wiper blade damage and it needed to come out anyway to be replaced so fixing the rust was an easy repair." After 44 years the paintwork was, unsurprisingly, poor and so AK opted for a full windows-out re-spray which was also an

opportunity to refurbish the Kombi's bright work. "All the chrome is original but the various clips and screws were full of dirt and seized. It took me a full day to refurbish it all and I was relieved that each piece came out well after polishing as the Deluxe model has a lot of bright work and the new aftermarket stuff is just not the same." Sadly AK did have to go the aftermarket route with a set of tail-light lenses after accidentally stepping on one of the originals while working on the car. The Kombi is also missing the chrome beading in the front 'screen as the original was too brittle to be re-used and he's yet to source a good secondhand item.

Also getting some attention was the Kombi's interior which AK stripped out so it could be properly cleaned and, while doing so, found the car's service book – which shows it was delivered new on 6 May 1972 to a family in Bronkhorstspuit – as well as a VW accessory brochure under the driver's seat. The latter was useful in recreating missing items such as the VW-liveried mud flaps which were past their best. The renovation was basically straightforward



and the only hiccup was a minor fault in the machining of one of the cylinder heads which was traced as being the source of a frustrating misfire and necessitated a partial strip down to fix the problem. Once back together all that was left on AK's to do list was a roadworthy test which the Kombi sailed through.

That was in October last year and the green Volksiebus has been racking up the miles with ease since. With its forward-control driving position, something long since abandoned by carmakers, getting behind the wheel is certainly both a step up and a step back in time experience but the configuration makes access easy for the driver and, once in, you have a commanding feel with the horizontal 'wheel in your hands. And the lack of an engine up front makes access to the rear easy too and you quickly appreciate that the whole format is actually quite clever. What does feel strange is having a set of pedals – especially the clutch which has a long throw – sprouting out of the floor and the wand-like gear lever, with its rather vague shift pattern.

Although the original Splitty was based on Beetle running gear, the T2 replacement wasn't. The most notable change was the switch from the twitchy swing axle rear suspension to a conventional half-shaft-CV-joint design that allowed changes in

ride height without impacting the camber of the wheels, as happened with the T1's design. Torsion bar suspension makes for a comfortable ride, even when the Kombi is unloaded. Servo-assisted disc brakes up front was another step change with the

THE ORIGINS OF THE VOLKSIEBUS

The Kombi story goes right back to post-war Germany, to 1947 when Dutch VW dealer and importer Ben Pon visited the marque's Wolfsburg factory. During his visit he witnessed assembly workers using a stretched Beetle floorpan as a parts carrier inside the plant and the concept gave him the idea of a commercial transporter, which he thought he could market. He sketched the idea for VW and proposed a payload of close to 700kg but the company was too busy getting the Beetle (known as Type 1) into production. The idea was shelved for a few months until a prototype (named the Type 2 but later referred to as T1) could be built. In the end the Beetle floorpan wasn't strong enough so a ladder chassis layout was adopted with a reduction gear on the transaxle to give sufficient load-carrying ability and ground clearance with the Beetle's flat-four powerplant. Only, the prototype's drag coefficient was appalling and performance lacklustre as a result. VW's engineers then turned to a local university for wind tunnel testing and the design was fine-tuned to include the split window front end, which dropped the Cd of 0.75 to 0.44 (even better than the Beetle's impressive 0.48!) and gave the VW bus its iconic front look!



T2 and they certainly imbue confidence at speed, once you get there of course as, with just 49kW, the Kombi's not a ball of fire when coming away from the robots. In fact, the flat-four motor needs quite a thrashing in each gear to get the speed up before settling to a comfortable cruise at 90-100km/h. And that's with the bonus of the twin-carburettor 1.7-litre engine, which was based on the 411/412 variant unit and offered 12kW more than the Beetle's 1.6-litre engine – the latter must have been quite a trial in a Kombi on some of SA's mountain passes but cars were a lot less powerful, relatively, then.

But these buses were never bought by people with tarmac-shredding aims; they were workhorses and enormously effective ones at that. Look back from the driver's seat and you realise you could accommodate up to eight people behind you as those memories of rugby fixtures and Sunday school outings will attest. And of course that's not all the T2 Kombi could haul: the model was available as a single or dual-cab (with a single rear side door) 'bakkie' and as a panel van 'transporter'.

From post office and road engineer vans to airport crew vans and ambulances, the T2 was massively popular both here and across the rest of the world as a reliable and

well-built mode of transport. There was also a locally-assembled Brazilian variant which had the T1's hinged side doors and square side windows while there were plenty of factory-endorsed and aftermarket camper versions. It was a hugely successful design and although sales in SA stopped in '79 the T2 remained in production (latterly in water-cooled form) in Mexico until 1994 and Brazil until 2013, when ever-tightening local safety legislation finally sounded the design's death knell.

It's amazing to think it was just three years ago when AK's Kombi was still slumbering under corrugated iron next door to his own garage. His enthusiasm for getting it back into pristine condition, exactly as it used to be, wore off on Yusrie who sifted through boxes of parts in the family garage to locate the car's original AA badge and the radio, which had been removed at one point to accommodate an 8-track cassette player. And when the project was finished the Suleaman family had one more surprise for AK: when their father bought the Kombi the dealer presented him with a set of VW cufflinks, which were available as an accessory when the car was new, and Yusrie said, "They came as a gift and now we're passing them on to you!" It's a fitting finale on AK's trip down memory lane and the first 44 years of this iconic Volksiebus's history. **Q**

But these buses were never bought by people with tarmac-shredding aims; they were workhorses and enormously effective ones at that

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Her previous owner is not alive to warn him.
And now she's steering straight for
the one person in her way.
Arnie's girlfriend, Leigh.

The other woman.



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CHRISTINE

CHARISMATIC HORSEPOWER



Once in a while a movie or TV show comes along that becomes iconic – but not because of the storyline or acting but because one of the characters is so memorable and charismatic that audiences are mesmerised. But unlike most movie stars, these characters are not prone to diva behaviour and do not require direction (unless we are talking GPS navigation). **Sivan Goren** tracked down some big movie and TV stars of the past – that happen to be cars – and found out where they ended up.

— CHRISTINE —

A 1957 Plymouth Fury from the movie *Christine* based on the Stephen King novel of the same name. When Plymouth introduced the Fury name in 1957, it was essentially a sport and trim package on the Belvedere model. And the red paint and interior were custom orders because those options weren't regularly available... and let's face it, sensible beige wouldn't have been quite as effective as blood red on a demonic, murderous car, now would it? Christine was undeniably the star of the 1983 horror movie. She was the personification of evil – an indestructible car that destroyed anything that got in her way. Around 20 cars were used during the making of the film and you'll pay a pretty penny for one of the original cars built by Columbia Pictures that was featured in the horror flick. There is one on display at the Volo Auto Museum in Volo, Illinois – still blood red and in mint condition. An interesting fact is that all of Christine's engine sounds in the movies were actually dubbed in – the sounds used were from a recording taken from a 1970 Mustang 428 SCJ!





