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MARCH 2017

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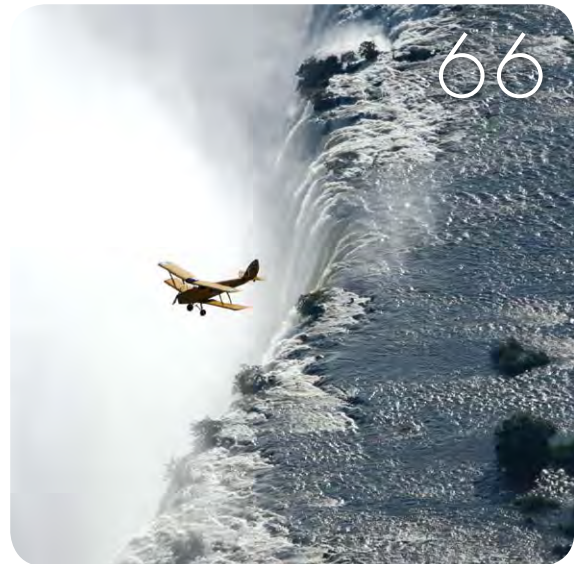




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ACROSS THE SPECTRUM

Paging through the draft of this issue it has dawned on me that there are a lot of silver cars out there and I've somehow managed to squeeze a bunch of them into one month. Thankfully the cars stem from all genres so the content is a little more colourful than the imagery.

The first of these silver cars is a rare example of Porsche's Silver Anniversary 911 Carrera 2.7 MFI model. Making use of the legendary 2.7 RS's magnesium engine but sporting the later impact bumpers it was the most powerful 911 until the 3.2 Carrera was launched 10 years later.

Our second silver car, believe it or not, is also air-cooled and to this day holds a 'most powerful' title to its name. It's the South African-built Volkswagen Beetle SP1600, which with twin carbs and a plethora of go-faster goodies can lay claim to being the strongest factory-built air-cooled VW of all time – just beating out the Brazilian Bizzorão by 2bhp.

The third and final silver machine is another South African-developed icon, and this one was so good it not only could be spotted on almost any local street during the 1970s or '80s but also was exported to Europe and opened the world's eyes to the fact that work and leisure vehicles could cross over. Of course the vehicle in question is Ford's Cortina Bakkie and we managed to track down perhaps the best



example on the road today – a 28 000km 3-litre V6 version.

Mike Monk brings the colour back albeit two red cars, with a look at a magnificent and very limited Jaguar XK120 Lightweight Roadster before climbing into the car most of us would never have heard of – Le Zèbre. Graeme Hurst keeps revs in the red with a look at the Museo Enzo Ferrari, which celebrates the man behind the prancing horse brand and is not to be confused with the Museo Ferrari 25km away.

Ferdi de Vos and Sivan Goren wave the French blue flag with a look at the story of Citroën in Africa and the performance-orientated Alpine outfit and its rally superstar, the A110.

Gavin Foster and Ian Richards take on the colourful characters articles. Gavin looks into James Dean and the "Little Bastard" Porsche 550 Spyder while Richards pays tribute to iconic local tuner and racer Koos Swanepoel.

Classic racing gets a look-in with the back-to-back Passion for Speed Festivals at Zwartkops and Killarney, and the usuals like your letters, our staff cars, classified adverts and news can be found too.

Please enjoy and keep your correspondence coming to info@classiccarafrika.com.

Stuart



REMEMBERING KOOS

At the Passion for Speed race meeting at Killarney on 4 February, FMM was proud to provide the transport for Elize Swanepoel in the parade to celebrate the life of her husband Koos, who sadly passed away on 29 January, aged 81. Koos was a South African motor racing legend and raced numerous saloon and sports cars during his long career and in 1964 became SA's first saloon car champion. In his later years, he successfully ran his own tuning shop. Koos raced a Mustang with great success in the 1960s and Elize was joined by other family members in FMM's 1965 Mustang convertible driven by Lorenzo Farella at the head of the long parade around the circuit, which was applauded by the large and appreciative crowd of spectators. FMM sends its sincere condolences to Elize and the rest of Swanepoel family. RIP Oom Koos.

STEWART AND THE 6CM

One of the founding editors of *Classic Car Africa* back in December 1994, Ken Stewart, recently visited FMM and was treated to museum's 1937 Maserati 6CM being exercised on the L'Ormarins Estate's Plaas Pad. Ken is an acknowledged authority on the early history of the Italian make and was familiar with the car's history and racing exploits. The sight and sound of the ex-works supercharged six-cylinder voiturette certainly thrilled the octogenarian.



WHERE, WHAT TIMES AND HOW MUCH

The Franschhoek Motor Museum is situated on the L'Ormarins Estate along the R45 in the Franschhoek Valley in the Western Cape. Opening hours are: April to November – Monday to Friday 10h00 to 17h00 (last admittance 16h00), Saturday and Sunday 10h00 to 16h00 (last admittance 15h00). December to March – 10h00 to 18h00 (last admittance 17h00) every day. The museum is open on most public holidays except Christmas Day. Admission prices are R80 adults, R60 pensioners and motor club members (with membership ID), R40 children (ages 3-12). Guided tours are available upon request at no charge. An on-site delicatessen offers refreshments and tasting of L'Ormarins estate wines is also available..

ON TWO WHEELS

Better known for its car collection, FMM also has an eclectic mix of motorcycles that are routinely brought out and put on view to complement the four-wheeler displays. Being an all-round motor nut, curator Wayne Harley regularly exercises some of the machines and early in February took the opportunity to take part in the Crankhandle Club's Kalk Bay Veteran Run riding a 1917 Triumph Model H. Also known as the Type H and The Trusty, a total of 57 000 Model H's were made from 1915 until production ended in 1923.

The route ran from the club's Headquarters in Wynberg along the peninsula to the finish in Simon's Town where lunch was taken. With sunny skies all the way, the Triumph never missed a beat and Wayne thoroughly enjoyed the experience. Along with all the other competitors, Wayne was kept busy answering questions from the big crowd at the finish and plenty of photographs were taken. A satisfying event all round.

Wayne will also be taking part in the 104th Durban to Johannesburg Motorcycle Rally – the DJ Run – on 10-11 March riding a 1935 Triumph 350 3/1 sponsored by Marius Malherbe. The 700 km reliability and regularity trial runs from Hillcrest to an overnight stop in Newcastle then on to the finish in Germiston.



CONCOURS JUDGE

The second Concours South Africa will be held at Sun City from August 3-6, and as last year FMM's curator Wayne Harley will be one of the judges. This year the organisers are planning for 150 entries across a more tightly-defined array of categories and discussions have already been held with Wayne to finalise the details, which will be posted on the event's website www.concourssa.co.za. Last year's Show and Shine winner was a 1958 Mercedes-Benz 190SL owned by Botha's Hill resident Manana Nhlanhla, who has already indicated that she will enter this year's event with more than one vehicle.





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MAKE A — DATE —

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

MARCH

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

APRIL

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

MAY

4-7	Jaguar Simola Hillclimb	Knysna
6	Highveld Old Motor Club Show	Middelburg, Mpumalanga
7	Buick/Cadillac Show Day	Johannesburg
19/20	Fragram Natal Classic – Classic Motorcycle Club	Durban
20	Xtreme Festival – East London GP Track	East London
21	Pietermaritzburg Cars in the Park	Ashburton

JUNE

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

JULY

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

AUGUST

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

SEPTEMBER

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

OCTOBER

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

NOVEMBER

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

DECEMBER

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

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



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FULL STEAM AHEAD

Since last month's update Dino's has been hard at it and making progress on a number of projects that entered the workshop at the beginning of the year. Some have been finished and a batch load are close to completion. There's no rest for the wicked though, with a new projects already delivered, ready for some enthusiasm and TLC. With the variety of machinery and varying scope of work required it never gets boring as each job necessitates its own analysing, planning and approach. On a daily basis we learn the intricacies of each model in the shop and then apply experience and knowledge to the task. It's fascinating to see how the different manufactures approached their

construction – at the moment there are vehicles from Lanica, Ford (USA), Ford (UK), Datsun, Volkswagen, Jaguar, Porsche, Volvo, Dodge, BMW, Puma, Maserati, Alfa Romeo and Morgan being worked and range from show cars in need of minor touch ups to rust buckets that, in order to save from being consigned to the scrap heap, require a lot of cutting and metal shaping to meet the grade. We will share what is on the go at Dino's, what cars have come in, how much progress has been made in a month, what have gone out and what are on the waiting list. In the world of classic restorations you never know what you will find, so as and when any stumbling blocks occur, we will point those out too in the updates.



This rare Lancia Aurelia has just been delivered by an overseas client for full restoration. As can be seen a previous owner/panel beater stripped the vehicle years back but never got around to finishing the job. We will start from square one. Loosely assembling the body to assess the work required and then take it back to a bare shell to start the hard graft.



A 440 Dodge Charger undergoing a colour change. It has been stripped to the metal and minor dent and rust repair carried out. The first paint coat, including full engine bay, has been applied. Panel assembly will now take place and a second coat of paint put on. For depth a double clear layer coat will then go on.



Despite only repairing this Ford Galaxie's doors, sill and front wings we feel like we have worked on an entire vehicle – it is the biggest car to have come through the workshop. Panel gaps were not good when this behemoth arrived but hours of adjustment have them spot on and make the world of difference.



A single family owned Alfa Romeo Spider in reasonably sound condition. The son has inherited it and wants to revert back to its original colour – white. As can be expected from a car this age there are a few bits of rot that are being sorted out first.



This Ford Prefect has been a carryover from last year with a large amount of metal work taking place. It was converted to a bakkie (by using a Cortina loadbin) with large wheel arch flares years ago but the quality wasn't that good. It meant Dino's had to cut out large portions of rust and remove loads of putty and fibreglass. New metal has been added, paint applied and is now seeing final trim fitment and finishing.



Following a bare metal exercise where a large amount of rust was removed and new metal put in this Jaguar E-Type is nearing the point where primer can be applied and then paint. The initial black primer visible was put onto the exposed metal to stop hand marks leading to any corrosion while still being panel beaten. Black is also good at showing up any imperfections before painting.



Porsche's 944 Turbo is gaining momentum in the classic car world and this owner wants his one to be up there with the best. A full respray has been done in the original colour (as matched by Glasurit's historic vehicle code library) and the final bits of trim are being fitted in time for the owner to collect his preserved Porsche.



Repairs have been done to this Volkswagen Beetle body and it is now being readied for primer and paint. The owner will complete the assembly and restoration himself. By the time he takes delivery it will be as good as, if not better, than a body the factory body shop supplied to the production line.



This split window Beetle has suffered the ravages of time. Not only did it have numerous dents and rust areas but it also suffered some poor repairs previously. They are a rare find now so worth going the whole hog back to bare metal before cutting and replacing where required. Here braces hold the body in shape while the undesirables are cut out and replaced with shiny new metal.

VOLVO RECORD SETTER

Guinness World Record holder Irvin 'Irv' Gordon (76) recently visited classic Volvo car enthusiasts at Volvo's Johannesburg-based Tom Campher Motors dealership. Officially recognised for the most miles driven by a single owner of a non-commercial vehicle, the New York-based retired science teacher has driven his original 1966 Volvo P1800S coupé over five million kilometres.

A guest of Castrol, Volvo's global lubricant partner, his visit included discussions with local classic Volvo owners as part of a Castrol film project about the special relationships that people develop with cars. Car care and proper maintenance was also part of the mission – Gordon's P1800S has only ever been serviced with genuine and original Volvo parts and Castrol motor oils, which he cites as being the key factor in keeping the P1800's engine running smoothly – it's never once broken down since he bought it new in June 1966.

His striking red Coupé, which still has its original engine and gearbox, has covered a distance equivalent to 127 laps around the world, or six round-trips to the moon and back – and it's still going strong.

"I've had a great time in South Africa. It has been wonderful talking to people who love and take special care of their cars because they want to keep them for longer," says Gordon.

Gordon's road trips have seen him rack up astonishing figures over the last 50 years:

- He's gone through over 427 000 litres of petrol, almost 3 300 litres of oil and performed 907 oil changes
- He has travelled over 170 000 km per year since retiring in 1996
- His Volvo's odometer currently stands at 5 111 238 km and he has no intentions of slowing down.



KYALAMI FULLY LOADED

Kyalami Grand Prix Circuit is proud to announce that this iconic venue will host three action packed motorsport events, as well as various lifestyle events in 2017.

The first race event will be held on **21 and 22 April. The Motorsport Festival** will incorporate the Extreme Festival and will feature premier national and regional four-wheeled categories on the day. The Motorsport Festival returns for another round on **4 and 5 November**. To end the year Kyalami will host the return of historic motorsport with the **Classic Car and Historic Racing Festival** taking place on **1 and 2 December**.

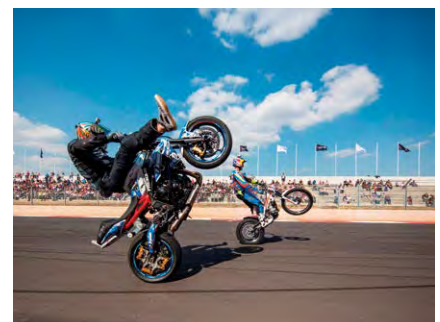
Fans can look forward to a variety of lifestyle events at Kyalami this year:

The South Africa Bike Festival powered by Discovery Channel makes a welcome return from **26 to 28 May**. Back by popular demand from industry members and visitors alike the festival returns to electrify fans with motorcycling mayhem and will once again offer three days of fun-fuelled thundering two-wheeled, rip-roaring live action for the whole family. Visitors can look forward to the debut of SA's top 1000cc superbike riders as they battle it out in two rounds of the **SuperGP Champions Trophy** series, taking place on the Saturday and Sunday of the festival.

The journey that began with the successful staging of the **2016 SA Festival of Motoring** continues in 2017 under the banner of the SA Motoring Experience powered by the SA Festival of Motoring. The Festival will take place from **1 to 3 September** and will provide for on-track experiences with increased test drive opportunities on the iconic circuit. The NAAMSA-approved national motor show will incorporate the Johannesburg Boat and Water Show, adding to the variety of exhibitors.

DStv Delicious International Food & Music Festival presented by Nedbank returns to Kyalami from **30 September to 1 October**, delighting music and food lovers alike. Festival organisers are promising visitors mouth-watering finds in food, street chefs and delectable trends, as well as a world-class music line-up. This prestigious festival fusing flavoursome fashion foods with eclectic entertainment is the biggest of its kind in South Africa and continues to grow with the Kyalami Grand Prix Circuit as its new home.

With world-class facilities Kyalami Grand Prix Circuit continues to be the preferred destination for premier events, conferences and exhibitions. For more information on the exciting venue as well as upcoming events visit www.kyalamigrandprixcircuit.com.



