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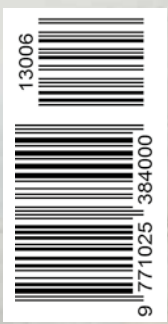
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CTP printers
CAPE TOWN

ISO 12647 compliant

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Although winter is on our doorstep it is no time to mothball your classic. In fact for most parts of the country the cooler conditions suit the older bangers even more, escalating them to everyday status. First reason being that the cars tend to run cooler while the second is that it is not necessary to use aircon. Thirdly it gives your vehicle a chance to show what needs attention but more importantly it gets the opportunity to be seen.

Lots will stare and point. Interact with these other road users because good things can come from it. A friend has taken up using his BMW 2002 as a daily and in the past weeks has received numerous queries to buy it, and some brilliant leads. One lead in particular turned out trumps. He was stopped at a traffic light and told: "I have a BMW 1602 to sell as spares. Would you be interested?"

A week later a partially stripped but complete car moved into his fleet. He was able to take the best trim parts and his road goer has gained some much needed 'nice to have' original bits that would have cost a fortune to import. And he has a good second car that

might become a rebuild project or a sale item. So get out there and use your classic.

In an extreme example of using older cars, this month I catch a ride in a daily Model A; trundling through Egoli in a car that was around during the mining town's heyday is now embedded in the grey matter. More nostalgia comes from Mike Monk with his look at a bit of Americana in the form of a Studebaker President and then a real cross-globe Bitter CD. We cover the greatest 'if it isn't broken don't fix it' car with a fifty-year celebration of the Porsche 911 and talk Porsche to turbo guru Brian White. Fred Phillips drives one of only two Jensen Model Hs, while Robert Coucher talks modernised Mercs in the form of a Mechatronik Pagoda and 280SE.

There is more from Greg Mills, Roger McCleery and of course we look at past and future events and catch up with classic racing from across the country. And the bike fans aren't forgotten with Gavin Foster looking back at a Kawasaki and how two-wheels were used during the war times.

Please enjoy!

Stuart



JACK OF ALL TRADES & MASTER OF SOME

With the Porsche 911 reaching 50 years of age this year **Roger McCleery** and **Stuart Grant** looked at ways to celebrate it locally. With ideas flying around one name kept cropping up: **Brian White**.

As a car-crazed kid in the 1980s nothing was more memorable than a blast down Jan Smuts in a family friend's Porsche 930 Turbo. Decked in silver paint and sporting the biggest wheel arches and whale tail rear spoiler I'd ever seen, this was the real life version of a poster on my wall. Sitting in the rear seat my head banged the rear windscreen as the aggressive turbocharger kicked in like an angry mule. In a blur of yellow street lights we made it to the Craighall Park Bimbos, picked up a shawarma and got hooked on air-cooled Porsches for life.

With my socks well and truly blown off I then heard stories of an even faster Porsche Turbo. Although a locally modded car, some said it might even have been the fastest road-going Porsche in the world at the time. I soaked up every word and put it in the memory

bank but never got to see this bit of kit in the flesh.

Until I walked into Brian White's stable-like garage, that is. There it sat, seemingly harmless in the corner, with only some stone chips and well worn rubber showing that this car was used as the car gods had intended. Like my first Porsche ride, Brian's legendary machine is decked out in silver paint, big arches and huge spoiler. Added to the mix are some factory rally lights and a sport kit that adds the likes of some brake cooling vents. Surprisingly it isn't a stripped-out racer, instead, it has all the creature comforts one would expect from a premium car of 1978. It even has plush leather Recaro bucket seats that feature adjustable lumbar support, electronic side bolster and believe it or not, speakers mounted in the headrests.

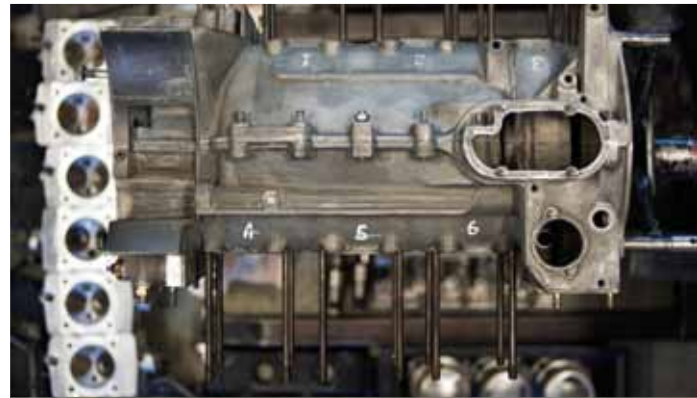
On the garage wall I spotted a photograph of said Porsche lighting up the rear wheels and lifting the

fronts at Tarlton as well as some certificates showing quarter-mile times in the region of 10 seconds, a Kyalami 100mph club event record of 273km/h, and one from Welkom states 280km/h. But the most impressive has to be from a top speed run on the Mmabatho Airport runway, reading 335km/h, which in 1985 or even now is insane in anybody's book. Other awards and records that came Brian's way for this Porsche were at the Rainbow and Tarlton Drag Strips and also at the WesBank Circuit in Germiston.

There are more Porsches lurking: a circuit racing 911 RSR replica, 911 Targa and the last air-cooled Porsche 993 GTR race car. Shelves are packed with more turbos than most will ever see and a couple of engine stands hold some work-in-progress motors. Brian, at the age of 74, still builds upgraded engines for South Africans wanting their fast Porsches to go faster. He



This is where the magic happens.



White still builds engines for performance hungry clients.



White (63) ran hurdles against World 440 record holder, Gert Potgieter and represented SA in basketball.



Despite still being very road legal this Turbo ruled the strips in the '80s and '90s.

showed us a whack of different size and shape inlet trumpets - explaining the science behind their designs - and then a set of heads he's converted to twin spark plugs.

Acknowledgement of his driving ability and successes is seen on the Wall of Fame Boards above the pits at the Zwartkops Racing Circuit that says: 'Brian White. Porsche Club Driver of the Year 1980, 86, 94, 2001 - 21 years of designing and driving.'

Besides his wife, Jean's, brilliant unsigned paintings and maths ability, his garages and study shout Porsche and a passion for the brand. Success certificates and medals abound plus a collection of spares that would make any Porsche owner green with envy. His study contains a photographic and written history of South African motorsport and a full collection of Porsche books. Some of the luminaries of Porsche and other national competitors

who have enjoyed the White's home hospitality to talk Porsche are the likes of Reinhard Joest, Jurgen Bath, Jochen Maas, David Piper, Henry Pescarola, Thierry Boutsen, Alain de Cadinet, Sieggi Brun, Ernst Schuster and Hanz Mezger, the designer of the 911 engine, the 917, 935, 936, 956 and Tag turbo engine used by McLaren to take three Formula 1 World Championships with Prost and Lauda.

Memorable motoring activities for Brian were driving a Porsche 956 quickly around the Nurburgring and Spa and a tour of the Targa Floria Circuit in a rental car. In 1986 he managed a Porsche 936C team to sixth overall at Le Mans. With a late practice taking place at 9:30pm, Brian instructed the Porsche mechanics to fit the nose with lights. They looked up at him with disbelief. It was only when Brun pointed out that it was still light at 9:30 during the summer that he realised why the crew

thought he was crazy. Brian almost made another rookie error when it came to scrutineering. An exact to-the-minute time for scrutiny was given to each car and crews had to be there on time. Brian figured they'd get going for the officials just before their allocated slot, not realising that, for the sake of publicity, scrutineering happened in the town centre. Car number 63 made it there by the skin of its teeth.

Brian organised tours to Europe through Wheel Torque for Porsche owners to drive on a different circuit each day (Nurburgring, Spa, Le Mans Bugatti, Magne Cours and others) and took part in the Winfield Race School at Paul Ricard. He also drove Jeremy Clarkson (Top Gear) around the Kyalami Circuit before the Top Gear show which had the said TV man saying: "This is the real deal. Just like Spa with its ups and downs. It is one of the best circuits I have ever driven on.



White's first homebuilt car, powered by Vauxhall.



His second home build, this time Peugeot powered.



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White's tennis ball server - the Ball Orbiter.



Porsche 936C he managed to sixth overall at Le Mans in 1986.



Top speed certificates abound at the White residence.

Why don't they use it for a GP?"

Brian was educated at Greenside Primary and Roosevelt High School in Johannesburg with the likes of racers Basil van Rooyen and Puddles Adler, who is now Professor of Gearboxes and Transmissions in the States. Sports-wise he has been a Springbok in the South African basketball team and played rugby, soccer, cricket and squash, and has swum for Wits. He ran hurdles against World 440 record holder, Gert Potgieter as well.

Active participation in various sports meant Brian never really had the time to take up race driving but he got involved in understanding all things mechanical. Model boats and planes were a big part before, in Standard 9, he bought a '34 Hillman for £15 and started to tune it. He then built a trio of his own full-sized cars, starting from the ground up using chicken mesh and plaster of paris to make a buck for fibreglass bodies. Power for the first came from Vauxhall, the second Peugeot and third Fiat. Zwartkops supremo Peter du Toit bought the first version, the second has disappeared and the third is laid up in a shed on Brian's property. His ownership and fascination of Porsche can be thanked for cutting his car-building career short.

Although he wanted to be a Mecha-

anical Engineer, a Chemical Engineering bursary was the only one on offer at Wits, which he took. During his part-time studies he did mini-apprenticeships in boiler making, plumbing, motor mechanics and electronics. Evenings and weekends were spent helping his school mate Puddles Adler and John Conchie with the Fiat Scorpion and Renault Alconi developments. Later on he built Dave Charlton's turbo-charged Ferrari-powered Fiat 131 racing car for the Manufacturers' Challenge.

After qualifying, Brian took jobs as Production Manager at Anglo Alpha, General Manager at Plate Glass in Germiston, MD of Westinghouse making brakes for trucks and buses, a Technical Director at the TSW Wheel Facility at Babaleki and consultant for various spring companies. He continues to lecture to students and the likes of the Institute of Mechanical Engineering and has been an external examiner for the Wits Mechanical Engineering Department.

Brian maintains, "There is no such thing as an inventor. You are either a developer or a discoverer." In his words, "The discoverer should be credited for the once-off observation but the real compliments should be given to the one who sees a need, thinks of a solution,

makes a prototype, improves it, modifies it and refines it until a patentable usable product has been created."

Anything," he says, "is there. You just have to find it and make use of it for whatever benefit to people or things." Think Self-employed in 1966/67, when he developed and marketed a hand-driven tennisball-serving machine, called a Ball Orbiter for tennis instruction. It required no electrical power to launch forehands, backhands and volleys and sold by the hundreds to schools here and in Germany, where it helped to popularise the sport.

These days, besides doing engineering consulting he specialises in scientific performance enhancement engineering of mainly air-cooled Porsches using triple K turbo conversion. His workshop at home is full of these. He has even made turbo-style steering wheels for these conversions and exported some to the UK when you could not get them from Germany.

Brian has mastered mechanical design, marketing, production, basket ball, hurdles, turbo-charging, quarter-miles, top-end runs and pursued his passion for Porsche. Despite such a wide area of focus and trades he has, and continues to conquer them all and be at the top of his game. 🏁

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Classic and Performance Car Africa is the only dedicated historic motoring magazine in the country. From racing, to personalities, to some of the most special vehicles ever produced, we are continually unearthing great stories, illustrating them with a mixture of old photos and new, and helping

bring back the memories of motoring times gone by. Whether your heart flutters for pre-war engineering, or brute-force muscle, gentle drives in scenic places or screaming tyres and a whiff of Castrol R, we have something in every issue that will appeal. Subscribe, and never miss another issue.

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Arriving in the ample ground of Hansbury Hall in Hertfordshire in April, the sight of over a hundred vintage and pre-war cars of all shapes, sizes and denominations gets the blood up. The exhausts burble, the spokes sparkle, non-synchromesh gears graunch and the whole car park throbs with excitement and anticipation. This is the start of the 5th annual Flying Scotsman Reliability Trial and every place is taken.

Testament to the fact that the very old car game is extremely alive and

well, 105 vehicles are at the ready with crews from 19 countries scrutineering and signing on. Every motor car here is special no matter how grand or functional. There are two exquisite Alfa Romeo 8C Zagatos, over 20 vintage Bentleys including the Speed Six Le Mans Team Car, lots of pre-war Aston Martins and assorted Talbot 105s.

My co-driver Jonathan Turner and I are entered in his Markham-bodied 1935 Squire Nippy, one of just seven ever constructed of which six survive. Some in South Africa will remember this car. The Honourable John Maurice

De Villiers bought it from the Duke of Grafton in the Thirties who was killed in a Bugatti. De Villiers raced it extensively in SA including the '38 Grosvenor Grand Prix. It was then owned by Cmdr John Holmes.

I remember admiring the Squire some four decades ago at a Crankhandle Club meeting when it was held at Constantia Nek where its racing career then included the False Bay 100 and Van Riebeeck Trophy. The Squire was owned by Barrie Morton when I first saw it. And here I am, years later, in the middle of England about to set off on a 650-mile



Robert Coucher was born in Cape Town but has lived in London since 1988. Previously the editor of *Classic Cars* and the *Bentley* magazine, Robert started *Octane* magazine ten years ago and it now sells around the world to discerning motoring enthusiasts and racers.
www.octane-magazine.com



THE FLYING SCOTSMAN

You might imagine vintage and pre-war motor cars are best suited to *ou manne* who like to polish them and take them for an occasional trundle to the nearest bar for a few toots. Well... as Robert Coucher tells, you'd be very wrong. Images by Gerard Brown.



Whatever, we scruit' the car, sign-on and head for the pub. Maps, Route Book and Test Book are tossed into the bedroom.

trip to Scotland in a motor car I remember from my youth. *Uitstekend*.

I can't miss the Squire because it is being tended to by a chatty Sassenach in a bright red kilt. Yes, Yorkshireman Jonathan Turner is 'in character' already in his diced Glengarry hat. Gad, how are two ample middle-aged blokes in large leather flying jackets going to fit into this tight cockpit?

Whatever, we scruit' the car, sign-on and head for the pub. Maps, Route Book and Test Book are tossed into the bedroom – most competitive

types are already ensconced in their chambers plotting routes, times and working out speeds. Organiser Philip Young had taken pity and gifted me Alan Smith's essential book *How To Win A Marathon* which I greatly enjoyed reading... on the train back home after the rally.

The first car is flagged off at a soggy 8a.m. the next morning and, as our start time is 8.57a.m., we have ample time for the full-English catastrophe (breakfast). Of course, we are woefully unprepared. The Squire does without an essential



There is more to a vintage car than static shows as this Markham-bodied 1935 Squire Nippy shows.



Turner attempts an exhaust repair.



At speed the aero screens keep the rain out.



The finish at Gleneagles Hotel.



Turner (left) and Coucher kitted up.

Halda Tripmaster; it has no trip meter and I can't navigate!

Fortunately, the detailed Tulip map is clear and accurate but that doesn't prevent me 'wrong slotting' on the first high-speed Jogularity test. Oh well, that means we are never going to win so I can relax. But of course I can't because my driver is 'on it' and is determined to push this Goodwood Revival Brooklands Trophy racer (where he finished 7th last year) to the limit.

We then get to the first driving test at Bruntingthorpe Airfield. This is flat out and Jonathan does really well in the suitably nippy, supercharged 110bhp Squire with its accurate handling and huge, effective brakes, even though the Wilson pre-selector gearbox does not like the stop/starting around the cones.

The little 1500cc racer is running well and the road speeds start to climb. These Reliability Trials are set at 30mph but it's tough to keep up on the twisting back lanes. Exhilarating!

At the first lunch stop at Bosworth Hall Hotel, Turner does the right thing and checks the fluids. Lifting the bonnet reveals the jewel-like engine... covered in oil. A rubber union has split so we call on the cavalry (the excellent *manne* who are following mechanics) and rectify the leak. I'm happy because all this mucking about means we are late and it is not just down to me, the lousy navi.

Needing to catch up lost time, Jonathan hoofs off like the clappers. But going a bit too quickly, he punts the low slung Squire over a precarious river ford and suddenly the engine note changes from a fulsome rasp to a shattering roar. Yep, he's landed the car hard and torn the exhaust clean off.

No matter, legs akimbo, he's underneath with a hammer attempting to whack it back into place. He shouts for various tools but I am standing back doing my job: recording proceedings with my camera and notebook. As duly recorded, one should never rally in a kilt. Fortunately the cavalry arrives again and the exhaust is re-hung with a few joined-up Jubilee clips.

Saturday morning and it all starts again. I am already feeling knackered and unenlivened by all the map reading but the weather is great and the full English breakfast is even better.

Day two is glorious, motoring through Lancashire and into Yorkshire, running over Widdop Moor and through the Forest of Trawden. After lunch we motor briskly through the Yorkshire Dales, past the Ribbleshead Viaduct, into Cumbria, finishing at Gretna Green, infamous for runaway marriages of the past.

The final day begins with, guess what? A full Scottish breakfast. They are so damn good at these hotels, how

does one resist? It's raining but at speed the diminutive aero screens keep most of the water out. Blatting along in a small open sports car is a triumph of endurance over ability. The maps are getting wet and more water is coming up through the floorboards than from above, but so what, it's only water. In Britain, it's not about the weather; it's about the right sort of clothing. I am snug, if a bit damp, even if Turner's nether regions under his kilt are more affected by cold water and wind spray. He does not complain much apart from the occasional yelp.

This early morning run through some of the finest roads in Scotland is sublime. The Squire is running well – and some thought we'd never make the finish! At exactly 15.24 miles from the end, the pre-selector gearbox throws a wobbly and sticks in gear. So near but so far, clearly, it is all over...

Undaunted we ask the mechanics for a push-start. The Squire shudders and we jerk off into the next Jogularity test, with *some* of the gears selecting. Big pressure as the car is now unstoppable. We get through the final test and enter the gates of Gleneagles Hotel and finish the Flying Scotsman Trial. Endurance over ability, indeed. 🏁

Thanks to Endurance Rally Association, and mechanical support. Go to the website for the full report and final results: www.endurorally.com



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BIG BOYS' TOYS

Next time you fight the masses in your local mall pop into a Big Blue store for some excitement. While its clothing and gag-orientated gift products might not be your usual flavour, they now stock the awesome Playforever Toys. These moulded ABS plastic toys are a step back in time to when things were made properly and perfect for pushing along the lounge floor or sitting proudly on your desk. London-based, but South African-born and educated, Julian Meagher started the range in 2005 with the Enzo Motorbike, Mimmo Aeroplane and the Bruno Racing Car using styling cues from vintage aircraft, cars and motorcycles. He has since added a Bonnie, Clyde and Midi Buck racer and our favourite the Speedy Le Mans streamliner. Various colours are available and prices range from R290 to R750.



SOUTH COAST SHOW



The 4th Scottburgh Classic Car Show will be held on Sunday 21 July at the Scottburgh Country Club. Organized by the Scottburgh Classic Car Club, proceeds go to various local charities and public service organizations. More than twenty classic car clubs have booked a space but there will be plenty of room for private owners of pre-1975 cars and motorcycles. Each year, the show features a different marque and this year it will be the turn of Jaguar. KZN Jaguars, along with a number of Gauteng cars, will provide a historical evolution of the marque in both a static display and moving parade. The Country Club offers a large a restaurant with bar that overlooks the showground but for variety there will also be a number of food stalls, beer tent and a tea garden.

Gates open at 07h30 for exhibitors and 09h00 for visitors and there will be lots of prizes to be won throughout the day. For regular updates about the show, visit the website at www.scottburghclassiccarshow.co.za

SYLVI VALE HERITAGE MUSEUM -AUCTION-

It's not often that a museum sells its assets, but on 29 June, the Sylviavale Heritage Museum based in Vanderbijlpark will auction off vintage, classic and collectable vehicles and automotive memorabilia at the Museum's premises. The reason for the sale is to give the public the ability to take on these projects and at the same time raise funds to continue to improve the museum. There are an incredible variety of vehicles from convertibles to trucks, all in different states of repair and from barn find to show cars. Notable vehicles include a 1923 Ford Model T Tourer, 1930 Chevrolet Sports Roadster, 1948 International KB12 Woody and a 1957 Hillman Minx convertible. Trucks include a 1937 International panel van, 1949 GMC truck, 1957 Commer pick-up, 1958 International Dreyer drill rig and a 1970 International 1300 pick-up truck, while the tractor fans can indulge in the likes of a 1951 Farmall Cub Model B, 1954 Farmall BM, 1954 Farmall, M Rowcrop, 1957 John Deere 70 and 1957 Deutz 40S. For more information and listed sale items email: sylviavale@heritagemuseum.co.za.

FIAT LAUNCHES A 500 REGISTER

On 17 March 54 Fiat 500s met at Arnold Chatz in Hyde Park for the Fiat Fun Run, a celebration of the revival of the Fiat 500 Register, which took the cars along a scenic route to a lunch stop at Brauhaus am Damm micro-brewery on the banks of the Olifants Nek Dam, near Rustenburg. The goal of the 500 Register is to spawn chapters across South Africa, including all 500s from 1936 to today and throwing support behind the Thembilile Project, which cares for kids with cerebral palsy. This is one of the charities discovered by the Fiat and Maserati Clubs when they visited the Barberton area during 2012. They saw the abject conditions where 32 children rejected by parents lived in a single room, with no ablutions and a hazardous single primus stove on the floor. Generous donations at the Italian Auction raised R20 000. A new gas stove was handed to the local Lions Club and proper toilet facilities and a school room have now been built. Interested parties wanting to join the Fiat 500 Register can contact Ian Huntley on 082 650 0618 or 082 895 9964.

- Dave Hastie



CHARITABLE CLASSIC BUYERS

Scores of sick children will have their ultimate dreams realised thanks to nearly R40 000 that was raised at the Midas George Old Car Show's auction of classic cars. In conjunction with Protea Hotels and The House of Classic & Sports Cars, a total of R77 625 was raised – 50% of which will go towards the *Reach for a Dream Foundation* and 50% to charities in the George area. Cars sold included a 1965 Mercedes Benz 220 SE, 1952 MG TD, 1936 Ford Roadster V8, 1968 Bentley T Series, 1948 Chevrolet Fleetmaster, 1972 Ford Fairmont 260, 1933 Chevrolet 2-door Sedan, 1929 Chevrolet Roadster, 1969 MGB Roadster, 1964 Dodge Pick-Up, 1960 Volkswagen Karmann Ghia, 1979 Mercury Cougar and 1974 VW Beetle.



LANDY SIGN A RECORD

After the major success of the inaugural Landy Festival last year, 2013 served up an even bigger and better gathering of Land Rovers and their passionate owners at the Malonjeni Guest Farm near the Vaal River in March. It attracted a huge crowd and set another world record. Last year's event witnessed a *Guinness Book of World Records* attempt for the most Land Rovers in a single convoy: 1 001 Land Rovers in a 27km convoy. This year, the attempt was on to put the most vehicles into a Land Rover logo. Some 535 Land Rovers were on hand and the record is expected to be ratified soon.