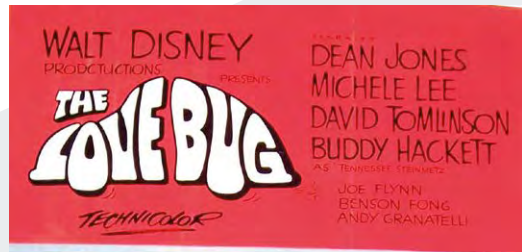
— CHITTY CHITTY BANG BANG —

A Paragon Panther from the 1968 British movie based on Ian Fleming's (other) book. Fleming took his inspiration for the car from a series of aero-engined racing cars built by Count Louis Zborowski in the early 1920s, christened Chitty Bang Bang. The original Chitty Bang Bang's motor was from a Zeppelin dirigible and it was so named because of the sound made when the car was started. Six versions of the car were built for the film including a fully functional road-going car with UK registration GEN 11. Actor Dick van Dyke, who drove the car in the film, said that "the car was a little difficult to manoeuvre, with the turning radius of a battleship". Chitty Chitty Bang Bang remains one of the most recognisable vehicles of all time. The original 'hero' car, in a condition described as fully functional and road-going, was sold at auction on 15 May 2011 for \$805,000 to New Zealand film director Peter Jackson.



— HERBIE THE LOVE BUG —

A 1963 Model 117 Volkswagen Type 1 Beetle from the Disney films which began with *The Love Bug* in 1968. Despite being a seemingly inanimate piece of machinery, Herbie has a mind of his own and is able to drive 'himself' too, which is very useful when you are a competitive racing car! The first movie was released during the Beetle craze of the '60s and helped to make the iconic car even more popular. The little grey race car with a lot of personality is distinguished by red, white and blue racing stripes from front to back bumper, a racing-style number '53' on the front luggage compartment lid, doors, and engine lid, and a yellow-on-black '63 California licence plate with the lettering 'OPF 857'. He went on to star in 4 sequels and a TV movie, with co-stars ranging from Bruce Campbell to Lindsay Lohan. He gave up the movie business a few years back, though and is now enjoying retirement at the Star Cars museum in Gatlinburg, Tennessee.



— THE ECTOMOBILE —

A 1959 Cadillac Miller-Meteor from the *Ghostbusters* movies. It was a limo-style endloader combination car (ambulance/hearse conversion), useful for carrying the team's ghost-capturing equipment, as well as transporting them around New York City and had a distinctive siren wail that was created specifically for the movie. The filmmakers planned to have the car painted black, but the colour of the vehicle was changed to white when it was decided a black car would be too difficult to see during night scenes. Three cars have played the vehicle in the movies; the third 1959 Miller-Meteor was purchased after the second died during shooting of *Ghostbusters II*. The black Miller-Meteor seen at the beginning of the first movie was leased and used only for that scene and never converted for filming, though it was later purchased by the studio and completely converted to a full Ectomobile for touring. Both of the other Ectomobiles are currently sitting in a Sony pictures backlot, having undergone a full restoration after years of deterioration.



— KITT —

1982 Customised Pontiac Trans Am from the hit TV show *Knight Rider*, who out-acted David Hasselhoff (admittedly not a difficult task) as his character Michael Knight's cool talking car. KITT had numerous special features such as Turbo Boost (which allowed quick bursts of speed or jumping over obstacles), the ability to drive 'himself', a front-mounted scanner bar that allowed KITT to 'see', and 'molecular bonded shell' body armour. *Knight Rider* was the coolest TV show for a while, and that made KITT the coolest car on TV. A total of 23 KITT cars were made for use in filming the series but out of the 5 cars that survived after the show was axed, only one 'KITT car' is believed to have remained original and not restored with replica parts – and apparently that KITT is alive and well and in private hands somewhere in the UK.




— THE GENERAL LEE —

A 1969 Dodge Charger from the TV show *Dukes of Hazzard*. The General Lee is proof that you can keep a TV show on the air simply based on the popularity of a single car (and Daisy Duke in tight shorts didn't hurt the ratings either). Over seven seasons, the General Lee went airborne more than 150 times. Undeniably, some of the most exciting elements of the show were the death-defying stunts the Charger could perform. (But the famous 'Dixie' horn is well worth a mention, too.) Although it seemed fine on screen, the General rarely survived a jump. Warner Brothers destroyed an average of two Chargers per episode and a few hundred Chargers were totalled during filming. Several ended up in junk yards, but 18 were abandoned when the series was cancelled. Of those, 17 were later sold at auction. One General Lee was discovered in 2001 by two car collectors, who were shocked to learn that their junkyard find was from the first episode of *Dukes of Hazzard*. The car sold for \$110,000.



— THE DELOREAN TIME MACHINE —

A 1981 DeLorean DMC-12 from the movie franchise *Back to the Future*. Visually, this car was a stainless steel beauty designed by the legendary Giorgetto Giugiaro but this flashy bodywork didn't quite translate to supercar performance, with a measly 2.9-litre V6 engine under the hood. So sluggish was this engine that it was decided to replace it with a V8 from a Porsche 928 – and just as well because character Marty McFly needed to quickly get up to the magical 88mph needed to fire up the flux capacitor and go back in time. Six DeLorean chassis were used during the production, along with one manufactured out of fibreglass for scenes where a full-size DeLorean was needed to 'fly' on-screen. Only three of the cars still exist: Universal Studios owns two of them, occasionally putting them on display or using them for other productions, and the last was extensively restored and now forms part of a private collection. 



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BRUSHING WITH THE PAST

From rusted out wrecks lying on sun-bleached sand to pencil sketches and detailed realistic paintings, Cape-based artist Christelle Bester's inspiring automotive-based portfolio has deservedly led to numerous commissions in this talented 32-year-old's career to date says **Graeme Hurst**.

The work is even more impressive when you learn that Christelle Bester only took up art after school

Looking at the perfect proportions of Christelle Bester's sketch of a Mercedes-Benz Pagoda you might think you're looking at one of designer Paul Bracq's original sketches were it not for the fact that the paper is clearly not 50+ years old. The work is even more impressive when you learn that Christelle Bester only took up art after school: "I had no art at school and painted my first painting in Grade 11 for the school's Matric farewell without any training," explains Christelle who was so inspired with the result that she decided to enroll for an Art and Design course at Boland College in Paarl. The full-time course, which consisted of art history, drawing, painting

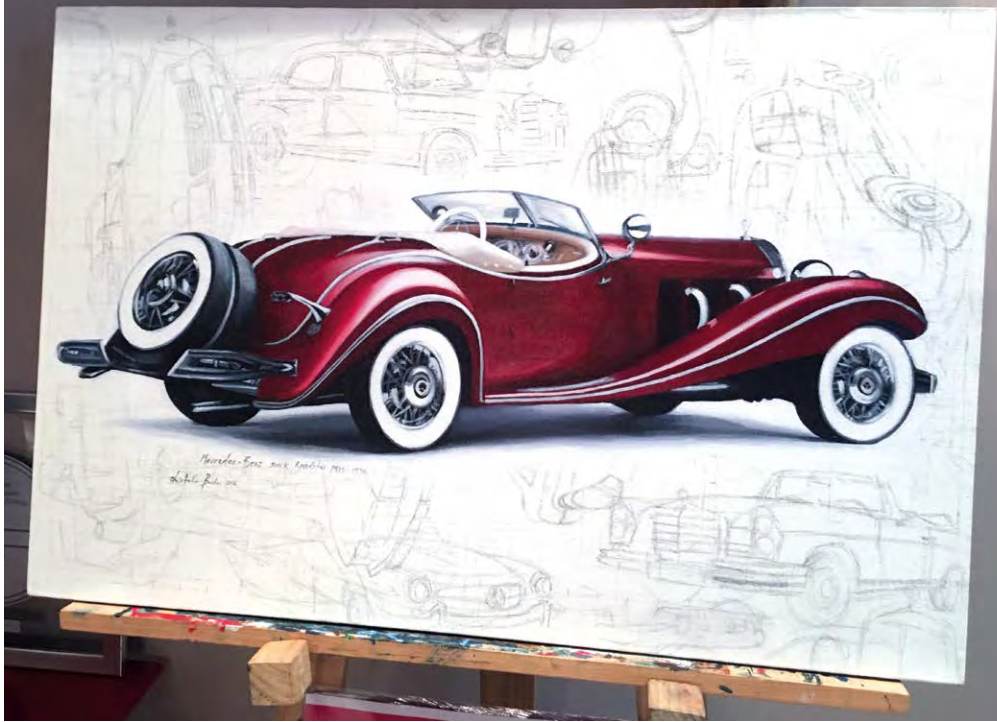
and ceramics, kept her busy until 2007, after which she started painting full time for a living although her subjects weren't of the