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OVER FUELLED

January's #JoziNightShift showed that Jo'burg's classic car fraternity are more than willing to pull their vehicles out for a Tuesday evening drive, natter session and snack. Those wanting to miss the rush hour met up at Tom Campher Motors Volvo at 17:30, enjoyed some refreshments and ogled at a range of classic Volvos in the showroom before heading out at 18:45 to meet up with the rest of the gang that left the BP Beyers Naude and Engen Modderfontein rendezvous points at the same time, at Fuel customs in Wynberg. And what a gang it was, with a total of 186 cars and a handful of bikes in attendance. Machinery from all ages literally overflowed out of Fuel's premises and hordes

of passers-by stopped in to look at the array of machinery on the pavement, check out the batch of Fiat 500s, bikes and other classics that the operation are busy restoring, take in some motoring artworks and grab some hot food from Delta Cafe's food truck.

The no-fuss, no-competition #JoziNightShift movement has taken off and will now take place at various locations in and around the City of Gold on the last Tuesday of every month. Details of when and where to meet will be released a week before each event so be sure to follow @ClassiccarZa on Facebook, Twitter, Instagram and DriveTribe. For those not into social media info will also be posted on www.classiccarafrika.com.



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... others not so much.

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SANLAM PRIVATE WEALTH SHOWS UP

Sanlam Private Wealth has come on board as sponsor of the Knysna Motor Show. This is a major step that will go a long way towards boosting the show as a premium event and build on the successes achieved over the past four years. In recent times, the Garden Route has emerged as one of South Africa's most important centres for classic and vintage cars, with some fantastic car collections and an experienced support industry. The Knysna Motor Show takes place on 30 April, and it is worth staying on a week, exploring the outstanding roads in the area and then spectating at the Jaguar Simola Hillclimb, which takes place from 4 to 7 May 2017.



2017



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Finish: Willem Prinsloo Museum



BRITISH Classic Car and Bike Day plus Mini Auto Pretoria
11 June
@ POMC Clubhouse



EUROPEAN Classic Car and Bike Day
9 July
@ POMC Clubhouse



PRETORIA OLD MOTOR CLUB CARS in the PARK
6 August
@ Zwartkops Race Track



MAGNUM RALLY
16TH to 20TH August
Hotel Numbi
Hazyview
Mpumalanga

FGK fotos



CONCOURS TIME TO SHINE

The second edition of South Africa's landmark classic and collector car event, Concours South Africa at Sun City, returns to the Pilanesberg from 3 to 6 August 2017. Added to this HAGI, Germany's Historic Automobile Group International, will be hosting a high-level conference on opportunities within the collector car market – a first for the Southern Hemisphere. With more than double the number of spectacular cars anticipated and a full schedule of luxury events confirmed, CSA is a must for the 2017 social and classic car calendar.





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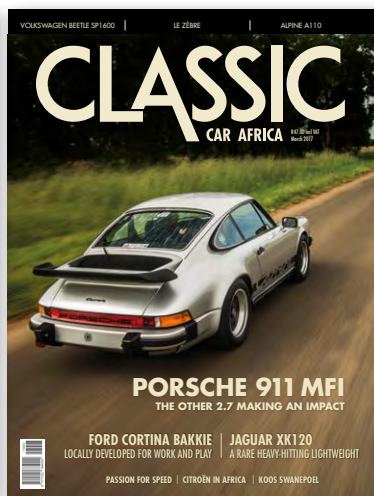
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MAGICAL BENZ

I was pleased to read in the January/February 2017 issue of *Classic Car Africa* that you considered the Mercedes Benz W114 to be a future classic. I would like to share my W114 experience with you, which I hope you will consider sharing with your readers.

I bought my 1973-registered Mercedes Benz W114 280 in 2006 from a deceased estate for N\$15 000 (N\$1 = R1). It had 148 000km on the clock and was a one owner car. It had stood in a dry Windhoek garage for three years and had apparently been started intermittently and run for short periods. I drove it to Orion Motors in Windhoek and asked Mercedes 'Merlin' Walter Teetz to do whatever was necessary to get it through the roadworthy test. It turned out to be a bigger job than anticipated. All of the belts and hoses were replaced, new engine mountings and alternator were fitted, the starter motor overhauled and the radiator re-cored.

During the following years progressive mechanical restoration work was done. The only major issue was when it developed a misfire which I assumed was an electrical problem. When I failed to sort it out I sent the car to Walter who diagnosed oil on the plugs. This necessitated the removal of the twin overhead cam cylinder head which made me apprehensive to say the least. The next day Walter called to say there was good news and bad news. The good news was that the bores and valves were still perfect but that the twin cam shafts were pitted, possibly as a result of the car standing for a long time and run for very short periods. The cost of new shafts was heart attack stuff but fortunately Walter had two brand new ones in 'old stock' which he let me have at a bargain price. She now runs like the proverbial Rolex and I would confidently drive her anywhere. (My partner drove a similar car from Cape Town to Cairo without any problems.)

I contacted Stuttgart to find out more of the car's history and was informed that it was exported to South Africa at the end of 1972 as a Complete Knock Down and assembled at the East London plant before being sent to the then South West Africa, where it was bought by a farmer and registered in the town of Outjo.

I use her most weekends and for the occasional Windhoek Old Wheelers Club rally, and enjoy her immensely. It is an incredibly solid, comfortable car and is a pleasure to drive. It has an amazing turning circle for a car of this size. Cosmetically very little has been done. The chromework is still perfect and the leatherwork unmarked except for the driver's seat lower section which is showing signs of wear. The paintwork was touched up about five years ago and re-polished. The only non-working feature is the quartz clock which is readily available from Germany but at an astronomical cost. The only non-standard alteration was the installation of electronic ignition. During the last 11 years I have clocked up only 21 000 trouble-free kilometres.

An air conditioner would be a nice feature, especially in the Namibian summers, but as I come from the days when most cars had no air



conditioning this is not too much of a problem. It certainly could do with a five-speed gearbox, which apparently was an optional extra. I am surprised that this was not a standard feature. As the car now stands it has cost me about N\$150 000, which is roughly twice what I would get if I ever sold it. This is unlikely to happen as I have both a son and grandson waiting in a happy queue!

Kind regards

Bryan Wicks

Windhoek, Namibia

Hi Bryan

Thank you for the brilliant letter and we share the same affinity for the W114. Up until last year I raced a W114 (originally a 230.6 but we shoehorned a 280 twin cam into it). The car was unbelievable and in almost standard form was not only fast enough to be competitive but also bulletproof despite the abuse I gave it. The 280 motor is a gem in the performance department and I think the world in general has missed out by not realising this.

For track use the four-speed gearbox was ample but on modern highways it does fall a little short. I can only imagine a five-speed would cost the earth so recommend taking the 'old' road when travelling long distances. Not only does it suit the generally slower route but you get to see scenery we often miss blasting down the modern paths.

Aircon was an extremely rare option and I have only seen a handful of these models fitted with it. Luckily the front quarter windows can be rotated through 180°, which does a fantastic job of cooling the occupants. I will look through my box of old bits for a clock. I had a working unit but replaced it with a very rare small diameter rev counter (as found in the 6.3 version) for racing. I'm not sure how accurate the tacho was as it often read over 7000rpm – which an old banger Merc surely can't handle? Or can it? Many more marvellous Mercedes-Benz miles.

Stuart

COMPETITION WINNER

#ClassicCarAfrica. I can't download instagram. And I can't find anywhere on the website to enter the Classic Car Africa/Pablo Clark competition. So this email is my best option. Thanks.

Regards

Les Uppink

No problem, Les. We received your entry via email and you went into the hat. Unfortunately it didn't get pulled as a Pablo Clark Ferrari experience winner but we have just received a Motul Valve Expert and Fuel Stabilizer hamper to use as a prize and for going the extra mile to get your entry in, we will send you this. Thanks for all the support and correspondence.



CELEBRATING GORDINI

I enjoyed this month's copy of *Classic Car Africa* as usual, with the added bonus of the Gordini bit. This has just prompted a thought – this year marks the 50th anniversary of the 1300 (actually 1255cc) model, so I was wondering whether a more in depth article on what made this car so special would be of any interest?

There were over 15 significant mechanical and structural enhancements introduced by Monsieur Gordini to transform a standard R8 into an R8 Gordini, and I don't recall ever seeing anything published at one time in one place in this respect.

One could complement it with a description of what further SA-inspired tuning mods were popular. Let me know what you think.

By the way, to go with your article, here is a contemporary comparison of three of the cars at the time:

	POWER	0-60 MPH	TOP SPEED	¼ MILE
MINI COOPER S	76 bhp	10.9 sec	98 mph	18.5 sec
LOTUS CORTINA	105 bhp	9.9 sec	106 mph	17.6 sec
R8 GORDINI	103 bhp	10.9 sec	112 mph	17.7 sec

Kind regards
Carvel Webb

Thank you for the kind words, Carvel, and for pointing out the Gordini 1300 50th. We must definitely put something together to celebrate this occasion. I am relatively new to the world of Gordini. I was aware of some changes but as you mention, have not been able to find a comprehensive list of all the improvements. So yes, let's do it. Your passion, help and expertise to accomplish this would be hugely appreciated. Perhaps we can find an Alconi to chart the differences between the local and imported hot Renault.
Stuart



CRICKET IS A SPORT

Cricket, the latest addition to our family, thoroughly enjoyed pages 1 to 23 of the January/February issue of *Classic Car Africa* but hit a stumbling block when he reached the subscription page as he doesn't have a credit card yet.

Best regards
Stephen Grover and Cricket

Hi Stephen

Glad to hear he enjoyed the opening articles and high fibre content of our pages. Tell him not to worry about the credit card details and rather go online to www.classiccarafrika.com and use our direct payment or bank deposit system to take out his subscription.

Stuart



BODY BUILDING

Just got my Jan/Feb issue of your fab magazine. I read with great interest of the little Dura sportscar on page 20. I felt I should point out to you that I have absolutely no doubt that the original designer was basing his creation on the Ferrari 312 Sports Racer seen at the 9 Hour, driven by Ickx and Andretti. Whatchatink?

And then on page 88 you have a very interesting article on the blue fibreglass body found at the Westville dump, down here in Durban. I know this body well; it belonged to a very special member of our Super Seven Club, Robby Hewitt, who sadly passed away a year ago. As far as I can remember, he also found this body, and had long term intentions of creating something interesting. Not sure

what happened to it after Robby's passing.

Thanks for a super publication. Hope to see an article on the Dezzi Raceway down at Port Shepstone sometime. It would be worth the effort.

Cheers
John Montanari

Hi John

I wouldn't be surprised if the wedge-shaped 312 Ferrari played a role in shaping the Dura body. Imagine a group of six guys watching the Ferrari lapping Kyalami and over a period of 9 Hours deciding they needed a similar shape to cruise the streets of South Africa. It would be perfect, except that they would not all fit into the Ferrari. The solution: a six-seater body in the same vein. Perfect.

You are spot on regarding the blue fibreglass body in our Mystery Car section. Mr Hewitt found it at the Westville Municipal Dump 15 years or so back, hence us naming it the WMD. When he passed away we were informed of the body and thought it fitting to try and put something interesting together from it as well as try and trace the story behind it. As you will read in our monthly update we continue to try and uncover its full story and at the same time are accumulating bits to build it.

I'll be down at Dezzi Raceway later in the year to compete in the Historic Tour event and together with an event report will also put together an article on the circuit and the enthusiastic owners behind it.

Stuart



Having been in the business of selling classic cars for decades, Hamptons Executive Cars has a wide variety of constantly changing four-wheeled eye-candy worth a view if in the Johannesburg area. And the coffee hits the spot too. It was on one of these random visits that **Stuart Grant** spotted a herd of classic motorcycles that left his jaw dropping and contemplating filling the garage with something two-wheeled. If you want restored, unrestored or even a project bike there's something there. Take your pick from German, Italian, American, British or a host of Japanese makes.

Sitting sipping a cup of coffee and looking across the showroom floor, you can be forgiven for thinking the setup is a museum, and covering every bike on offer would take a book of encyclopaedic proportions. Together with photographer **Etienne Fouche**, I selected just a few as a taste of what's on offer.

— YAMAHA 350 & RD LINEUP —

Yamaha's R5 350cc two-stroke is at the forefront when it comes to classic sports bikes of the 1970s and of course it gave us the famed RD350 and later RD400 models we hear the older generations talk about with such fondness. RD stands for Race Developed.

Small-bore motorcycles ruled in the early '70s, and the R5 was regarded as a real giant-killer and despite a gradual move to four-stroke by the other manufacturers, Yamaha soldiered on with the research and development of the two-stroke as used on its 1966 305cc Big Bear. An all new YR1 Grand Prix

followed in '67, which saw the use of a short-stroke 348cc twin and finally YR5 in 1970. While it put out the same 36hp as the previous year's twin, an increase in torque meant the R5 boasted the best performance of any two-stroke Yamaha at the time and gone was the narrow power band trait that had before meant lots of acceleration at high revs but no response at lower engine speeds. The R5 delivered usable power from as low as 3000rpm, with peak torque developed at 6500rpm. For the average rider this was a huge improvement and nullified the need to rev the engine silly before slipping the clutch to get a smooth, low-speed pull-off. It was no slouch with many testers at the time claiming it to be as good as any 500cc in the performance department.

In 1973 the R5 evolved into the RD350, again employing an air-cooled twin-cylinder two-stroke format but this time using reed valves in the intake rather than piston porting. It also received a front disc brake and six-speed gearbox instead of the previous model's drum and five-speed. With 39 horses at 7500rpm



combining with the small-dimensioned frame, the RD350 was able to outperform many of its triple and four rivals (often featuring more than double the engine capacity) on road and track, rightfully earning its name as the must-have giant-killer. It is often said that there has never been a more suitable example of a production racer and that, at the time, would in everything but all-out acceleration, outperform almost anything on the market in box-stock trim. It was relatively light on the pocket too and gave the working class corner-chasers a perfect tool.

Unfortunately it also gave those in charge of the emission control act a lot to work with. Luckily Yamaha turned a blind eye to this to a certain degree and soldiered on with the two-stroke format, launching the 399cc RD400 in 1975. The 400 received a single disc at the front and rear and was the first

bike by a major motorcycle manufacturer to see cast wheels used as standard kit from '77. With 40bhp and a top speed of 171km/h, the 400 was launched to capitalise on the success of the RD350 but was in fact totally new. It had the stroke increased, which meant a new crankcase design, the engine was rubber-mounted to reduce vibration, and the engine was moved forward to try and reduce the bike's tendency to wheelie. It made a few more ponies than the 350 but also weighed more thanks to some 'luxury' items like a thicker padded seat, self-cancelling indicators and larger fuel tank, which together with longer gearing meant it didn't outperform its predecessor in the robot-to-robot war.