FERRARI AT SPEED, SAFELY

The Southern Equatorial Ferrari Automobile Club held a Driver Track Introduction Day at Zwartkops Raceway on Saturday 6 April. This was a compulsory Driver Coaching day for new members who had not driven on a racing circuit before and who intend entering the annual 'Ferrari Day' that is held at Kyalami. Each entrant was allocated an experienced racing driver to sit alongside him/her in their car and given tutorial and advice on proper driving lines during cornering, correct turn-in points, and braking techniques. Smiles and waves of enjoyment as well as increasing speeds were the order of the day as the proud owners got to grips with the track and their machines. The real deal happens at Kyalami on 13 July with around 180 SEFAC members expected to take part.

- Dave Hastie

YOUNG & OLD TOUR

Organisers of the 2013 SAVVA National Tour have opened entries to vehicles manufactured before January 1981. The three-day competitive event, which takes place in and around the picturesque Eastern Free State region runs from 25 to 29 September 2013 and emphasises usage of the older cars and will kindle new and existing relationships. For more information please contact Philip Heyns on pheyns@xpd.co.za or Hennie van der Walt on mwvandup@mweb.co.za.

POMC AND THE POMS

Amongst the half-century of British cars gathered at the Pretoria Motor Clubhouse for its April British Car day was everything from the usual suspects Jaguar, Lotus, MG, Austin Healey and Triumph to Riley, Morris Minor, Metropolitan Nash and even the iconic Ford Escort. Each car told a tale, like that of the 1954 Morris Minor 4-door that is owned by Trevor Morris (he must be biased to the brand). Trevor is the 3rd owner and tells that it was built in the UK, shipped to Leyland in Cape Town before going to Rhodesia with his parents. His sister then bought it and drove it to Johannesburg before Trevor took it over and gave it some TLC.

- Dave Hastie





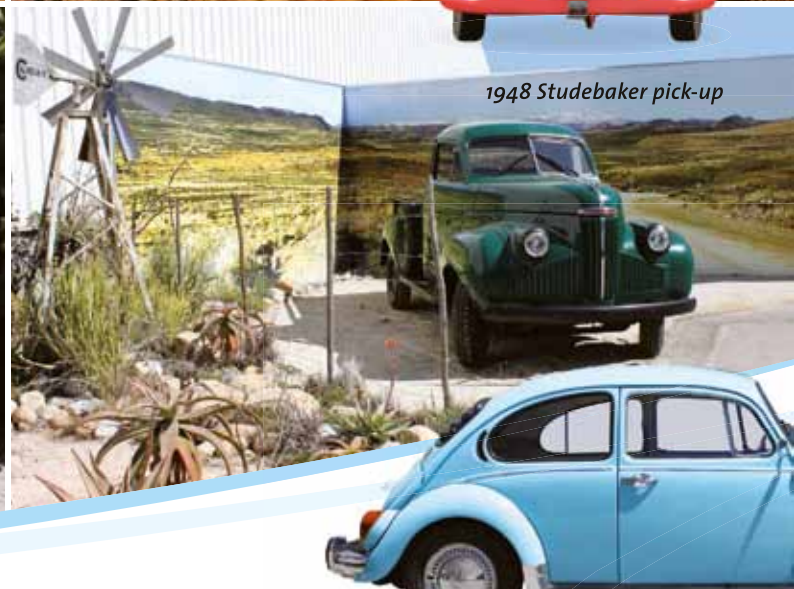
1974 Beetle



1966 Volkswagen Kombi MK1



Austin A40 Devon



1948 Studebaker pick-up

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Place of cars and legends

A CLASS ACT

Petrolheads in paradise – the 2013 Knysna Motor Show was a Garden Route classic.

In what has become an ever-growing centre for classic car enthusiasts, Knysna again played host to the Garden Route Motor Club's annual charity motor show. In the 24 hours preceding the show, stormy weather threatened a wash-out for many of the open-topped classics that had entered but fortunately Mother Nature provided a dry day and the Saturday affair proved to be a rip-roaring success.

Chief organiser Peter Pretorius had put together a select entry of over 200 vehicles that provided the more than 2 000 showgoers with an exciting array of motoring excellence ranging from early-1900s Model T Fords – celebrating Henry Ford's 150th birthday on July 30 – to the very latest Aston Martins, presented by the Daytona Group to acknowledge the marque's centenary. Daytona also displayed the latest McLaren supercar, which attracted a stream of admirers – and dreamers ... A number of the home-town developed and built Cooper Healeys were on display and garnered much interest.

Together with some Ferrari exotica, there were strong showings of MGs, Porsches and Mercedes-Benzes, and Jaguar's lineage from 1936 was well portrayed on its stand. 60th birthdays were held by Triumph for the TR2 and Austin-Healey for the 100M. Interesting rarities included a 1925 Rolls-Royce 'Woody', a 1935 Mercedes-Benz 130H and a 1968 Jensen Interceptor.

After a morning's public viewing, Knysna's House of Classic and Sports Cars held an auction of around 40 cars, some of which elicited some spirited bidding.

Classic & Performance Car Africa sponsored two *Concours d'Elegance* trophies, one awarded by a trio of experienced judges – C&PCA publisher Fred Phillips was joined by well-known local classic car aficionados Norman Frost and Sylvia Harvey – and the other determined by public voting. All classic cars entered in the show automatically qualified and after the votes were cast, Lynton Lomas' 1961 Porsche 356 Cabriolet was the judges' choice and Ray Exton's 1936 Cord Westchester 810 won the People's Choice award.

Proceeds of the show were donated to charities including Hospice, Animal Welfare and E-Pap (child feeding scheme).

- Mike Monk



Mercedes-Benz were well represented with perhaps MG only out numbering the marque.



Superperformance Daytona Cobra sandwiched by a pair of Mustangs.



Ray Exton's 1936 Cord Westchester 810 won the People's Choice award.



Lynton Lomas receiving the Concours d'Elegance trophy for his 1961 Porsche 356 Cabriolet.

A RELAXED AFFAIR

Gauteng's most tranquil and non-commercial motoring get-together, Angela's Picnic, once again excelled with the weather gods playing along and The Cancer Foundation Trust Fund benefiting from donations by the masses of classic car owners. Under clear skies everything from micro cars to muscle cars were on show but special mention must be made of the Lancia Club and its homage to the Fulvia, which celebrates fifty years this year. The Lancia Fulvia celebration attracted a host of Lancia Club members to the Picnic. A spotless exhibit of all three Fulvia models was displayed by Lancia Restorations and drew plenty of admiration.

– Dave Hastie



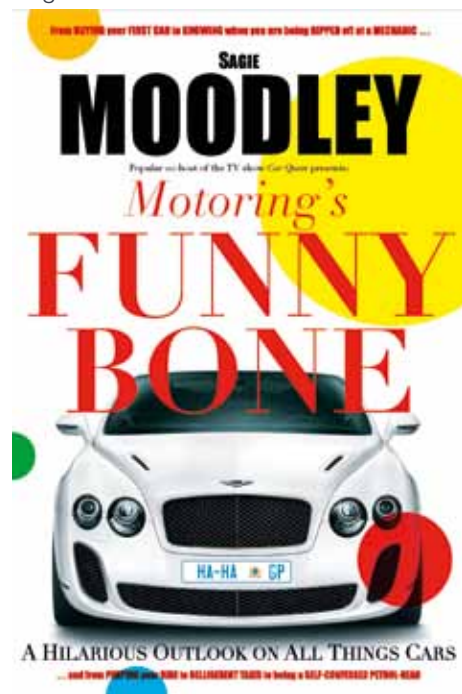
SPECIALISED MINI

Everybody loves the sight of a good classic car. It's a chance to dream and more often than not, reminisce. So why not use it to draw attention to your business? That's what Andy Terlouw did. Terlouw is well known for his motorsport exploits over the past 40 years, and many of the tales revolve around Minis. When he opened his new Specialized Concept cycling shop, Lynnwood Cyclery on 7 March, he used his 1964 Mini Cooper S as a focal point at the front door. The car started life as an Abingdon Cooper S that was built to works specifications. The 1275cc motor is impeccable, as is every detail on the body. Read about Andy's racing exploits in the next issue of *Classic & Performance Car Africa*.

– Dave Hastie

MOTORING'S FUNNY BONE

Sagie Moodley is a self-confessed petrol-head and motoring expert as well as a radio and television personality. And now an author. His book titled *Motoring's Funny Bone* shows readers how to talk the talk and walk the walk when it comes to cars. Find yourself learning about the intricacies of the motoring world along with the ins and outs of spark plugs, carburetors and tyre tread while clutching your gut in laughter.



INTO TOP GEAR

FMM helps celebrate 90 years of Le Mans with race cars appearing in Durban's annual motoring festival



RACERS AT DURBAN'S MOTORING EXTRAVAGANZA

This year's Top Gear Festival takes place in Durban on 15/16 June. The festival will feature four sensational live stadium performances at the Moses Mabida Stadium and hosted by Jeremy Clarkson, James May and The Stig. Also returning is the unique and action-packed Durban Street Circuit activity and once again the Franschhoek Motor Museum is involved, this year providing no less than 12 cars, many with Le Mans connections to help celebrate 90 years of the Circuit de la Sarthe 24 Hour classic endurance race.

FMM's line-up consists of a 1928 Bugatti T35B, 1953 Austin-Healey 100M, 1955 Moretti 750, 1955 Aston Martin DB3S, 1956 Jaguar D-Type, 1956 Maserati 150S, 1956 Mercedes-Benz 300SL Gullwing, 1961 Ferrari 250 swb, 1964 Aston Martin DB4GT, 1971 McLaren M6 and a 2005 Mercedes-Benz DTM. As an exciting private invitation, Alan Dike will be running his 1988 Mazda 767B (very noisy!) rotary Le Mans car, with Dickon Daggitt's 1939 Lagonda and Diane Dugmore's 1957 Lotus 11 making up the 14-strong FMM-compiled entry. *C&PCA* publisher Fred Phillips will be driving the Aston Martin, business manager Derek Hulse will be at the wheel of the Lagonda and contributor Mike Monk will pilot the Austin-Healey, which was featured in the Feb/Mar issue.

This year's event promises to be even bigger and better than before and amongst the many activities at the show, the organisers have promised a big Formula One display with two-time champion Mika Häkkinen in attendance as one of the guest drivers. An extensive motoring expo will be held on the People's Park where showgoers can browse through their favourite brands and merchandise. Catch us if you're there!

MORE ON THE WEB

For more information about the Franschhoek Motor Museum, view galleries of the collection and learn more about forthcoming events, logon to www.fmm.co.za

The Franschhoek Motor Museum is situated on the L'Ormarins Estate along the R45 in the Franschhoek Valley in the Western Cape. The opening hours are Monday to Friday 10h00 to 17h00 (last admittance 16h00), Saturday and Sunday 10h00 to 16h00 (last admittance 15h00), and the museum is open on most public holidays. Admission prices are R60 adults, R50 pensioners, R30 children.

CELEBRATING THE SONDERKLASSE

DKW was one of four German car companies (Audi, Wanderer and Horch being the other three) that came together in 1932 to form the Auto Union based in Zwickau, Saxony.



DKW (Dampf Kraft Wagen – Steam-driven Car) had its origins in 1916 as a company that manufactured steam equipment and later branched out into motor cycles – becoming the world's largest manufacturer by the 1930s. Almost inevitably, DKW started building vehicles - front-wheel drive cars with two-stroke engines. During World War Two, the factory fell under the Soviet Occupation Zone but the company's directors managed to flee to the west and re-started building motor cycles in Düsseldorf. By 1950 DKW started building cars again, powered by the familiar two-stroke engine. The Sonderklasse (also known as the F91 or 3=6) debuted at the Frankfurt Motor Show in March 1953 and was produced in various body styles until 1959.

To celebrate the 60th anniversary of the Sonderklasse, FMM is currently displaying its 1954 convertible. It is powered by a water-cooled, two-stroke, three-cylinder 896cm³ engine producing 25.4kW at 4000r/min and is coupled with a column-shift four-speed gearbox.

NEW WORKSHOP MANAGER

FMM has recently appointed a new workshop manager, Lorenzo Farella. Looking after and maintaining the museum's collection of more than 300 vehicles – some two-thirds of which are runners – is a daunting task for the workshop team but Lorenzo is relishing the challenge and has already established a fine rapport with his team.

Lorenzo's background has encompassed many fields including building and racing inflatable boats, stunt driving for film crews as well as servicing, restoring and racing cars – and he is an unashamed fan of Alfa Romeo. A man of many talents – and lots of stories – the jovial Lorenzo buzzes with energy and has quickly taken up the reins of the workshop's busy schedule.





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1972 Peugeot 504 Cabriolet



1938 Buick Special V8



1929 Chevrolet Phaeton



1948 Plymouth



1940 Packard



1991 Ferrari 348TS



1930 Ford Model A



2007 Jaguar XK Convertible



1936 Ford Roadster



1974 Volvo 164



1968 E-type Jaguar 4.2L 2+2



1936 Chevrolet Sedan

ALSO AVAILABLE: 1937 Plymouth Coupe... MGB Roadster... Triumph GT6... 1957 Ford Fairlane 500...
Triumph TR7 Spider... 1959 Plymouth Belvedere... 1987 Bentley Turbo R1... 1965 Rolls Royce Corniche...
1986 Porsche 924... 1918 Ford Model T... 1959 Jensen 541R... 1928 Ford Model A... 1961 Porsche 356B...
Mercedes 600SL... 1930 Chevrolet... 1936 Nash Ambassador... Triumph Chicane... 2001 Toyota MR2
Plus... Plus... Plus.



Sweet Bitter

Looks like an Italian, built like a German, powered by an American. **Mike Monk** drives a rare, bespoke grand tourer – the only example in SA – that ticks all the right boxes



Eye-catching it most certainly is, and so it should be. This 1974 Bitter CD is the only one of its kind in South Africa, and one of less than 400 ever built. While it may bear close resemblance to some Italian machinery, it is, in fact, the fulfilment of one man's dream to build his own sports car that used mass-manufacturer underpinnings, the body of a motor show concept car and a big-capacity V8 powertrain. First, though, the background to this exceptional car...

Erich Bitter was born 80 years ago in Schwelm, Germany, a town 50 kilometres east of Düsseldorf, and followed in his father's footsteps by becoming one of the country's top cyclists, taking part in a number of Tour de France events.



But by the time he was 25 Erich was into cars and began racing NSUs before progressing to Porsches, Ferraris and Mercedes-Benz 300SLs, which led to a works drive with Abarth. While this was going on, in 1962 Erich started his own tuning firm, Rallye-Bitter. In late 1968, Opel invited Bitter to drive a modified Rekord, which he did with some success and this led to strong links being forged

between Bitter and Opel.

Following a serious accident in an Abarth at the Nürburgring, Bitter retired from motor racing in 1969 and was appointed the official German importer of Abarth before becoming the concessionaire for Italian tuning house and low-volume car maker Intermeccanica. The latter deal was a disaster and almost broke Bitter but the

experience led him to decide to build a car of his own to German standards of quality and reliability.

It all came together when Bitter picked up on a sports car coupé concept developed by Opel to promote its new Diplomat model at the 1969 Frankfurt Motor Show. Called the Opel (Styling) CD, it was actually built on a shortened Diplomat chassis that was already able



to carry a Chevrolet V8 engine. The CD – Coupé Diplomat – was a huge success and tempted Opel into creating a production version but manufacturing logistics were against the idea. Italian *carrosserie* Frua rebodied the car for the 1970 Frankfurt Show and, perhaps not surprisingly, it bore some styling elements of Pietro Frua's designs of the Maserati Ghibli and Indy and, to a lesser extent, the AC 428, itself similar to his Maserati Mistral. The facelifted CD was another success but the car was seen to be an in-house rival for the Chevrolet Corvette so GM ordered its styling guru Bob Lutz to can the project.

But Bitter was highly impressed with the car and approached the still enthusiastic Opel division about using the show car as the basis for his own concept. In 1971 Dave Hollis had replaced Chuck Jordan as Opel's styling chief and he encouraged Bitter to go ahead with the project, even to reworking Bitter's final design sketches – that were actually tweaks to Frua's original design – into a practical proposition. However, GM executives in Detroit were against Opel's plans to provide its chassis, running gear and expertise to an unknown

manufacturer. But the company's hierarchy were appeased when they learnt of Bitter's high specification and quality standards and that specialists Baur of Stuttgart were to build the bodyshells and interiors and assemble the cars.

So the Bitter CD was born, the striking coupé mostly developed by Opel and with resultant minimal development and production investment to Bitter's newly-established company. The first CD so impressed GM's top management that any concerns over the giant corporation's association with the small and independent Bitter were quickly dispelled. As it happened, the bosses were to smile even broader because just a few weeks after the CD's début at the 1973 Frankfurt Motor Show, at which 176 orders were placed, the global oil crisis struck, effectively killing the market for fuel-guzzling cars, resulting in many cancelled orders. Only 100 or so cars were made during the next two-and-a-half years and just 395 were manufactured before production ceased in 1979 when Opel dropped the Diplomat in favour of the new Senator

(which led to the creation of the Bitter SC – but that is another story).

Because of its solid foundations, the hand-built CD felt like a production car right from the start rather than that of a kit car, which, in essence, it was, albeit a very sophisticated one. With its mass-produced floorpan that carried wishbone front suspension up front and an independent De Dion rear end with coil springs and an anti-roll bar at both ends, Bilstein dampers and ventilated disc brakes all round, the running gear was state-of-the-art for the time. GM's pushrod 327 cubic inch (5 354 cm³) small-block Chevy V8 was mated with a Turbo-Hydramatic three-speed autobox that added to the CD's near-bulletproof mechanicals. Baur's experience with building prototype and limited-production cars for BMW, Audi, Porsche, Ford and Mercedes-Benz ensured the Bitters were assembled to premium levels. And it could be serviced at Opel dealerships.

With its standard Rochester Quadrajets carburettor, max power was quoted as 230hp (172kW) at 4700rpm and peak torque of 427Nm was on tap from 3000 to 3200rpm. Zero to 100km/h took 9.6 seconds and top speed was



208km/h. Average fuel consumption was given as 17.4 litres/100km.

The CD you see here is chassis number 5250010, which means it was the tenth CD to be built and is possibly the earliest surviving example, a fact borne out by the tail-lamp design that was fitted to only the first few cars. It was shipped from Hamburg on the MS Armonia in March 1974 and landed in Port Elizabeth where General Motors SA took possession of it. The car then passed through three owners before Cape Town classic car enthusiast and collector Dave Lyons bought it in 2000. Due to space restrictions, Dave put the car in the care of John Wessels who, during his tenure, stripped and re-trimmed most of the interior as well as rebuilding the dashboard and covering it in leather. After realising the value of the car while on a business trip to the UK, Dave recalled the car when he moved to Cape Town and had the whole car completely refurbished, including a bare-metal respray in dark blue (it was silver).

The cylinder heads were skimmed and new valves fitted while the suspension was rebuilt, the alloy wheels restored, a chromed exhaust

system fitted and the cracked windscreen replaced – all of the bills have been kept. At some point the Rochester was replaced with a Holley. Dave sold the car to its current owner Ronnie Grace in 2011 with the odometer showing just under 80 000km, which is thought to be a true reading. As Dave said to Ronnie when he bought the car, “It drives even better than it looks.” And I can attest to that.

The CD certainly has presence and the links with Maseratis of the period is obvious – no bad thing. Pop-up headlamps allow for a wide, pointed nose with a full-width air take and a subtle chin spoiler while the view down the humped, tapering bonnet is a bit Corvette-like but tight parking requires care. Generously-sized side glass – the A-pillar is quite slim – helps fill the interior with light. The massive and heavy square tailgate is all glass but a surprisingly large luggage area can be protected with a roll-out cover.

The V8 fires up with a degree of intent resounding from the tail-pipes. With abundant power and torque a toe-squeeze away, the 1760kg CD simply gets up and goes with almost disdainful ease. The transmission shifts

with near-imperceptible engagement and once on the open road the car gives off a feeling that it will cruise at any speed all day. Brakes are strong, steering pleasantly well-gear – four turns from lock to lock – and the ride is firmly comfortable. The engine sits just above the front axle line, which helps the front-to-rear weight balance and contributes to fairly neutral handling. The rear can be provoked to step out but somehow the CD seems to expect a bit more decorum than that.

But perhaps the best tribute that can be made to the car is that today, 39 years after it was built, it still feels as solid as a (Teutonic) rock, testimony to Erich Bitter's sound recipe for bespoke engineering. Everything on the car works as it should: nothing is loose or sloppy, it does not creak or flex – four decades on it still has substance to match the style.

A Bitter CD was the course car at the 1975 Monaco Grand Prix, a setting that perhaps ably illustrates the car's exotic persona. It successfully combines Italian sex appeal with Germanic stability and some good ol' American muscle to create a car with disarming exclusivity. Sweet Bitter. 📌



THE PRESIDENT'S LAST STAND

The so-called Loewy coupés were stars of the 1950s but ended Studebaker's term of office.

Words and pictures: Mike & Wendy Monk

In the early post-war years, Studebaker, one of the world's oldest wagon and automobile manufacturers – it was founded in 1852 – ranked just behind General Motors, Ford and Chrysler in automobile production. At that time, its cars were quite radical and distinctive in design thanks, in the main, to Raymond Loewy, a man considered by many to have been the father of industrial design. Loewy had a long and fruitful association with Studebaker that began in the late 1930s and lasted for more

than 20 years. One of the last – and most successful – designs credited to him was a coupé that appeared in 1953 as both a hardtop (K-body) and pillared coupé (C-body), known as the Starliner and Starlight, respectively. That Studebaker saw fit to produce two models that were practically the same – only the side window treatment differed – was perhaps a clear sign that all was not well at South Bend, Indiana...

For in August 1954 Studebaker was in deep trouble as it battled to compete with Detroit's Big Three, in

particular General Motors and Ford who were engaged in a price war. Total model year output of 81 939 units was half that of the previous year and production was stopped. Studebakers were comparatively expensive to build and, as a result, more expensive to buy. The company's high-paid labour force was seen to be less than dedicated but the unions helped persuade the workers to accept a pay cut to help save their jobs. That action was not enough. Reluctantly, a merger was proposed, a move that Packard was also



contemplating, and so the two quickly agreed to join forces and in the October the Studebaker-Packard Corporation was born – with a year-end balance sheet showing a (before tax credits) loss of nearly \$42 million.

Alongside the new-for-'53 Champion and Commander sedans, the K- and C-body coupés were dramatic for the time, the proportions and clean lines taking American auto design into a new era. But there is a twist to this tale – although universally known as the Loewy coupés, the styling was actually

handled by one of Loewy's associates, Robert Bourke, who was assigned full-time to Studebaker. The design was conceived as a show car but management deemed it fit to put it into production alongside the sedans, although from a manufacturing perspective the two styles were not compatible. Such irrational thinking was to prove costly, literally and figuratively.