four-wheeled variety.

A holiday to Namibia's rust-rich landscapes two years on quickly had her mesmerised on automotive scenes, though: "I loved mixing the different colours in the rust of the cars," explains Christelle who favoured acrylics at the time and mixed her palette from just five colours.

A stack of colour photographs gave Christelle plenty of inspiration for realistic pieces when she returned to her studio in Paarl although she has been back to Namibia several times since. "The open air and wide colourful landscapes you find in the desert add to the drama in the pieces I paint," adds Christelle who has also worked with inspiration from old cars seen parked on the street in towns in the Boland.

She added charcoal and pencil to her spread of mediums after a commission a few years back to sketch a Mercedes-



Benz from a collector who wanted his car captured in 3D. "Word soon spread amongst the club and I've ended up doing several sketches of various models which I've really enjoyed," explains Christelle who usually works off a colour photograph of the car. "Cars with clean lines and lots of chrome detail are rewarding to sketch as you have to make careful use of fine lines and shading."

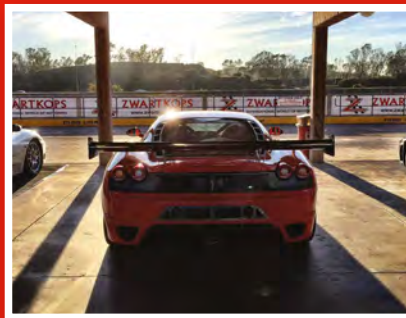
Last year Christelle – who also does conventional portrait and landscape pieces on the side – decided to expand into detailed colour oil and acrylic renders of pre-war cars, starting with a pre-war Mercedes-Benz 500K (as pictured).

Her commission sketches retail for around R650 each while larger acrylic pieces (typically 600mm x 900mm) usually sell for R5 500. Drop her a line on: christellepainting@gmail.com if you'd like to see your classic wheels on your lounge wall. 📧



SUBSCRIPTION WINNER

The winner of the classiccarafrica.com Ferrari Hot Lap Experience is *N. De Later*.



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Modelli Da Legenda



SPARK – TIPO 33/2 4TH LE MANS 1968
SCALE 1:18 | R2 650



WHITEBOX – ALFA ROMEO GIULIA GTA
SCALE 1:18 | R785



MINICHAMPS – ZAKSPEED CAPRI
(VARIOUS COLOUR SCHEMES) | SCALE 1:18
R2 650



CMC – BUGATTI T35
NATION COLOR PROJECT – SPAIN, 1924
SCALE 1:18 | R4 200



MINICHAMPS – FORD ESCORT II RS 1800
CASTROL ARMIN HAHNE ZAKSPEED
SCALE 1:18 | R2 500



CMC – MERCEDES-BENZ RACING CAR
TRANSPORTER
SCALE 1:18 | R5 950



PARAGON – BRIGGS CUNNINGHAM JAGUAR
E-TYPE LIGHTWEIGHT
SCALE 1:18 | R2 450



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RENAISSANCE RIDING

BSA fan **Roger Houghton** sheds a tear as another iconic brand name leaves Britain. What happens remains to be seen, but if one looks at the resurgence of other British brands in non-British hands of late there could be a bright future for the legendary tag.

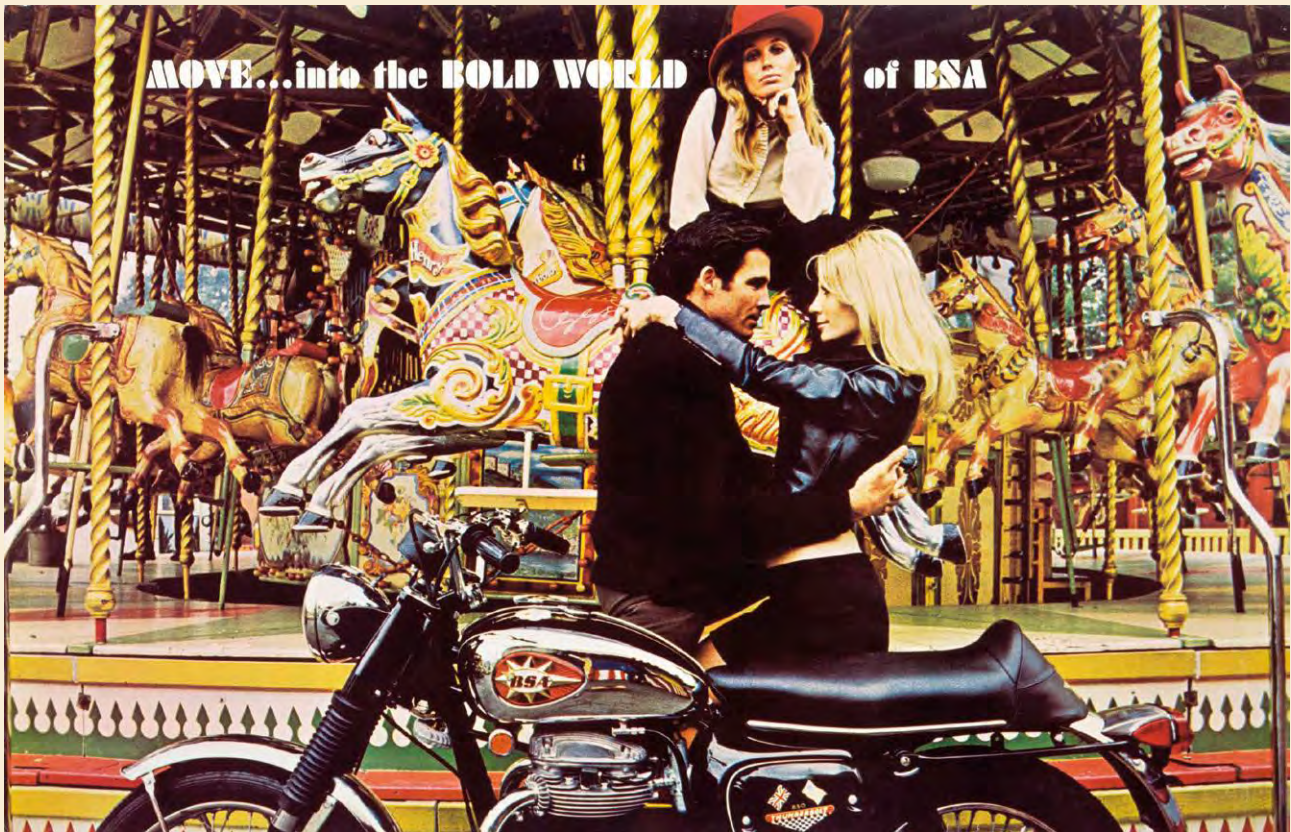


It is very sad how Britain, once one of the largest manufacturing countries in the world in terms of building cars, trucks and motorcycles has seen its pre-eminent position eroded over the years. This has occurred either with the takeover of British brands – and sometimes the factories – by foreign companies or by the brands being sold off to companies in foreign lands.