For 1980 Yamaha reverted to a 350cc two-stroke with the launch of the RD350LC. Besides some more contemporary styling, the most noticeable addition to these was the addition of a radiator and therefore water-cooling. The new model hit South African showrooms in 1981 and only sold in the black/red or white/red combinations locally. In 1982

a model with fairing was shown at the Paris bike show and went into production a year later. It also heralded the arrival of the Yamaha Power Valve System (YPVS). By altering the height of the exhaust port, engineers could effectively change the engine power delivery and have optimal power and torque across the entire rev range. YPVS does this with a cylindrical valve running across the top of the exhaust port, which is turned by a servo motor controlled from a control box. The valve is a slightly oval shape and therefore changes the height and size of the exhaust port at different engine speeds. Known as the RD350LC2, a bigger volume exhaust was added to a new frame, front forks, mono shock, swing arm and slotted disc brake. There were new wheels, fuel tank, seat, handlebars and instrument cluster too. From 1986 this model was known locally as the RZ350R. By the late 1980s larger capacity four-stroke bikes had taken a firm grip on the market and the RD/RZ faded into obscurity – the legendary engine did however stay in production until 2012, fitted to the mind-blowingly quick Yamaha Banshee quad bike.

It was no slouch with many testers at the time claiming it to be as good as any 500cc in the performance department



— BUZZ BIKES —

The term buzz bike is one bandied about when talking of a misspent youth and motorcycles. To some of us 'youngsters' this might mean 1980s and '90s Honda's MBX 50 or Yamaha's RZ50 but the real deal buzz bikes came from 1950s, '60s and '70s with the likes of Itom, Garelli, Zündapp and Kreidler giving youngsters some awesome 50cc machinery. A trio of immaculately restored Zündapp 50cc bikes in the corner was a treat to see and the amount of effort that has been made to put these beauties in to as good as new condition shows that 50cc collecting is a serious game.

Two of the bikes are standard KS50 models but show the firm's development with the 1966 version being air-cooled and the '74 unit water-cooled. The third is a tastefully done racer recreation, built from a 1969 model but true to the spirit of the day.

Zündapp was a German company founded in 1917 as a machine tool manufacturer producing parts for weapons and detonators for the war effort. When demand for these waned in 1919 the outfit looked to diversify and two years later constructed its first motorcycles. After World War II, Zündapp expanded into the microcar, moped and scooter markets. The 1960s and '70s saw some brilliant results in both circuit and motorcross racing but poor sales of its small-capacity bikes and scooters in the early 1980s saw it collapse in 1984.

If Japanese bikes are more your flavour then for good measure there are also 50cc units from Honda and Yamaha on offer.



— POSTER BIKE —

Honda CB1100R was the bike that sat on the wall of every bike-loving kid of the 1980s – in poster format. Built between 1981 and '83 it was a single-seat, fully faired sport bike based with the R suffix denoting a racing version. But it wasn't only a race bike; it was also road legal and offered for sale to the public in limited numbers to meet the homologation requirements to go racing. It was Honda's first 'homologation special' and was raced in the production class in most major markets including South Africa. Any of you remember Rod Gray on local tracks in '81? 1981 models were designated as CB1100RB (1 050 units sold), for 1982 this became CB1100RC (1 500 units sold) and the final format was the CB1100RD in 1983 (1 500 units sold). The 1981 RB was half-faired with a solo seat only while the '82 and '83 models sported a full fairing, aluminium fuel tank, and pillion seat covered with a removable seat cowl. Power was in the 115 horsepower at 7000rpm region and not much would come close to it back in the day.



— A CLEAN CANVAS —

A whack of skeletal-looking restoration projects and boxes of odds and sods to go with them get the mind racing. There are two options for those looking at these – buy a bike as a spares donor to complete your own project is one, but the other more exciting one would be to build one of these into a usable machine. With the internet now connecting enthusiasts the world over, the availability of spares and know-how is just a click away. The conundrum comes as whether or not to carry out a full-blown originality-focused concourse type restoration, to make the bike mechanically sound but keep the ratty look, or live out your rocker dream and build a café racer. The choice is yours. 🏍️



Jean-Luc Thérier/Claude Roure power their A110 1800 to fifth on the 1972 Tour de Corse.

ALPINE PEAKS

Most people are familiar with the major tuning companies of today – names like AMG and Abarth are as famous as their manufacturing counterparts Mercedes and Fiat. Say 'Renault' and the name 'Gordini' (or locally Alconi) immediately pops to mind. But there was another name associated with Renault that many people might not recognise and that perhaps did not get the credit it deserved.

Sivan Goren picks up the Alpine tale and that of its biggest success – the Renault Alpine A110.



Ove Andersson/Jean Todt finished second in the 1973 Monte Carlo in an A110 1800.

The name Alpine was chosen to mark R d l 's successes in the Coupe des Alpes but unbeknownst to him, Sunbeam had introduced a sports coup  called the Sunbeam Alpine in England the previous year

This story begins with a young Frenchman, Jean R d l , who at the tender age of 24 was the youngest official Renault dealer in France. The year was 1950 and Jean would spend his time modifying 4CVs from his dealership in the northern French town of Dieppe for racing in the French Alps. He gained class wins in a number of major events, including the Mille Miglia and the Coupe des Alpes. In 1952 he met Giovanni Michelotti and asked him to design a sports coup  based on the 4CV chassis. The car, aptly named the 'R d l  Special', had an aluminium alloy body and weighed just 550kg. In 1954 a second car called 'The

Marquis' was built and exhibited at the New York Motor Show. Having registered a formal business, Soci t  Anonyme des Automobiles Alpine, R d l  collaborated with the Chappe brothers who were coachbuilders based in Saint-Maur in preparation for production of the new marque. The name Alpine was chosen to mark R d l 's successes in the Coupe des Alpes but unbeknownst to him, Sunbeam had introduced a sports coup  called the Sunbeam Alpine in England the previous year, so sadly the Alpine name was to cause the company huge headaches down the line.

In 1955 production of the A106 began and in July of that year R d l  presented three of his sportscars (one blue, one red and one white, in homage to *Le Tricolore*) to the newly-appointed MD of Renault, Pierre Dreyfus, but did not receive immediate support. Despite



Jean-Claude Andruet/Michele "Biche" Espinosi-Petit, winners of the 1973 Rallye Automobile de Monte Carlo.

Like the A108, the A110 featured a steel backbone chassis with fibreglass body. This design, inspired by that of Colin Chapman, was influenced by the Lotus Elan

this, these fibreglass-bodied cars had their first public showing at the Paris Salon in September of that year and full production began at the Dieppe plant. Despite the fact that the A106 was propelled by a measly 956cc engine with no more than 51hp, it achieved several competition wins throughout the 1950s.

In the late '50s Alpine took the Michelotti cabriolet design and developed a 2+2 closed coupé (or 'berlinette') body for it which became the A108. Instead of the rather outdated 4CV platform of the A106, this car was based on the Dauphin Gordini. Built between 1958 and 1963, the A108 was sleeker, sportier and more powerful. But by this stage cash was fast running out and Alpine was almost broke. Unexpectedly it was an American company that became Alpine's unlikely ally. By this time, the company that invented and built the

Jeep, Willys-Overland Motors, was out of the American market and building cars in Brazil. In 1961 Rédélé began talks with Willys to produce A108 berlinettes at São Bernardo do Campo in Brazil. These were sold as the Willys Interlagos from 1962 to 1966 and brought a much-needed cash injection to Alpine.

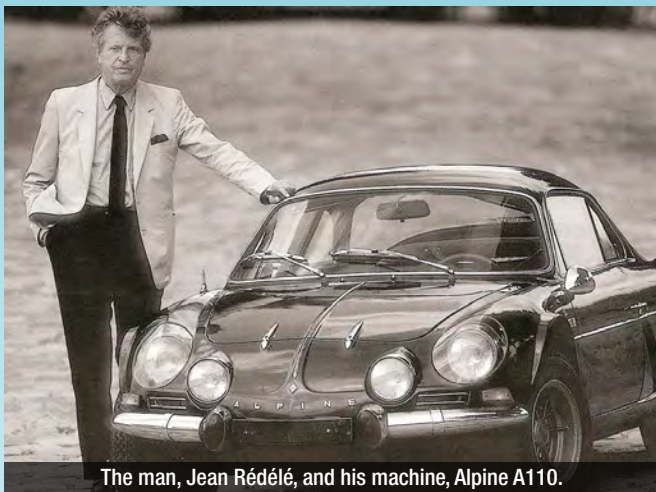
Then another fortuitous event: in 1962 Renault released the R8 and suddenly everything changed. Alpine was at this time already working closely with Renault and the boxy, rear-engined family car with disc brakes all round was the perfect basis for a sports car, particularly as it was available with a Gordini 66hp engine. Various changes were made, including a major overhaul of the rear body: a more powerful rear tail section consisting of new horizontal tail lights, new air intakes on the flanks of the trailing edge and a wider stance to accommodate the bigger engine – all resulting in a more aggressive look. And so the legendary A110 was born.



The Alpine A106, the car that led to the A110 legend.



Jean Rédélé with his Renault 4CV at the 1951 Monte Carlo Rally.



The man, Jean Rédélé, and his machine, Alpine A110.



Ove Andersson/David Stone head to 1971 Monte Carlo victory.

Unlike the A108, available first as a cabriolet and later as a coupé, the A110 was produced only with 'berlinette' bodyworks. Like the A108, the A110 featured a steel backbone chassis with fibreglass body. This design, inspired by that of Colin Chapman, was influenced by the Lotus Elan. Visually the changes made for a breathtaking car but the motivation behind them was certainly not aesthetics – it was racing. And more specifically, rallying. The A110 was genius in its design: long and wide, it also had a low centre of gravity. Though extremely fast, the car had incredible handling and could stick to roads in any condition while getting the power down thanks to weight sitting over the rear-driven wheels. A road car it was not – it was far too cramped, noisy and hot. But none of this in any way detracted from this car. Its balance and tractability made it superior to most and it was for this reason that the A110 was to become dominant on the rally circuit.

In 1967 Renault asked Alpine to take over

its motorsport division, and gave it access to its international contacts. The A110 was licensed and built in various guises in Mexico from 1968 to 1974, in Bulgaria from 1967 to 1969, and in Spain from 1965 to 1977. This not only increased the A110's international racing status but also provided some extra cash to the still-struggling Alpine.

In 1970 Alpine introduced the A110 1600S model, with its 1.5-litre inline-four producing 138 horsepower – more than twice the power of the original A110. It then began its ascent to international rally fame and began to dominate the international rally circuit. In the same year, Jean-Luc Thérier won both the San Remo and Acropolis rallies, and a number of other top five spots brought the Alpines to within just two points of winning the Manufacturer's Championship.

1971 saw Swedish driver Ove Anderson win the Monte Carlo

Victories in the San Remo, Austrian Alpine and Acropolis rallies secured Alpine's first Manufacturer's Championship, 18 points ahead of its closest competitor



Flying high. In 1973 Alpine took 1, 2, 3 on the Monte Carlo and went on to win the World Rally championship outright.


In 1973, Renault officially took over Alpine and in the same year the International Championship was replaced by a new World Rally Championship for makers

Rally in an A110 1600S, followed by Jean-Luc Th  rier (also in a 1600S) and third place was shared by Jean-Claude Andruet in another A110 and Bjorn Waldegard in a Porsche 914S. Victories in the San Remo, Austrian Alpine and Acropolis rallies secured Alpine's first Manufacturer's Championship, 18 points ahead of its closest competitor.

In 1973, Renault officially took over Alpine and in the same year the International Championship was replaced by a new World Rally Championship for makers. Renault decided to compete in the World Championship with the A110. With a team featuring Bernard Darniche, Jean-Pierre Nicolas and Jean-Luc Th  rier as permanent drivers and 'guest stars' like Jean-Claude Andruet (who won the Monte Carlo that year), the A110 won in all races where the works team was entered except the Swedish Rally, making Alpine the winner of the inaugural World Rally Championship.

But by 1974, the A110's R8 underpinnings were

beginning to show their age, in stark contrast with the exciting new Lancia Stratos (the first ever car built from scratch specifically for rallying purposes) that burst onto the scene that same year. Despite several attempts to make the A110 competitive again, the Stratos proved to be too strong and the A110 soon became obsolete. Production of the A110 finally ceased in 1977. In total between 1962 and 1977, Alpine built around 7 500 A110s and including the estimated production from the licensed factories in the rest of the world, total numbers were around 10 000.

The last car to use the Alpine name rolled off the production line in the mid-'90s, but although Alpine's name ceased to exist, its legacy lives on. In 1976 it was merged with engine tuner Gordini to create the Renault Sport division. Today, all three Renault Sport models are built in Alpine's Dieppe factory, including the M  gane RS 275 Trophy-R. The Alpine name is no more but its name will be forever stamped on the rallying map thanks to the brief but illustrious career of the A110. 



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JAGUAR XK120 LIGHTWEIGHT ROADSTER



EN-LIGHTEN-MENT



Close on 70 years ago a car made a spectacular debut at London's Earls Court Motor Show and its legacy continues to this day. **Mike Monk** drives an iconic Jaguar XK120 Lightweight Roadster.

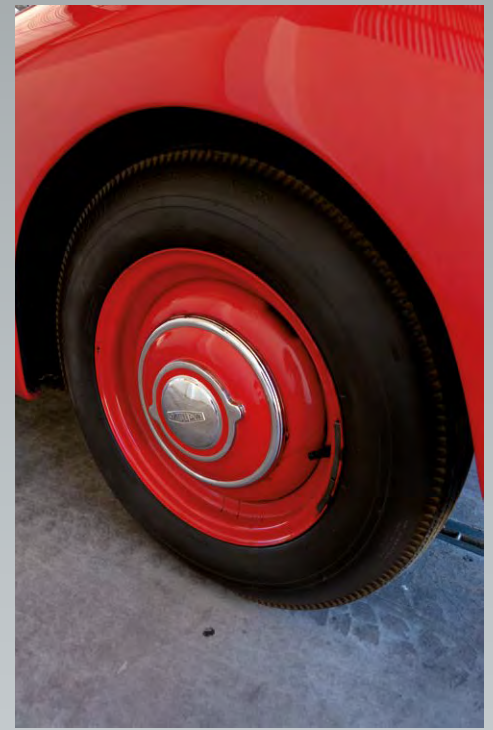
The XK120 was the car that created a sports car lineage that helped make Jaguar one of the most exciting and revered post-war motor manufacturers.