But the aerodynamic coupés were met with almost overwhelming praise, consistently rated as one of the best-designed cars of the 1950s – the Starliner

was to be described by the Museum of Modern Art as a 'work of art'. Long (5.13 metres) and low (1.43m – the lowest of any domestic vehicle) and riding on a 3.06-metre wheelbase, the fine proportions featured a sloping bonnet, a slim, two-piece horizontal grille, 'reverse-angle' styling cues (the rear pillar, door swage line, tail-lights) and a wraparound rear window, all set off by a general lack of ornamentation – bucking the industry trend. *Automotive News* was later to announce that 'The 1953 Studebaker, a long-nosed coupé with



little trim and an air of motion about it, was acclaimed the top car of all time'.

Minor tweaks and upgrades took place leading up to the 1955 model year, for which production started in September 1954 with cars that were essentially carry-overs but with more power, more chrome and brighter colours as an answer to the marketing department's demands. To help broaden the model line-up's appeal, an old name was reintroduced – President. From 1926 to 1942, President was the name given to Studebaker's premier model – the first generation ran from 1926 to 1933, the second from 1934-40 and the third spanned 1941-42. The '55 President

name applied to State and DeLuxe spec four-door sedans as well as the two coupés, both in State spec – the names Starliner and Starlight were dropped – and given a bored-out version of the company's standard 232ci (3.8-litre) V8. Cubic capacity of this Wildcat motor had been enlarged to 4 247cm³ and with a four-barrel carburettor it produced 130kW, but later in the year this engine was uprated to 138kW at 4500r/min and renamed Passmaster. Dual exhausts were fitted.

A stylised, part-gold-coloured 'flying bird' bonnet ornament and bright front fender trim strips were unique to the President and complemented full-length stainless steel 'butter knife' body-side mouldings. A run of 14 fully-equipped President hardtops was built to test customer reaction, the spec including triple-tone paint schemes, a special bonnet ornament, dual exterior mirrors, tail-pipe extensions and reverse lights. Interior upgrades included full instrumentation set in an engine-turned metal-face panel, leather upholstery, a clock and an 'eight tube' radio. Mechanically it had power brakes, power steering and ran on tubeless whitewall tyres. A favourable response led to the production go-ahead for what was the most fully-equipped standard Studebaker ever built. It was named Speedster, denoted by Speedster badging and chequered flag emblems on the sides. A road test by *Motor Life* realised a 0-60mph (96km/h) time of 10 seconds flat and a top speed of 176km/h. The test stated the brakes were 'good enough for competition purposes'. It was only built for a year.

At first glance, the Franschhoek Motor Museum's C-body President could be mistaken for a Speedster model due to its red/white/black colour

scheme but other details show it is a standard model. It certainly catches the eye and sliding onto the split-backrest (to ease entry/exit) bench front seat creates a keen sense of anticipation. Firing-up the V8 creates an honest-to-goodness American V8 rumble. The gearbox is a column-shift three-speed manual that engages without fuss. It pulls away and gets up to speed with no effort and proves surprisingly easy to drive. Despite assistance, the steering is low-geared so the large two-tone wheel requires plenty of twirling especially in confined spaces – the turning circle is large due to the long wheelbase – but it is light in operation. There is torque aplenty from the gruff motor and the brakes do pull up firm and true without any muscle-challenging activation.

For such a long car, the cabin is quite short but with some cooperation from the front passengers, rear room is reasonable despite the large transmission tunnel. There is no frame to the front quarter-lights and the rear windows clip open, so ventilation is not a problem – but it does beggar the question: Why build this and a pillarless version?

In what was a record sales year for the American auto industry, Studebaker's 1955 model year production rose to 133 827 units (including 34 621 K- and C-bodies), an increase of 63 per cent over the previous year's total. Apart from Loewy's lightweight 1963 Avanti, these were the last true Studebakers. With the Studebaker-Packard relationship up to speed, for 1956 the sedans were completely redesigned and the coupés facelifted front and rear and renamed Hawks. Reviving the President was a short-lived final hurrah to one of auto history's founding companies. At least it bowed out in style. **■**

LOEWY LEGACY

Raymond Loewy was born in Paris in November 1893, the son of a Viennese journalist Maximilian Loewy and his French wife, Marie Labalme. He served in the French Army during World War One attaining the rank of captain and after being wounded in combat received the *Croix de Guerre*. In 1919 he boarded a ship to America and reputedly with only his French officer's uniform and \$50 in his pocket, started a career that was to last for seven decades. After early success as a fashion illustrator, Loewy turned his talents to the field of industrial design and his influence was both rapid and all-embracing. Working to his MAYA principle – Most Advanced Yet Acceptable – Loewy revolutionised the industry, working as a consultant for more than 200 companies and creating product designs for everything from cigarette packs to Coca Cola bottles to refrigerators to numerous aspects of transport – cars, buses, locomotives and even the interior of Skylab. In 1949 he appeared on the cover of *Time* magazine and in 1972 was named one of the most influential Americans by *LIFE* magazine. He passed away in 1986.

EXECUTIVE CARS



R229 000

2002 JAGUAR XKR CABRIOLET

92 000km, last of the good looking Jaguars, still the best looking ever to come from Jag (other than the E-Type Series 1 that is). Beautiful and powerful.



R415 000

2007 MERCEDES-BENZ SLK55 AMG

33 000km, black. Yes 33 000km. Not only does it only have 33 000km, but it has the balance of its service and maintenance pain. Eight years or 120 000km.



R775 000

2011 BMW 640 F12

40 000km, Twin Turbo, heads up display, reversing camera, balance of motorplan, at last a good looking 4-seater convertible.



R295 000

1979 PORSCHE 911 SC COUPE

Blue, this is no ordinary 911SC, I can tell you that, its a fast road ace spec model that has had more the R300 000 spent on it, making it a delightful package.



R395 000

2006 BMW 650i

39 000km, automatic, black, petrol, superb example having only covered 7000km per year from new.



R1 195 000

2010 MERCEDES-BENZ SL63 AMG

20 000km, white, here is a superb low mileage of the 400kW roadster. Not only does it have low mileage, but it comes in at the relatively low price.



R259 000

2006 Mercedes-Benz CLK 350

85 000km, white, beautiful low mileage example of the 4-seater cabrio from ze clever chermans. Spectacular condition, smooth powerful V6 with relative economy.



R199 000

2009 Mazda MX5

38 000km, grey, have you noticed how few of these sports cars are available for sale? That's because everybody loves them and can't bare to part with them. They are super reliable.



R159 000

2006 TOYOTA FORTUNER 2.0 V6

149 000km, silver, 1 owner, original example of the most popular vehicle in the market. Strong, powerful and useful 7-seater option. Nudgebar, tow bar and recent new tyres.



R359 000

2010 JAGUAR XF 3.0 LUXURY

46 000km, automatic, silver, stylish mid sized Jaguar with a sporty yet efficient 3-litre V6.



R99 000

2006 MERCEDES-BENZ A200

161 000km, manual 5-speed, silver, 2-litre petrol, hatchback. A good solid example in Elegance spec with full leather.



R219 000

2003 MERCEDES-BENZ CL500

114 000km, auto. Can anyone tell me why an SL500 of 2003 fetches R400k and a CL500 of 2003 only half that amount when they are essentially the same vehicle?



R185 000

2008 MERCEDES-BENZ B200 CDI

8 000km, auto, grey. The most popular model in the range. Powerful yet economical, practical and user friendly. This example is fitted with sports rims and full leather.



R199 000

2013 FIAT 500 CABRIOLET

5000km. Classic red with black interior and alloy wheels. Seriously light on fuel, never has looking so stylish been so environmentally friendly. As good as new



R399 000

2008 BMW X5 3.0D SPORTPACK

75 000km, grey. Wonderful example of the new X5 in the most popular spec, that of diesel. This original example has valid motorplan until 2013 or 100 000km.



R105 000

1982 MGB ROADSTER

Nice original example from the last production year. It still offers today an everyday driving experience despite its advancing [31] years. Good running cars like this are hard to find.

BURNT — INTO THE — HARD DRIVE



1963 Porsche 911.

Although now in its seventh generation people the world over can still identify a Porsche 911 because of its tried and tested shape. But as **Stuart Grant** traces his way through the timeline he realises that the modern 911 is no rehash, rather a constant refinement and redesign to make a real driver's car.

Photography by Oliver Hirtenfelder

Barrelling into Spa Francorchamps' famed Eau Rouge during a pre-1966 Sports & GT race I witnessed something mind-blowing. On entry to the left-right section a red Porsche 911 went into full opposite-lock to the right before seamlessly swinging back completely to the left. It then exited up Raidillon at insane speed, accompanied by a screaming exhaust note. But the Porsche wasn't done yet, repeating the performance at Les Combes, Rivage, Stavelot and to my disbelief, getting it fully crossed up on the outside of an E-type Jaguar through, what I regard as one of the scariest corners around, Blanchimont. The sight immediately burnt onto my mental hard drive, filed in a folder titled 'World's Greatest Driver's Car'.

At the time it didn't even cross my mind that this car was close on fifty years old or, for that matter that Porsche's 911 had been imprinting memories for half a century. Well it has, and continues to do so with 2013 marking this



2013 Porsche 911.

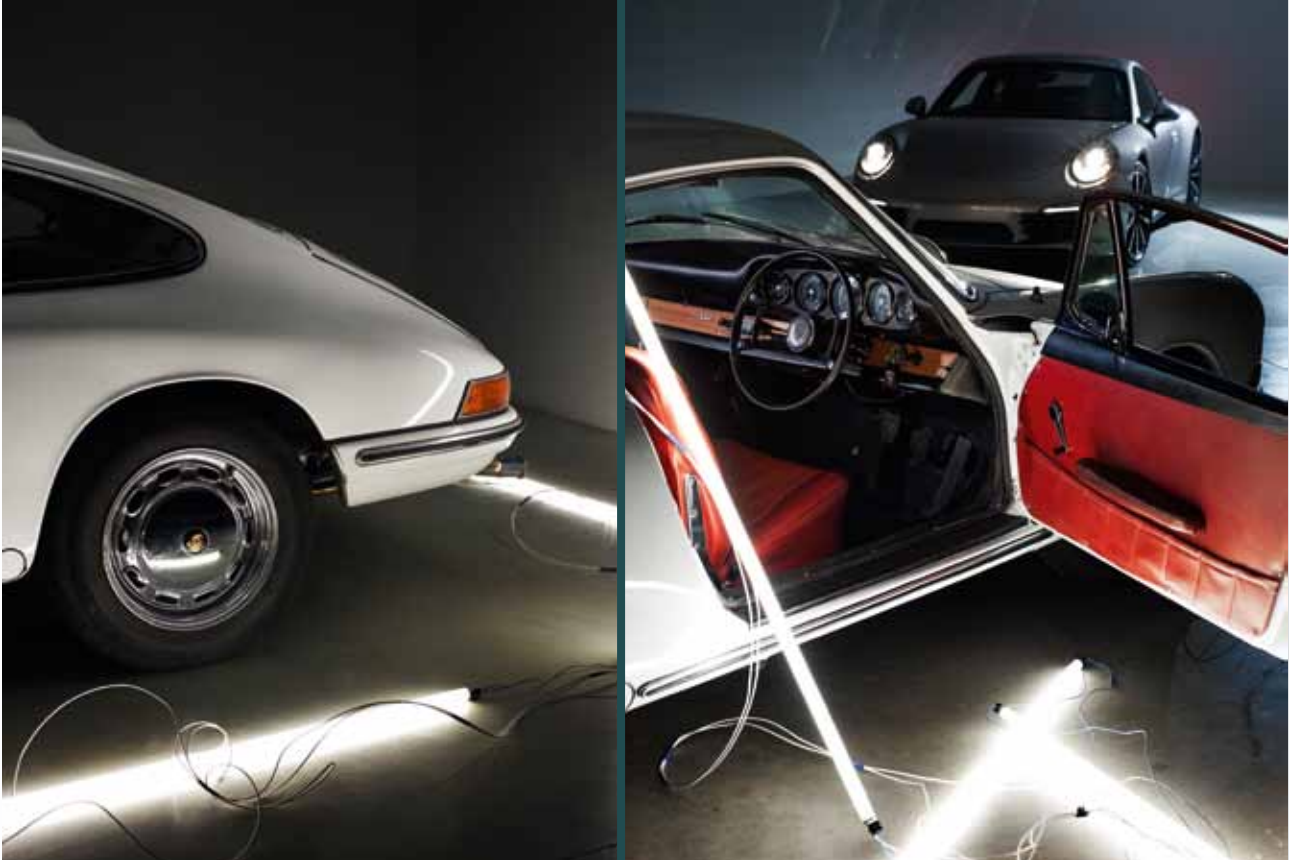
achievement. Porsche's 911 story is often told, but like its iconic silhouette, worth seeing over and over again.

Confusion does surround whether or not 2013 can be regarded as the birth year of the 911. This is because in 1963 a new Porsche was launched as the Porsche 901 at the Frankfurt IAA Motor Show. But by the time it hit the buying shelves in 1964 the title had become 911 because Peugeot objected to the use of any three-digit number with a '0' in the middle. The French firm had patented the right to use three-digit model

designations incorporating a central '0' following its 1929 low-priced sedan 201. The fact Peugeot didn't kick up a fuss when Porsche won Le Mans with a 904 and the French Grand Prix in an 804, was ignored by Porsche.

On 25 April 1931 Dr. Ing . h.c. F. Porsche GmbH, a design and consultancy company for engine and vehicle construction, was registered with the Stuttgart trade register. Headed by Ferdinand Porsche but with backing from Dr Anton Piëch (Ferdinand's son-in-law) and Adolf Rosenberger, the

company played a hand in numerous projects including the Auto Union Type 22 racing car and Volkswagen Beetle predecessor. In 1937 the company changed its legal status to a limited partnership (KH) and gained more partners in the form of Baron Hans Veyder von Malberg, Louise Piëch and Ferry Porsche (Ferdinand's son). With the onset of war, military vehicles became the focus and in 1946, for political reasons, Ferdinand, Dr Piëch and Ferry were arrested by the French Secret Service. While in detention



Ferdinand advised on the development of the Renault 4CV. Ferry was released on house bail three months in, but his father and brother-in-law remained as prisoners until 1947 when a 1 million French Francs bail was paid.

During this incarceration period a sporting model design, under Ferry's control, progressed to such a stage that in 1948 Porsche could launch its sports car brand under the internal construction number 356.00.105 – hence the model Type 356. Fast forward to 1963 Frankfurt Motor Show and the new Porsche displayed with number construction number 901.

While the 356 had been Ferry Porsche's project, the honours of the 901 or 911 fell onto F.A. Porsche (Ferry's son, Ferdinand Alexander). In 1960 the design team under F.A. had begun work on a 356-based boxy four-seater sports car prototype designated project 754. But after testing and careful consideration, company boss Ferry decided to halt the 754 in favour of a 2+2 fastback coupe and replace the 4-cylinder with a new 6-pot unit. With F.A. steering the design department we can give him credit for the 911's timeless lines.

FIRST GENERATION

The birth of the legend in 1963. Its air-cooled six-cylinder boxer engine delivered 130 horses, giving it an impressive top speed of 131mph. True to its roots Porsche took up and excelled in motorsport with the 911, finishing fifth overall in the 1965 Monte Carlo Rally from 275 starters. In 1966 Porsche upped the game with the 160hp 911S, which was the first to feature the iconic forged Fuchs alloy wheels. With an S Joe Siffert and Hans Herman won the 2-litre class at the '67 Daytona 24 Hour, putting the 911 at the front of the must-have queue for endurance racers. A pair of 911S's finished the 1970 Monte Carlo Rally in first and second positions, further enhancing the firm's reliability reputation.

For those wanting open roof motoring, Porsche released the world's first safety convertible, the 2-litre 911 Targa with its distinctive stainless steel roll bar, in 1966. Always at the forefront of development, a semi-automatic Sportomatic four-speed transmission joined the lineup in 1967 and became the first German car maker to meet American emission controls with its 911 T, E and S variants. Through the years

the first generation 911 became more and more powerful as engine capacity increased from 2-litres to 2.2-litres (1969) and later to 2.4 (1971). And then with competition in mind, the cherry on the top came with the release of the 1972 Carrera RS 2.7, which churned out 210hp and weighed in at less than a ton. The RS was a proper homologation special and became the world's first production car to sport a spoiler – fondly referred to as the 'ducktail'.

SECOND GENERATION – THE G SERIES

Ten years into the 911 lifespan engineers gave it the first thorough makeover and launched the G Series. Produced from 1973 to 1989, which would turn out to be the longest production run for any 911, the G featured prominent bellowed bumpers, designed to meet the latest crash test standards in the States. Occupant protection was improved by standard three-point safety belts and integrated headrests. But for fans of real driving machines the series is perhaps most well remembered as being the model that introduced a turbo-charger to the 911 party. Unveiled in 1974, the initial Porsche

911 Turbo (Type 930) used a 3-litre capacity and forced induction to blast out 260hp. With its unique blend of luxury, performance and large rear wing the Turbo became synonymous with the Porsche mystique. Again the 911 excelled in the motorsport arena with a Carrera RSR 2.1-litre Turbo, finishing second at Le Mans in 1974. By 1976 a 930-derived Group 5 racing Porsche known as the 935 developed 590hp went out, won its first race and took the World Championship for Porsche. Vic Preston and Björn Waldegaard finished second and fourth respectively in the '79 Safari with naturally aspirated 911SCs. On road-going spec the next performance jump came in 1977 with the intercooler-equipped 911 Turbo 3.3. At 300hp it was the best in its class. In 1983 the naturally aspirated 911 Carrera superseded the SC; with a 3.2-litre 231hp engine, it became a favourite collectors' item and is one of the most usable daily classics today. In 1982 a Cabriolet hit the shelves but the best looking G Series drop top remains the 911 Carrera Speedster of 1989, which pays cognisance to the legendary 356 Speedster.

THIRD GENERATION – THE 964

With rumblings about the end of an era circulating in the mid '80s, Porsche blew the doors wide open with the 1988 launch of a new 964 model and radically renewed the platform with 85% new components. 964 remained air-cooled but the boxer engine grew to 3.6-litres to deliver 250hp. Externally, the 964 differed from its predecessors only slightly, in its aerodynamic polyurethane bumpers and super-cool automatically extending rear spoiler. Inside the cabin it was, however, very different, designed to captivate drivers not only with sporty performance but also with enhanced comfort. ABS, Tiptronic gearbox, power steering, and airbags found a home in the completely redesigned chassis. Suspension differed

too with light alloy control arms and coil springs replacing the previous torsion-bar setup. But perhaps the biggest development came in 1988 when Porsche celebrated 25 years of 911 production by adding all-wheel drive to its repertoire with the Carrera 4. In addition to Carrera Coupé, Cabriolet and Targa versions, customers could also order the 964 Turbo from 1990 - initially powered by the proven 3.3-litre boxer engine but increased in '92 to 3.6-litres and developing 360hp.

FOURTH GENERATION – THE 993

Launched in 1993, again at the Frankfurt Motor Show, the 993 was always going to be a car to collect. This was because it would be the last air-cooled Porsche. Spotting one is relatively easy with integrated bumpers and a lower front end section, made possible by a switch from round to polyellipsoid headlights. Under the skin it featured a newly designed aluminium chassis. Turbo *aficionados* had to wait until 1995 for their next 911 fix, but when it came it revolutionised the game with a bi-turbo that gave it the lowest-emission powertrain in the world at the time. Another world first was its hollow-spoke aluminium wheels. Racing wasn't forgotten with dedicated Porsche Cup championships and the off-the-shelf rocket Porsche 911 GT2. Porsche also went the Le Mans route with its 911 GT1 where it scored a 1-2 in GT1 class while on the way to second and third overall. The Targa concept evolved to an electric glass roof that slid under the rear window.

FIFTH GENERATION – THE 996

Purists might have pooh-pooed the water-cooled 996 when it rolled off the assembly line in late 1997 but forget that and it retains the character and 'ultimate driver's car' feeling of its classic heritage. More than just the cooling changed as the 996 was comprehensively redesigned, but did retain a boxer engine.

50 Years of the Porsche 911 – THE LEGEND LIVES ON –

1963 — 901/911



1973 — G Series



1988 — 964



1993 — 993



1997 — 996



2004 — 997



2011 — 991





911 excelled in rallying, here during the 1970 Monte Carlo Rally.



911 GT1 scooped a victory at Le Mans in 1998.



Porsche 935 crowned 1976 Constructors' World Champion.

Thanks to its four-valve cylinder heads it achieved 300hp and broke new ground in terms of reduced emissions, noise, and fuel consumption. Body design was a reinterpretation of the 911's classic line, but with a lower drag coefficient of 0.30. Again the cabin was all new, with driving comfort and sporting nature sharing a 50/50 role. With the 996 Porsche launched a whole series of new variations but the highlight had to be the GT3 of 1999, which nodded its head to the original 2.7 Carrera RS. The niche market GT3 featured dry sump and if that wasn't sporting enough then the buyer could order a Club Sport version for track racing. In 1999 a 911 GT2 finished first in Class and thirteenth overall at Le Mans. The 911 GT2 of 2000 had 462hp and 620Nm of torque making it the most powerful series-production Porsche built to that date. Thankfully then it was also the first car equipped with ceramic brakes as standard.

SIXTH GENERATION – THE 997

On 16 July 2004 Porsche unveiled the new generation 911 Carrera and 911 Carrera S models, referred to internally as the 997. Instead of the old Frankfurt launch they opted to do it simultaneously at 85 German Porsche centres. Styling-wise the clear oval headlights with separate

blinkers in the front apron were a return to older 911 models. And like its predecessors it focused on being a high-performance sporting vehicle, with a 3.6-litre boxer lump making 325hp and the new 3.8-litre Carrera S hulking out 355 ponies. The chassis was also substantially reworked, and the Carrera S came with Porsche Active Suspension Management as standard equipment.

In 2006 Porsche introduced the 911 Turbo, the first petrol-powered production automobile to include a turbocharger with variable turbine geometry. A model update in 2008 made the 997 even more efficient thanks to direct fuel injection and a dual clutch transmission. There was a 911 for all types with the Carrera, Targa, Cabriolet, rear or all-wheel drive, Turbo, GTS, special models, and road versions of GT racing cars, making the 911 range 24 models strong.

SEVENTH GENERATION – THE 991

Released to the masses in 2011, the 991 represents the greatest technical leap in the 911 evolution, raising performance and efficiency even more. Again it carries traditional 911 aesthetics but has new suspension, a longer wheelbase and wider track.

This means more interior space, which the Germans designed ergonomically to aid both sporting and comfort levels. Engine displacement in the basic Carrera has dropped to 3.4-litre but gained 5hp over the 997. It has lost weight too with a hybrid steel/aluminium construction while the modern necessity driver aides are handled by Porsche Dynamic Chassis Control (PDCC).