The latest iconic brand to be sold is BSA (Birmingham Small Arms) which has been bought by the Indian conglomerate Mahindra that is battling to get traction with its eight-year-old powered two-wheeler division under its own brand name.

Mahindra's affiliate, Classic Legends, bought the rights to the iconic BSA name and associated intellectual rights for R60 million. However, it will not be able to use the BSA name in the Indian domestic market due to ongoing litigation between Regal, the former owner of the BSA brand name, and an Indian company.

Mahindra, which is the world's largest tractor maker, says it will target premium sectors of the global motorcycle market with its BSA models which will be designed, developed, and made in India initially, although there is a possibility of an R&D department being established in the UK later, together with a manufacturing facility.



In addition, Mahindra Two-Wheelers (MTW) has bought the rights to use the Jawa brand name in India, where it will be badge-engineered for Indian-designed and -made motorcycles. This Czech company made and sold 2-stroke motorcycles in India between 1960 and 1996, evidently building a cult following in India, which is heavily reliant on powered 2-wheelers for personal transport.

A third foreign brand added to Mahindra's two-wheeler arsenal is Peugeot Motocycles (sic), of which the Indian company purchased 51% for R420 million. This will evidently also be a rebranding exercise on Mahindra products. Already the Peugeot

name has appeared on Mahindra's Moto3 racers, which won its first Grand Prix in 2016.

MTW also made a bid for Norton, according to an article in the magazine *Classic Bike Guide*, but owner Stuart Garner, who has some South African property links, says neither his company nor the Norton brand is for sale.

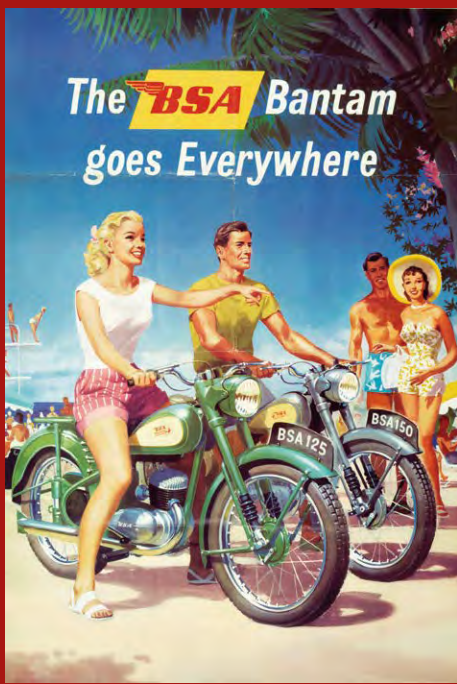
BSA was originally founded in 1861 as a maker of guns and ammunition and expanded to making bicycles in 1880. Motorcycle production began in 1910 and in the heyday of motorcycling in the 1960s BSA had 20 000 people working in its Small Heath factory, in Birmingham,

and made more than 50 000 motorcycles annually, with many being exported to the burgeoning market in the United States.

BSA also made a range of 3- and 4-wheeler cars in the 1930s but this was not a successful venture and soon ended.

Continuing bad management and a lack of forward planning and investment in major R&D resulted in BSA's final collapse in 1972. This followed two years of late production of new models meaning it twice missed America's early spring buying spree.

Now the BSA brand is set for a renaissance as has happened to the Triumph and Norton brands, which are both still in British hands.



BSA HIGHLIGHTS

- BSA stands for Birmingham Small Arms Company Limited and was formed by 14 independent gun makers in 1861. It expanded into bicycle manufacturer in 1881 and also produced bicycle components for other companies. It was then that the company adopted the legendary emblem of three crossed rifles.
- In 1937 Walter Handley raced a BSA Empire Star over 100mph around the banked Brooklands race track. This earned it a Gold Star and in 1938 BSA launched what would be its most famous sports model, the Gold Star.
- World War II (1939-1945) saw BSA combine production of motorcycles (126 254 M20 models) and bicycles (128 000 of them) for the armed forces, as well as making 5-billion munitions components.
- Weapon manufacture included 1 250 000 rifles, 468 098 Browning machine guns and enough spares to make another 100 000 guns, as well as 45 532 Hispano 20mm cannons for both Spitfires and Hurricanes, 32 971 Oerlikon 20mm guns, 59 322 Besa machine guns, 68 000 anti-tank rifles, 404 383 Sten guns, 750 000 anti-aircraft rockets and 10 million shell fuses.
- Production rate amounted to 1 650 pieces every minute of every day and night of the war. BSA provided more than 50% of the small arms used by the British forces in the war.
- The BSA factories were among the main targets of Luftwaffe air raids. 53 workers were killed and 89 injured in a devastating raid on the main factory in Armoury Road, Small Heath, on 19 November 1940. It was six weeks before the last of the bodies could be recovered.
- BSA began experimenting with a motorcycle powered by a 233cc Minerva engine in 1903 but only made its first motorcycle, a 3.5hp belt-driven model, in 1909 and it cost £50. It acquired the Daimler Co. of Coventry in 1910.
- The company limited motorcycle production during World War I (1914-1918), but was a major weapons producer. It went from making 135 guns a week in 1914 to 10 000 rifles every week two years later. Output during the war included the production of 1 500 000 Lee Enfield rifles (each made up of 131 parts) and 145 397 Lewis machine guns. It also provided Daimler staff cars, ambulances, and commercial vehicles to the war effort as well as the engine and transmission for the world's first tank.
- Full-scale motorcycle production resumed at the end of the war and BSA produced its first V-Twin in 1919.
- BSA built 3-wheel and front-wheel drive 4-wheel cars in the 1930s and in 1931 it acquired another Birmingham car maker, Lanchester.