Born out of William Lyons's Swallow Sidecar Company – founded in 1922 and later renamed SS Cars – Jaguar Cars proper was established in 1945 at which time the now-famous six-cylinder twin-cam 3.4-litre XK engine was being developed. A prototype XK roadster appeared at the London Motor Show at Earls Court on 27 October 1948 and it caused such a sensation that a decision was taken to put the car into limited production. Only 200 were planned, but such was the demand that full-scale production was inevitable; however, the first 241 units were built with ash wood frames and aluminium bodies. Following examples were bodied in (51 kg heavier but cheaper) steel before the uprated XK140 (introduced in 1954) and XK150 (1957) models followed that, in turn, preceded the iconic E-Type

(1961) – a pedigree was born.

So with the XK120 we have a lot to be thankful for. Picking up from where the SS100 left off when it ceased production in 1940, the XK120 was progressively manufactured in three body styles (roadster, fixed-head and drophead) between 1948 and 1954 and a total of 12 055 were built. Franschoek Motor Museum's roadster is one of the rare early 'lightweight' cars. Jaguar Land Rover Classic confirms that its chassis number 660032 denotes it was the 32nd right-hand drive XK120 (out of 58) to be built although it was actually the 49th production car as 17 left-hand drive models were built first. Fitted with body number F1121, it was painted red and fitted with biscuit-and-red trim and a fawn hood. Its date of manufacture was 4 January 1950 and it was dispatched on 13 February 1950, destination Holland. Cost price then was just under £1 000 but purchase tax raised the bill to £1 263.

It is well known that the '120' referred



Giving credence to the car's billing, on 30 May 1949 factory test driver Ron 'Soapy' Sutton took an XK120 to Jabbeke in Belgium and recorded 126mph (202.7km/h)

to the car being capable 120mph, making it then the world's fastest production car. But it was a late call. Reports suggest in the development stages the new car was originally going to have a 2-litre four-cylinder engine but, thankfully, the XK six-pot was chosen and the rest, as they say, is history. Giving credence to the car's billing, on 30 May 1949 factory test driver Ron 'Soapy' Sutton took an XK120 to Jabbeke in Belgium and recorded 126mph (202.7km/h). UK's *The Motor* magazine road-tested an XK120 roadster in November 1949 and with an undertray fitted and hood and sidescreens in place, it recorded a 0-60mph (96km/h) time of 10 seconds and a top speed of 124.6mph (200.5km/h). Fuel consumption was given as 19.8 mpg – 14.3 l/100 km.

It follows that this

car's engine – number W1164-7 – is correspondingly one of the first of the in-line six-cylinder XK-series motors that was produced in five displacements during a 44-year life span. Initially with a swept volume of 3442cc the iron-block engine boasted seven main bearings and an alloy crossflow cylinder head with double overhead-cams, inclined valves with inverted bucket tappets, and hemispherical combustion chambers. With dual SU HS6 carburettors and an 8.0:1 compression ratio, the long-stroke (83x106mm) motor produced 119kW at 5200rpm and 265Nm of torque at 2500rpm.

Built on a cut-down Jaguar MkV saloon chassis, the XK featured independent front suspension with double wishbones, torsion bar, telescopic dampers and an anti-roll bar, while the live rear axle was supported on semi-elliptic springs with Girling lever-arm dampers. Burman recirculating-ball steering directing 16-inch steel wheels, and

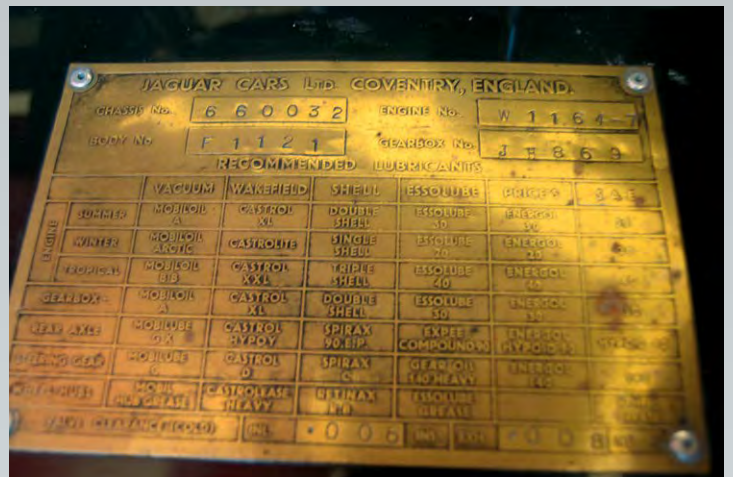


12-inch Lockheed drum brakes all round, which apparently were prone to fade: the full disc steel wheels would hamper cooling in extreme conditions. The XK's long, flowing lines – an early example of Jaguar boss William Lyons's legendary eye for style (remember the company's motto Grace, Space and Pace?) – are enhanced on this car by the bright red paintwork, and up close it is surprising just how long, and low and adornment-free the car is – streamlined, in fact. The rear-wheel spats and lack of exterior door handles emphasise the smooth lines.

Accessed by reaching inside the door and pulling on a leather cord, the interior is upholstered in quality carpeting and two-tone leather upholstery. But for such a long car – 4 419mm – the cockpit is cramped, especially for anyone of above-average height. But the ambience is utterly sporting, in complete harmony with the

car's visually athletic presence, perfect for a weekend dash down to the coast, the drive potentially more appealing than the destination. For storing odds and ends there are satchels on the inner door panels and a storage shelf behind the seatbacks – the boot is long and shallow. Such was the XK120's persona, dashing Hollywood star Clark Gable bought the first production roadster – chassis number 670003 – and apparently deemed it “as perfect a car as you could get”. One can imagine him cruising down Sunset Boulevard, arm casually resting on the door's padded top, bathing in the atmosphere and smiling back at admiring stares.

The gearbox is a Moss four-speed, operated by a precise, floor-mounted lever, and once on the move the engine's good torque characteristics become apparent as it pulls well from low-down revs in any gear. Twirling the big, four-spoke steering wheel at



parking speeds takes effort, but on the open road the heavy feel is acceptable. Looking through the delicately-framed split windscreen over the humped bonnet certainly stirs the senses, and the exhaust tone emanating from the majestic XK motor adds to the occasion. The slender chrome nacelles housing the front park lights act as frontal markers and add to the XK120's aerodynamic nature. It is easy to appreciate the impact the car must have had practically seven decades ago – striking looks and ground-breaking performance at a relatively affordable price.

Even before full production was underway, the XK120 was successfully active in racing and rallying in Europe and America, as well as establishing numerous record-breaking high-speed runs. In the Daily Express-sponsored One-Hour Production Car Race held on

30 August 1949 at Silverstone, Leslie Johnson drove the Jabbeke car and led home a 1-2 finish to record the XK120's first-ever race victory. Of all the early XKs, the alloy-bodied car of Ian Appleyard – registration number NUB 120 – is the most famous. Navigated by his wife Pat, who was Lyons's daughter – the pair scored many rally victories, commencing with the Alpine Rally in 1950. That same year, on the eve of his 21st birthday, Stirling Moss led home an XK120 1-2-3 in the Tourist Trophy races at Dundrod, Ireland. Johnson and Moss teamed together to record a 107.46mph (172.94km/h) average for 24 hours (including stops for fuel and tyres) at the banked Autodrome de Montlhéry circuit in France – the first time a production car had averaged over 100 mph for 24 hours.

The XK120 was the foundation for a line of Jaguar sports-racing and road cars that continues to this day – C-, D-, E- and now F-Type Jaguars all trace their roots back to the XK120. What a proud heritage. **C**

Johnson and Moss teamed together to record a 107.46mph (172.94km/h) average for 24 hours (including stops for fuel and tyres) at the banked Autodrome de Montlhéry circuit in France

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MAKING AN IMPACT

In 1974 Porsche designed new federal bumpers for the 911 to conform with low-speed impact protection requirements of USA law. All models now featured a full-width tail light lens bearing the Porsche name and a revised interior with new seats that, for the first time, featured integrated headrests. For a while this modernisation of the 911 was frowned upon by the purists but nowadays these are hot property collectables too. **Stuart Grant** takes to the road in perhaps the most desirable non-turbo Impact bumper 911, the Carrera 2.7 MFI, which capitalised on the racing success of the previous model Carrera RS by launching a roadgoing model that not only borrowed a name but also the power unit.

Photography by Henrie Snyman



C T



Of course this engine was the legendary magnesium-cased 2.7-litre 911/83. With fuel supplied by a mechanical fuel injected (MFI) system, 210hp was delivered to the rear wheels, earning the new Carrera the title of the most powerful normally aspirated 911, which it held for ten years until the launch of the 3.2 Carrera. Power is not the main star of the

show though; rather that honour goes the way of the Bosch MFI, which with its hare-trigger throttle response was the antithesis of the new lag-prone 3.0 Turbo.

In 1975, the 'black-look' became standard on Carreras, which meant window frames, wipers and door handles were finished in black while the headlight rims received a coat of body-coloured paint – those wanting the classic look could however opt for the optional extra chrome finish. Fifteen-inch forged Fuchs wheels with a colour-matched centre cap were also specific to the Carrera. The famed ducktail rear spoiler seen on the earlier RS was unfortunately outlawed

in Germany by then, so a rubber-lipped 'whale-tail' became the norm. For owners looking for a more discreet appearance the option to delete this wing was given on the order form.

In total, 1 647 MFI Carrera coupés and 631 Carrera Targas were built from 1974 to '76, including 20 narrow body cars for the Belgian police. The pictured car is one of only 508 coupés built in 1975 and ups its ranking on the rarity scale as one of only a handful of cars optioned with the 25 years of Porsche 'Silver Anniversary' (or in German *Jubiläumsmodells*) package. All of these were finished in a specific silver metallic, fitted with owner-embossed plaques signed by Butzi Porsche fitted to the glove compartment cover. Added to the mix was two-stage rear window heating,

With fuel supplied by a mechanical fuel injected (MFI) system, 210hp was delivered to the rear wheels, earning the new Carrera the title of the most powerful normally aspirated 911



SPECIFICATION

Carrera 2.7 (European), 1975 (G series)

- **Engine:**
 - Type 911/83
 - 2687cc
 - Magnesium casing
 - Compression ratio: 8.5:1
 - Maximum power: 207bhp @ 6300rpm
 - Maximum torque: 255Nm @ 5100rpm
- **Transmission:**
 - M481 (5-speed) Type 915/16
 - Magnesium casing
- **Suspension:**
 - Front: Torsion bar
 - Rear: Torsion bar
- **Wheels & tyres:**
 - Front: 7 x 15-inch alloys with 215/60 VR 15 tyres
 - Rear: 8 x 15-inch alloys with 215/60 VR 15 tyres
- **Dimensions:**
 - Length: 4921mm
 - Width: 1610mm
 - Weight: 1075kg
- **Performance:**
 - 0-60mph: 6.3 seconds
(December 1974 *Motor* magazine 5.5 seconds)
 - Top speed: 238km/h



headlight washers, 18mm rear anti-roll bar, Blaupunkt Bamberg stereo radio and cassette with dual rear speakers, automatic radio antenna, 5-speed gearbox, black trim, 380mm sports steering wheel, side mirrors in body colour, full blue/white tweed interior framed in midnight blue 'pigskin' leatherette, midnight blue velour high pile carpet and a 25th year anniversary silver decal at the bottom of the rear window: *25 Jahre Fahren in Seiner Schönsten Form*.

Today only seven Carrera Coupés and two Targa *Jubiläumsmodells* are known to the worldwide registry.

Factory records show that this car, chassis 911 56 00 102, was originally invoiced out to the Porsche dealer in Fellbach, Germany (about 10km north-east of Stuttgart) in September 1974, carrying engine number 6650165 and gearbox number 850131 and fitted with additional options like tinted glass, a step-less adjustable intermittent wiper control and a limited slip differential. For an unknown reason an engine swap was done early on in its life with the engine number now reading 6631348 – from a genuine '73 Carrera RS.

It made its way to South Africa when trucking magnate Don Vale imported it in a 'knocked-down' state for Peter Lanz of

Targa Motors in Edenvale to reassemble. It was at this stage that wheels were upgraded to 16-inch to accommodate Porsche 917 4-pot calipers and radially vented and cross-drilled discs. Vale drove it around for about a year before selling it on to Clive Massel and remembers it as being both fast and reliable.

Clive, who now runs a classic car storage business in Melbourne, had the car serviced by the late Eddie Paladin Motors, placed well in Concours events and even won the inaugural Porsche Club Autocross at the Edenvale Hyperama. By the late 1980s Massel offered the car to Dick Sorensen for R36 000, but subsequently the visiting Kremer Porsche Team offered him R100 000 to put it in their container and ship it back to Europe following the Kyalami 9 Hour. Clive stuck to his word though, sold it to Dick, who sold it to his son Richard after over 25 years of ownership when he relocated to Brisbane recently.

Over the last two years the Carrera has been systematically refurbished to its original specification including re-trimming the front seats in factory Porsche materials, a bare-metal respray in the correct silver, and a complete mechanical overhaul. Starting in 2015, the engine was removed by Geoff Mortimer at NXGen and completely rebuilt by Porsche engine expert Peter Frost over a period of almost 12 months. The cylinder barrels were replaced due to thinning (erosion) of the cooling fins, it received new pistons, valves and was totally overhauled, but all original magnesium castings were

retained. All original parts were refinished (plated/painted/gun-coated) and the air-cooling shroud was refurbished by Peter Bailey. Great pains were taken during engine assembly to eliminate oil leaks. The engine was finally run on the engine dyno in January 2016, producing ample power and torque. The engine and transmission were then installed by Geoff Mortimer for some shakedown road trials.

Brian White, an old school Porsche expert who knows the intricate Bosch MFI like the back of his hand, checked all the systems, synchronised the throttle linkages, and replaced the coil with the correct capacitive-discharge (CD) type, subsequently declaring it was "Possibly best 2.7/83 MFI engine I've driven."

In 2016 it received a bare-metal respray in the original colour and was fitted with Carrera side graphics and the correct Carrera rear badging. New front seat covers were fitted – made up in the correct materials in the UK, the Fuchs wheels were fully refurbished and shod with fresh Pirelli P7s.

Detailed work will continue to bring the car up to the highest standard possible, but Richard intends to leave a few not-quite period correct items in place: "The brakes on these cars were not the best, so I'm happy to leave it on the slightly oversize Fuchs wheels and keep the 917 front brake system. And it has a fabulous 1980s Alpine stack audio system, which was state of the art at the time, tape deck and all. While not quite as old as the car, is all part of its history, so I'll leave that as is. The important thing to me is that the car is on the button. Very driveable, very reliable, very usable." 🚗

Detailed work will continue to bring the car up to the highest standard possible, but Richard intends to leave a few not-quite period correct items in place



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LOST STRIPES

Mike & Wendy Monk discuss the story behind a small French car maker that became extinct.