Just when you'd thought you had seen it all the 991 ushered in the world's first ever seven-speed manual box. With real seat-of-your-pants driver feel and performance combining with comfort, and of course that silhouette, the 991 is true to the original Porsche 911 ideals. I'd go even as far as to say the ideal car for every occasion. We wait in anticipation for the 'hot' models like Turbo and RS to be announced.

So, the 911 could well be my ultimate car, filling all the commuting, style, performance and smile criteria. Only question is which one I'd put in the garage. The 991 is the best all round 911 ever released but the sight of that red 1960s 911S drifting around Spa has been burned too deeply into the grey matter, that I'd have to opt for a fifty-year-old. Oh, and then there's the sound of a 996 GT3...Eish! 🗣️

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We have a full workshop including ECU diagnostic equipment where Roberto, a legend amongst Ferrari Technicians, will pamper your baby while you enjoy and espresso on our lakeside deck.



1976 FERRARI 308 GTB
Carburetor, RHD, red with black, very rare dry sump model, collectors dream project.
R399 990



1982 FERRARI 308 GTSi
88 000km, red with black interior, full service history.
R499 990



1987 FERRARI 328 GTS
72 000km, red with cream interior, FSH with agents.
R639 990



1989 FERRARI 328 GTS
47 000km, red with black, FSH, a rare ABS model, immaculate condition.
R749 990



1974 FERRARI 365 GT/4 2+2
102 000km, manual, maroon with black, totally original, a rare collectors item.
R549 990



2005 FERRARI 612 SCAGLIETTI
36 000km, red with black, FSH, awesome car.
R1 649 990



1997 FERRARI 355 SPIDER
6 000 miles, manual, red with cream, new soft top, FSH, excellent condition.
R1 199 990



2007 FERRARI 430 F1 SPIDER
19 000km, red with tan leather, Daytona seats, fender badges, Tubi exhaust, FSH.
R1 999 990



1999 FERRARI 355 F1 GTS
47 000km, red with black, FSH with agents.
R1 149 990



2001 FERRARI 360 F1
45 000km, red with black, Tubi exhaust, Challenge Stradale rims, a fine example.
R1 249 990



2002 FERRARI 360 SPIDER
38 000km, manual, red with black, fender badges, Tubi exhaust, FSH.
R1 399 990



2003 FERRARI 360 F1 SPIDER
43 000km, red with black, red stitching, fender badges, Capristo exhaust, FSH with agents.
R1 449 990



2011 FERRARI CALIFORNIA
3 500km, red with black, fender badges, red stitching, kiddies seats, 20" rims, like new, 7 year service plan.
R2 499 990



2009 FERRARI 599 GTB
12 000km, red with tan leather, full house, like new.
R2 399 990



1990 FERRARI TESTAROSSA
47 000km, red with cream, FSH, cambelt service just done, one of the best in the country.
R949 990



1994 FERRARI 512 TR
68 000km, red with black interior, service history, concours condition.
R1 599 990

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The noise is a ferocious blend of multiple cylinders, the amphitheatre of rock faces amplifying the dramatic acoustics.

The afternoon sky is that high-intensity cobalt blue as only found in Africa. The fierce sunshine is cooled by the sharp breeze coming off the Indian Ocean to the east that funnels through the mountains and gorges, making this perfect vineyard country.

Modern cars slip imperceptibly past us, up the famous Franschhoek Pass.

We are waiting at the top with camera at the ready. The view is astonishing. From high on the escarpment we look down the vertiginous mountain face, over the tourist enclave of Franschhoek village and across the Cape Peninsula all the way to the back of Table Mountain in the distance.

From under the shade of some hardy pine trees we watch the sparse traffic ambling up the switchback road. The derivative machines drone along with the occasional heavily loaded truck groaning up the steep incline. Then, way down at the bottom of the valley we hear a very different sound. It is guttural and deep. The sound rises and falls, it syncopates and seems to punch at our eardrums. It's alive and exciting.

Then we see them, two flashes of speed in the sun, like gamefish leaping at the end of a long line. Then they are gone again under the canopy of green. But that lovely sound continues to build, that hard-edged thunder of big capacity engines exploring their upper reaches.

The photographer switches his long-lensed Nikon to autodrive. By now the two ice-blue motor cars are about



BEASTLY BEAUTIES

Capetonian **Robert Coucher** returns home from London for a blast in two very special Mercedes-Benzes. Beauty is in the eye of the beholder...

Photography: Ian McLaren

three corners below us. The noise is a ferocious blend of multiple cylinders, the amphitheatre of rock faces amplifying the dramatic acoustics. A troop of curious baboons that had been watching us, scamper off into the *fynbos* in alarm, as around the last *koppie* charge two Mercedes-Benzes in tight formation.

You don't have much time to clock that they are two classic Benzes of the Sixties, as they flash past the lens at very current sports car speed. The exuberant sound is unfettered. It assaults your ears and you feel the power through the soles of your feet. Then they are gone, leaving us alone amid the quiet of chirruping crickets in the shimmering heat haze. An emotive roadside view of two fast Benzes in action... but even better when I am behind the controls.

Mercedes-Benz motor cars have long been accepted as some of the finest

of automobiles. Not always the most radical or daring, Mercedes-Benz has aspired to the highest standards of engineering and finish. In the best days of the Fifties until the early Nineties, Benzes really were engineered up to the highest standard. In the early Nineties quality suffered as the company was forced to build some of its cars down to a price. But Benz is back and the two examples you see here are representative of the heyday of the Sixties. But are they?

The two-door, W113 280SL 'Pagoda' is ostensibly a 1969 model but it appears brand new. The W111 280SE 3.5 Cabriolet is of similar vintage but it looks like it is just out of the box. Immaculate looks aside, both cars sit ever so squarely and flat on their Mexican Hat alloy wheels shod with purposeful, more modern 205/65 tyres. Hmm. These are properly set-up motors.

The Pagoda was initially launched as a 1295kg, 230SL (*Sports Leicht*) in 1963 with its sweet 2308cc straight six-cylinder engine. It was pretty, and appealed to the well-heeled female audience it was aimed at, mostly in America. Its reputation as a tough sports car was earned when Eugene Bohringer entered a (slightly overbored) 230SL on the extremely tough 1963 Spa-Sophia-Liege Rally and won outright. Not just a Rodeo Drive boulevardier, then.

The 230SL became the 250SL and in 1967 the larger 2778cc fuel-injected six was secreted under the bonnet offering even more grunt, if softer suspension, and more weight at 1360kgs. The Pagoda would now do 210km/h and crack 100km/h per hour in 9 seconds. Quite quick.

A good, original Pagoda is now a very desirable and collectable classic



Mechatronik 280SE chases down the 280SL from the same stable.

MECHATRONIK MERCEDES-BENZ 280SL

ENGINE 4266CC V8, all-alloy SOHC, three valves per cylinder, fuel-injection

POWER 279bhp @5750

TORQUE 295lb/ft @3000rpm

TRANSMISSION NAG 5-speed automatic

STEERING Recirculating ball, power-assisted

SUSPENSION

Front: independent double wishbones, coil springs anti-roll bar

Rear: single joint swing axle, radius arms, compensating spring, coil springs, telescopic dampers

BRAKES Discs all round, ABS

WEIGHT 1360kgs (approx)

PERFORMANCE 0-60mph in 6 secs, top speed 145mph

car as they were so well built, they are practical, with great MB spares back up and are fun to drive. The drop-dead looks also help. Interestingly, the larger four-seater W111 Cabriolet eclipses the SL in value because just 1 232 were ever constructed in 3.5-litre spec, against some 23 800 280SLs.

First seen in 1961 as the 220SEb the W111's final and most desirable incarnation was released in 1969 as the 280SE 3.5 Cabriolet. It weighed a hefty 1570kgs but had the lovely 3499cc V8 to propel it along to a claimed 215km/h, with a 0-100km time of 9 seconds. Not shabby.

Both these Benzes exude the sort of quality that German engineers are famous for. Walking around them you stroke the steel flanks and they are unbelievably solid. The paintwork looks like it is double gloss and the chrome appears twice as thick as on any other motor car. Shut lines are millimetre perfect and heavily wrought doors close with the most satisfying thunk. Watch your digits - they will be sliced clean off if misplaced!

The leather trim is clearly new but it looks totally correct, as do the carpets and the gleaming woodwork. And each

has a clever Becker radio that appears period but is in fact a new, state-of-the-art sat-nav system. Ah, then you notice the automatic gearshift gates are slightly more modern. On the rear of each Benz is a neat little moniker: an M with stylized Gullwing door and the strapline - *Mechatronik*. Bingo.

These beautiful Benzes are not what they seem. Both look almost entirely original, only the tyres and purposeful stance indicating something more. Open the bonnets and the source of the *Flight of the Valkyries* sound track is revealed. In place of the normally perfunctory straight six lumps, each engine bay houses a modern Benz V8. In the case of the Pagoda, it has a 4.3-litre MB (M113 series) V8 fitted, whacking out 279bhp, whilst the bigger Cabrio has a 5-litre MB (M113 Series) V8 stonking out 300bhp.

Performance? The Mechatronik Pagoda will storm to 100km/h in six and a half seconds and is limited to 240km/h and the Cabrio will do the sprint in about seven and a half seconds with the same electronically limited top speed. Impressive, considering both cars look like concours originals.

Mechatronik is based in a high-tech workshop in Pleidelsheim, just outside



Both cars sit ever so squarely and flat on their Mexican Hat alloy wheels shod with purposeful, more modern 205/65 tyres.

Stuttgart. Set up in 1997, the company has 50 experts who offer full restoration services on all Mercedes-Benz motor cars. But it is the M-SL and M-Cabriolet here that are extra special. These are classic Benzes, which have been subtly re-engineered to meet today's driving conditions. Mechatronik completely strips the cars to every last nut and bolt and then completely rebuilds them to the customers' requirements which can include modern MB engines, gearboxes, brakes, uprated suspension and creature comforts like air-conditioning, heated seats, sound systems and so on. Each Mechatronik M-car meets the tough German TUV engineering standards.

At this point it is worth touching on the philosophy of these sorts of 'improved' classic cars. Some might argue that a perfectly original example is preferable. Mechatronik will certainly build you a 100-point concours winner. But some individuals want something different, as with the owners of these M-cars. They each have enviable collections of concours classics (including concours Benzes) but they both enjoy *driving* and wanted suitable classics to meet the rigours of everyday use. Rather stylish, I think,

and when asked why they didn't just buy new Mercs they both agreed, they preferred the look and feel of hand-built classics and although expensive, these Mechatronik Benzes will hold their values and not depreciate like stones. Savvy.

Both owners then insist I have a go at the Franschoek Pass, so let's start with the Pagoda. The interior is jewel-like and the big stuffed chair well sprung. The car starts with a muted V8 rumble, the 4.3-litre light alloy engine is quiet and low-key at town speeds. The NAG 5-speed auto 'box snicks into gear and the SL moves off with alacrity. Driving through the village it is tight, taut and instantly responsive. The 65 Series tyres, allied to the proper seat, impart a very comfortable and jitter-free ride, unlike modern sports cars.

I have driven a number of SLs and the original straight six is lusty and torquey and responds like the quality Sixties engine that it is. But on the first application of serious throttle in this M-SL, I am taken aback by the engine's willingness to rev. It spins up so quickly

Mechatronik completely strips the cars to every last nut and bolt and then completely rebuilds them to the customers' requirements.

MECHATRONIK 280 SE CABRIOLET 3.5

ENGINE 4966CC V8, all-alloy SOHC, three valves per cylinder, fuel-injection

POWER 306BHP @ 5600rpm,

TORQUE 340lb/ft @ 2700rpm

TRANSMISSION NAG 5-speed automatic

STEERING Recirculating ball, power-assisted

SUSPENSION

Front: Independent double wishbone, telescopic dampers, anti-roll bar

Rear: single joint swing axle, compensator spring, radius arms, telescopic dampers

BRAKES discs all round, ABS

WEIGHT 1570kgs (approx)

PERFORMANCE 0-60mph 7 secs, top speed 145mph



Both these Benzes exude the sort of quality that German engineers are famous for.



Gullwing badge the only hint to the monstrous heart.



Jewel-like interior with well sprung seats and clever period looking Becker radio featuring navigation system.



The SL's 4266cc V8 Mechatronik heart.

I think there is a gearbox-slipping problem. No, it's just that the modern V8 is so reactive it catches me by surprise.

Up the steep pass, any gear will do thanks to the seamless torque. The ride remains pliant and the cleverly reworked suspension, with its Eibach springs and KW suspension components is well up to the job. The brakes are modern ABS so you have the luxury of barnstorming the straights at full chat, standing on the anchors, which then allows plenty of time to let the car lean on the outside tyres and power through as the auto 'box sorts out the best ratio, in an instant.

It take a few clicks for your brain to calibrate the sort of modern sports car speed being spooled out by what feels like an *uber*-sorted Sixties classic. But the car's dynamics are more than capable and soon you are exploring your personal envelope of bravery.

The sound track is big and melodious but not outright loud, as that would not suit a Benz of this quality. But the

road speed is incredibly impressive and this is a properly fast car. And, as you'd expect, the SL features a wind deflector behind the rear seats to keep one's hair in place. How civilised. All I now need is a defibrillator.

The bigger Cabrio is next and I expect it to feel a bit lumpen after the sharp SL. But it has the bigger 5-litre V8 and, what seems to me like shorted gearing and a chunk more torque, so it monsters the mountain in the most aggressive manner. If anything, it has more feelsome power steering than the Pagoda, which in comparison seems a tad light and imprecise. Maybe that's because I was going much faster in the lighter Pagoda, but I don't think so. The Cabrio is certainly heavier but it handles its weight with aplomb. It is seriously incongruous that a full-sized cabriolet can handle and react like this. You can cruise quietly four-up, or nail the throttle, summoning 300bhp of grunt and blast past most traffic... uphill!

What phenomenal motor cars. What exquisite Mercedes-Benzenes. What a way to enliven daily driving. What a *jo!*

After an afternoon of exciting motoring on one of the best roads in Africa we sit in quiet repose with our *vellies* up and admire the cooling Mercedes-Benzenes over a glass of Sauvignon Blanc in the Huguenot quarter. They are both absolutely the best examples of the marque, restored to the highest possible standard, engineered by one of the leading Benz specialists. They are automotive works of art, but, before any further *windgattery* sets in, I rewind to the sensation of raw power searing up the mountain at indecent speed and laugh out loud. Beauty meets the beast and rest assured, the beast wins. 📷

Thanks to the Mercedes-Benz owners; Mechatronik, www.mechatronic.de; Merc specialist Johan Arndt, our riding mechanic; and Franschoek Council for the superb roads.

I AM GIULIETTA



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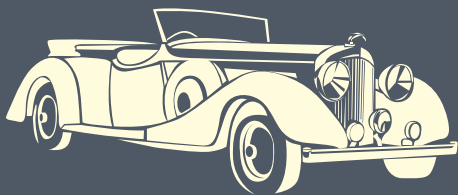
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WITHOUT HEART WE WOULD BE MERE MACHINES.

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A BIRD IN THE HAND

This 1939 Jensen Model H straight eight dual cowl sports tourer is the rarest of rare birds indeed. The owner, Charles de Villiers of Hermanus, invited **Fred Phillips** and **Derek Hulse** to visit his car collection and although they enjoyed viewing all of his cars, the Jensen was definitely the main attraction.



In 2008, an identical car in California emerged from a lengthy restoration. The owner there is a Pebble Beach winner and professional restorer and he had owned his example for 35 years at that time. The prestigious *Classic Car Club of America* accepted that car as a full classic and it was assumed to be the only surviving example in the world of the six originals when it sold at auction. Rare it was and is, but the South African car is as genuine as they come, and is in excellent condition and proves that there are two of these beauties in existence.

This particular car was purchased in England by a Major John Buist, who was serving with the Highland Light Infantry in Germany, just after the cessation of hostilities in the last war. The good Major saw the car advertised in *Autocar*, made an offer and secured a deal, shipping the car back to the family home at Tweedside



There are only two of these beauties in existence. This one resides in Hermanus.

in Matjiesfontein. On his return to South Africa, the Major cherished his possession for many years, and drove it regularly, so much so that the car became a familiar sight in and around Cape Town and in fact many people remember seeing it when visiting the Karoo town.

The British Jensen family (originally of Danish stock), had, from the late 1920s, been involved in designing and coach building motor cars and by 1934,

the business had grown to the extent that the Jensen brothers were able to commence building their own fine touring cars. In these years immediately preceding the war, they had been using the six cylinder 3-litre Meadows engine. While that power plant was fine for out and out sporting machines, it was deemed to be a bit rough/harsh in a true gentleman's tourer, and so the Jensens looked around for a better engine. They had had by that time, built a pair of Ford

V8-powered tourers for Hollywood idol Clark Gable and those Jensen Fords were so acclaimed, that with Gable's agreement, the company built a further 20 replicas.

The follow-up car to the Gable tourer was the 120bhp Ford V8-powered S-Type Jensen. With its noble, vee-shaped radiator and elegantly shaped aluminium body, the new model was an instant sales success. However, there was a problem in that the major



Distinctive radiator and elegant body lines deliver a regal presence.



American Nash straight-8 power unit.



Charles de Villiers and his rare bird.

market for Jensen was overwhelmingly domestic and the discerning British buyer still preferred the smoothness of an in-line straight-6 or straight-8 over the lumpiness of a V8. It was a bit strange then that the engine which was chosen was the American Nash straight-8. However, this was, for that time, a remarkably sophisticated power-plant. With an overhead valve layout and twin spark ignition system and a nine main

bearing crank, the 120 plus bhp, 4.2-litre was perfect. An added bonus was a more than respectable performance by a Nash running this engine at the 1937 Le Mans 24 Hour race.

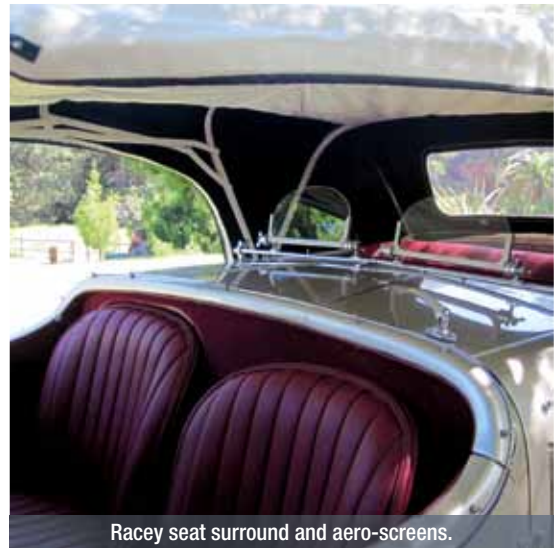
Jensen claimed 95mph for the Model H although *Autocar* testers in the day gave a figure of 88mph. This though, was with the folding windscreen in the upright position. Either way, it was pretty impressive and had the war



Perhaps the most elegant bonnet mascot ever?



Rear passengers protected by aero-screens when the hood is down.



Racey seat surround and aero-screens.

not interfered there would surely have been more of these magnificent cars around today.

The car in Hermanus starts instantly, runs beautifully, dropping into the smoothest idle imaginable. The mascot on top of the radiator cap is easily the most elegant that I have ever seen and provides a wonderful aiming device at the end of the very long bonnet. Having only 3 forward gears is no problem at all

as the car has a selectable dual rear axle ratio which, coupled with overdrive on top gear, provides for 7 usable ratios. Amazing and almost superfluous, with the large torque engine.

This is a magnificent machine and easily the equal of the finest cars produced anywhere in the world pre-war. Just don't decide you want one, because with only two in the world, the wait might be a long one. 📌



Decked out in bright signage, big wings and the customary boxer-motor rumble, Rallystar's Subarus are the business.

BECOME A RALLY STAR

Stage rallying is one of the most spectacular sports on the planet. There is something about fast machinery jumping, sliding, flinging dust and filling the air of a remote location with the sound of a tuned engine that makes one's hair stand up. For most, this experience is lived from alongside the road or comfortably in the armchair but as **Stuart Grant** finds out, getting behind a rally steering wheel can be a reality.


Herschell Specialised Lubricants ran a competition where entrants could win a course in rallying at the Rallystar Motorsport Academy. I was a bit slow off the mark when it came to send an SMS entry, so didn't win. Luckily a media invite appeared only days later. Armed with camera I headed to Rallystar's premises in Bapsfontein, east of Johannesburg.

The day gets right down to business with a lecture by Leon Botha, Rallystar boss and the man responsible for writing the National Rally Championship pace notes. He kicks off with a basic outline on why rallying differs from other sports before going into good driving techniques. Although dirt or gravel specific, these tips of smoothness are also invaluable to circuit racers and even road driving.

Next on the agenda are the pace notes – a dark art. A navigator is not just there for the ride, in fact a good driver/navigator combination is worth a few seconds on a stage. Calling notes is an art, and understanding them a skill. Thankfully this skill can be learned but even more thankfully, Botha would be calling them to the Herschell winners. With

bemused faces the party moved to the surrounding mielie fields to get acquainted with the cars. Botha did reiterate that a mielie cob cost R4.60 so it was not financially viable for the debutant rally stars to bin it into the fields.

Decked out in signage, big wings and the boxer-motor rumble, Rallystar's Subarus are the business. Inside the cabin it's a pair of bucket seats, rally odo and roll cage. Drivers had the chance to acclimatise with some sedate helmet-free laps before putting on an intercom-wired helmet and going faster. Within a couple of sessions the drivers had picked up speed, grasped the pace note system and were hanging the back out on the chosen route. Botha then sent them into uncharted waters on a new route with only the notes he called to guide them. Testament to good teaching, or the fear of buying a load of mielie cobs, all kept on track and looked impressive. Interviews were filled with grins, opposite-lock hand gestures and one winner was heard working out plans to finance a rally car. All left the academy better drivers, listeners and road users.

For more information on Rallystar Motorsport Academy visit www.rallystar.co.za. 

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Engine

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1941 Packard One Sixty Convertible Coupe, Cream with brown interior, possibly the only one in SA, call for more info. POA



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M O D E L

You'd have to be crazy to use a 1931 Model A Ford as your daily ride to work wouldn't you? Maybe not. Chris Van is a car and history nut and with Jo'burg's roads offering an average speed of about 38km/h, he sees it fit to drive his A to work every day. **Stuart Grant** hitches a memorable rush-hour ride in the A and finds out that besides being practical it offers a brilliant life story.

Photography by Oliver Hirtenfelder

Van is the fourth owner and his family is the second to have had their name on the papers. It's a well-travelled machine having lived in Potch, Rhodesia, Natal, Bryanston, Pretoria and now Randburg. The story starts in 1931 when, in a wise move, farmer Chris van Brakel of Potchefstroom realised that his new wife wouldn't take kindly to raising a family with his ox wagon as transport, and purchased this particular Ford. A year later the van Brakel's son Johan was born.