Motorcycle production began in 1910 and in the heyday of motorcycling in the 1960s BSA had 20 000 people working in its Small Heath factory



- At the end of the war BSA employed 28 000 workers and controlled 67 factories. At the time it was said BSA produced everything from a humble bolt to a Daimler car for royalty! During this period BSA took over several rival motorcycle companies such as New Hudson (1940), Sunbeam (1943) and Ariel (1944).
- The company started production of what would be its most popular model, the Bantam, in June 1948. It was based on a design obtained from the East German DKW company as war reparation. Production continued until 1971 and it is estimated the cumulative total was in the region of 500 000 units.
- In 1951 BSA acquired Triumph Motorcycles and a certain amount of component sharing and 'badge engineering' took place, such as the 250cc BSA C15 being based on the 200cc Triumph Cub.
- In 1954, to improve sales in the US, BSA entered a team of riders in the famous 200-mile race at Daytona. Using a mixture of single cylinder Gold Stars and twin cylinder Shooting Stars, the BSA team took an amazing 1st, 2nd, 3rd, 4th, and 5th, with two more riders finishing 8th and 16th. The company also achieved success in motocross, especially with Jeff Smith riding a B40 to victory in the 1964 and 1965 FIM 500cc motocross world championship.
- Myriad BSA models were offered in the post-war period, firstly the A7 and A10 parallel twin-cylinder ranges that had attractive names such as Shooting Star, Golden Flash, Road Rocket and Rocket Gold Star. They were then superseded by the unit construction A50 and A65 with names such as Royal Star, Cyclone, Wasp, Thunderbolt, Lightning, Spitfire, Hornet and Firebird, as well as the A75, a 750cc triple-cylinder Rocket 3. There was also an amazing array of single cylinder models topped by the iconic Gold Star, until it went out of production in 1963.
- By 1960 BSA was in dire financial trouble and sold its car and bus divisions to Jaguar Cars Ltd. It had already sold its bicycle assets to Raleigh (1956).
- In 1969 BSA (including Triumph) accounted for 80% of British motorcycle exporters, but in 1971 a major financial crisis hit the group with a trading loss of £3 million due to the company undertaking too many diversified projects at the same time. A motorcycle project that contributed to the financial disaster was the Ariel 3, a 3-wheel, tilting 50cc moped that was axed soon after production started.
- Barclays Bank came in with £10 million to finance a last ditch stand and the company tried to restructure itself. Manufacture of both BSA and Triumph motorcycles was concentrated at the Meriden plant, while the original home of BSA at Small Heath, Birmingham, was used for engine and component manufacture. Thirteen new or much-revised BSA and Triumph models were announced at a gala launch in London in 1971.
- Despite this apparent show of strength another financial loss followed and an agreement was reached with the Department of Trade and Manganese Bronze Holding, a company that had acquired the defunct Associated Motor Cycles (AMC), and this deal merged two of the British industry's oldest marques, BSA and Triumph, into a Norton Villiers entity. A new company, Norton Villiers Triumph (NVT), emerged.
- This deal finally collapsed the BSA Piled Arms because the manufacture of BSA machines formed no part of the NVT scheme. So, in the middle of 1973, after 63 years of non-stop production by BSA it all ended abruptly.
- It is very sad to think that this happened to a company which made more BSAs during the period it was involved in motorcycle manufacture than the combined total of all the machines produced by the rest of the British industry! 🇬🇧

More information from the BSA Owners Club, which assisted with input for this article, can be found at www.bsaownersclub.co.uk

OUR FIRST HORSELESS CARRIAGE

Celebrating South Africa hosting the first motor car to appear in the southern hemisphere.

By Norman Hickel and Mike Monk



It has been 120 years since ‘The Invention of the Age’ first arrived in South Africa. It was a Benz, and the company’s shipping ledger for July to August 1896 shows vehicle number 383 – a Velo – was dispatched by steamship on 25 July 1896. The *Standard and Digger’s News* of 22 December 1896 reported the car had landed in Port Elizabeth and was railed to Pretoria. The reason why it took five months to reach South Africa is not known, although *The South African Mining Journal* of 2 January 1897 suggested the delay had been caused ‘...by the stupidity of the Hamburg forwarding agent...’ It has also been suggested that no suitable fuel was available, but whatever the reason, it was almost certainly to have been not only the first motor car in SA, but also the first to appear in the southern hemisphere.

It was presented to the South African Republic at Pretoria’s Berea Park on 4 January 1897 in the presence of the State President, Paul Kruger

The Velo was ordered by John Percy Hess, a Pretoria entrepreneur, and A E Reno, one of the founders of the *Pretoria News*. It was presented to the South African Republic at Pretoria’s Berea Park on 4 January 1897 in the presence of the State President, Paul Kruger. On 13 January it made a further appearance at The Wanderers in Johannesburg, billed as ‘The Rage and Topic of all Europe’. At the time of the Benz reaching SA, it was reported that only 720 vehicles were privately owned and operated in the civilised world.

The car was sold to Pritchard Street coffee merchant Albert H Jacob who used it extensively to market his wares. (Albert’s surname is often quoted as Jacobs and there is even a picture of his business with the name above the door spelt as Jacobs, but in 1997 at the centennial celebration of the Berea Park unveiling, a descendant of his advised that the name is without the ‘s’.) However, six years later the car, nicknamed The Coffee Pot, was burnt out in a warehouse fire, reportedly at Jacob’s premises.

In 1996/7, renowned local Mercedes-Benz historian Norman

Hickel put together a poster and some artefacts to celebrate the event’s centenary. “The photographs and poster advertising the event I knew were in the MBSA archive,” says Norman, “but the medallion that President Kruger had presented to Mr Hess was given to the M-B archive in Stuttgart in 1960. However, a copy was cast that now hangs on a stainless-steel stand in MBSA’s headquarters in East London.”

The Benz factory in Mannheim had been bombed during the war resulting in all build documents being destroyed, but what was found in a shipping department was the documentation of the original shipping of the Velo to ‘Capland’. “As Tippex was not available yet, the writer had to scratch out the second ‘p,’” says Norman with a grin. After Norman’s poster was released, DAL shipping lines picked up on the subject and discovered that it was shipped on a maiden voyage of one of its vessels, the *Hertzog*.

MBSA produced a calendar for 1997 and included an artist’s impression of what Jacobs Coffee Shop could have looked like, including the address where the fire broke out and destroyed the car. No similar commemoration this year, but still a significant event well worth recalling. 📌

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GOING N SOUTH

BY RACEY LACEY

Some people speak of directions as naturally and casually as they would discuss what they are planning to have for lunch. “Ja, you just head west over the motorway and then travel south until you reach that cluster of trees east of the river...” To me this kind of talk is akin to discussing the mating habits of the Small-eared Galago in Spanish – complicated, foreign and just not something within the scope of my abilities. Oh, I know there are basically 4 directions (if you discount the really complicated ‘compound’ compass points like NNE or SSW) and I also vaguely recall something about the sun rising in the East and setting in the West. But that’s about as far as it goes. Clearly when abilities were being dished out I was dithering in the queue for limerick writing, because a sense of direction is just not something I was blessed with.

I have a theory that, in the same way that genes determine that some people are born with blue eyes or curly hair, there are ‘direction genes’ that are passed down from one generation to the next. If both your parents are directionless, you more than likely will be too – though it could happen that a rogue direction-finding gene navigates its way to you, in which case count your blessings. I happen to have a

mother with a great sense of direction: you could drop her, blindfolded, in a foreign country and she would find her way around in no time (“I just follow my nose”) and would even be able to tell you where the best coffee and local deals can be found. Sadly, though, my father is a directionless type and one thing I have realised is that that the directionless genes seem to be the dominant ones. So in much the same way that you often find entire families with red hair, you also come across those unfortunate families that lost out altogether on the direction gene. The Israeli side of my family is just such an example, and I have often wondered if the real reason that the Jews wandered through the desert for 40 years was simply because they didn’t know their North Star from their South Pole (and in the case of my kin, continue to get lost while driving to the local supermarket). As far as my immediate family goes, though, the genes were split quite evenly – probably thanks to my long-suffering mother. I can remember her just about foaming at the mouth in frustration when my father would inevitably drive to Rosebank via Durban. Her exasperation was puzzling to him and he would just shrug his shoulders and say, “What’s the big deal?”