Among the automotive world's pioneering countries, France was in the forefront of burgeoning manufacturers, one of which was Le Zèbre. The two men who founded the company in October 1909 were Julius Solomon and Jacques Bizet. Solomon was a young graduate of the School of Commerce and Industry in Bordeaux, and began his career at Rouart Brothers, who were engine makers. Bizet, the son of famed composer Georges, was a car dealer and is said to have provided financial backing to the business. They met while both were working for Georges Richard, a French racing driver and automobile industry pioneer who, with his brother Maxime, founded Société des Anciens Établissements Georges Richard in 1897. The company built copies of Benzes and other voiturettes



(small cars) before, in the wake of a dispute, Richard left to establish Société Anonyme des Automobiles Unic in 1905 with backing from Baron Henri de Rothschild.

The name, unsurprisingly, means zebra, but that a French company would name itself after an African equid (a member of the horse family) is a surprise. But according to the make's historian Philip Schram, the reason is that Solomon and Bizet opted to not give their names to the car as was the usual practice of the time. Instead, they adopted the nickname of a clerk who they worked with while at Unic. Now why he was

Instead, they adopted the nickname of a clerk who they worked with while at Unic. Now why he was called Le Zèbre is not known...

called Le Zèbre is not known...

The first, the Type A, was a light car built on a chassis supplied by S.U.P. who also provided the engine, the exact capacity of which is in some doubt as it is variously given as 530, 603 and 616cc. Power rating was 5hp (3.7kW) at 1200rpm. Front-mounted, the water-cooled single-cylinder vertical engine was mated with a two-speed gearbox with shaft drive to the rear wheels. In 1912, the engine size was increased to 645cc – raising power to 6hp (4.5kW) – and a third ratio added to the gearbox.

Records state that the first 50 Type As were built at the Unic factory before the company established its own facility in Puteaux, a commune in the heart of the Hauts-de-Seine department in the western suburbs of Paris. Selling for Ff3 000, the car was cheaper than its competition and was a sales success, staying in

production until 1917 by which time 1 772 had been sold.

The forerunner to the Franschhoek Motor Museum, the Heidelberg Transport Museum, acquired this car from the Patrick Chapman collection in the mid-1970s. I approached driving this more than a century old car with a sense of wonderment and just looking at its petite stance – its wheelbase is 1 803mm, which is shorter than I am tall – gave me a slight feeling of apprehension. So simple yet somehow elegant, the Le Zèbre shone in the hot summer sun, its gleaming red paintwork and abundance of brass fittings sparkling in the brightness of the day. Stepping up onto the winged and button-tufted leather dual seat merely heightened the prospect, the remarkably small thick-rim wooden steering wheel superb to hold. Once FMM's workshop technician Donny Tarental had primed the oil feed and fuel supply, a half-turn of the starting handle was enough to bring the single-pot into life.



Another surprise was to find the pedal layout to be as we know it today, but the accelerator is bent slightly off to the right, close to the edge of the floorboard, which was going to require care once on the move. At this point, the purpose of a fourth 'pedal', rigidly fixed to the floor above and to the left of the accelerator, was unclear...

According to this car's engine plate, the naturally-aspirated vertical engine is the early 5hp unit, yet the gearbox is a three-speed first introduced with the 6hp motor, so how this pairing came about is a mystery, unless it was upgraded at some point in its

It is light – kerb weight is given as a mere 350kg – and top speed was said to be 30mph (48km/h), which in context is quite a heady velocity

history. Gears are selected by an outboard lever working through a straight, notched gate that, on this car, had understandably become a bit loose after more than a century of use. But once a slight jerk indicated engagement, the Le Zèbre pulls away with more zest than single-digit horsepower suggests. First is naturally low but once on the move, gentle shoves on the lever brings the two other gears into action and the car surges forward with new-found strength.

It is light – kerb weight is given as a mere 350kg – and top speed was said to be 30mph (48km/h), which in context is quite a heady velocity. Soft, all-round semi-elliptic springs provide a comfortable ride and the steering is direct and far from heavy, riding on 26x3-inch tyres mounted on artillery wheels. The mechanical rear drum brakes do their job without having to apply excessive force.

Once settled into top gear, phut-

putting along leaving a faint trail of smoke in its wake, driving the Le Zèbre proved to be a real joy. Care had to be taken not to knock the gear lever out of position as the lever provides a natural rest for the right leg as a result of the accelerator position.

UNIQUE UNIC

The objective of Société Anonyme des Automobiles Unic was to manufacture unique rather than mainstream vehicles, and at the start the company made only light cars and taxis with two-cylinder and four-cylinder engines. In particular, the taxi business would be the mainstay of the company for more than 30 years. As a spin-off from this approach, Jacques Bizet became a director of a car rental company Unic Taximeters of Monaco.



That fourth pedal? Back at the workshop discussing the drive, Donny had a light bulb moment: placing the ball of the foot on the fixed pedal, you can operate the accelerator with your heel. Not exactly instinctive, but the prospect puts a fresh take on heeling 'n toeing...


And to clear up another oddity, the brass badge on the radiator has caused some confusion. The stylised wording says simply 'Zebra'. When compared with the company's official badge, the 'Le' is missing, and the name should be 'Zèbre' not 'Zèbra' – oddly though, on close inspection, there does appear to be an accent over the 'e'. But some cars were sold in England under

the name Zebra, and badged accordingly. A famous AC dealer in London, F B Goodchild Ltd, was the UK agent from, apparently, 1914, and it is fair to assume this car was imported from England with its Runabout body and must be a rare remaining example badged as a Zebra. Its registration number, A2180, is original and confirms the car being first registered in London.

Coincident with the Type A's mechanical upgrade, at the 1912 Paris Salon the company introduced two four-cylinder models, a 1742cc Type B and a 785cc Type C, both with V-shaped radiators rather than the A's flat grille. More than 1 000 Le Zèbres were sold that year. During WWI, while Le Zèbre was supplying 40 cars per month and various military parts to the Ministry of War, Solomon helped design a four-cylinder Citroën for André Citroën, who was then working for Mors. In July 1917, Solomon joined his compatriot full-time and two years later Citroën was founded

as a motor manufacturer in its own right.

After the war, Le Zèbre became an endangered species as market leadership was quickly diminished as the demand for cheap small cars rose rapidly, leading to the creation of a plethora of other manufacturers keen to get in on the act. Peacetime production began with a four-cylinder 997cc Type D followed in 1920, in answer to public demand, with the 4hp Monocylindrique, but this was short-lived, as were the subsequent Type E (a sportier Type D) and a 10hp version of the 1923 Type E Amilcar made under licence. Desperate to improve sales, in 1924 the Type C/Armée appeared to compete with the 5CV Citroën but failed dismally, along with the Type Z with its 1973cc four-cylinder engine boasting Harry Ricardo's patented hemispherical combustion chambers cylinder head. A single-cylinder, opposed-piston, two-stroke diesel-engined model was shown at the 1931 Paris Salon, but later in the year the factory was forced to close.

Le Zèbre became extinct. 

After the war, Le Zèbre became an endangered species as market leadership was quickly diminished as the demand for cheap small cars rose rapidly



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- 1958 MG A Roadster
- 1969 Triumph 650 Bonneville
- 1984 Mercedes Benz G230 Gelandewagen
- 1988 Jaguar XJS V12 Roadster

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A SPORTING — CHANCE —

By the mid-1970s Volkswagen's Beetle, which had been on the local market for 25 years in various guises, was starting to look and feel a little outdated. Add to the equation the arrival of the firm's front-wheel drive Golf and the writing was on the wall for the original people's car. Or was it? **Stuart Grant** delves into the Beetle SP1600, one of VWSA's plans to extend the nameplate's lifespan that little bit more.

Images by Etienne Fouche





Dolling up a run-out model is a tactic often used by manufacturers and Volkswagen South Africa have over the years topped the pile when it comes to putting on some decals and flogging regular machines as limited editions to squeeze out a few more sales. Think of the Silver Anniversary Beetle, the Jeans Bug (with denim seats), Snug Bug (tartan upholstery) and the plethora of limited-run Citi Golfs and Jettas later on. While the SP of 1976 could be seen as one of these, it is in fact more than just a badging job with extra performance and comfort equipment being added to the sticker kit. The result is something quite spectacular: a factory-hotted bug that can today lay claim to being the world's most powerful factory-built air-cooled Volksie ever.

While regular 1600 Beetles (including the curved windscreen 1600 S Super Bug) were making 50bhp, the SP claimed 67 horses thanks to a set of twin Solex carburettors pulling air through pancake air filters and thumping out its boxer tune through a rowdy free-flow exhaust. A top speed of 143km/h

The result is something quite spectacular: a factory-hotted bug that can today lay claim to being the world's most powerful factory-built air-cooled Volksie ever

beat the likes of the 1600S with 138km/h but in the zero to 100km/h sprint the SP was no faster at 16.8 seconds, with the wider SP rubber not allowing for some wheelspin being blamed for this. The wider rubber on the SP came about as the regular Beetle

15-inch wheels were replaced with every boy-racer's dream 14-inch Rostyle rims. These were sourced from the Volkswagen Kombi and the fitment of radial rubber also went some way to dispelling the myth that Beetles like rolling (a legacy created by many radial tyre-shod Beetles turning turtle). Looking the part and curing the rollover myth to a certain degree, the smaller rolling diameter did, however, affect the gearing with the result that the Beetle's top speed was limited more by the rev counter (with 4600rpm being the safe limit) than the pulling power of the 1584cc air-cooled lump.

Yes, unlike the majority of the Beetles on the road, the SP features a VDO rev counter as standard. And it has an adjustable 'rev limit' needle that as mentioned is best set for 4600. In keeping with the race the rest of the gauges are purposeful white on black round VDO units and display voltage, oil pressure, speed and fuel – all clearly visible through a tasty vinyl-wrapped three-spoke sports steering wheel.

Front seating is also

The engine is surprisingly smooth and even the exhaust noise, which is a bit fruitier than most Bugs and encourages some spirited driving, is acceptable

somewhat sportier than most, looking for all the world like Golf-derived units and wearing some tartan fabric inserts framed by vinyl side supports and headrests. A centre console with shortened gearlever rounds out a tasteful but athletic interior. And this theme carries on externally with the addition of a tapered black 'rally' stripe running down the flanks and over the rear of the roof, echoed by black door handles, headlight trim, external vents and bumpers. But the coolest addition of the lot has to be the fibreglass bib spoiler under the front bumper that looks the part, and if the PR department is to be believed, improves aerodynamic stability at speed.

While the SP is at the sharp end of Beetle power and sports all the go-faster goodies any aspiring boy-racer could want, it is by no means a super car. It does however climb up to legal road speeds reasonably well and makes for an ideal daily classic. The boot (in the front of course) is a decent size and there is also a fair bit of storage space on the sunken shelf behind the rear seat. The engine is surprisingly smooth and even the exhaust noise, which is a bit fruitier than





most Bugs and encourages some spirited driving, is acceptable. Feedback from the steering is top notch and even with the fatter-than-normal rubber on the rims isn't of a bicep-bulging weight – in fact one wonders why so many modern entry-level vehicles feel the need to fit power-steering rather than just getting the geometry right.

Competition in the hotted-up humble saloon's race was stiff at the time though with prospective buyers also able to go the Mini, Datsun and even Mazda route. The Mini to have was the 1275 GTS, which also came with bumble bee stripes and some go-faster equipment like 12-inch wheels, rev counter, disc brakes up front and twin SU carbs. Leyland trumped VW in the price department at R3 270 (against the R3 360 SP1600) and also in the power ranks with 74bhp on tap. And the way the Mini handled the corners is of course legendary.

Datsun had the 140Z coupé in the game

but at R5 250 it was a level up on the price list. This makes sense when you see that it had the obligatory sticker kit as well as modern high-back seats in fashionable fabric, alloy wheels, twin Dellorto carbs, front disc and a rear spoiler. It churned out over 100bhp too, with a claimed figure at an impressive 114.

Mazda fans had the Capella rotary in the arsenal, and this got even better in 1977 with the arrival of what the marketing gurus tagged as 'the lowest, meanest Mazda ever' – the RS coupé. This limited edition machine featured a 128bhp twin rotor Wankel rotary, sat 2.5cm lower than a regular Capella, racy seat cloth inserts, Rostyle wheels and side stripes and sat between the SP and GTS at R4 739.

With the Golf variants arriving thick and fast the SP1600 was on borrowed

time and by July 1978 the Beetle SP fell off the product lineup (all Beetle manufacturing came to a halt in February 1979 when the last 1300 rolled off the line). Where Volkswagen pulled the plug on its last ditch attempt at selling an older model, Ford had only just started with the announcement of its Escort Mk2 1600 Sport – another South African 'special'.

Introduced in February 1979 the 1600 Sport was based on a 1600GL but featured a full width front spoiler, widened steel rims, round headlights, spotlights and matt black exterior mirrors and quarter bumpers. And let's not forget the go-faster decal running

With the Golf variants arriving thick and fast the SP1600 was on borrowed time and by July 1978 the Beetle SP fell off the product lineup



down the side and ending in a not-so-subtle '1600 SPORT' graphic. Seats, again with headrests, featured vertical striped fabric inserts and the steering wheel was of a sporting three-spoke nature. In its launch year the 1-6-double O sold for R4 665. Production lasted until 1981 when, like the Beetle, the Escort was replaced by front-wheel drive technology and the Mk3 Escort.

Of course the fact that any Beetle went the way of a cheap student car in the 1980s and '90s means that a hefty percentage of them were broken, crashed or cannibalised, making it a difficult car to find today

Any of these run-out model cars from the above manufacturers is worth adding to a collection of local legends. Prices vary depending on condition but as with so many cars at the lower end of the collector ladder, originality is the key to a good buy. With the SP1600 making up only 2 900 units of the 288 353 Beetles sold in SA, they are relatively rare today. Of course the fact that any Beetle went the way of a cheap student car in the 1980s and '90s means that a hefty percentage of them were broken, crashed or cannibalised, making it a difficult car to find today. Keep an eye out for replicas as the sticker and spoiler kit was available over the

counter too.

So what exactly does the 'SP' stand for? Nobody really knows...

At the launch, VWSA's sales director threw in the curved ball when asked what the lettering meant. His answer was that it could mean anything you wanted, maybe "Special", "Super Performance", "Saves Petrol" or the one that might cause the most upheaval, "Small Porsche".

We think 'Sport Production' would have made most sense seeing that it was a sported-up version of a production unit but for now though, standing as a genuine uniquely South African classic, we will go with 'Super Purchase'. The time is right to own the world's most powerful original Beetle. 📷

Thanks to Hamptons Exclusive Cars (011 463 2160) for the photographed car.