Model A Ford Town Sedan – Engine # CAD 4072 - was partly assembled at Ford Motor Co. of Canada in 1931. Resplendent in Riviera blue with Tacoma cream wheels and green wool interior it then left Canada and arrived in semi-knocked down form at the Ford Motor Company assembly plant in Port Elizabeth where it was swiftly assembled and railed off to Hawkey's Garage, Church Street, Potchefstroom in the then Western Transvaal, South Africa.

Chris van Brakel inspected the latest top-of-the-range four-door Ford Town Sedan in the Hawkey's showroom (which is now an Absa bank),





CITIZEN

purchased it and had it registered TX 142. He became a dad on 14 June 1932 when his wife Maria gave birth to a son, Johan, delivered by Nurse Lettie van Rensburg.

21 years later in August 1953, Johan, aged 21, and a bunch of his university friends embarked on the 110km trip to Ellis Park to watch the Springboks defeat Australia 25-3 under Coach Dr Danie Craven. Sadly only a few months later Chris van Brakel passed away and bequeathed the Model A to Johan, a newly graduated geography teacher at the local Afrikaans 'Volkskool'. In 1954 another fresh 23-year-old teaching graduate, Andre van Rensburg, approached Johan at church and asked

for first option on the Ford if it ever came up for sale. Impressed by Andre's homemade 'Multo Presto' car, and the fact that Andre's mother Lettie had, as mid-wife, delivered Johan into the world 23 years earlier, the pair agreed to keep in touch.

The deal went down in 1955 after Johan was dumped by a girlfriend when a mouse fell out of the Model A's headlining and onto her lap. Johan purchased a 1955 Vauxhall Velox while Andre parted with £250 and drove away from the van Brakel farm in the 25-year-old A. Under Andre's ownership the car was pressed into regular use, heading from Potch to Jo'burg, stopping at

the likes of the famous DC-3 adorned landmark 'Uncle Charlies' for a 'toasted hamburger' – a burger patty between two slices of toast - and even taking part in the odd competitive event like the 1956 Pretoria Motors Club Mud Plugging event.

In 1958 Andre proposed to Hazel, his then girlfriend, in the Model A, and she accepted. Andre took up a teaching job in Chingola, Northern Rhodesia in order to save up some cash to get married and explore Europe for two years thereafter. Of course they made the trek to Chingola, some 1000km in the Ford. Before departing for Europe Andre sold the car to his mate Patrick





on the understanding that he could buy it back when he returned two years later. Patrick drove the A for a short while around Chingola before putting it into storage in late 1959, the last time it would drive for forty years.

Andre and Hazel moved back to Potch in '62, and started a family with the birth of their first son Chris and shortly thereafter Eugene. Family matters and house maintenance took priority but in 1968 Andre negotiated the buy back of the Ford, at a price of R100. On 23 October 1968 the vehicle was loaded onto a truck, passed through the Rhodesian/South Africa border at Beit Bridge and arrived in Potchefstroom, complete but in a sorry state. A new teaching job at Bryanston

High saw the van Rensburg posse and Model A moving to plot 777/5 Bryanston, which was on a dirt road now tarred and referred to as William Nicol Highway. This time the machine was hooked to the back of a truck by a wooden pole.

With the intent of restoring the car Andre kept it securely in the garage but never got to doing the work before having a third son, Paul, and being promoted to 'Inspector of Education' by the Transvaal Education Department. This promotion meant moving the family and the Model A to a State-owned house in Pretoria East. By 1981 the van Rensburg children were old enough to understand the significance of the Model A but were off studying or doing military conscript, and the restoration was postponed. Andre was kept busy penning his book 'Usage Dictionary for

Family matters and house maintenance took priority but in 1968 Andre negotiated the buy back of the Ford, at a price of R100.

Johan van Brakel on the front seat in 1932.



The Model A at home in Potch during December 1932.





Schools' but he did manage to take the first step toward Model A restoration by stripping the machine.

It was still in this stripped condition when Andre took compulsory retirement in 1990 and moved to Salt Rock near Durban. This time the A body was mounted to a specially made Mini subframe-derived trailer and towed by an Opel Monza. A couple of years later with his health declining, Andre and Hazel moved with the A to Hillcrest. The pair's oldest son Chris visited his folks in 1999 and while having his 2.5-litre Alfa GTV repaired at Lee Motors, got talking to Ivor Lee about his father's Model A. Lee was interested in the idea of rebuilding the car and Chris commissioned the go-ahead. Unfortunately Andre passed away only months later but Chris took

ownership and the car was completed by 2001. Restored to its original specification, Hazel was thrilled to see the A going again but wouldn't go for a drive in it.

The A took top honours in a 2001 Concours, won the Index of Performance on the Durban Dash the same year and then headed back to Chris' house in Johannesburg. It was back to Durban in 2002, again with the Durban Dash, but a difficult-to-diagnose wobble at 30mph meant for the rest of the year use was minimal. In 2006 bohemian car fanatic Hugh Anderson pointed out that the wheel alignment was causing the issue and once resolved, Chris Van (who changed his surname to suit his screen writing aspirations) really took up regular use of the car again. Over the next few years thousands of miles

were put onto the A, which meant regular maintenance and the depletion of teething problems. It soon became apparent to Chris that the best way to keep a car reliable was to use it and what better way to keep it in use than to put it into action as a daily driver.

Starting from Chris Van's Blairgowrie house the route, which was selected for directness and not traffic avoidance or photography opportunities headed onto 1st Avenue Linden, Barry Hertzog, up past the Gas Works and then left at the old Sturrock Park Oval track stadium and into Braamfontein. Nelson Mandela Bridge came next, trundling over the railway lines into Newtown and down into a parking garage under the old Stock Exchange and Diagonal Street.

In a testament to how using your vintage machine keeps it reliable the

21 year old Johan van Brakel and Model A watched the Boks versus Australia at Ellis Park in 1953.



Andre van Rensburg Mud Plugging the A in Pretoria, mid 1956.



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1932 Potchefstroom Ford dealership advert.



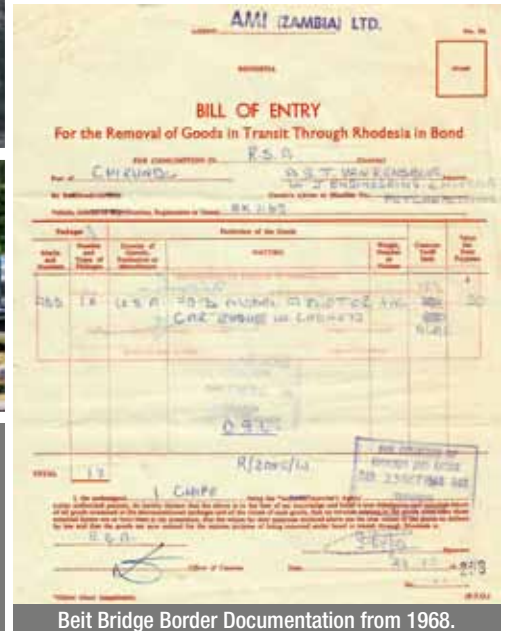
1. Andre's Multo Presto Special.

2. Andre and Hazel van Rensburg.

3. Johan hands current owner Chris Van the original tyre pump, last with the car in 1955.



Original owner Chris van Brakel's 1931 driving licence.



Beit Bridge Border Documentation from 1968.

Model A fired up at the first kick. Fuel is fed via gravity and monitored by a float gauge so no pumps to fail or lying sender units. Highveld thunderstorms have resulted in the only modernity with an electric windscreen wiper motor replacing the vacuum system - it is still on the original 6-volt electrical system though. The mirror-mounted clock does need a wind every three days or so but this adds a bit of personal relationship between occupant and machine.

Regular use also keeps the driver's feet practised for the 'odd' pedal layout with the accelerator in the middle. Plenty of torque sees to it that first is only needed for the steepest of hills and only second and third are needed from the 3-speed manual around town. Progress is at the same rate as the day-to-day traffic and the pulling power makes for less cog swapping than a modern manual. Aircon isn't needed as the commute is completed at the prime rush-hour times so the sun hasn't risen that high, or alternatively

has dropped below the concrete jungle for home time.

Sitting up high, visibility and anticipation are out the top drawer and the sight of such a majestic workhorse has fellow motorists showing their best side, letting the Ford in with a smile despite the lack of indicators - hand signals are the order of the day. Stopping power comes from the original lever-operated drums but friction material has been replaced with a slightly more efficient woven material.

The only other non-original mod came about when, for the second time in the A's life, rodents were involved, this time eating away at the seat upholstery while the car was parked for a while. Chris stepped away from originality here for practical reasons and swapped out the green wool for some leather of the same tone. Four hides were sourced from Rudolf Hanni, whose family has been in the leather trade for three hundred years, and Sue Shepherd did the upholstery.

With the car as good as new in June 2011, Chris' Uncle Nods, who still lived in

Potchefstroom, traced Johan van Brakel, then in his 80th year. A year later Chris drove the A through to Potch, reunited the car with Johan and heard numerous tales about its original ownership. Even better was the handover of the original tyre pump, which Johan had forgotten to give Chris' father back in 1955.

So far the only work required to keep it going as a daily has been a coil, cylinder head gasket (the head bolts were never re-torqued after the 1999 rebuild), a new set of tyres and a new windscreen wiper blade. Oil is changed every 500 miles as there is no oil filter. And so the story is set to continue for this reliable Model A.

As we rode into Africa's economic powerhouse, I realised that going to the office in a classic car does not have to be a romantic dream. In harsh downtown traffic, a 1931 Model A Ford goes, turns and stops in concert with the latest computerised capsules. And I wondered, too, if the improvements of the motor car in the last eighty years have been nothing but a giant corporate conspiracy. 🇿



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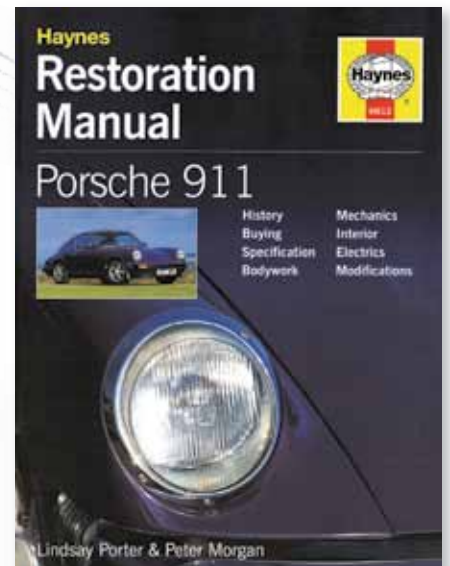
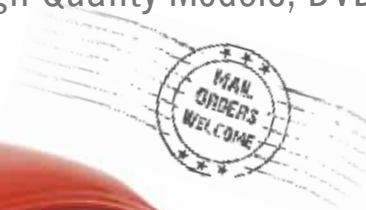
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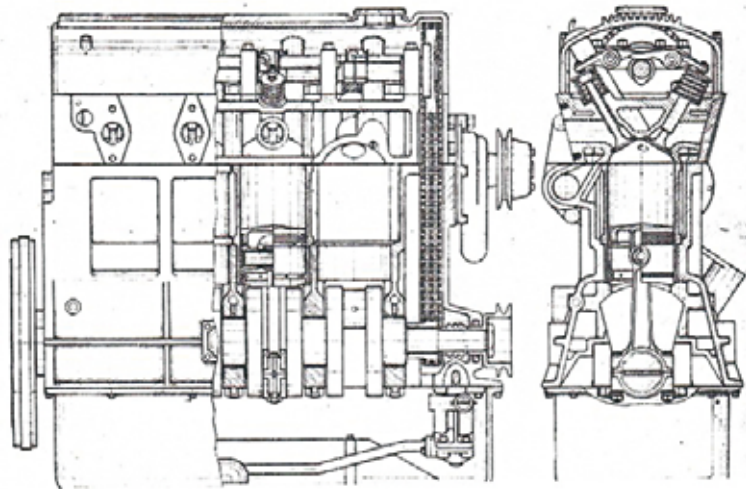
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1/18th Scale 1983 Volkswagen 1200 by Minichamps





Cross-sections of the Barwell Engine

AN EARLY FOLLY

The 1960s saw a number of exciting scraps in production-car racing between Emmot Barwell in an Alfa Romeo Giulia and Koos Swanepoel in a Lotus-Cortina. Emmot did not always win, but he was very competitive. He also sold a lot of Alfas from his dealership at the top end of Wale Street in Cape Town. Early in 1963 **Jake Venter** got into a conversation with Emmot at a party, and here he admits to an early folly.

Emmot confessed that he wanted to build a unique South African engine and that he had the financial backing of two major dealer chains in the country. They were prepared to set up a local manufacturing plant, and fit these engines into Japanese light delivery vehicles that, they claimed, they were able to import without engines.

I listened politely, but perked-up when he asked me to help him design the engine. I jumped at the chance and within days joined him on a part-time basis. Later, I resigned my position as lecturer at the Cape Technical College, and joined him in a full-time capacity.

Emmot, a self-taught mechanic, was gifted with the most amazing engineering intuition, but his mathematical knowledge was sparse. My task was to make the required machine drawings and do the necessary calculations. I had served an apprenticeship as motor mechanic but had also acquired a Diploma in

Mechanical Engineering and a B.Sc. in Applied Mathematics.

THE BASIC LAYOUT

The engine had to be a four-cylinder water-cooled unit, with a cross-flow cylinder head. During our initial discussions it became clear that Emmot wanted a bottom-end and cylinder block very similar to the Alfa layout, combined with a chain-driven single overhead camshaft operating the valves via rockers. We also adopted Alfa's wet-sleeve design in order to simplify the cylinder block casting.

This amounted to copying, but it's worth knowing that in engineering it's stupid not to copy a good idea, as long as you respect any patent rights applicable. Unless an engine is copied bolt-for-bolt you still have to calculate the correct sizes according to the stress analyses of the various parts.

THE DRAWINGS

Bought-out parts like the pistons, carburettor, ignition system, alternator,



Jake Venter and the Barwell engine today.



The engine as it stands today at the Crankhandle Clubhouse.

water and oil pump did not need drawings. However, the unique parts that had to be made needed dimensioned drawings. I made steady progress with these, but one incident led to a lot of amusement. I drew the transverse and longitudinal sections of the cylinder head over a long weekend, and proudly showed the drawings to Emmot on the Tuesday. He took one look and burst out laughing. I had forgotten to make a space for the spark plugs!

MANUFACTURING THE PROTOTYPE

The cast-iron cylinder block and head was cast in Alberton, and machined by an automotive machine shop, but they did not know how to machine a crankshaft from a round billet of steel. Emmot therefore decided to set up a small machine shop for his friend Ken Tomlinson because the latter had the required experience. Ken not only machined the crankshaft but also the connecting rods, valve rockers and smaller parts from steel billets. The only parts not made in SA were

the carburettor, timing chain and electrical equipment.

SPECIFICATIONS

The engine was 1.67-litre four-cylinder. Bore and stroke were both 81mm, and the compression ratio was 8:1. The projected output was 75BHP at 4600 r/min with 102ft.lbs of torque at 2300 r/min. The crankshaft was supported in five main bearings and the engine breathed through a twin-choke Solex carburettor.


TESTING

The completed prototype was put on a stand and used to fiddle around with and show to interested parties. I remember the day we started it for the first time. We just couldn't get it going, so eventually I asked Emmot what tappet clearance setting he used. He replied that he had used a gap of 0.030 inches because he didn't want the valves to touch the pistons. I replied that the camshaft profile was designed for 0.020 inches, and

his wider setting was most likely the reason it would not start. When the tappet clearance was corrected, the engine started immediately.

AFTERMATH

As soon as the engine started everything changed. The engine was never tested on a dyno, but the backers got very excited and flew to Germany with a set of drawings in their possession. They tried to sell the design, but the Germans just laughed, as I knew they would. When the backers returned, I was sacked, Emmot kept on racing, and the project folded.

At present, the engine is on its stand inside the Crankhandle Clubhouse in Cape Town (I'm a founder member), and those days are just pleasant memories. Am I sad that the project failed? No, I'm relieved. The engine could not possibly have been a success, because two men and boy cannot design an engine. In the long run we would have been found out. It was however, a fabulous way to learn more about engines. 

Turner's works Austin-Healey Sprite going 'the wrong way' around Malmesbury corner at the 'old Killarney'.



SOUTH AFRICA'S NORMAN DEWIS

Greg Mills talks to Roddy Turner Snr, a leading light in South Africa's race car building, driving and team management. Roddy turns 90 on 16 September 2013.

Images: Roddy Turner Collection

I first met Mr Turner, as he has always been known to me, in 1973, when my brother, also Roddy, and I got into karting. We had originally built a wooden kart with a Briggs and Stratton engine and then purchased a similarly-powered metal-framed homemade device known by its luminescence as the 'Orange Peril' from Tony Sandell, later to marry my sister and a doyen of the classic bike scene in the Cape. My father eventually decided that the neighbourhood had been sufficiently terrorised, and dragged us down to Killarney – or was it the other way round?

Killarney then possessed a number of club karts specifically for this task. After my brother, four years older than me, had thrashed around all afternoon, I was plonked into the old Tecno powered by an early McCulloch Mc49 engine, and set loose. With overalls

stuffed behind me to reach the pedals, it was a walking pace exercise. But the die was cast, bug was caught, petrol was ingested – whatever, we were hooked. A second-hand Blow Invader chassis from Fred White – another doyen of the sport – followed, complete with a state-of-the-art Mc91B/I. The big time beckoned.

We were far from the only ones introduced to the sport by Turner. During his 40 years at Robbs and, later, Brian Porter Motors, he was a mine of information and continuous helping hand for racing enthusiasts, never too busy or stressed to answer stupid queries from yours truly and, I suspect, many others about the tuning lengths of Mini exhausts, compression ratios on A-Series engines, or the vagaries and seemingly black art of SU jetting.

BMC *aficionado* Derek Hulse got into MGs because, as he noted, "They were cheap to buy and cheap to fix, and every

part was available. Although we could get the basic information from books like the one written by Dave Vizard, Roddy was very good in helping with the more difficult aspects, like getting my highly-modified Midget 1275 to run smoothly. He had tremendous knowledge and was extremely helpful." "And," recalls Derek, "he was among the last of that generation – a BMC 'man' through and through, someone who dedicated his career to a single firm, if you will, a Norman Dewis [the legendary Jaguar test-driver, racer and engineer] of South Africa."

Born in the UK, Roddy Snr moved to South Africa aged four when his father, Samuel, took up a post as Cable and Wireless' Chief Engineer. His route into motorsport was, like so many, via bikes. "While still at Bishops I would go down to the Grand Parade and buy scrap bikes from the traders who would



Turner with the ex-Frankie Thompson Austin Seven Special at Paarden Eiland, 1946.



The Austin-Healey at Gunner's Circle in 1959.



Austin A40 Special at Gunner's Circle, 1952.

gather there on a Saturday, fix them up and turn a handsome profit." Sundry Douglasses, BSAs and Nortons were also raced, informally, at the Rosebank show-grounds, "where there was a perfect oval. Needless to say I managed to fail Matric first time around." After re-sitting his exams at Cape Tech, he aimed to immediately join the SA Air Force, though "my father insisted that I worked for three months before he would sign my parental permission papers. I spent that time at Finlay and Gromley's, just next door to Stansfield Ratcliffe's engineering works where I learnt to work a lathe, something," he chuckles, "that proved rather useful later in life."

Then it was off to war. Training at Witbank on Tiger Moths was "followed by a perpetual train journey to and from the Cape" with further training in Harvards at Waterkloof followed by conversion on Airspeed Oxfords ('Oxboxes' as they were affectionately termed) in Darling. He then headed up north to Italy via Cairo and several other North African

stops, which included a crash-landing in a Curtis Commando along the way. Along with his fellow '3 Wing' pilots (formed into 12, 21, 24 and 30 SAAF Squadrons), he converted to Martin B26 Marauders, carrying out a full 'tour' of more than 50 bombing missions on the B26, known also as the 'Boston Whore' or 'Widowmaker' on account of its difficulty to fly. "It had a very high landing and take-off speed, never under 135mph, though its biggest vice was perhaps that it was not very

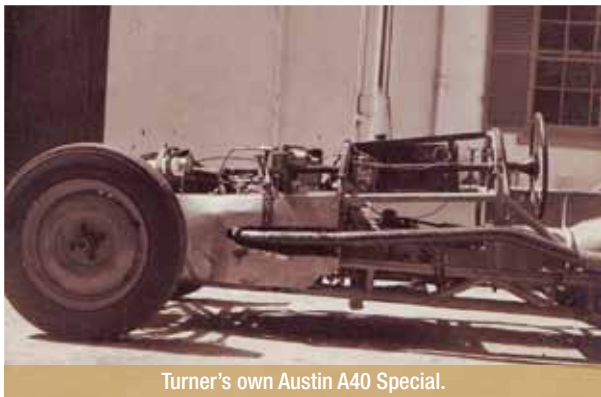
Turner later competed with distinction in the Monty Silverman and works BMC Austin-Healeys, A40 Farina, Peter Small's Lotus Seven-Climax, and supercharged factory Austin-Healey Sprite.

manoeuvrable or very responsive - a cannonball in the air. The ground staff also found it very fiddly and finicky to work on." But there was no messing about. "I realised that the war

was nearly over, and it was a matter of getting it over without being killed."

Demobbed and back in SA, he got back into motorsport with the ex-Frankie Thompson Austin Seven-based special. Then, in 1948, with the help of 'ace welder' Jimmy Winstanley, he built his own A40 Special in the Robb Motors workshops in Strand Street. 'Robbs', founded in 1926, hosted many of the motorsport doyen, including Peter Small (son of one of the founders, Eddie) and bike-guru George Anderson. This offered an extraordinarily fertile learning environment. Roddy Mills admits that every engine question he ever had was answered by Roddy Snr. - though he also says that he had learnt a lot from George Anderson.

The A40 Special was of tubular construction (the tubes being bent up using sand), with the 1200cc four-cylinder, dry-sumped A40 engine laid over on its side until the plugs were nearly vertical to minimise frontal area, A70 brakes, Austin 10 steering box, transverse-leaf front suspension, and a cut-down Studebaker



Turner's own Austin A40 Special.



Turner in the A40 Special at the Camps Bay Hillclimb, 1952.

Champion solid rear-axle. Using a 7.2:1 compression ratio, the plan, was, Turner recounts, “to replace its single carb with a blower, but as with all things in motor-racing, we ran out of money!”

Having raced the car from 1950 at a variety of events at Gunner's Circle and Eerste Rivier, as well as the Killarney sprints (on today's entrance road), Roddy sold the car to former air-gunner Don Matthews “for a racing BSA 350 Gold Star”. Turner later competed with distinction in the Monty Silverman and works BMC Austin-Healeys, A40 Farina, Peter Small's Lotus Seven-Climax, and supercharged factory Austin-Healey Sprite. The 3000 Healey was a “bit of a beast”, with three twin-choke Webers and a six-into-three exhaust system, being geared for over 140mph at Gunner's. “The brakes,”

Turner says, “were terrible. Enough to stop a Triumph TR2, perhaps, but not the Healey!”