Well, dear readers, the big deal is this: lack of a sense of direction is as baffling to Directionally-Well Endowed types as deciphering how to crack the Enigma code. It is a foreign concept to them; they simply cannot understand how anyone would not get it. But as I have pointed out, it is a matter of genetics. You either have it or you don’t. I have no more control of over my brown eyes and A- blood type than I do over my complete and utter

lack of direction. Getting irritated with me for pointing towards Fourways when I am talking about Alberton is really a bit unfair – I mean, would you shout at a short person because they couldn’t reach a shelf that was high up? That would be a bit cruel, wouldn’t it? Exactly.

What Direction Finders do not, perhaps, fully understand is the pure, unadulterated terror that directionless people feel when faced with something as seemingly simple as getting to a job interview across town. It is not only the stress of the impending interview – no, that part is fine – that can be dealt with. It is getting there that is the hard part. I can remember numerous episodes of paging hysterically through map books, driving around aimlessly in a panic and eventually asking for directions (or more accurately, begging (ok, bribing) a local to drive to my destination so I could follow them). It actually got to the point where if I knew I had to get somewhere I had never been before, I would take a drive there a day or two before in order to put together detailed route notes so that I would be able to arrive looking cool and relaxed on the day.

Luckily for me (and other directionless types), along came the GPS. In my opinion, the GPS is the best invention since marinated artichokes. And with every Tom-Tom, Dick and Harry having access to apps like Google Maps and Waze, we Navigationally-Challenged types need not fear any longer. These days even if your Garmin is on the blink and your map book is falling to pieces, you can never really be lost – provided your smart phone is charged, of course. And thanks to the dulcet tones of my super-efficient electronic navigational assistant, I know I can face any journey – even take the road less travelled – with confidence that things will never go south. 📍

What Direction Finders do not, perhaps, fully understand is the pure, unadulterated terror that directionless people feel when faced with something as seemingly simple as getting to a job interview across town

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BODGE
ENGINEERING



The 2016 Piper Series at Zwartkops saw the reappearance of the only Rhodesian-built F1 car, which last raced competitively at the Rhodesian Grand Prix in December 1966. **Brian Tyler** was the man behind the wheel last year and tells the RE Alfa tale.

The Ray Reed designed and manufactured car was built in his engineering works in Gwelo during 1963, with assistance from Sam Tingle – and probably Doug Serrurier. Ray Reed was a well-known Rhodesian competitor in his Mini, and had already converted a Cooper Mk6 to Formula Junior specification in anticipation of a Southern African Championship. The Cooper, believed to be an ex-De Villiers (Chassis 6 10 52), was adapted to use a 1000cc Anglia engine and a Porsche 356 gearbox. The series proposal never got off the ground and the Cooper Ford was only used in club and libre races. There were several such Cooper conversions, but they became obsolete almost overnight with the newly introduced factory-produced Formula Junior chassis. The Reed Cooper Ford is possibly the only remaining such conversion in the world. Ray was already a market leader.

Being friendly with Sam Tingle (in fact, according to

Sports Car magazine, in Feb '63 Sam was considering selling his LDS to Ray Reed), he set him on course to contemplate building a car for the internationally supported South African championship. Sam had already taken delivery of the LDS in December 1961, and by the end of the year there were three other LDSes on the grid.

Like the first LDS Reed based the car on a Cooper F1 chassis and used no drawings to construct. Dimensions in wheelbase, track and suspension were similar to the four existing LDSes and it is assumed that Sam would have assisted with key dimensions. The South African championship regulations were framed on the F1 World Championship at the time and all the local cars, bar one, used uprated 1300cc Alfa engines, modified to 1500cc. It is believed all the engines were supplied by Doug Serrurier or Peter de Klerk. They later received an award from Alfa Romeo in Italy for their outstanding achievement in getting more horsepower from their 1500cc engines than the factory could.

The RE Alfa made its first appearance at the Marlborough circuit on 23 September

The South African championship regulations were framed on the F1 World Championship at the time and all the local cars, bar one, used uprated 1300cc Alfa engines, modified to 1500cc



1963, wearing number 9, although appears in the programme as RE Ford of 1498cc, possibly because the Cooper Ford was entered originally before being substituted with the RE Alfa. In the same year it was entered at the McNellie Circuit in the 4th Rhodesian Grand Prix (1 December) and also took part in the libre race on the same day.

Ray Reed then became a regular competitor in the 1964 South African Championship and raced seven times, including the Governor General's Trophy in Mozambique at Lourenço Marques. Compiling a full list of races has proved difficult with not all the Rhodesian events listed, but UK-based Wayne Kennerley is carrying out further investigation.

While penning the LDS history I had several conversations with Ray's contemporary drivers, and although at the time the RE was not a major discussion point, it appears that Ray was a popular and well-respected competitor. Sam Tingle had supplied the 15-inch Cooper magnesium wheels for Ray and also a secondhand 5-speed Hewland gearbox. At the time he

was modifying his LDS, which included replacing his Cooper ERSA box with a new Hewland 5-speed unit. He then raced in this form at the 4th Rand Autumn Trophy on 17 March 1962.

Ray was not very successful in the '64 season, retiring with overheating three times, unplaced or a low finisher in the remaining races. He was entered for the 11th South African Grand Prix on 1 January 1965, with number 26. Along with several other South African drivers, he failed to meet the minimum lap time and did not start the race. Ray must have decided to abandon the SA Championship for 1965 as his next (and last) race was on 27 June at the Ray AMM and Salisbury GP.

The RE Alfa was then sold in May 1965 to a friend of a friend, Peter Huson, also a Rhodesian. Peter's first race was at the Bulawayo 100 on 7 June. He was on anti-terrorist duty at the time and only just managed to return home before the Rhodesian Grand Prix on 4 December. At the

Ray Reed then became a regular competitor in the 1964 South African Championship and raced seven times, including the Governor General's Trophy in Mozambique at Lourenço Marques



GP, wearing No 10, Peter crashed heavily on lap 26 of 50. He then spent several weeks in hospital recovering from a double skull fracture, fractured clavicle, eye damage and severe bruising. A concerned Ray Reed visited Peter in hospital and, probably from sympathy, re-purchased the car. His intention for the car is not known and the car was stored by Ivan Bell for some time without restoration.

I am happy to say that Peter is still alive and well, living in KwaZulu-Natal and has provided a lot of information during the rebuild of the recent RE. He is now one of the few surviving drivers who drove in the iconic 1500cc World Championships of 1961 to 1966 – other South African drivers who did so include Sam Tingle, Fanie Viljoen, Jackie Pretorius, Dawie Gous, Peter de Klerk, Dave Clapham, Dough Serrurier, the Domingos, John Love and others who are no longer with us.

Ray Reed's story is regrettably a tragic one. On 8 May 1970 he decided to fly his Cessna

182 D to Margate for a short holiday, along with his three young children. They landed at Ladysmith for lunch and then took off at 11h00 in cloudy conditions. Sadly he failed to clear the nearby Kamberg Mountain (6 877ft) and hit the hillside 500 feet below the summit. All on board perished and the Board of Enquiry concluded that he was solely to blame for the accident as he was flying in unsuitable conditions. He was only 38 years of age.