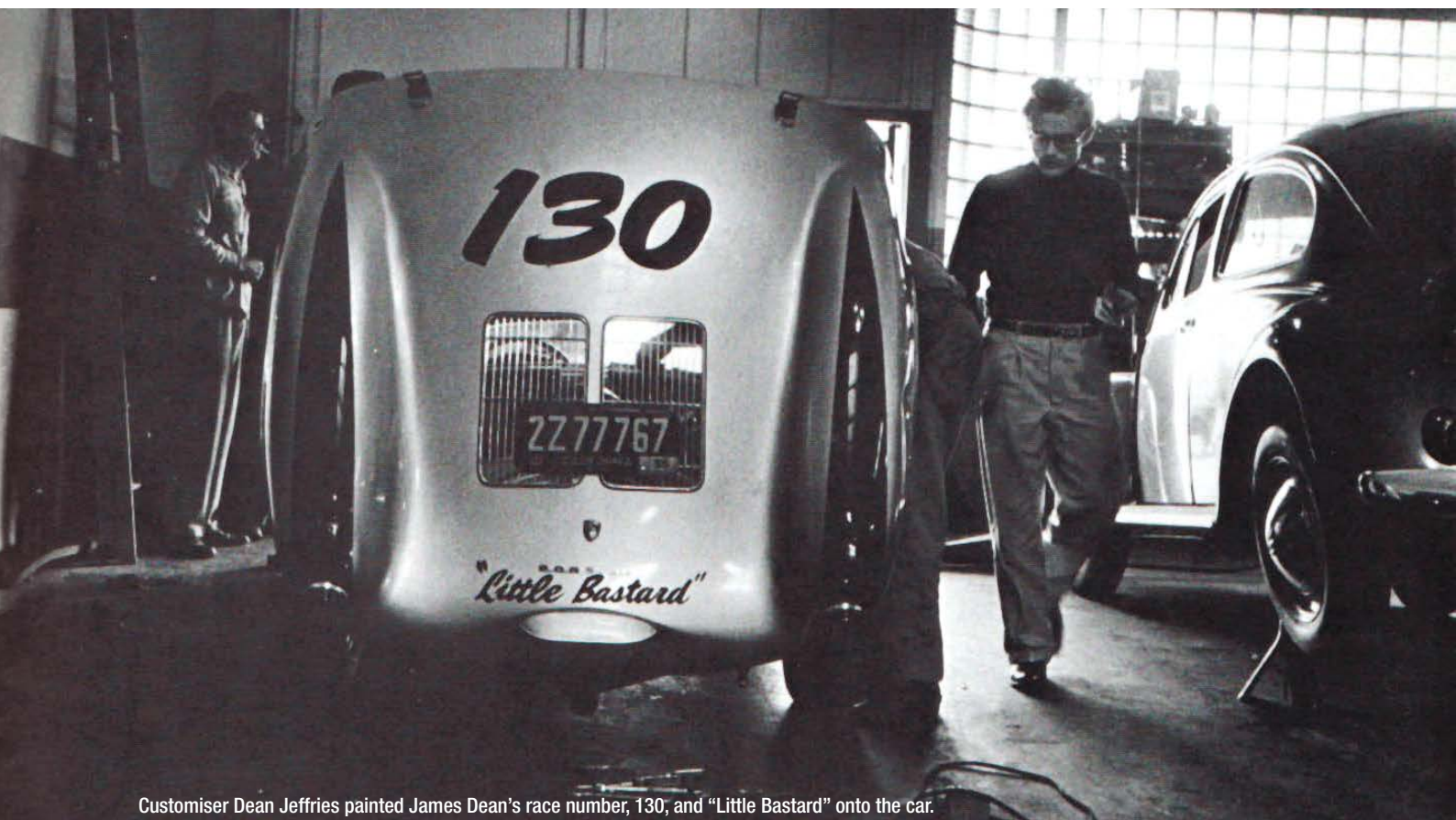
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An Extractor fan with low noise levels and stylish finish to bring world class silence to your bathroom



Silence ... to relive the moment ...





Customiser Dean Jeffries painted James Dean's race number, 130, and "Little Bastard" onto the car.

THE "LITTLE BASTARD"

Gavin Foster gets stuck into James Dean and what is arguably the most famous Porsche in history.

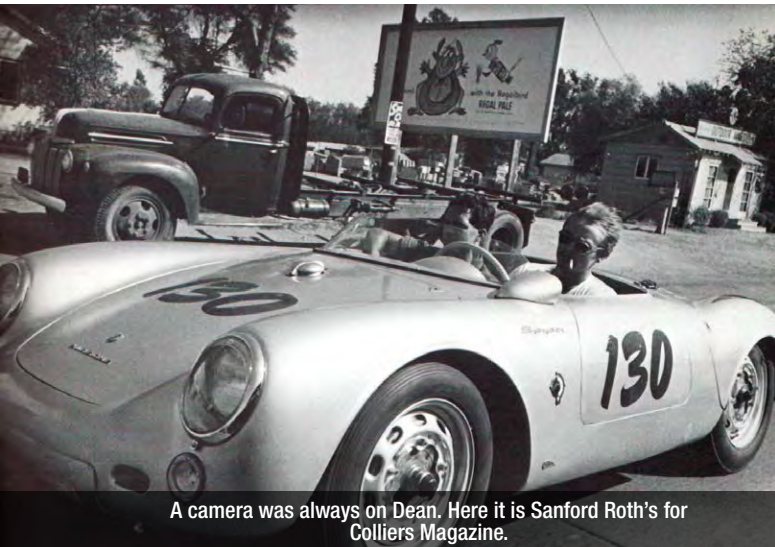
There have been more than 200 books written about James Dean since he died in his Porsche 550 Spyder en route to a Californian race meeting on 30 September 1955. That's remarkable for a virtually unknown 24-year-old actor who starred in just three films, only one of which had been released at the time of his death. His estate's net worth after the insurance pay-outs was approximately \$100 000 all those years ago, but thanks to the way he died and the impact his three films have had on the industry and the public, his name and image still bring in around \$5 million annually,

Most people know that James Dean was a famous film star who died very young doing what he loved most – driving a race car

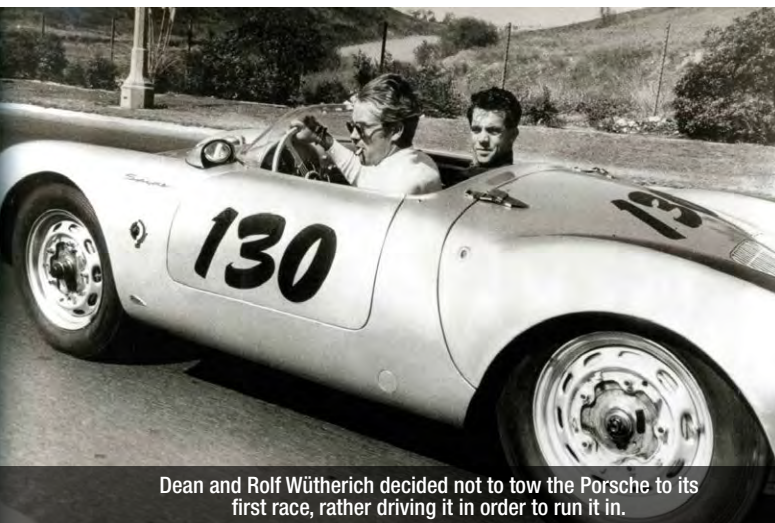
mainly from licensing and merchandising. Bizarrely, the remnants of the long-missing Porsche 550 Spyder in which he died would be worth many multiples of that should they all miraculously resurface, along with the necessary provenance, but that ain't likely to happen anytime soon. The James Dean Spyder wreck has been the subject of much debate ever since it supposedly 'disappeared into thin air' in 1960, but, in truth, it's unlikely to ever put in an appearance in anything approaching one piece again.

Porsche's first production sportscar, the little 356, was launched in 1948, and it used a 40bhp (30kW) 1086cc breathed-upon VW Beetle engine while relying upon its lightweight and aerodynamic body to bring about lively performance. When Ferry Porsche decided in the early '50s to build an open

sports/racing version based upon that car it soon became apparent that he needed more power, so he developed a new aluminium 1498cc air-cooled four-cylinder horizontally-opposed dry-sump engine with a roller-bearing crankshaft and twin-overhead camshafts for each pair of cylinders. There was a new tubular chassis with torsion bar suspension fore and aft, and the engine was mounted amidships to drive the rear wheels via a four-speed gearbox hanging out behind the rear axle. The car, finally launched as the 550 Spyder in 1953 in Paris, delivered a very healthy 110hp (82kW) at 6200rpm which would still be considered reasonable today in a 1.5-litre four-cylinder naturally-aspirated engine for a small car. The car's all-aluminium body kept dry weight down to around 600kg, and with 110hp on tap it was a potent combination. The 0-100km/h time of around 7.2 seconds and top speed



A camera was always on Dean. Here it is Sanford Roth's for Colliers Magazine.



Dean and Rolf Wütherich decided not to tow the Porsche to its first race, rather driving it in order to run it in.



Rolf Wütherich and Dean at Competition Motors, where the 550 was prepared for racing.

of 225km/h were both excellent for the 1950s, and even today are in the same ballpark as the Ford Fiesta ST or BMW 120i.

The lithe and nimble Porsche Spyder was a very special car that proved to be a giant-killer on racetracks around the world. Only 90 were built, with the first 15 being prototypes and the factory's own race cars. James Dean's silver car was number 550-0055, which means it was about the 40th customer car sold. Interestingly, actor Jerry Seinfeld owned number 550-0060 until March last year, when he sold it for \$5.35 million – about R71m.

Most people know that James Dean was a famous film star who died very young doing what he loved most – driving a race car. One of the most credible books about him was penned almost 70 years after his death by Lew Bracker, who lived in Hollywood and became a good friend of Dean's in the 16 months before the

diminutive film star's accident. The two were very close because of their shared love for cars, and after the accident Bracker, an insurance agent by profession, generally avoided giving interviews for decades. His book, first published in 2013, covers only occasions and incidents where Bracker himself was present so *Jimmy and Me* rings true in every respect. When he met James Dean the young actor was not yet well known and Bracker had no idea of just how famous he would become. Their relationship worked so well simply because they shared a common passion for motor cars and got on so well. There was little of the Hollywood Hoopla that Dean preferred to shun when he was away from work.

James Dean was paid just \$6 000 for *East of Eden*, \$9 000 for *Rebel Without a Cause*, and \$21 000 for *Giant*, which was still being edited when he was killed in September 1955. *East of Eden* opened in February that

year though, and Dean became hot material in the industry – the next Marlon Brando. The studio to which he was contracted, Warner Brothers, didn't like the idea of their big investment risking his neck on the motorcycles he loved so much, so his contracts banned him from riding them during the periods he was working. Dean then shifted focus to sportscars which were not quite so contractually bothersome, and delighted in roaring around the narrow roads at the studios just to annoy Jack Warner. When he met Bracker in June 1954 he had a 1953 British MG TD sportscar, and spent hours extolling the virtues of the nimble European machine to his new friend. "I had a love of cars, but I had no interest in foreign sportscars at that time. Jimmy seemed to be on a mission to convert me," Bracker says in his book. "I wasn't at all familiar with what he was talking about." Anyway, Bracker's interest eventually piqued. Dean took him for



Dean in his 1955 Porsche 356 Super Speedster at Palm Springs.



Dean in his 550 with his Ford Country Squire tow vehicle following.

a drive around the studio streets, and was amused when his friend said that the MG made a lot of noise but was slow.

In March 1955, after his success seemed sealed with the huge success of *East of Eden* in February, Dean traded the MG in on a new 1955 Porsche Super Speedster and at the end of that month while in between films (and contracts) entered his first car race at Palm Springs, finishing first in the novice class on the Saturday and following up with a second overall in the main race. Early in May he raced again at Bakersfield where he finished first in class and third overall, and in his third outing at Santa Barbara on May 30 he started in 18th spot, worked his way through the field to fourth, and then blew a piston. Those three meetings were the total extent of James Dean's racing experience and he'd proved that he was at least moderately good at it, if a little wild. Things slowed down then, because when he started

filming his third and final movie, *Giant*, Jack Warner's studio banned him from motor racing until the job was done. Bracker, by then a convert, had traded his almost-new Buick Century convertible in on a new red Porsche Speedster in June 1955.

On 18 September 1955 Bracker drove past the local Porsche dealership and saw a stunning new \$7 000 Porsche 550 Spyder on display. He later mentioned it in a telephonic conversation to Dean, who didn't have too much to say before abruptly ending the conversation. Three days later Dean arrived at his friend's house in the gorgeous silver race car. Bracker's response was instantaneous – he called the dealership and arranged to buy Dean's traded in old Super Speedster, which was faster than his own Speedster. He too decided to race, and Dean, the old hand with three race meetings already under his belt, took him under his wing and guided him through his first event. It was to be the only race meeting that they attended together, and they never had a chance to compete against each other on the track.

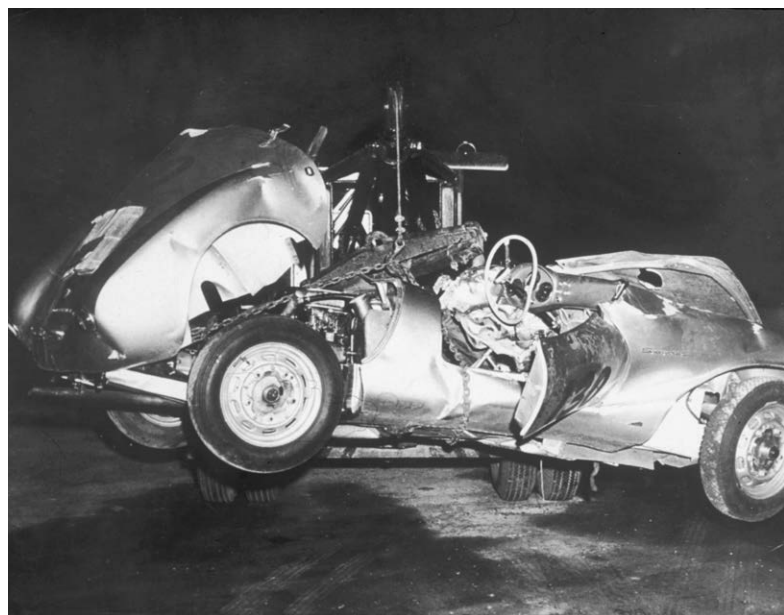
Once Dean's Spyder arrived he sent it in to a local custom shop where customiser Dean Jeffries painted James Dean's race-number, 130, onto the car. He'd wanted No. 13 but organisers often refused to permit the use of the

supposedly unlucky number. Jeffries also painted the name that Dean had chosen onto the car – "Little Bastard" – in quotation marks. One theory is that this was a dig at Jack Warner, who'd angrily called Dean a "little bastard" during an altercation, while another has it that the name was fondly aimed at the car itself. The truth is probably a combination of the two.