Nigel Payne first encountered Roddy through his own early rallying exploits, when his ‘ace navigator’, Tony Ainslie, uprated his Morris Minor with a 1200cc ‘MG-spec’ A40 engine. The duo also “got a few rally drives” through Len Allen, Robb's then Sales Manager, and Roddy in an Austin A30, “so short that you could put it sideways on the farm roads and not touch sides”, and an A50 – “painfully slow but very comfortable.” Nigel progressed into circuit racing with various Volvos and Borgwards along with the Lotus 18 Formula

Junior, which did not bring him directly up against Roddy given the latter's sports-car focus. Regardless, he always admired Roddy's very smooth, seldom over-the-limit driving style which, he feels sure, was because of his prior motorcycle experience. More than that, Roddy, recalls Nigel, “was always happy to talk and help in his office at Robbs at the end of the day after work when I am sure he had much more important things to do to finish off his busy day”, a sentiment commonly expressed by those who came into contact with him.

When Roddy Snr stopped driving, his son carried on the name in a

Snr, “stretched the regulations a bit, we made a deal with Tommy, then working as an engine development specialist at the Leyland works in Blackheath, to obtain a new Clubman shell in what is termed ‘white’, or bare metal over to which we transferred many of the original Gash bits.” Tommy remembers that they CO₂-welded the new shell, which made it a bit stronger than the spot-welded original. The new Mini GTS proved the class of the field, with Roddy winning the WP Argus Production Championship in 1977 after a titanic struggle with Geoff Moller's Renault R10.

When Roddy Snr stopped driving, his son carried on the name in a distinguished racing career.

distinguished racing career which saw him win a SA ‘Stock Class’ karting title in 1975 (after a hectic scrap with ‘our’ Roddy), clean up modified production cars in a Mini GTS prepared by his father, do the same in regional Formula Fords with an old ‘Rondebosch Travel’ Merlyn Mk11A, before being a frontrunner in Group One with a variety of cars including Mitsubishi, BMW and, finally, in sundry Opels as a works driver.

After Roddy Jnr's karting success, father and son moved over to the main circuit, buying Tommy Gash's bright pink Argus Production Car Mini GT. “But since the car,” remembers Roddy

Roddy's next move into Formula Ford was equally impressive, despite the age of his single-seater. Ed Razzano, a noted Cape karter, who raced twice at the World Championships

in 1974 (Estoril) and 1975 (Paul Ricard), an era dominated by the likes of the man rated by Ayrton Senna as the best he drove against in Terry Fullerton, four-time F1 champion Alain Prost, Eddie Cheever, South Africa's Carlheinz Peters, and the '74 World Karting Champion Riccardo Patrese. After karting Razzano unsurprisingly proved very quick in his own Merlyn Mk20 FF, before moving away from the sport into, first, surfing, and his job, today, as a professional squash player and coach. He met Roddy Turner when his son, Roddy Jnr, took up karting.

“To me Rod exemplified polite calm as he acquired the knowledge specific



Climax-engined Lotus 7 at Hoal's Hoek, Killarney.



The Austin A40 Special Eerste Rivier, 1951.

to that part of the sport. He was always ready to engage in discussion and when differing in opinion, was always respectful," says Ed. "His affable calm, methodical approach in his son's Formula Ford era was for me best exemplified when he developed suspension geometry to compensate for a flaw in what was at the time, an outdated car. This approach, with limited resources, made their car the fastest in a local field, an admirable achievement set against far more modern cars and bigger budgets!" My own father had possessed a succession of Jags and we came to know Rod also in his capacity at Robb Motors and I knew him as a British Leyland brand loyal enthusiast.

After a year in Ted Lanfeer's yellow Merlyn, Roddy went to the UK to try his hand during 1980 and 1981, regularly running a March F3 car in Formula Libre events interspersed with an occasional FF2000 drive. After "totalling one of Bert Ray's Formula Fords when the drop-link fell out of the rear suspension at the Formula Ford Festival" Roddy returned home in 1982 to build a Dart for local racing "as there was nothing else." Occasional drives followed in a modified Mazda with Clarry Taylor in endurance races, in the Porsche Cup, and in a VW Golf for Brian Porter before getting a full-time drive in a Mitsubishi Tredia Turbo. "It was a terrible thing, which went straight, but not around the corners," recalls Roddy.

The Tredia's brakes got so hot "they melted the plastic valve caps and

melted the CV boots" but the car was regularly the class of the field. Roddy then progressed into a 325 BMW for the Auto Atlantic Dealer Team before heading back overseas. "Peter de Waal," he says, "got me back home with a drive in a 1300 Kadett." So began a long association with Opel lasting until the 1990s, which saw Roddy a works driver in the Superboss and, for a few races at least, in the Super Touring Vectra. "It was difficult, though, to hop into such a car, especially a left-hand drive one, and expect to be quick," he reflects. A short intermission saw him driving a Calibra in Wesbank Modifieds, which went through his money faster than he could drive. "I estimate," says Roddy, "it cost me R10 000 a lap." Then it was back to Group One racing. Three appearances at the famous Nurburgring 24 Hour race in various Opels followed. "It's a simply fantastic track and an absolutely awesome event, though quite daunting too in the dark, rain and the mist. You have to learn to drive smoothly and adopt and follow a careful strategy to not only be quick, but to finish well," he declares. Peter Burroughes (whose father had also worked as a Robb's sales manager) who headed Delta's public affairs, convinced the company's motorsport division to allow a German-built Superboss, then dominating SA motorsport, to race in the event. "Everybody was quite charmed that we came over and took on the mighty teams, especially when we were leading our class. Unfortunately the gearbox broke, adding to the pathos and drama

of the event and the occasion."

Roddy Jnr has run his used car business 'Turner and Turner' in Diep River in Cape Town, for over twenty years. While his children have not followed the family 'trade', sporting excellence continues. His son, Matthew, 25, is a member of the England 'Sevens' rugby team, having excelled in the sport at Bishops and UCT. His grandfather's strict regimen of Virginia tobacco is apparently not being followed, not that it seems to have done him much harm in his ninetieth year.

Peter Burroughes sums up Roddy Snr's contribution to motorsport: "A racing driver in his younger days, the father of various hot local Minis, and a gentlemanly mine of knowledge and of history." Fellow Mini racer and long-time Western Province motorsport official Dave Malan, who worked at Blackheath as a development engineer from 1971-86, says of Roddy Snr, "He was an institution for my generation." Razzano remembers, "He was an agent for enlightenment in matters both technical and tactical in motor sport, without giving away the Crown Jewels. I think he embodied the perfect set of skills needed for development work at the highest level, but more than that, he is a gentleman." And Tommy Gash says of Roddy, "His knowledge of cars and people-handling skills at Robbs did the marques more good than the cars themselves."

South Africa's Norman Dewis then indeed; or perhaps Mr Dewis is Britain's Roddy Turner... ? 🇬🇧

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PROJECT NEW YORK STEAK



John Baker and his 1976 Z900-A4.

Back in 1971 the Kawasaki factory sent a handful of prototype 903cc four cylinder motorcycles to the USA for top-secret testing. Three years earlier their engineers had been busy putting the finishing touches to their first 750cc four-cylinder four-stroke motorcycle when Honda trumped them by launching the famous 750 Four, so the Men in Green went grumpily back to the drawing board to come up with something bigger and better - the Kawasaki Z1.

Words and Images by Gavin Foster

The new bike would have a 903cc double-overhead camshaft engine that put out 82 horsepower as opposed to the single-cam Honda's 67, and, with a roller-bearing crankshaft, it would hopefully be virtually indestructible. Now, with a few of the machines assembled, they wanted the official Kawasaki racing outfit in the USA, Hansen Racing, to establish during the off-season if they'd succeeded. One of the team's riders, British ex-GP racer Paul Smart, who'd migrated to the States to race for Team Hansen, was involved in the T103 project, renamed 'Project New York Steak' by those involved. Forty-two years later, having Smart's phone number on hand from a previous

interview, I gave him a ring for some inside information and asked the question - did they manage to break the bikes?

"Yes," says Smart. "They wanted us to. I think testing programmes in those days were much more realistic than they are today because they were done in real-world conditions with real stupid riders. The engine casings were all early sand-cast versions and there were Kayaba forks and technicians to help us with the handling." The bikes, disguised and badged to resemble Honda Fours, were ridden for thousands of kms on the road, and then they were thrashed around the Talladega Speed Bowl non-stop for hour after hour at speeds averaging around 210 km/h to see what would give in first.

What was Smart's first impression of



Ex-multiple champ Ophie Howard aboard Barker's Z900-A4 at Zwartkops recently.

the new bike? "I tell you what, we were racing Kawasaki H2Rs in those days (*the infamously brittle, ill-handling 750cc two-stroke factory racers*) and I thought 'this is the way to go for racing!' It had a big old lumpy four-stroke engine that was hard to break, even in those early days, compared to the H2Rs that were flying grenades. I think we were the only team doing proper testing on the bike anywhere in the world. The handling was iffy - those first ones wobbled about terribly. The engine was the height of technology at the time but the frame was really 1950s, way behind in development, with wire wheels. It had the geometry of the Norton Featherbed chassis that everybody copied, but with lots more weight and double the power. Surprisingly, the more we rode them

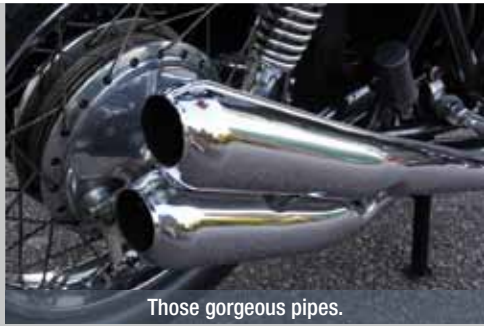
the more relaxed we became as we got used to the bobbing and weaving."

What about the 'testing to destruction' thing? "Those early engines had the valve shims on top of the bucket to make it easy for adjustment, but when you revved them really hard they'd pick up the shims and spit them out through the front of the cambox. That was the only major problem. The clutches also weren't quite up to scratch but we really abused them. Apart from that there were no real issues."

Smart went beyond the call of duty in his contribution to the testing program. "Myself and my race mechanic, a guy called Hurley Wilvert, who later went on to become a top racer, entered an eight hour endurance race with one, which we shouldn't have done. It

was at a track at Vacaville, a very hot place in California, and we disguised the bike as a Honda Four and tried to stop anybody getting too close to it. It was miles quicker than anything else on the track and we won by about 28 laps, I think. Kawasaki was VERY upset when they found out but it was just one of those things."

Smart carried on with his unconventional way of doing things during long-distance high-speed testing at Talladega Speed Bowl. "I took my wife, Maggie with me. We'd fill the bikes up and then thrash them round and round as fast as they would go until the petrol ran out. I'd stick her on the back and lap at over 130 miles per hour (210km/h) with one hand on the fork leg to help limit the wobbles and



Those gorgeous pipes.



By '76 the Z gained a second disc up front.



The instruments with impressive figures.



The indestructible engine.



Barker's tidy workshop dedicated to Kawasaki.



Barker's street-fighter built up from parts.

the other holding the throttle open, while she sat on the back, half asleep." Maggie's maiden name was Sheene - Smart had married Barry's sister - so her DNA was probably programmed to do daft things.

The following year Smart achieved enormous fame for himself and Ducati by winning the Imola 200 on one of the 750cc V-twin Italian machines - a victory that pushed Ducati straight into the limelight. In 1974 he retired from racing and opened a Kawasaki dealership in the UK. "We couldn't get enough of the Kawasaki 900s," he remembers. "People were lining up to buy them."

The Kawasaki 903 was sold, first in 1973 as the Z1 and then, from 1976 to 1977 as the Z900. In 1977 the bored-out 1015cc Z1000 was introduced. There were a number of minor and a few significant changes made during the 900's five-year lifespan. These ranged from decal and colour variances, different idiot lights, revised sidecover and tailpiece styling and relocation of side reflectors, to the addition of a much-needed second front disc and a beefier frame in the Z900 derivatives. There were also countless not visibly apparent modifications to the engines

and clutches, and the Z900 models were fitted with 26mm Mikuni carburettors rather than the 28mm instruments of the earlier bikes. This resulted in a very minor drop in power but improved the midrange. The engines became a favourite for racers on circuits and on drag strips because they were so bulletproof even when running turbochargers and nitrous oxide. The bikes won races and championships around the world and many are still on the road today.

The Z900-A4 featured most prominently on these pages belongs to John Baker of Durban. Apart from this original '76 machine he has a gorgeous 1300cc ex-Mike Grant drag bike, a very pretty street-fighter that he built up from parts, a Z1000J awaiting a rebuild and an original Z1 that's an ongoing project. The Bakers have Green blood - John also has an immaculate ZX-12R that he uses for breakfast runs, and his teenage son Blaze races a Kawasaki ZX-6R in the Northern Regions championships.

John frequently rides the Z900-A4 on breakfast runs. "When I got it in part exchange for the chain-driven ex-Rod Gray Yamaha XS1100 F1 racer I owned about 15 years ago it was a bit of a mess.

It had a horrible four-into-one and was pretty tatty. I rebuilt the engine completely and cleaned up the rest of the bike, but it still has the original paintwork and seat. I've covered about 20 000 km on it since then and it still flies on breakfast runs, but with lots of wobbles and weaves." The bike also featured at the Zwartkops Day of the Champions in about 2008, with ex-multiple champ Ophie Howard in the saddle. John changed the seat, fitted a steering damper and replaced the immaculate (and expensive) four silencers with an old set of pipes painted black. Apart from that it was a matter of wiring all the important bits like the sump plug and oil filler cap, and Ophie, then 70, was off to teach the youngsters how to ride an old motorcycle very quickly.

Honda may well have created the first modern superbike with their groundbreaking 750 Four, but Kawasaki's Z1 was without doubt the first Superbike deserving of a capital S. "So it used to wobble a lot, but that was the case with all big motorbikes then, and what was better?" asks Paul Smart. "Frankly, I don't think things went up a step until Suzuki brought out their GS 1000S in '79." 📌

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TWO WHEELS AT WAR

Bikes, with or without engines, have earned tremendous respect in military circles over the last century. They can go where other vehicles can't and they get there much faster than any foot soldier ever could. **Gavin Foster** takes a whimsical look at two-wheeled warfare.

The first step in the evolution of the two-wheeler as an instrument of war came about in the mid-1890s, when the so-called 'safety bicycle' and the pneumatic tyre arrived more or less together. Military leaders sat up and took notice, and most armies experimented with the newfangled technology. Not everybody was impressed, though – the *New York Times* of 30 September 1894 ran an article stating that: "The bicycle is steadily growing in favour with the British. At the recent annual review the cycle corps attracted a great deal of attention, and undoubtedly deserved it, for the number of riders that fell from their machines convinced the spectators that a battle in which a corps of cyclists should take part would be extremely amusing to both the contending forces."

Few people realise what an important role South Africa played in the saga, with bicycles being used successfully in both the Jameson Raid of 1895 and the Boer War four years later - the first major conflict to see extended use of two wheelers. A young lawyer, Danie Theron, dragged cycling champion friend, JP 'Koois' Jooste, with him to Pretoria just before the outbreak of war in 1899 to convince the Transvaal government of the usefulness of the bicycle. The pair convinced President Kruger that while a horse had to eat and sleep, a bicycle needed only 'oil and a pump' to keep it in action. A document called *Bicycles during the Boer War* by D R Maree and published by the SA National Museum of Military History tells how the pair explained that punctures could be avoided by placing a piece of raw leather between tyre and tube. They also stressed that bicycles had the advantage of being both quieter than horses and less needful of



Military bikes being sold to the public in 1946.

attention if abandoned in a ditch for a day or two while their riders spied on enemy movements. Theron then organised a 75km race between Jooste and a horseman called Martiens, from Pretoria to the Crocodile River to show how fast a man on a bike could travel across country. Jooste won, and Danie Theron's 108-man Wielrijders Rapportgangers Corps was founded.

The Brits also had cycle units in South Africa, and at one stage 3% of their active forces were bicycle riders. Most of these were used for scouting or messaging purposes, but both sides sent out active bicycle-mounted patrols, and the Poms even had a unique 'war cycle' consisting of an extraordinary contraption that looked like two long four-seater tandem bicycles bolted together, rolling on special wheels that enabled eight men to pedal it briskly along the railway tracks they were meant to patrol. When the troops felt frisky they could mount a Maxim machine gun to the 50km/h machine. There are also incidents on record of men on bicycles chasing and capturing fleeing enemies on horseback, and

vice versa. After the Boer War the world was no longer in doubt. Even without an engine, two wheels had many advantages over four in certain wartime applications. The question that remained was how much better they'd be if you didn't have to pedal them. That was soon answered, when WWI broke out in 1914.

During the early days of both world wars the South African government requisitioned privately owned motorcycles for the military, but problems with providing such a wide range of machinery with suitable spares soon became an issue. British motorcycle manufacturers worked flat out to provide more suitable bikes for all the Commonwealth states as well as their own little island's armed forces, but supply couldn't keep up with demand and in WWII this was exacerbated by Germany's bombing of British industry. America entered both wars almost at half-time, so their motorcycle industry had two extra years of peace to snap up orders from South Africa, Australia, New Zealand and Canada. The Harley-Davidson

fortunately proved a winner in Africa, thanks to its rugged, torquey engine and fat tyres.

South Africa used motorcycles to good effect throughout the East African campaigns against Germany and Italy. Very little has been written about their riders' experiences, especially in WWI, but I had the good fortune to within a few days find two booklets from the period 1916 – 1918. The first, a Corporal Haussmann's memoirs, makes it clear that the war in East Africa was for him and many of his friends a game, albeit a dangerous one. "Lieutenant Honeywood had a Harley, and the two of us went for some fun one afternoon, stalking the Germans, sniping at them and riding off before they could return the fire," he writes. "Honeywood then went one better, and with a machine gun mounted on his Model T, and Tickey Holmes, a fat little fellow, driving, he decided to attack the enemy on his own one day. The general heard about this and played hell!"

Haussmann also describes how one day his colonel, who had been experimenting with making hand



Bicycle mounted Boer War trooper.



Soldiers at the Cape Railway Yard.

grenades from jam tins, ordered him to collect a staff cycle from the vehicle pool at the regimental base in Nyasaland, now Malawi. “This was an Enfield, with a wickerwork sidecar held on hoop springs,” he remembers. “I took the colonel away from the boma, armed with his experimental grenades. At his chosen site he threw one which failed to explode, went to investigate and was blown to bits.” He writes elsewhere of riding with a friend to deliver despatches, when they heard cannon fire nearby. After making preparations to burn their despatches with fuel from their bikes should things go wrong, they popped their heads up to take a look at what was causing all the noise. “We discovered though that it was the Rhodesian Askari firing at us, not having heard a motorcycle before and believing us to be machine guns.”

There’s no doubt that despite the danger from the enemy and disease these soldiers lived a far better life than their comrades condemned to spend four years in the waterlogged trenches of Belgium and France. Many of the despatch riders hired local Africans as servants, and the willingness of others to carry out manual labour for a pittance meant they weren’t overworked. Food was sometimes in short supply, but both sets of memoirs are littered with passages about shooting at elephants, buck, birds, lion and anything else they saw, of which there was plenty.

The motorcycles and safety gear of a century ago were nowhere near as advanced as those we use today, and

getting anywhere was a major task in East Africa in 1916. “Despatch riding was never pleasant,” writes Haussmann, “especially at night in a strange country, and after riding without goggles I would have bloodshot eyes continuously. Our routes were invariably cross country, with footpaths and tracks only if we were lucky. After every river crossing it became second nature to dry out the magneto and clean the carburettor before continuing. Between Njombe and Matabera there is a broad river. One rider would come to one bank; I would swim to meet him and collect the despatches to take back to the colonel.”

One of the officers in the motorcycle corps skidded in the sand and landed head-first in the bowels of a blown-up ox.

Watch out for the crocs, then!

The second diary, a neatly bound document titled *The Diary of a Motorcyclist in German East Africa 1916–1918*, tells how the unnamed writer and his companions were loaded down with loose items of equipment they had to tie to their machines with rope. A gun-bucket and rifle was strapped to the front forks, with a hundred rounds of ammunition in bandoliers, haversack, water bottle, revolver and ammunition, blankets, waterproof, tin of petrol and oil on the passenger seat, pots, pans, kettles, gridirons and every other type of cooking utensil attached to various points on the rider and his machine. “We carry about a week’s supply of foodstuffs because we are supposed

to be self-sufficient, and every man must learn to cook his own grub,” he grumbles, adding that the road behind him was strewn with every kind of article imaginable.

Some of the hazards that faced the wartime motorcyclist in Africa were unusual, to say the least. Our diarist talks about passing through a battle zone where the road was strewn with dead oxen and mules, writhing with maggots. “One of the officers in the motorcycle corps skidded in the sand and landed head-first in the bowels of a blown-up ox. Being eaten by lions was also a possibility. Our diarist’s bike broke down for the umpteenth time one day at dusk. As they were forbidden to abandon them and he didn’t feel like pushing the bike he lay down beside it to sleep, only to be kept wide-eyed and restless by

a half-dozen lions that roared, grunted and coughed around him all night.

Motorcycles – and, strangely enough, bicycles – are still used to fulfil specialised military requirements. The US Marines’ standard issue motorcycle is the Kawasaki KLR 650, fitted with a diesel engine, while other American and British forces use Rotax-engined Harley-Davidson/CCM/Armstrong machines – Harley bought the military model rights in 1987. Modern communications and surveillance techniques have done away with many of the traditional requirements for a two-wheeler, but I reckon as long as you have adventurous red-blooded young men going to war, they’ll conjure up work for a two-wheeler! 🇳

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RECYCLING OIL SAVES THE ENVIRONMENT

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John White, his 1928 4½-litre Bentley Tourer with Van den Plas body and Table Mountain.

Above Camps Bay, a lovely house with stunning Atlantic views, is home to John and Frederike White. John is the subject of this piece, but Frederike Stokhuyzen, a renowned artist, is certainly at least as interesting a person, but as we are about cars, let's focus on that.

Born in England in the tense times before the last World War, John finished school and was called up to do two years of National Service, initially joining the Royal Marines to do his time in the military. Realising that a commission would be difficult to acquire in the Marines, John made a canny move to the Royal Military Police, soon received his first pip as a second lieutenant, and was posted to Berlin. Post-war and pre-Berlin Wall made for great interest, and grinding through the rubble in those early SWB Land Rovers must have given the young man a taste for rugged motoring. Certainly, in the years that followed, his tendencies have always leaned towards robust cars and adventure motoring.

The end of the two-year military stint found John a first lieutenant and free man and so he joined Pye, the radio and television manufacturer and soon he was able to buy his first Bentley for £225, no less. A 1927 3-litre Red Label Tourer with a 1934 Corsica body. John tells how he had a friend give him lessons on a disused airfield so that he could master the crash box before venturing onto the public roads. Not much later, he was transferred to South Africa and Cape Town to manage Pye's Voortrekker Road facility.