It is not known why the rebuilding was not attempted from 1966 to 1970, while in Ray's possession. The car eventually came to South Africa about 17 years ago, still in a damaged condition, from Brace Glasby and bought by Lew Baker. Lew carried out some chassis work, before selling the package to Dave Alexander in Cape Town. I then bought it from Dave in 2015 and completed the restoration in 2015.

I assumed I had an invitation to the 2016 Glover Trophy race at the Goodwood Revival Meeting and the car was duly containerised and dispatched to Durban. The same day it arrived in the harbour vessel stacks, Goodwood emailed to say

The car eventually came to South Africa about 17 years ago, still in a damaged condition, from Brace Glasby and bought by Lew Baker



that there was no room on the grid! All kinds of desperate attempts were made to prevent its export – and all of them failed. This resulted in the car completing a round trip to the UK and back in a Customs-sealed container. The final blow came when VAT was charged on the car's return... needless to say this futile exercise cost an eye-watering amount!

While this was going on my neighbour, who is a car buff and collector, offered to buy the car. He had seen the car on its first appearance at the Piper Zwartkops meeting and was intrigued by its fully Southern African history. A deal was done while the car was halfway back to South Africa! Having only been exercised twice it needs serious race fettling as the new owner hopes to race it in the Historic Single Seater South Africa Series. Jointly we are hoping that it will be invited to the 2017 Goodwood Revival meeting – imagine that.

In order to get the correct FIA paperwork to compete with the car internationally I must prove that the car is now in exactly the same specification as when it first appeared in 1964. As this was a one-off car, built as a

sideline in a general engineering workshop by an amateur, this is proving difficult, with the memories fading over the passage of time and lack of photographs or drawings. Specifics queried were the brake callipers, shock absorber top mountings, gearbox and the front uprights. The FIA have now passed the application to a Single Seater specialist in the UK.

Lots of hurdling, but my main complaint about the system is that I have reason to believe that at least four other South African specials have obtained FIA technical passport papers without any reference to South Africa, previous drivers, owners or historians. The kind of detail now being asked for the RE could not have been supplied with any of these cars.

It is important that South Africa maintains its impressive heritage in the non-commercial and innovative years of motorsport, and home to one of the greatest number of non-factory cars ever built. Any memories and photographs of the RE Alfa would be greatly appreciated to continue this remarkable story of African ingenuity. **C**

UP SHAPING



The forgotten fibreglass body that we stumbled across in KwaZulu-Natal made its way up to Johannesburg in early December. Since then not much physical work has happened but the search for an identity has continued.

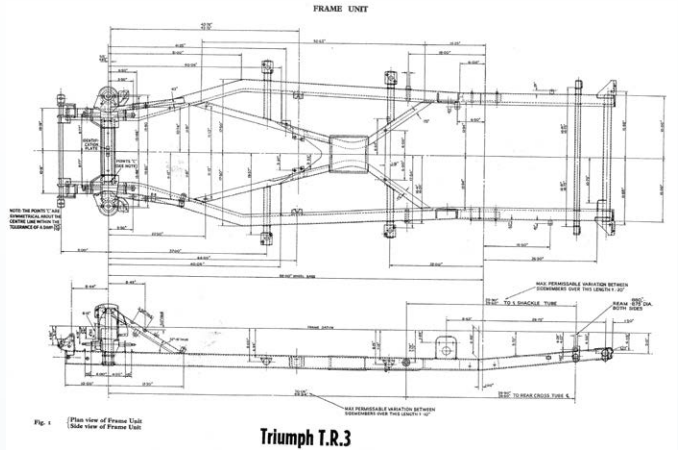
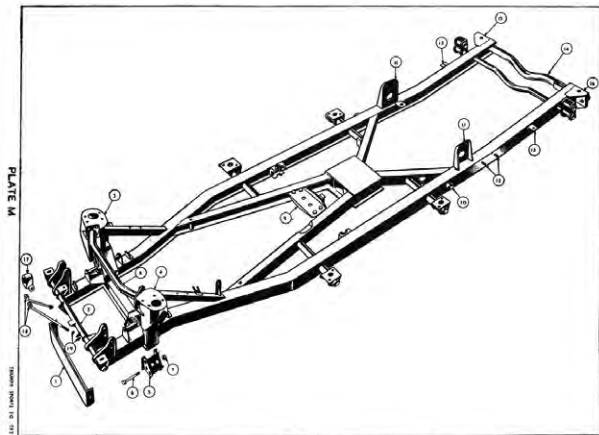
While the dumping of the shell ties up with when 'our' body was first found at the Westville Municipal Dump, we have our doubts as to whether it would have been made during the late 1980s

With Google and correspondence with various British, American, Australian and New Zealand fibreglass-bodied car specific clubs not turning up anything concrete, we've turned to our own readers in the hope that a memory might be triggered. Two readers have come to the party with strong leads. The first being a reader who passed the magazine on to a visitor late last year. His guest mentioned that, during the 1980s, he'd been a part of building a few bodies like this with the intention of starting a kit car-making business. When the idea was abandoned around 1990 the bodies were dumped. Sadly the guest left and our reader can't track down his details for more information.

While the dumping of the shell ties up with when 'our' body was first found at the Westville Municipal Dump, we have our doubts as to

whether it would have been made during the late 1980s. First up, the flowing curves are more 1950s and early '60s than one would have expected from the permed-hair, flop-socked and dayglo era, and secondly, the way in which the fibreglass is laid has a more primitive appearance than that found on the likes of 1980s Beach Buggies and Cobra replicas – remember fibreglass-body manufacturing was in its infancy in the mid-1950s.

Our second theory comes from reader Les McLeod, who, growing up in Pretoria during the fifties, clearly remembers seeing the distinctive pontoon-shaped rear almost daily while walking to school as a seven-year-old. The driver, a Mr Mulvenna, would more often than not wave from the car – which was royal blue in colour and fitted with head and tail lights to conform to road rules. McLeod seems to remember the vehicle being fitted with a Borgward engine but is not sure of what chassis was employed. Apparently a letter about the Mulvenna special appeared in the letters section of *Car* magazine about ten years ago, so if anyone stumbles across



this, a scan would be greatly appreciated. Of course contact with any of the Mulvenna family would be top prize.

This is a strong lead and one we are following, but the lack of light apertures (or even a patch where they once were), has us thinking that there could in fact have been more than one body manufactured. Without any evidence of doors or lights ever being cut out of the shell and the fact that the inner surface appears grease- and grime-free, this theory is even more believable.

So where to from here? We are going to build it. And until we have cold hard fact as to what it is, we are sticking to the name WMD Inyoka (Translation: Westville Municipal Dump legless reptile). To expedite the build that little bit faster we will go the route so many special builders did in the 1950s and use mechanicals sourced from cars of the era.

We've had the tape measure out and although an MGA's wheelbase and track come in the closest to the WMD's dimensions, we are not going that route as finding a rolling chassis is proving difficult.

Next closest is the MG's fiercest rival, the Triumph TR3. The track is a bit narrow, but nothing a small wheel spacer won't remedy, and the ability to move the rear axle back a touch without cutting anything means that the 70mm or so difference in wheelbase will work. Thanks to a father with a penchant for old Triumphs we have a stockpile of parts like suspension, brake, engine, gearbox, carb and gauges to pull from with the only real hurdle being finding a chassis. I'm assured there are a few neglected hunks lying around – time will tell.