Filming of *Giant* ended in mid-September, so Dean was free to race again, and this time it would be in his new, much faster proper racecar – the "Little Bastard". He pestered his friend, Lew Bracker, to travel with him down to a road race event at Salinas 500km away from Hollywood but Bracker declined, saying he wanted to stay home and watch a ball game on television. Dean had also bought a 1955 Ford Country Squire station wagon to tow the "Little Bastard" with. Along with him and a few friends and hangers-on was a Porsche factory mechanic, Rolf Wütherich. As they prepared to leave, Wütherich, who spoke little English, suggested that Dean drive the car the 500km to the racetrack at Salinas to ensure that it was properly run-in. With Dean behind the wheel and Wütherich in the passenger seat they set off on their journey, with the station wagon and now empty trailer following behind. They stopped occasionally for refreshments and once just south of Bakersfield, where Dean was ticketed for travelling at 105km/h in a 90 zone. The station wagon with the trailer following in their wake was also ticketed.

The accident that killed James Dean at

In March 1955, after his success seemed sealed with the huge success of *East of Eden* in February, Dean traded the MG in on a new 1955 Porsche Super Speedster and at the end of that month while in between films (and contracts) entered his first car race at Palm Springs



about 17h45 has been extensively covered in myriad publications. In a nutshell, his little Porsche was involved in an angled head-on with a 1950 Ford Tudor driven by a 23-year-old student with the unlikely name of Donald Turnupseed. The Ford driver, failing to see the extremely low little silver car that merged indistinguishably into the heat haze over the grey tarmac, moved across at speed to merge with Route 66 heading east. The little Porsche stood no chance, despite Dean's best efforts, and cartwheeled two or three times up the road into a gully. Wütherich was thrown clear and was barely conscious, with a broken jaw and serious hip and leg injuries. Dean suffered various internal and external injuries, including a broken neck, and died without regaining consciousness on the way to hospital. There was little evidence of any wrongdoing on either side, and the incident was ruled an accident. Wütherich, a former WW11 Luftwaffe glider pilot, paratrooper and aircraft mechanic, recovered and eventually returned to Germany, where he was killed in another car accident in 1981.

So, what happened to James Dean's infamous Porsche 550 Spyder after his death? For a number of years afterwards, a Hollywood car specialist called George Barris toured all over America, charging punters to come and peer at the car that killed James Dean. There were some questions asked and fingers pointed because the car on display didn't bear much resemblance to the car in the accident photographs. It seems that Barris may have at some time had the chassis and part of

the body in his possession, which he supplemented by knocking various bits of steel and aluminium into place to fill in the gaps where body panels had been removed. Over the years Barris capitalised on the car by parading it the length and breadth of America, and at the same time kept interest alive by manufacturing all sorts of outrageous stories about a so-called curse on the Porsche that brought ill fortune to anybody who dealt with it. His claims were attracting a certain amount of scrutiny from indignant auto historians, when in 1960 the car simply vanished. In some accounts Barris said it was sealed in a railway box car, but when the train reached its destination the door was still sealed but the car was gone. In other instances he claimed the car was being moved on the road by truck, with the same mysterious outcome when the door was unsealed. What we do know is that Barris apparently never had legal title to the car, although he may have had possession of a large pile of scrap metal from it. A Dr Eschrich bought the wreck from the insurance company for \$1 100, then installed the four-cam motor into the front of his Lotus, that he subsequently called a Potus. The transaxle he lent to a friend, Dr McHenry, who was subsequently killed in a racing crash. The gearbox was not in that car at the time, though, as was repeatedly claimed by Mr Barris as evidence of the curse. The Eschrich family apparently

In a nutshell, his little Porsche was involved in an angled head-on with a 1950 Ford Tudor driven by a 23-year-old student with the unlikely name of Donald Turnupseed


still has the engine and the pink slip that confers ownership of the car according to the engine number.

In late 2015 there was a bit of a stir on the Internet when a man in the USA came forward and claimed to know of the whereabouts of the car, saying he would reveal the truth in exchange for a \$1 million reward offered by the Volo Auto Museum in Illinois. We mailed Volo to ask what had come of this. Here's their reply.

Hello Gavin

It's against a brick wall right now. There are so many legal obstacles to overcome and that's what has halted progress. There is a lot of value to that car if it's discovered and who is entitled to it? The owner of the property where the car is supposed to be located? The James Dean Estate? The last known owner, George Barris (or his family since he has passed)? Is there a reward to the man who discovers the car, if it's there? If so, who is going to give the reward?

Brian Grams

*Volo Auto Museum
27582 Volo Village Rd
Volo, IL 60073* 



Technically the term 'bakkie' stems from the colloquial term, *bak*, which loosely translates to box, and scanning through 1970s publications reveals that it wasn't until the Ford Cortina Pick-Up production was in full swing that South Africans started using the term bakkie for any light utility vehicle. So did the Cortina bakkie start the trend? It's difficult to say but utter the word and chances are the vast majority of the population will picture the iconic Ford product.

Ford's focus on making a light-medium pick-up suited for South African conditions

kicked off in 1962 when it converted the German-built Taunus station wagon into a workhorse. But the cost of the Taunus base proved too exorbitant for mass production. When the Mk1 Cortina launched later that year the lower cost of the car looked promising. But it wasn't to be as the monocoque construction didn't provide enough strength, and the lack of heavy-duty differentials in the range meant the load capacity would not be high enough to make it a viable workhorse. The engineers pushed forward though, delivering eight prototypes over the next seven years, based on the Mk1 Cortina, Corsair, Mk2 Cortina



LOCAL CONTENT CARRIER

Is there any other vehicle that symbolises South African motoring more than the Ford Cortina bakkie? **Stuart Grant** thinks that, thanks to its Port Elizabeth-based development, extremely high local parts content and the fact that in period you'd see one parked on almost any street corner, farm, building site, caravan park or even beach, it could well be the quintessential South African motoring icon. He finds arguably the best, most unmolested low-mileage version of the legendary 3-litre model to pay homage.

Prototyping upped the ante, and engineers developed a frame section that was then joined, with what Ford called a torquebox, to the front half of the Mk3 Cortina sedan's monocoque structure

station wagon, Mk2 Cortina sedan and even an Escort panel van. The technological strides taken were decent but the differential issue remained a thorn in the side and the engineers still maintained that a frame-type chassis was needed.

Prayers were answered in 1969 when Borg-Warner set up an axle manufacturing plant in Uitenhage and the Ford engineers were given advance warning on the next generation Cortina design, which meant that they could develop a frame-chassis pick-up around that and not have to chop and change

an existing model.

Prototyping upped the ante, and engineers developed a frame section that was then joined, with what Ford called a torquebox, to the front half of the Mk3 Cortina sedan's monocoque structure. The torquebox, a box section running transversely at the join tied the front and rear via numerous braces under the seat and added the required strength but also substantial weight – 6.5% heavier than the car version.

Concurrent to this development a new body panel pressing plant had been set up which, together with the local differential and engine supply, saw to it that the soon-to-



be-released Cortina Pick-Up found favour with the authorities thanks to its 78% local content ratio.

Ford launched the Cortina Pick-Up in November 1971 and almost immediately it took over the market sector. Not only did it swallow up a 750kg payload but it offered road car-like interior comfort and believe it or not, performance. It accomplished this by employing a slightly tuned 1600 (1598cc) Kent four-cylinder petrol engine that powered the rear wheels via a four-speed all-synchromesh gearbox and 4.1:1 diff ratio. Clearly the maths worked well as *Car* magazine managed to get it to outperform the lighter 1600 Cortina sedan in road tests and found it to have good climbing, pulling and carrying capabilities with the maximum torque figure of 127Nm being delivered from as low as 2600rpm.

Where it did fall down when compared to a saloon was in the ride quality department when unladen – no surprise when you see

that Ford SA chucked out the four-seater coil springs and slotted in some truck-styled leaf and rubber-cone setup. Its saloon background also meant that it featured a relatively spacious interior, with the bench seat being able to move backwards on rails to accommodate even the largest occupants, but bakkie headroom was less than the sedan with the seat raised to clear all the bracing and torquebox in place. And if you opted for the De Luxe model you got a heater, carpets (instead of moulded rubber) and reverse lights. As if being a top seller wasn't enough, a 2.5-litre V6 version was released soon thereafter.

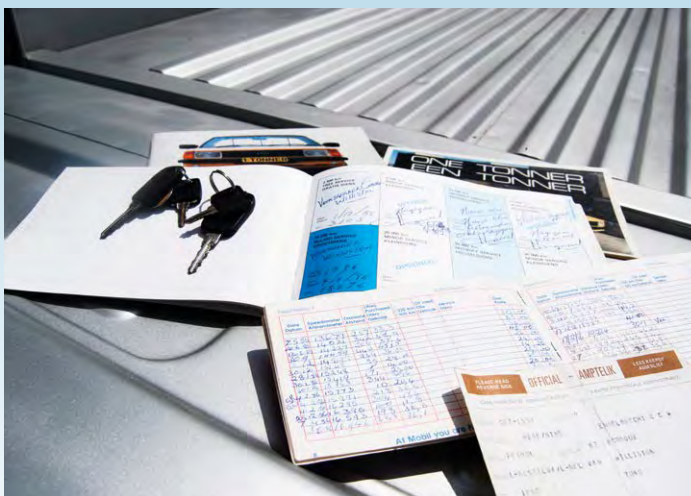
In 1975, with the arrival of the updated MKIV Cortina on the horizon, Ford SA's product engineers were given the task of creating a more powerful and better pick-up capable of carrying a psychologically magical tonne. The MKIV Cortina bakkie launched shortly after the new Cortina did in 1977 and besides the ever-reliable 1600 lump it was also offered with the renowned Essex 3-litre (2994cc) six-cylinder. It retained the ladder chassis technology as well as the hefty suspension and axles, and came standard

with truck tyres to enable the 2.6m² double-skinned steel *bak* to hold the 1 000kg. The good ol' marketing department saw fit at this time to stop labelling the utility vehicle as the Ford Pick-Up and replaced it with 'Ford 1-Tonner'.

As a 3-litre the bakkie weighed in at 120kg heavier on the scale, this partly due to the extra two cylinders but also by way of extra creature comfort features like a fan-driven heater, full set of carpets, cigarette lighter and other regular car accessories. To take it one step closer to a car, a three-speed automatic gearbox was added to the 3-litre repertoire. Small detail changes like recessing the rear tail lights (as opposed to them sitting vulnerably vertical alongside the tailgate on the MK3 version) and moving the spare wheel from the cabin to under the bin, indicated that the workhorse was evolving into more than just a tool. It was becoming the jack of all trades and quite rightfully cementing its way into South African folklore.

In 3-litre guise it proved a serious performer, not only trouncing all workhorses but also able to give many family saloons and even the odd sportscar a run for their money. Zero to 100km/h came up in just under 12 seconds and a top speed of 160km/h (limited by gearing) was easily

In 3-litre guise it proved a serious performer, not only trouncing all workhorses but also able to give many family saloons and even the odd sportscar a run for their money



attainable, even up at the Reef altitude. The 38 DGAS Weber carburettor fed the 102kW engine and the 234Nm 6-pot wasn't even that thirsty compared with the competitors, drinking 12.6 litres of petrol per 100km at a speed of 100km/h but dropping to 9.6 at 60km/h. Long haul trips were a reality with a 70-litre tank.

When the MkV Cortina sedan was released in 1980 the 1-Tonner received the same new front-end sheet metal treatment. Models like the 3000 Leisure Bakkie (Ford were officially using Bakkie in the title by 1983) were offered, and with a bit more refinement and contemporary car-like colour schemes, kept the sales rolling until 1986 when the job of being the country's halo 1-Tonner was passed on to the Mazda-based Ford Courier.

We weren't however the only nation to experience the Cortina Bakkie. Europeans saw the light in 1982 when our much developed utility vehicle was exported as the Ford P100 with a slightly longer wheelbase. The P100 was released to Europe in MkV Cortina form, just as the sedan model was being replaced by the all-new Sierra, and while the company had considered rather rebadging a cheaper Mazda pick-up, it was felt that being made in apartheid South Africa was less of a liability than being made


in Japan. With Ford being British it also meant that the Cortina managed to achieve 35% local parts content in the UK. Regardless of where the Bakkie originated or its outdated styling, the P100 sold like hot cakes and carried on as the work and play vehicle to have until 1988 when it was replaced by a Sierra-based P100 built in Portugal.

Climbing into the 3-litre test version, borrowed from Route 101 Classic Car Centre, the 28 732km 1-Tonner was the ultimate time machine. It is totally original and unmolested. No speaker holes have been cut in the door cards, a modern radio hasn't been fitted, the dashboard is uncracked and not a single scratch could be found in the *bak*. Sliding across the pristine bench seat I opened the glove box to find the original sales brochure, spare set of keys (lockable petrol cap and ignition), dealer-stamped service history and even log book showing fuel consumption. The last service was done at 18 876km in 1986 and Mr Engelbrecht's personal log book shows that he was able to drop the consumption down as low as 7.6 litres per 100km on occasion. Nestled in the engine bay the factory-fitted Donaldson cyclonic

We weren't however the only nation to experience the Cortina Bakkie. Europeans saw the light in 1982 when our much developed utility vehicle was exported as the Ford P100

heavy duty air cleaner still displays its sticker in perfect condition, as does the front valance with its tyre pressure settings. Original General tyres are still fitted, so are the vinyl protective covers on the chains that secure the tailgate when in the horizontal position.

Crank the key and the V6 springs to life and then sits back into a smooth idle. The lack of engine noise and vibration is noticeable but a stab on the loud pedal sees it rev up nicely. Clutch pressure is firm, gear selector action reassuringly notchy but lacking any slop at all, and the rack and pinion steering free of any play. You pull off with ease and comfort ready to start your day's work or play. An exceptionally preserved example of an extraordinary vehicle that reminds us of South Africa's engineering brilliance and proud motoring pedigree.

Ford's Cortina 1-Tonner Bakkie ticks every box (Bak!). 

LA GRANDE IRONIE

Citroën, first vehicle marque to conquer the dark continent, has left Africa's largest car market. **Ferdi de Vos** tells the tale.



A visionary marketer, Citroën organised the Croisière Noire expedition, with the aim of crossing the African continent from north to south.



The B2 Kégresse half-track cars became the first engine-powered vehicles to cross the Sahara Desert.

It is ironic. Citroën, the first vehicle marque to conquer Africa over ninety years ago, has pulled out of the continent's largest car market. The French brand, currently part of the PSA Group, recently announced its departure from South Africa – the region's largest market with a share of about 22 percent – three short years before its centenary.