Prior to leaving the U K, John traded in his first Bentley at Coys of Kensington and purchased a 4½-litre model, thus showing that from the word go, he was

500 OF THE BEST

South Africa is a well known motoring destination and as **Fred Phillips** found out a large portion of this popularity is thanks to the enthusiasm and dedication of John White.



It is not only John who enjoys his Bentley.

a Bentley man. This 'new' acquisition was shipped out to South Africa and on arriving here, John immediately made friends with the hard-core Cape Town old motoring fraternity among whom were Rudi Reitz, Bill Jennings, Andre Du Toit etc, friendships that were to lead to great deeds in the future. Another and probably more important association was with Frederike Stokhuyzen whom he was to marry in 1963. This liaison was hugely significant in more than emotional terms, for the young Frederike, who was already an accomplished artist, was not only destined to achieve international recognition in that field, but has supported all of John's enterprises over the past many years. In particular, the planning, reconnoitering, hospitality and design of route schedules and road-books etc show world class lay-out and presentation.

But we are getting ahead of ourselves. The recently acquired 4½-litre, after throwing a rod just before the wedding, was duly repaired and subsequently shipped back to the U K after John had resigned from Pye and translocated back to England. The Bentley was, needs be, pressed into service as a daily driver and John worked for a couple of years in various capacities. Within a couple of years though, the 4½ was sold and

the Whites, with their two very young daughters, headed back to sunny South Africa. Both Bentley-less and jobless, but not for long.

1966 and John was in Port Elizabeth and purchasing manager for GKV Automotive Products in Uitenhage. An early Morris 8 which happened to be laid up on blocks in the garage where they bought a home in Uitenhage, was secured for the princely sum of R10 and the Whites joined the Eastern Province Veteran Car Club. The home left behind in Torquay found a buyer and John was able to get his next Bentley fix by buying a 3-litre from Bob Hayward. That same year, 1967, John also purchased a 4½-litre from Tom Quayle, and imported this into South Africa.

For the next few years the Whites were active in Eastern Cape early motoring events and in 1969 John purchased a 4½-litre Tourer Cadogan from Jack Acutt in Durban. Now owning no less than three Bentleys (fortunately the Morris 8 had been sold), necessitated a move to a larger home in Sunridge Park in Port Elizabeth.

John had participated in 1971 in the second Bill Milligan Rally in the Morris 8 and he did so again in 1972 and in 1973 he took the 3-litre Bentley on the 4th Castrol Milligan.

1974 saw the National Rally being

combined with the 5th Milligan. The National started in Plettenberg Bay and on passing through Port Elizabeth they were joined by the Milligan and everyone rallied on to East London. Of particular significance was the fact that for the first time, rally results were to be calculated on a large main-frame computer. In splendid style, daily reports were collected by an intrepid man in a light aircraft and flown back to base. In spite of the scary-sounding logistics, almost everything worked like clockwork. Unfortunately the computer adage of 'Rubbish-in, Rubbish-out' was still being learned the hard way and the outcome was pandemonium. No acceptable results, a host of protests, harsh words and the loss of a valued sponsor. This was in many ways a seminal event, as John was soon catapulted into the mainstream of historic motoring organising in South Africa.

By this time (1974), John had been elected chairman of the EPVCC (Eastern Province Veteran Car Club) an office he was to hold for the next 12 years. In 1975 he was very much 'In the saddle', and managed to secure Total as the sponsor of that year's Milligan Rally, an association that was to continue for several years and to the benefit of all parties. John served as Clerk of the



John and his wife Frederike.

Course for the Milligan from 1976 through to and including 1986 and was Chairman of the South African Veteran and Vintage Association from 1980 to 1982, and President from 1982 to 1985. Having served as a pretty tireless servant of old car rallying in this country for many years, John then resigned from the business in Uitenhage, and moved to Cape Town.

The Cadogan Bentley had been sold, but he still owned the 3-litre. Now began a chapter in this remarkable man's life that was to put South Africa firmly on the world map as a motoring destination.

The late Rudi Reitz had, as early as 1976, started to think of a vintage Bentley tour to South Africa. Unfortunately the global oil crisis caused plans to be shelved but in 1981, Rudi and Pat Reitz, together with his friends, John and Frederike White, thought the time was right to arrange such a tour. Total agreed to come on board as corporate sponsor and it seemed that all systems were go. In another cruel twist of fate, Rudi Reitz passed away and John came to head up the organizing committee and in 1983 the first Vintage Bentley Tour of South Africa took place. 54 International cars arrived in South Africa and when one remembers that this, politically speaking was *in the bad old days*, that is an amazing number. The team went to great efforts to select the finest venues for overnighting and dining and a great deal of detail went into making the event a *Tour-de-Force* with regard to visiting historical sites, battlefields etc. The Tour was a huge success and we

were on the way to being recognised as a top class world venue for enjoying motoring holidays in vintage cars.

In 1990 the second Vintage Bentley Tour was planned, arranged and staged by John and no fewer than 63 Bentleys took part.

1995 saw the running of the third Tour with 57 cars. It will be noticed by now that there is a gap of a few years between each event and the reason for this is the huge amount of planning that goes into putting on these tours. The marketing effort to secure upwards of 50 international participants is no mean feat and route planning, venue selection, reservations, importation and shipping logistics is a massive undertaking.

In 2001 the fourth Tour attracted 52 entrants and again the quality of the event was fantastic. Having seen first-hand the quality of the cars that arrive, it goes without saying that all car lovers in this country have benefited from these tours as they not only cover huge distances, but generous efforts are made en route, to expose the cars to as many enthusiasts and clubs as possible.

For the fifth Tour in 2003, there was a change of format in that although the field still comprised exclusively Bentleys, this time they were to be post-vintage cars. It should be noted that the international circle of Bentley owners is a fairly exclusive and tight-knit group and by this time, many participants had repeated a fair number of tours. In any event it proved difficult to attract sufficient modern Bentleys and vintage cars were accepted, making for a mixed field of 33 cars.

In 2012 the 6th and most recent Vintage Bentley Tour took place. 32 cars participated and once again the Tour was a great success.

In 1999 John had organized the Wholly Ghost tour to this country, which was for Rolls Royce Silver Ghosts. The Silver Ghost Association of America had learnt of John's capabilities as a tour organizer and had approached him with a request that a visit be planned. 25

International cars duly arrived and once again that Tour also rose to the occasion.

In 2009 the Wholly Ghost formula was repeated and 23 Rolls took part. I had the great good fortune to join this group on the last leg from Oudtshoorn to Cape Town and had a first hand taste of what fine touring in great old cars is all about.

Through John, South Africa has become well known as a top motor touring destination and he himself has a deserved reputation as a world class organizer. One result of this was that in 1997 and again in 1999, John was asked to arrange South African tours for an international Classic Sports car group who on both occasions brought 20 cars to this country. Among these were Gullwing Mercs, Ferrari 250 GTOs, Frazer Nash BMW, rare Jaguars etc.

Having been instrumental in bringing over 500 of the world's finest cars and well over a thousand participants to our shores, John has surely made a significant impact in terms of tourism for South Africa and a large number of top motoring personalities now have friends here and more importantly, a great many of us have valuable connections in the global motoring scene.

An Officer and a Gentleman is a description that fits John perfectly and this soft spoken and worldly wise man is universally well liked and respected wherever he goes. But he feels it is now time to take a back seat and hand over the reins to a younger group to carry on where he is leaving off. This Bentley Boy though still drives his 1928 4½-litre Tourer with Van den Plas body, long bonnet and overdrive on a regular basis. John has many national and overseas visitors and I often encounter him and friends, sometimes in the worst weather the Cape can muster, roaring along the coast road, always top-down, and familiar green cap with 'lappie' to keep the sun off his neck blowing in the wind. Well done John and happy motoring in the future. 🇬

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Franschhoek Motor Museum provided the perfect backdrop to Ted Borchers' 1934 PA Midget and friends.

MORE THAN A MEETING; A REAL OCCASION.

Early this April, Franschhoek witnessed one of the more remarkable historic motoring events to take place in South Africa in many a year, when a group of dedicated enthusiasts brought together 18 pre-war MGs for a 3-day celebration of the marque. **Fred Phillips** was there.

Photographs compliments of Viv James

The Triple M tag derives from the three main model classifications: MIDGET, MAGNETTE and MAGNA. These were pre-war overhead cam models produced between 1929 and 1936, where the Midget was powered by a single overhead cam, 4-cylinder engine and the Magnette and Magna had 6-cylinders. All were produced in the Abingdon factory in relatively small numbers and they enjoyed remarkable success in competition. When supercharged, power output could be wound up to an incredible, for the time, 150hp per litre. As Ralph Clarke says, "If the

cylinder head didn't blow off, this was a sure fire recipe for success." No doubt many engines detonated when boost went much beyond 40 pounds, but a surprising number survived and Triple M victories in many of the most significant motorsport events and against the giants of motor racing at that time ensued.

This, South Africa's first Triple M event, was not a mainstream MG Car Club endeavour, but an initiative of Rodney Green and his organizing committee comprising himself, Ted Borchers and Denis Marsh. It is also necessary to highlight the support provided by Wayne Harley and the

Franschhoek Motor Museum who not only presented their own Triple M examples during this event, but made their world-class setting and facilities available as well.

Passion for these cars is clearly what drives the people who were involved and the total enthusiasm shown was fantastic to see. Participants and their cars arrived from all over the country and the event was truly national in its character. One car, belonging to Henry Watermayer, was taken out of a 30-year hibernation and re-commissioned to take part. In another case, Chris Champion exhumed all the parts comprising a P-Type from his loft and



Ralph and Hilda Clarke's 6-Cylinder MG NA lead the way.



Pepi Gaspari in his 1934 PA Midget.



Rodney Green behind the wheel of his 1933 J2 Midget.



J100 gets some blower punch.



1271cc K-Type Magnette engine.



The Franschoek Motor Museum's 1934 PA Midget.



Henry Watermayer's 1935 PB ends a 30 year hibernation.

embarked on hastily assembling the same (not running) so that it might be displayed. Angus McLeod and his wife Ingrid made the pilgrimage from KZN with the MG PA which he has had for 25 years. Angus is an amazing character and holds a place in MG folklore as he won the 1958 Fairfield 100 in the iconic Les Miller Special, Spider, which is cared for and actively raced to this day by proud owner Heyns Stead.

Although small in number and with virtually no resources other than their own dedication, a top-class brochure featuring 20 cars and their history was produced by the committee. This document also provided an interesting background on a number of the more notable MG personalities involved. In addition, Ralph Clarke had produced a book for the occasion in which he documented 20 anecdotal tales relating to persons, cars and events pertaining to the Triple M.

I have never personally been involved in an MG event previously but I spoke to many of the owners who

were present and they also felt the good vibe that pervaded everything. It seems that the mixture of no judging, no points, an opportunity to hear the most knowledgeable in the group present cars and experiences, to see carefully documented period footage of the cars in action and to witness what was almost a brotherhood as invaluable spares were freely donated among all present, was a recipe for success.

A personal highlight for me was when Peter Posniak took me for a blast through the Franschoek valley in his immaculate Supercharged K1. Man! Does that car go! I vaguely remember being interested in the pre-selector gear boxes on the school buses back in the '50s, but had never driven in a car fitted with the same. What a revelation and one has to ask, why did this fantastic innovation fade from the car scene post-war?

The Triple M movement has been part of the MG scene in the UK since the '50s, and in more recent years, Australia and New Zealand have joined

in. Interestingly enough, the South African initiative has produced the same number of cars as the Australians were able to muster at their first effort, namely 18. The organisers estimate that there may be as many as 40 of these fantastic cars in South Africa, and surely this gathering will be repeated and will draw a greater number of participants. To see 18 of these cars drawn up together on the lawns at L'Ormarins was perhaps a once-in-a-lifetime opportunity, and to those who own cars such as these and weren't there, or to people who just enjoy MGs, I urge you: If this happens again, BE THERE.

These MMM owners have set the bar extremely high in showing just what can be done in terms of rekindling enthusiasm for a marque. It goes without saying the cars themselves were both catalyst and foundation of what was achieved, but we must say congratulations to everyone involved.

Thank you to the Protea Hotel, Franschoek for hosting the Triple M group and their cars. 🇬



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A brilliant site as Killarney grid numbers increase.



COMEBACK TIME

Classic action returned to Killarney in April and the crews stepped up to the plate with a decent entry.

Fred Phillips reports from trackside.

Photography by Colin Brown.

For the Execuline/Mutlu Classic guys this, the first championship race of the new year, signalled a major renaissance when 31 cars entered the first winter race of the year. After entries had steadily declined over a somewhat lengthy period, this is massively encouraging and new series chairman Mike Napoli and his committee will feel encouraged by the entry. In the final analysis, bad luck had taken its toll when a number of interesting entries suffered fairly catastrophic component failure during practice, but a healthy 24 cars still

lined up for the start of the first race on Saturday morning.

The host Club had decided to introduce a pit-lane walk after the lunch break and the honour befell the Classic guys. Cars were all lined up on the grid with drivers present and the spectators were free to mingle, look, touch and ask questions. Watching from the sidelines following a rather expensive 'rod-through-the-block' in practice, it all looked like good fun to me and seemed a popular innovation with the crowd.

Dave Kopke in his Mazda R100 was the fastest man on the day and won



Big car, big power and big brakes. Ferdi van Niekerk Snr. (Ford Galaxie).



Charles Arton's (Capri Perana) came second in Class X.



The grid walk proved popular with drivers and spectators.



Dave Kopke (Mazda R100) ready for Class A victory.

Class A in convincing fashion, with Chris Carolin (Mazda Capella) making a welcome return from quite dramatic knee surgery to clinch second spot.

Class X, which indicates new driver/car combinations, was a large category due in no small part to the success in getting racers who had not been recent regulars, to turn out. Here Peter Lindenberg, Capri Perana, edged out Charles Arton in a similar Perana.

Class B saw reigning champion Jaco Lambert, Escort GT take the honours despite mechanical malady. Class C was won by Dave Alhadeff (Alfa GTA), from Derek Wilsnagh (Ford Anglia) while Arnold Lambert (Ford Capri) won, ahead of Herman de Kock (Ford Escort).

One of the highlights of the day was the encouraging number of V8s participating as there is no doubt that the big bangers thrill the crowds.

Noteworthy among these were Robin Forbes in the awesome Chev Corvette and Ferdi van Niekerk Snr who peddled his mighty Galaxie in furious fashion.

27 cars lined up for the Charl Engineering Fine Cars event and it was up to old hand Clive Spolander in his fierce 12-cylinder Jaguar XJS to hold off the Porsches of Louwrens Bester and Eric van der Merwe who harried him all the way to the line.

The Index of Performance results are what really count here though and that calculation, which factors in consistency of lap times, tells a different story.

Winner of the first championship race of this season: Geoff Bihl, Porsche 944. Second: Des Erasmus, VW Scirocco. Third: Jaco van Zyl, Ford Anglia.

Bigfoot Express Sports & GT in Cape Town is an extremely healthy

series and an example to all in terms of running a happy racing administration. The result of this was 30 cars on the grid, a number which this series often exceeds.

Racing in ideal conditions was fierce but fair across the board and these guys as usual put on a wonderful show with the front of the field looking just a bit like a Porsche benefit.

In Class A, Dawie Joubert (Porsche GT3,) took the line ahead of Johan Engelbrecht (Porsche GT2R) while Class B went the way of Keith Rose (Porsche GT3RS). Rose beat out Matt Kreeve's Porsche GT3 Cup car. Class C saw Lotus on top with Mike Chitty's Lotus 7 beating the Porsche GT3 of Andre Brink to the line. Andre Ferreira won Class D in a locally built Harper Type 6 with Hennie Bosman second in his Corvette ZR1. 🏆



Roger Lewis (Hedgehog) fends off Heyns Stead (Spider).



Patrick Dunseith (Merlyn Mk25).



Leeroy Poulter three-wheeling his 1964 Ford Thunderbolt...



ACTION APLenty

Round 2 of the 2013 Midas Historic Tour took place at the Zwartkops Raceway on Saturday 13 April. With over 200 entries and 21 action-packed races, the Historic Tour once again delivered a full day of great entertainment for the good crowd that was in attendance.

Images: Dave Hastie

The battle in the Dotsure Pre-66/68 Sports and GT event was dominated by Dino Scribante (Ford GT40) with victory in both 8 lap races. Race 1 saw him followed by Mark du Toit (Lola T70 Spyder) and Franco Scribante (Ford GT40) while the second heat had Ross Lazarus (Ford GT40) and Peter Lindenberg (Daytona Coupe) finishing in the respective podium spots. Warren Lombard (Cobra) took Class B honours with Dennis McBeath (Mpiti Sports) Class D.

The Trans Africa Racing Pre-66 Legend Production Cars put on a fantastic show with the V8 muscle providing plenty of noise and close racing. Franco Scribante (Ford Mustang) took a narrow race 1 win ahead of Jaki Scheckter (Ford Galaxie) and Mark du Toit (Chevrolet Nova) but Scheckter fought back in race

2 taking the flag ahead of Scribante and Jonathan du Toit (Chevrolet Bel-Air). Overall victory was shared by Franco and Jaki with Mark in third place. Patrick Gearing (Alfa Romeo Giulia Ti Super) took Class ZB honours and Roy Prando (Alfa Romeo Giulia Sprint) took Class Y.

Marlboro Crane Hire Historic Saloons were split into two races due to the large entry. Race 1 for classes A to E was won by Anton Raaths (Mazda R100) as he led home Phillip Pantazis (Datsun 240Z) and Neil Reyneke (Chevrolet Can-Am). Willie Hepburn (Opel Rekord), who had retired early in race 1, took a dominant victory in race 2 ahead of Raaths and Pantazis. Overall honours went to Raaths with Reyneke winning Class D and Theo van Vuuren (BMW 2002) Class E. Classes F to H saw Isabel Raaths (Mazda R100) beating off Robbie Jafta (Ford Escort) and Andre de Lange

(Datsun GX) to the line in race 1 but Jafta came good in the second, edging out Raaths and Meredith Willis (Ford Escort). This meant overall victory for Jafta with Class G going to Willem Vorster (Ford Escort) and Class H to Rian de Ru (Ford Prefect).

A 35-car Sabat Lotus Challenge was dominated by Klippiess Krige, taking the chequered flag twice ahead of Norman Witt. Jeff Gable won Class B race while Michael Houghton nabbed Class C and Juan du Toit the Locost Class.

Jonathan du Toit (Chevron B8) took race 1 spoils ahead of Gerrie van Zyl (Chevron B19) and Peter Jenkins (Porsche 911 RSR) in the Genie Pre-74 ISP/Metal Used Spares Trans-Am/Pre-77 & 84 Sports and GT ranks but longtime racer Colin Clay stole the second race in his Lola MK111B. Du Toit came home second and Colin Frost drove his Porsche



Seef Fourie (Datsun 160Z).



AJ Kernick (Capital Vee).



Isabel Raaths (Mazda R100).



Ben van der Westhuizen (Royale RP21).



Alan Grant (Lotus 61).



Roger Houston (MG B).



Mike Maurice (Porsche 911RSR).

917 to third. Du Toit was rewarded with the day's overall win with Clay and Jenkins following. Jenkins' impressive result also meant he left with the Pre-77 & 84 Sports and GT overall while Marius Wait (Ford Mustang) secured the Trans-Am top spot.

Gino Allasio (Alfa Romeo Giulia) and Colin Ellison (Alfa Romeo Guiletta Sprint) each took a win in the Trans Africa Pre-66 Little Giant Series races but a non-finish by Ellison in the second gave the day to Allasio. Class D victory went to Matt Taylor (GSM Dart), Class F to Roger Houston (MGB), Class U to Dugald McLeod (Ford Cortina GT) and Peter Collings (Austin Mini Cooper S) was Class V victor.

Consolidated Auction Group Marque Car races were won by Kevin Taylor (Ford Capri) and Thomas Falkiner (Mercedes-Benz 230E).

Bolstered by a number of the

Historic Formula Fords the Investchem Formula Ford Kent category saw 19 cars battling for victory in two 8-lap races. 2012 champion, Ian Schofield, took victory in both races. When the turn came for these older cars to return to their 'normal' Historic Single Seaters' Association race they carried on the spectacular action. Following a wheel-to-wheel tussle, Ben van der Westhuizen (Royale RP21) took victory in both races ahead of Steve Crook (Van Diemen).

The full day of racing was rounded off with a 60-minute Springbok Series Endurance race. After an hour of racing the first 2 cars were separated by less than 2 seconds. It was a Scribante affair with Franco (Porsche RSR) taking the narrow victory ahead of Dino in the Ford GT40. Peter Jenkins (Porsche 911 RSR) finished in third place while Jeff Gable won Index of Performance in his Lotus 7. 🏁

SINGLE MINDED

I raced with the Historic Single Seater guys and a girl (Michelle) at Zwartkops last month as part of the Midas Historic Tour and it was great. Now some have wondered about the current state of health of the Historic Single Seater Association, but although several regulars were unable to participate, this premier division of Historic motor racing in SA, fielded 22 cars. Well done! This is the purest form of historic racing we see, in that the cars are totally unmolested. The owners are not forced to do this, they want it so. Yes, there is a set of rules, but no *Rule Police*. Everyone involved wants to be part of a series where we can race cars exactly, not more or less, as they were in period.

Interested? Contact our Editor **Stuart Grant** or Publisher **Fred Phillips** for details.

– Fred Phillips



E FOR EXCELLENT

The E-Type Jaguar revolutionised the sportscar market in the 1960s: exquisite, exciting and energetic. Had Jaguar not built so many, it could be one of the most desirable cars today. Good thing the Jaguar F-TYPE is on its way.



It has been said that had Jaguar not built so many E-Types – and Jaguar sold more than 70,000 of them – it could rank as one of the most desirable and valuable cars in the world.

So what makes a Ferrari 250 California any better? Probably not much more than the fact they only made a little more than 200 of them. Because the E-Type had it all: the promised 150mph performance; a powerful straight six twin cam motor; evocative styling; - whether in drop-head or fixed-head incarnation - ; and excellent handling.

It was one of the most exotic British sportscars of its time – yet it

was affordable to the point that some more mundane saloons cost more money. No wonder it was such a commercial success.

Having followed on from the Le Mans glory days of the C- and D-Type, the E-Type brought dynamic Jaguar appeal to the street. Yet, it would continue its motorsport heritage with phenomenal success in Sports and GT racing with a lightweight version that now commands immense value courtesy of just 12 having been produced.

The E-Type continued the development of the XK engine family, first being fitted with a 3,8-litre version of the twin cam six in 1961,



William Lyons presents the E-Type to the press in 1961.



not significantly different to that which had powered the D-Type to Le Mans victory. These early “flat-floor” cars are now amongst the most valuable with collectors, although the design changes soon implemented made later models much easier to live with.