1950s and '60s specials were built for two reasons: either because an overly enthusiastic driver had crashed his factory-built car beyond repair and needed to rebody it, or because the inner Colin Chapman was strong and they thought that with a bit of lightening and clever mods they could make their machine go faster and handle better.

For the WMD lightening will obviously come from the flimsy fibreglass body. Our clever mods angle will be spearheaded by moving the centre of gravity down a touch and moving the weight towards the centre of the car – all this done by moving the heavy cast iron tractor engine down and back a touch when compared to a standard Triumph.

That's the plan so far...

For now though, the first job is to straighten up the body where it has warped and cracked. To do this a timber frame is being made to support it and then outriggers put in place to gently push the shell into shape. 🛠️

Thanks to a father with a penchant for old Triumphs we have a stockpile of parts like suspension, brake, engine, gearbox, carb and gauges to pull from with the only real hurdle being finding a chassis

— STUART GRANT —

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

HELD UP IN SUSPENSION



December break is a good time for old cars as job lists are made and, if the allure of the swimming pool and braais can be ignored, some of the items on that list even get ticked off. With the Alfa and Peugeot running well, my list was dominated by the Renault and Mercedes.

Having popped the Merc's 2.3-litre engine at a race meeting, finding, tarting up and fitting a new motor was top priority. I passed the buck on this one though, with Carcol Executive Auto coming to the party, and just before New Year it fired up and is ready to be driven a bit before going back to racing on track in the newly named Pursuit Challenge, which forms part of the Historic Tour.

Clearly the old adage of 'If you want a job done properly, do it yourself' doesn't apply to me as the replacement of suspension bushes and lowering of the front springs on the Renault is still not finished. The turkey is not to blame though. Nuts and bolts last tightened in 1964 and exposure to the elements, undoing each and every

fastener became a chore. I tried every trick in the book from soaking them with penetrating oil to dousing them with Coca-Cola but they proved stubborn. Eventually after a week of soaking there was a result – they finally broke free, the spanner or ratchet swung around and I lost the skin on my knuckles as my hand crashed into the floor, shock absorber, suspension or my chin. Releasing the balljoints was another story all together. To bring some happiness to the party I fitted a genuine Gordini tachometer in the same way Alconi did it in period – by removing the right hand side airvent and slotting it in.

With the suspension out, attention turned to stopping corrosion where years of brake fluid seepage had stripped the paint. This meant lots of wire brushing, scraping deoxidine and then coating the belly of the car with self-etch primer. All the suspension parts and the steering rack were cleaned up and will be delivered to the experts for balljoints (they are pressed into the arms) and bush replacement at the end of January.

To make life easier in the future all nuts, bolts and hardware have been purchased and will go on with a touch of Copper Slip.

Having battled to source shock absorbers for old cars in the past, my heart sank as I pushed the front right damper against the floor and it offered no resistance at all. I needn't have worried though as they are readily available – a Mini Clubman rear shock absorber holds the same part number as all 4 on the Renault.

I'll wait for my scars to heal before turning my attention to the rear suspension. I did open the backend over the festive season though – to fit a new mechanical fuel pump. The original unit still operates but a worn seal means that it is sucking engine oil out the block and depositing it on the driveway.

In the next instalment you should hopefully read how rattle- and play-free the Renault's front suspension is. And how the brake master cylinder was renewed – I have just noticed a puddle of brake fluid on the floor in that region...



— GRAEME HURST —

- 1957 Austin-Healey 100/6
- 1958 Jaguar XK150
- 1966 Ford Mustang 289GT
- 1979 Porsche 911SC
- 1982 Mercedes-Benz 280TE
- 1982 Mercedes-Benz 500SL

THUNDER DOWN UNDER



A recent trip to Australia to catch up with family for Christmas had my pulse racing. And it wasn't anything to do with what might be under the tree; rather it was the chance to get the keys to the family AC Cobra replica which we built up as students when we were both still in Cape Town.

I say 'we' but the bulk of the work was done by my brother Kevin who is younger than me and so around longer at home to complete the work. Oh, and he was also an engineering student which is handy when

it comes to assembling – and for much of the build process, fabricating – a kit car. Our kit was of the Shamrock variety, as most in the Cape were, with kit builders in JHB opting for the Kit Car Centre version. Both used Jaguar XJ6 running gear and Ford or Chev V8s. Back then our build was budget-constrained so secondhand bits were the order of the day with a 351 2V Cleveland built from parts, a well-used Ford Toploader 'box and a seriously rusty Jaguar XJ6 (bought for the price of a vacuum cleaner which the owner's mother wanted in exchange for getting shot of the wreck on her drive!) providing the oily bits.

We bought the kit in 1991 and I remember Shamrock owner Les Hayden saying: "Goodbye and see you in five years." We thought he was being funny but he was right. Five years later it was finally on the road. Fast forward 20 years and the Cobra has been residing down

under with Kevin for the last decade. Over that time he's got to know the car well, reworking a lot of it to make it go. Seriously go. The 351 it had was ditched for a 460ci 'big block' shortly before the car left SA. That added enough extra grunt to have Kevin doing a 360-degree spin on his first outing. A scary experience but not scary enough to put him off; the 460 now sports high-compression, big-valve alloy 'heads and has been stroked to 521ci... that's 8.5-litres! Part of that comes thanks to a stint for work in the US, where Kevin resided close to a V8 performance parts business, but the search for power was aided by the fact the Cobra rep came into Australia as a personal import – something only arriving residents can do apparently – which meant it didn't need to comply with emissions regulations and have fuel injection, as most modern Aussie-sourced kit cars do. And that's good news for me on my family visits every other year when I get to enjoy the car's phenomenal grunt in the countryside around Melbourne! **Q**

I say 'we' but the bulk of the work was done by my brother Kevin who is younger than me and so around longer at home to complete the work. Oh, and he was also an engineering student which is handy when it comes to assembling



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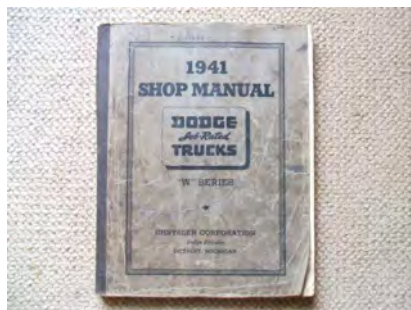
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FRANSCHHOEK MOTOR MUSEUM




The Franschhoek Motor Museum offers visitors a special opportunity to look back at more than 100 years of motoring history with its unique and exciting collection of vehicles, motorcycles, bicycles and memorabilia in the magnificent setting of L'Ormarins. Across the length and breadth of Southern Africa, only one place can adequately portray the evolution of the automobile, The Franschhoek Motor Museum.

Mon – Fri: 10h00 – 17h00 (last admittance 16h00) | Sat & Sun: 10h00 – 16h00 (last admittance 15h00)

Admission prices are: R80 adults | R60 pensioners | R60 motor club members | R40 children (3-12yrs)

Open most public holidays (phone for confirmation) No motor bikes. No pedestrian access from the gate.
Maximum size of tour bus allowed is 22 seater, larger groups please book in advance.

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