Open and GT versions of the E-Type soon grew to 4.2 litre engines and even Jaguar’s V12, and market dictated 2+2 versions, which arguably lost some of their aesthetic appeal. Some late cars even received automatic transmissions.

But every single E-Type Jaguar was a sports car for the enthusiast – an enthusiast who could conceivably afford to get into one and play amongst the exotic jet-set. 📌



E TO F

No Jaguar will ever be an A to B commute, but the launch of Jaguar’s F-TYPE continues the E-Type story on the very similar attributes that made the ‘60s sports car such a success. F-TYPE re-invents the Jaguar brand today, just as the ‘E’ did in 1961: and it will be the most affordable Jaguar sports car probably since then. It is exotic, evocative, exciting and simply exquisite, offering Jaguar dynamics through cutting edge technology. The E-Type was amongst Jaguar-founder Sir William Lyons’ finest creations – he certainly wouldn’t have been disappointed by the F-TYPE. He is famously quoted as saying: “A car is the closest thing we will ever create to something that is alive.” The F-TYPE certainly roars. For more information, visit www.jaguar.co.za.



1997 Mercedes-Benz SLK 230K AMG (A)
149 000km. With AMG kit this is one of the better looking convertibles on the market and costs less than an entry level car. Good condition. **R 129 500**



1982 Mercedes-Benz 280SL W107 (A)
184 000km. With hard and soft top the W107 SL is fast becoming a safe bet classic. 2.8-litre twin cam engine is a winner. **R 139 500**



1984 Mercedes-Benz 280GE (M)
57 445km. Fondly called the G-wagon this model from Merc is the king of the 4x4 trails and enjoys a massive cult following. Recent major service. **R 159 500**



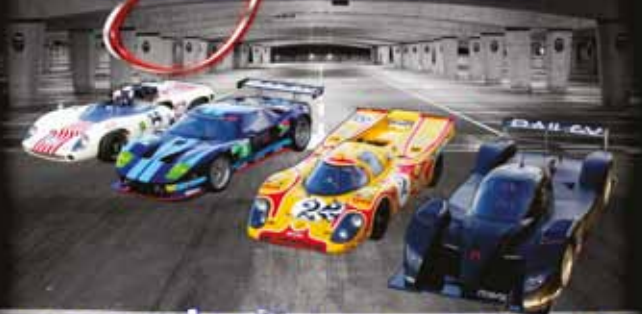
1970 Mercedes-Benz 280SE W108 (M)
14 353km. Actual car from the hit movie Material. A real treat to drive the long road but could easily double as a daily driver. 3 other W108s to choose from. **R 59 500**

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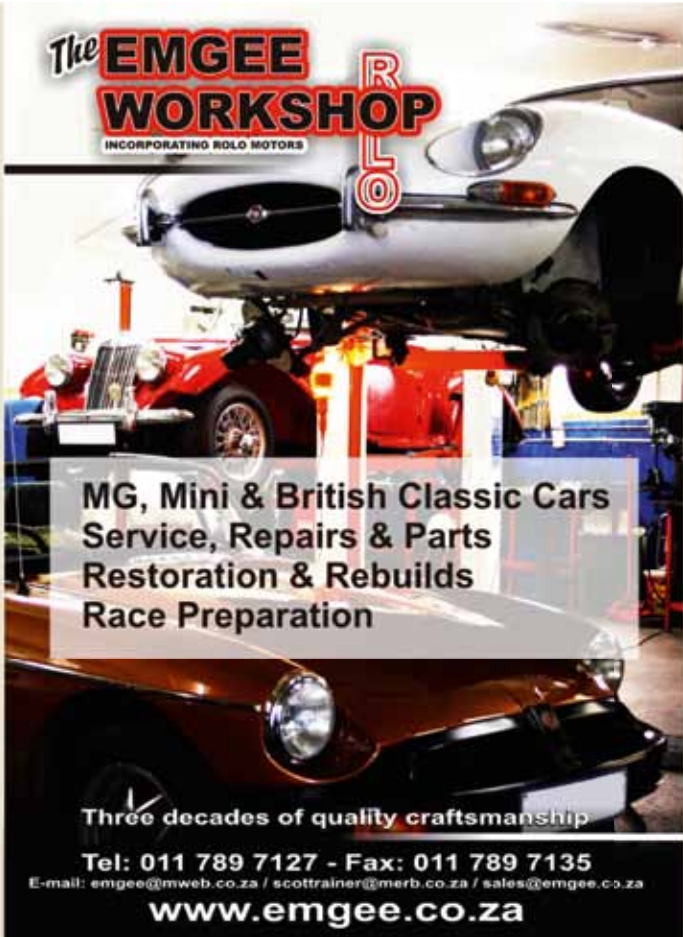
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FVH 7

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MALLOCK MK14

Ex UK, fitted with a Vauxhall Opel 2.0 XE. Shillaber prepared engine using SBD internals, MBE ECU, 48 Dellorto's giving 225bhp. Quaife gearbox & ATB LSD. inc wet rims and tyres. The car has been completely rebuilt. It is extremely quick 1.14.2 at Killarney. Many spares and HTP papers. **R220 000**



FVH 7

Recently completed. Fitted with fresh Mazda 13B turbo rotary, 5 speed gearbox & competition clutch. A no compromise project with virtually all new parts inc 4 pot Wilwood calipers, adjustable pedal box, alloy radiator, adjustable shocks, new Quaife ATB diff, 8x15 wheels, specially designed roll cage, plumbed in Lifeline fire extinguisher system, micro tech ECU, and too many other parts to mention. Best lap is a 1:22 at Killarney. A very complete car **R155 000**



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WHAT'S

Most car names are obvious. They're either named after the founder of the company, or the designer. The names on this list have been chosen by **Jake Venter** because they're unusual, or have an obscure derivation. This explains why some famous car names are not mentioned.



Alvis

There has been much speculation over the meaning of the name, but Geoffrey de Freville, who designed the first Alvis engine, has said that the name has no special meaning. It was chosen because it could be easily pronounced in any language.



Aston Martin

Lionel Martin and Robert Bamford started the company in 1914. The first model performed so well at the Aston Clinton Hillclimb that they decided to call it an Aston Martin.



Audi

Dr August Horch (see below) started a second car manufacturing company soon after he left his first company. He was not allowed to use his own name, which means 'hear'. Instead he used the Latin name Audi, which has the same meaning.

Austro-Daimler

In 1899 Gottlieb Daimler started a



subsidiary in Austria, and after a while the company started to build cars of their own design. One of the models was named Maja after the nickname of Jellinek's younger daughter (see below). Sadly, the model was not a success.



Auto Union

This group was formed in 1932 by combining the brands Audi, DKW, Horch and Wanderer. The name was also used for the two-stroke DKW 1000 produced from 1958 to 1962.



Daimler

In 1896 the British Daimler Motor Company was formed to administer Gottlieb Daimler's patent rights in the UK. The company very soon lost all connections with Germany, and built cars of their own design until they were taken over by Jaguar, who still owns the name.



Datsun

The first cars were called DAT, because the company founders' names were Den, Aoyama and Takeuchi. Later models were called Datson (son of DAT) and this eventually became Datsun, to permit a more favourable cluster of Japanese symbols.



DKW

The letters DKW have at least three genuine meanings and one rude Afrikaans meaning. In 1916, the Danish engineer Jørgen Rasmussen founded a factory in Saxony to produce a steam car, so the letters stood for *Dampf-Kraft-Wagen* (steam-driven car). The car wasn't a success so Rasmussen produced a very successful two-stroke toy engine called *Des Knaben Wunsch* (a boy's desire). He then fitted an enlarged version into a motorcycle and called it *Das Kleine Wunder* (the little marvel). Cars soon followed, and in 1932 the brand became part of the Auto Union Group. The Afrikaans version is *Duitse --- Wa*.

IN A NAME?



Horch

Dr August Horch used to work for Carl Benz, but set up his own company in 1899. He lost control of the company in 1909, but the marque went on to become a luxury brand until WW2 stopped production. In 1932 it became part of the Auto Union group.



Lagonda

This British company was started by Wilbur Gunn from Springfield, Ohio in 1906. The cars were named after the French form of the American Indian name for a stream near his home called Buck Creek.



Matford

Before 1947 French versions of the American small-block side-valve Ford V-8 were sold as the Matford, but the

8hp Ford model Y had to be converted to front wheel drive before it would sell in France. It was called the Tracford.



Mazda

The name is a play on the founder's name (Matsuda) and Ahura Mazda, the Lord of Light, according to a Persian religious cult called Zoroastrianism.



Mercedes

Up to 1901 Gottlieb Daimler called his cars Canstatt-Daimlers. In that year they were re-named after the oldest daughter of Emil Jellinek, one of the directors of the company. The girl's real name was Adrienne Manuela Ramona, but her father called her Mercedes, meaning 'gifts or favours' in Spanish, because of her sweet nature. In 1926, the company merged with Benz & Cie and since then the cars and trucks were called Mercedes-Benz.



SS

In 1932 the S w a l l o w Coachbuil-

ding Company founded by William Lyons and William Walmsley started to build cars with the name SS. They were coach-built versions of cars made by the Standard Motor Company, and it is tempting to think that SS stood for Swallow Standard, but I've not seen any confirmation. Later models used fewer components from the above company and in 1936 the name was changed to Jaguar, because by then the letters SS had taken on a sinister German meaning.




Toyota

The founder's surname is Toyoda, and early vehicles were sold under that name. After WW2, some vehicles were called Toyopet. However, in 1936 the name was changed to Toyota because it took eight brush strokes to write and was visually simpler. Eight is a lucky number in Japan.



Volkswagen

This sounds more like description than a name, but it is better than the official name given to the car by the German authorities. They called it the KdF-Wagen. (KdF stands for 'Kraft durch Freude' or 'strength through joy'.) 



Lancia Montecarlo. Featured in *Car* magazine when it was new. Raced in marque cars but still very original. Runs a fresh 2-litre motor with twin 44 DCNFs, Alquati manifold, forged Wiseco pistons, ARP rod bolts, new oil pump, water pump, crank cambelt pulley, valves and springs. Setrab oil cooler and ANSA 4-2-1 header. Adjustable LEDA suspension and more. Large quantity of spares including 2-litre motor and gearbox assembly. R100 000. Call Simon on 082 493 2092.



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Motoring Books. I am downsizing and my extensive collection of motor books will have to go. Titles range from the 1950s to present day and feature many of the famous marques. Of special interest are a number of the *Observer's Book of Automobile* annuals and various manufacturer handbooks. Offers for either the lot or individual titles are invited. For a list of all the publications email Tony: goldfish@zim.co.zw



Fiat 600. Undergoing complete restoration at DK Classic Cars but can be purchased as is or you can choose your own colour, interior etc. & wait for completion of the car. Can be converted to an 'Abarth' type Classic Racing Car. Contact Dave Kopke for more info on 073 226 4793.



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Classic Car Africa 14 issues after Cars in Action takeover. Nov. 2005 to Jan. 2008. Set incomplete. R140. Buyer to collect in Johannesburg or will deliver within reason. Contact John on (011) 485 5766 or john.rabe@vodamail.co.za



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Motorsport Publications. Various books and race programmes from South Africa and abroad. A lot to list but highlights include programmes for the New Zealand Grand Prix 1956 through to 1967 as well as SA Grand Prix from 1969 to 1985. 9 Hour and Wynns 1000 programmes from various events and some American series like Nascar, Can Am and Indy. Email Wayne at linesw@gmail.com for comprehensive list of titles.



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AA Free State badge. Collector seeks AA Free State badge, any condition considered. Good price paid for the right example. Phone Mike on 083 263 2101.

Flathead Graham 6-Cylinder head and a set of +0.060 or unfinished main bearings. Assumed early 1940s, head measures 610 X 185mm. Engine believed to be a 'Continental' product. I have a large selection of BSF bolts and nuts for sale. Call Dickon on 083 625-8678 or dickon@worldonline.co.za.

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GRAND PRIX MEMORIES

I found this old entrance ticket to the 1971 South African Grand Prix in an old photo album and memories came flooding back. I was a 2nd year diesel apprentice with the South African Railways, and four of us decided to go to Kyalami to watch the Grand Prix. One of the appies borrowed his mother's Ford Consul 315 and off we went. One of the highlights of the journey was being overtaken by an XJ6 that made us feel as if we were standing still. Mario Andretti won the race, we slept over with friends in Pretoria and early the next morning headed south again. I think it took us a week to recover from that trip. I wonder what the entrance fee would be nowadays.

Gordon Stanford

Good memories indeed, and one that has me wishing top flight motorsport would come back to SA so generations to come could talk of Kyalami with such fondness. What it would cost today is a good question but I can tell you that an entry level ticket to the 2013 Australian Grand Prix cost 320 Australian Dollars (R2 390) making your R4 spent good value.

- Stuart



TANKS, BIKES & RACING

Let me start off by congratulating all at *Classic and Performance Car Africa* on a superb publication and especially so, the latest edition, April/May 2013. It is wonderful to see the spread you have in the magazine, plus being able to associate with many of the articles that have appeared lately which I can vividly reflect on, some having seen, and some I have been involved in. In particular, the story on the 'Lucy' Liberty Royce machine, I had the privilege of seeing it, while still under construction, and then also witnessing its flame-throwing antics at its first outing at Zwartkops,

at the time of the writing of your cover article. I have also been very impressed with the various articles on classic race and road bikes that have appeared recently, particularly the story of the V8 Moto Guzzi and now also the Suzuki GT750 Water Buffalo story. And so to my request, as discussed on Saturday morning at Killarney. Unknown to me until Friday evening, it was pointed out that on page 79 of the latest edition, you have published a wonderful picture of Jim Redman surrounded by Classic Yamaha RZ350s. The front one (No. 42) happens to be me, and the rear one (No. 66) my fellow 2-stroke biker mate Kevin Spratley. If possible, could you please send Kevin and myself an electronic version of this picture. It's a rare privilege to be seen in such good company. Your published picture is very much appreciated. On the endurance scene, Fred, I certainly appreciated your article on the Phakisa 6 Hour, and I hope it goes from strength to strength. What wonderful memories have been resurrected! It immediately brought back floods of reminiscences of not only the Kyalami 9 Hour, but also the Killarney 3 Hour and 9 Hour group N races, and more recently, my trip to Spa Francorchamps, to see the 4 Hour Summer Classic, in the company of

Ad Verkuilen and the VA Motorsport engineering team. If or when you do an article on the memories you have of your Spa encounters, please let me know. I still have lots of good pictures of the Shelby GT350 Mustangs, plus various others from the 2010 event. I look forward to hearing from you.

Best regards
Casey Wolters

Hi Casey

'Lucy' is a real crowd puller but you guys on the classic bikes offer some stiff competition when it comes to the noise department. The sight, sound and smells of the older generation two-strokes are not to be missed. We like covering machinery and memories that get the blood pumping. That picture was taken by Jay Groat. I will get permission to send it on to you for your archives. Thanks for your support.

- Stuart

CLASSIC VALUES

As specialists in the field of old and valuable vehicles, maybe you could point me in the right direction. I do buy and read your magazine by the way, although my passion is with racing motorcycles. And that leads me to my question. I have a very valuable racing

Yamaha GP/Formula 750 bike that I want to insure for fire and theft as I only very rarely use it. I am unable to find anybody due to the fact that they can't read the model number off a multi-choice list. I would really like to find a company that could cover it for me. Any help would be most welcome.

Best regards
Charles

Hi Charles

This is a tough one but a question that arises often within the classic car and bike world. There are a number of companies that offer limited mileage per annum cover for classics. Getting the value is the difficult part as, like you mention, the models don't always appear on a standard list used by insurers. I have heard of marque-specific clubs having deals with insurers and being able to vouch for values. I would try to tie up with a vintage motorcycle club and see if they can offer any assistance. If any readers have alternative solutions I will forward them on to you.

- Stuart

CORTINA MEDICINE

I picked up your mag only recently, by chance at a hospital in KZN - the issue with the Cortina XR6, which I thought was brilliant. For example, I did not know that the Holley conversion on the MK5 was actually in production, and called XO-Cet. I was under the impression, and so were others, that it was only an

off-the-shelf conversion, like the twin 38s that are still available. Secondly, I'm a fan of the Cortina MK2, and curious to know if you have published any articles or info in your mag.

Regards,
Mukesh Kemrajh

Hi Mukesh

Besides distributing through CNA, Exclusive Books and Spar we also supply some doctors' rooms with the magazine, but the best way to ensure it reaches you on time is to subscribe. As a born and bred Ford fan I'm mad for all generations of Cortina, so glad to see I'm not the only one. I will follow up on the XO-Cet but as far as I understand, the conversion was only done and offered by an Eastern Cape dealer. We have also covered the Mk2 Cortina in a previous issue - an awesome Mk2 GT with Meissner conversion.

- Stuart



MAMMOTH ATTACK

I read your article on Lucy, the Woolley Mammoth. There is another monster being born in Cape Town - out Marina da Gama way. This is also a Rolls

Royce engine, from a World War II tank. I enclose a few photographs that were taken a number of years ago, in 2008. Just another two connections with the articles in the mag: I bought my first new car from Uncle Donald in November 1973 - a Big Six Cortina 3.0 GT. It was the first new car to be sold off the showroom floor at DonFord. The two salespersons were Peter Gough and Martin Malherbe. John Hoal is a personal friend of mine. Keep well and thanks for the great mag.

Regards
André Groenewald

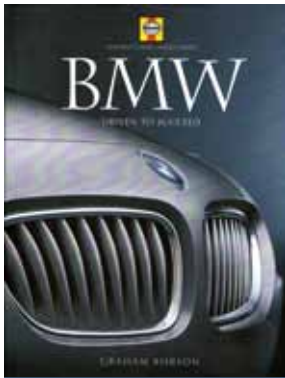
Thanks for the kind words and heads up on another tank-powered special under construction. We will be sure to follow up the lead and give the closest petrol station a warning to stock some extra fuel.

- Stuart



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BMW is one of the most famous car brands on the market today. Thanks to top quality and a near perfect blend of performance and practicality offerings from the firm, more often than not, the BMW makes it onto a driver's wish list. All that said, the firm's history has been a turbulent one, with perhaps only top-notch products pulling it out of the doldrums.

We'll know car historian, and a man who has had his share of BMWs, Graham Robson, takes a look at some of BMW's most exciting models. He was in a good position to do this, having worked in the motoring media for decades and having driven the vast majority of mentioned cars when new.

Robson starts the book with a brief history of the firm's origins and the ups and downs before moving off into details of the various cars. He clearly defines categories with headings like 'Post-War Rebirth', 'Bubble for Survival', and then the series names such as '02 Series- A BMW for Everyman', '3-Series – The Money Spinner' and '7-Series – The Company Flagship'.

Although concise and succinct he manages to fill the book with useful facts and figures about racing, production, faults and positives. He even adds the odd 'Buyers Guide' into the mix. South Africa gets a mention too thanks to BMW plants in Port Elizabeth and Rosslyn as well as the assembly of the Frua-styled Glas 1700 which became the 1800SA and 2000SA.

It's a compact book that groups over 80 years of BMWs together and tells the tale of the powerful brand evolution.

THE MAGNIFICENT 7

Author: Chris Rees

Publisher: Haynes Publishing

ISBN: 978 1 84425 410 1

Price: R425

Available:

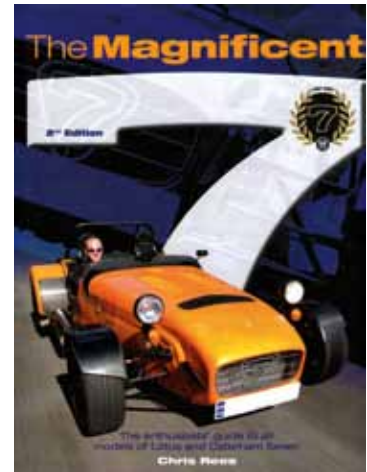
www.motorbooks.co.za

There aren't many cars that have had the staying power to remain in production for fifty years. Even more rare are sporting models that can last that long, so the Lotus 7 is a special vehicle.

Factors that add up to this staying power include simplicity, enjoyable sharp responsive handling, lightness and a serious dash of speed.

With these elements it is no wonder the 7 is one of the leading lights in the replica car world. *The Magnificent 7* only focuses on the genuine article though, from the humble beginnings of Colin Chapman's Lotus 6, through the Lotus-built 7s and on to the production at Caterham Cars in 1973, which continues today.

Every variant of 7 by Lotus and Caterham are in the book with the stories behind the cars, the strengths and weaknesses, technical details and buying guide. A must have for 7 owners and potential owners.



THE COMPLETE BOOK OF PORSCHE 911 – EVERY MODEL SINCE 1964

Author: Randy Leffingwell

Publisher: Motorbooks

ISBN: 978 0 7603 3939 8


Price: R570

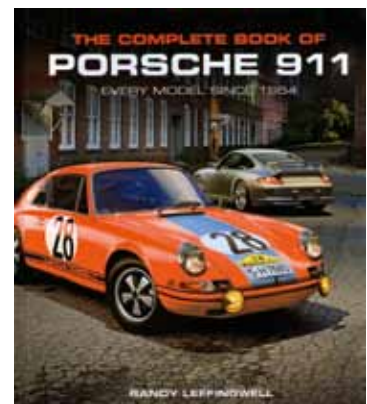
Available: www.motorbooks.co.za

Although the silhouette might have remained the same for 50 years there are subtle changes between the various Porsche 911 models. Leffingwell

does a brilliant job of bringing these to the fore and provides the quintessential book for lovers of the 911.

History, specifications, racing, rallying, inside information and sales figures are brought to life by some awesome modern photography and even more emotive imagery. Layout is strictly form follows function, with the book running through the legend chronologically from prototype up until the sixth generation model, and really brings home the exceptional and ground-breaking aspects behind the concept.

It might be worth adding this to the collection now as the way the Porsche 911 keeps reinventing itself you can bet a second and third edition of the book are sure to be forthcoming. 



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A one-of-a-kind treasure trove of automobile history, the Franschhoek Motor Museum is located on the breathtaking L'Ormarins wine farm in Franschhoek, less than an hour's drive from Cape Town. Home to a vast and unique collection of vehicles dating from 1900 to 2006, visitors will find at least 80 on display at any one time, with new cars arriving often. Distract yourself from these splendid machines and you can sample some wine from the estate, as well as tuck into something delicious from the deli. No doubt your stay will come to an end all too soon, but rest assured the memories will last forever.



- The Franschhoek Motor Museum times:
Now open 7 days a week, Mon to Fri: 10h00 – 17h00 (last admission 16h00). Sat & Sun: 10h00 – 16h00 (last admission 15h00). Open most public holidays (phone for confirmation).
- Admission fee:
Adults R60, children under 12 years R30; Registered motoring clubs and pensioners R50 (proof of membership required).



All weekly tours are guided and start on the hour. The maximum size of tour bus allowed is a 15-seater, larger groups please book in advance.

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

The Franschhoek Motor Museum

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