In a statement Peugeot Citroën SA MD Francis Harnie confirmed no new models of the double chevron-badged brand will, from December 2016, be made available in the country. However, while the company will concentrate on the Peugeot brand, both Citroën and DS customers will be looked after, Harnie added. The decision comes after years of speculation. In 2009 persistent rumours of its imminent departure were dispelled by renewed PSA investment, but local Citroën sales kept on plummeting. Last year Citroën sold a paltry 440 vehicles in South Africa.

THE CROISIÈRE EXPEDITIONS

Ironically, the French manufacturer was the first to conquer the African continent – not only from east to west, but also from north to south – in the famous Croisière expeditions. After French industrialist André Citroën in 1919 turned his attention to automobile manufacturing, he started looking for bold and distinctive ways to promote his brand.

A visionary marketer, Citroën launched a pioneering automotive expedition in 1922: the crossing of the Sahara. A considerable technical challenge at the

time, the expedition was made possible by the development of new all-terrain half-track technology (named Kégresse tracks) that was incorporated in Citroën's new B2 10CV cars, released in 1921. The B2 Kégresse half-track cars became the first engine-powered vehicles to cross the Sahara Desert, and did so in just 21 days – from 17 December 1922 to 7 January 1923.

The expedition, from Algiers to Timbuktu, covered a distance of 3 200km, meaning the B2 half-tracks averaged 150km a day – an enormous achievement in those days. The success of this voyage and the publicity it garnered encouraged Citroën to consider even more elaborate schemes, and when the then French president Gaston Doumergue expressed the wish to establish a regular rail link between the French colonies in North Africa and Madagascar, Citroën immediately saw the opportunity to further publicise his automobile company.

He organised the Croisière Noire expedition, with the aim of crossing the African continent from north to south, travelling from Colomb-Béchar in Algeria to Cape Town in South Africa, as well as to Madagascar. Citroën's general manager

In a statement Peugeot Citroën SA MD Francis Harnie confirmed no new models of the double chevron-badged brand will, from December 2016, be made available in the country



99 young drivers used Citroën 2CVs to travel the 8 000km from the Ivory Coast to Tunisia. This adventure, called the Citroën 2CV Raid Afrique, went on to become a symbol of affordable adventure around the world.

Georges-Marie Haardt would again lead the expedition and after ten months of preparation eight Citroën B2 half-tracks left Algiers on 28 October 1924, reaching Cape Town nearly eight months later, on 26 June 1925.

While not the first trans-African attempt – the first real Africa crossing was from Dar es Salaam in Tanzania to Swakopmund in the then German West Africa completed in 1908 by Paul Graetz in a 40hp six-litre Gaggenu – it was the first completed from north to south.

In the process the Citroën crews beat the Court Treatt expedition by just three months, the latter under the leadership of Major Chaplin Court Treatt and his wife Stella, from Cape Town to Cairo in Egypt. The Court Treatt party set off in two modified Crossley 25/30 trucks on 13 September 1924 and reached Cairo on 24 January 1926, sixteen months later, covering 20 490km – the first to cross Africa in a

fully-wheeled vehicle and two-wheel drive.

After the famous Croisière Noire in Africa the even grander Croisière Jaune (Yellow Journey) expedition crossed Asia, from Beirut to Beijing, between 1931 and 1932. Citroën also supplied Admiral Richard Byrd with three vehicles for his Antarctic expedition (1933 – 1935) and five vehicles for the Croisière Blanche (White Journey) expedition from July to October 1934 in the Rocky Mountains of Canada.

AN AFRICAN AFFAIR

The Citroën love affair with Africa continued. In 1973, at the height of its popularity on the continent, the carmaker organised a crossing of the Ténéré and Hoggar deserts, with 99 young drivers using Citroën 2CVs to travel the 8 000km from the Ivory Coast to Tunisia. This adventure, called the Citroën 2CV Raid Afrique, went on to become a symbol of affordable adventure around the world.

Twenty years later Citroën again dominated the African desert, this time with its ZX Rallye-Raid in cross-country rallying. The purpose-built ZX Rallye-Raid won practically all the existing races, clinching the Cross-Country Rally

World Cup and five manufacturers' titles. It also gave Pierre Lartigue four drivers' titles in the 1990s, including four wins in the Paris-Dakar Rally.

CITROËN IN SA

As far as could be established the first Citroën car reached South Africa about the same time the Black Journey expedition arrived in Cape Town. The oldest existing Citroën in the country, according to the Citroën Car Club of South Africa, is a 1924 5hp cabriolet. Only nine vintage Citroëns (1930 and earlier) are still in existence here, although more could still be hidden in garages and barns across the country.

After the epic overland adventures Citroën became the most popular brand in France and its name was further entrenched in Africa. The classic front-wheel drive Traction Avant, unveiled in April 1934, revolutionised the automotive world and it proved very popular, with many exported to South Africa. Even today the 'Traction Sans Frontières' organisation travels the world with a Traction Avant, taking part in vintage car rallies and humanitarian missions worldwide, and over a hundred Traction Avants are still preserved in South Africa.

The small 2CV was never really a hit here, but the DS, revealed in 1955, was well-accepted. So well, in fact, that Citroën

The Citroën love affair with Africa continued. In 1973, at the height of its popularity on the continent, the carmaker organised a crossing of the Ténéré and Hoggar deserts



The ZX Rallye-Raid clinched the Cross-Country Rally World Cup and five Manufacturers' titles. It also gave Pierre Lartigue four drivers' titles in the 1990s, including four wins in the Paris-Dakar Rally.

decided to produce it here – not only because it could be built cheaper, and thus priced more competitively, but also because it could be produced in a form more suitable for local conditions.

LOCAL PRODUCTION

Local assembly of the DS began towards the end of 1959 at Natalspruit in a building formerly used as a school. Cars were built in both left- and right-hand drive form using a CKD system. The Natalspruit plant was operated by the locally owned Stanley Motors company (they also assembled Peugeot models) and sales figures show that in 1959 407 DS models were sold here.

DS19 production continued until 1965 when the semi-automatic model was replaced by the ID19 on the Natalspruit line. Two years later it was replaced by the DS19M and in 1969, after a decade of local assembly, D series sales were around 7 300 units. In the same year local production moved to the old Jeep factory in Silverton, Pretoria, and the following year, 1970, it relocated again to the defunct Rover factory in Port Elizabeth.

Only the DS20 and DS20M were being produced by then; no DS21 was ever built in South Africa, although many DS20s were converted to DS21 spec.

In 1972 Citroën South Africa was

established to take over full responsibility for the manufacturing and distribution of Citroën products in English-speaking countries in South and East Africa. Following this the GS 1220 went into local production at Citroën SA's Silverton facility in 1973 and immediately proved very popular. Affectionately known as 'the little Citroën' some 19 382 units were built with the last being sold in 1980.

Meanwhile in 1975 the last locally built DS rolled off the PE production line and the facility was closed immediately thereafter. In total some 30 327 Citroëns (10 944 of them Déesses, according to citroënet.org.uk) had been built when production ended in 1979 – twenty years after the first DS was assembled locally. In the same year Peugeot and Citroën SA (PACSA) ceased trading after being taken over by the Sigma Motor Corporation.

Small numbers of the Citroën CX2400 and other models were still imported, but in 1985 Sigma merged with Ford South Africa to create the South African Motor Corporation (Samcor).

THE BREAK-UP AND MAKE-UP

This, as well as political pressure, led to Peugeot and Citroën leaving the country, and for a decade local loyal Citroënists were deprived of any new models. Sister

brand Peugeot returned in 1995, imported through McCarthy Motors, but Citroën only officially returned in 2010 – a full fifteen years after Peugeot. Four years later, in April 2014, the two marques were again linked to form Peugeot Citroën SA to strengthen and streamline the French car brands locally.

But, like jilted lovers, many South African customers were less than impressed. They did not really take to the new designs (think C4 Cactus) and didn't like the high pricing. The French brand struggled valiantly to change perceptions, but it proved to be too big a challenge – in October last year only 22 Cactus and 4 Picassos were retailed and, in November... none.

Still, the withdrawal comes at a time when the marque is actually experiencing resurging sales elsewhere in the world, and on the brink of the release of the vital new C3 model in Europe.

So, is the second breakup premature? Maybe... maybe not.

If the local economy shows signs of improvement next year the carmaker may still rue its decision. Still, it will be sad if Citroën is not represented here for its centenary in two years' time, and even more heartbreaking if it isn't around in Africa's biggest market when in 2025 the centennial year of its greatest African feat is celebrated. 🇿



Three Tiger Moths fly low level over Victoria Falls during the 2011 International Tiger Moth Botswana Safari, led by the Watson aircraft with Bob Willies and Martiens Steyn in tow.

The enormity of Victoria Falls with Martiens Steyn's Tiger Moth getting close to the spray in 2011.





A formation representing the Southern Cross over the falls was an iconic image taken in 2011 and used for the marketing of the Crete to Cape Vintage Air Rally.

On 10 November 2016, a group of intrepid aviators set off on a flight from Crete, Greece to Cape Town, South Africa on a journey that would take their vintage biplanes across the pioneering air routes of Africa's yesteryear. It was an enduring experience for every crew, which challenged the old aircraft and the pilots' physical capabilities. There were stories of the notorious African officialdom, harsh weather conditions and isolated airports. The adventure was one that traversed iconic landmarks, and **Courtney Watson** was lucky enough to be able to join the Vintage Air Rally from Botswana to the Cape Town finish line.

Due to my involvement in a Tiger Moth Air Tour of Botswana a few years ago, the organisers of the Crete to Cape event offered me an honorary entry in exchange for my photographs taken on the 2011 trip which they used for their marketing. The image gaining the most exposure was taken over Victoria Falls of a formation of four de Havilland biplanes.

So here begins the diary of my brief journey in our 1941 De Havilland Tiger Moth.

10 December 2016

Leg #1: The Ranch Hotel to Limpopo Valley

I was up at various stages during the night checking on the Tiger. We had tied her

down well, but there were some big winds blowing through the airfield with driving rain. When the sun came up, though, everything had dried out and we began our departure to Polokwane International Airport to clear customs before crossing the border.

Soon we were overhead the 'great grey-green greasy Limpopo River, lined with fever trees' and into Botswana. Beneath our biplane were herds of elephants and soon we were over Limpopo Valley Aerodrome. The Crete to Cape participants were already on the ground and I felt my heart jump in my throat upon seeing the Travelairs, Stearman, Tiger Moths, Stampe and Buckler on the ground. We were in it now!

I pulled off a gentle wheeler landing and

as the rubber met tar, I could feel a rush of warm air coming off the runway, such was the 40 degree heat. Patches of tar had even melted with the intensity of the summer temperatures. After wrapping up the aircraft for the night, clearing customs, and quaffing a beer, we loaded up into the open game vehicles for the transfer to Tuli Safari Lodge.

That evening we headed off for a game drive as the sky billowed up with huge purple clouds. The bush was vibrant with life, green vegetation taking advantage of the brief summer rains. The animals living off this new sustenance were numerous, the highlight of the drive being a leopard that we saw climbing a rock face not too far from the camp. By this time the sun had disappeared



The British Tiger Moth flown by John Baxter and Canadian Travel Air flown by Pedro Langdon depart from a bush strip near the Limpopo River in Botswana.



Mark Sutherland's Tiger Moth rests in a small strip of shade while the pilots enjoy coffee and scones mid-way between Limpopo Valley and Gaborone.



The vintage aircraft prepare for departure on a flight that will take them around the Cape Peninsula at the conclusion of the air rally.



The finish line: Stellenbosch Aerodrome with a breath-taking mountainous backdrop.



The finish line: Stellenbosch Aerodrome.

Low flying over the Okavango Delta in the Watsons' Tiger Moth during the 2011 rally.



beneath the horizon and amidst streaks of rain and flashes of lightning we watched the male leopard clamber from rock to rock, eventually disappearing into the night.

11 December 2016

Leg #2 Limpopo Valley to Gaborone

The previous stormy night's skies were transformed into clear blue ones as we set off on flight to Gaborone, Botswana's capital. I took off amidst the other vintage biplanes, making our way along the winding river bordering SA and Botswana. The different countries were stark contrasts with a patchwork of agriculture on the South African side and untamed bushveld on the neighbouring border. We also saw herds of elephants that stared upwards as we made our way westwards. I banked the Tiger in gentle turns that swung with the bends of the river until we reached a bush strip midway to Gaborone. Here we had a very civilised tea stop, complete with cream scones before resuming our flight west.

It was a long, hot flight to Gabs, and on the ground, our Tiger responded to the conditions by sticking a valve. Even after cooling down it remained fast, and we decided not to take any chances, but rather replace the difficult head with one from a spare Gipsy Major engine located at the airport. That would be the following day's problem.

12 December 2016

Stuck in Gaborone

The other Tiger Moth pilots gathered around our aircraft early in the morning and we set about changing the head from No. 3 cylinder. This was no mean feat and, with only basic tools



En-route to Victoria Falls, the horizon begging the name Mosi oa Tunya, The Smoke that Thunders (2011).



A formation of two British Tiger Moths over the Tuli Block, Botswana (2011).



Low flying over the Okavango Delta in the two South African Tiger Moths (2011).



Flying over cloud in the Watsons' Tiger Moth to begin the descent to Plettenberg Bay Aerodrome.

and a case of coldrink to keep us going, we worked through the day and into the evening. After shedding perspiration and profanity, with the job complete, we did a runup and the problem was solved. The rest of the group had already departed for Johannesburg and I had missed my wedding anniversary, but at least we had an aeroplane firing on all cylinders.

13 December 2016

Leg #3 Gaborone to Krugersdorp

We decided to route back home via the Pilanesberg, and considering our work on the engine, my mind was more on the instruments and sounds of the Tiger than the scenery. Every gurgle and burp drew my attention, but the oil pressure stayed within limits, the tachometer didn't fluctuate and she was flying well. We dodged more thunderstorms through home territory, streaks of grey rain profiling the horizon. At Krugersdorp the touchdown was suspended in relief, and after shutting down the engine I did a thorough inspection beneath the cowlings. We had done a good job. A cold beer celebrated the end of the day, and sitting beneath the clubhouse awning, we watched the

Harvard Display team give us a bit of a show on their way back to Rand Airport. The formation wheeled and spun around us, the drone of their Pratt and Whitneys creating gooseflesh. I felt the stress of the day evaporate off my shoulders.

14 December 2016

Leg #4 Krugersdorp to Bloemfontein

We were hoping to catch up to the group, and being worried about the notorious Highveld and Free State thunderstorms, we wanted to get airborne early. Our route took us via Parys where the rest of the rally was gathered. I enjoyed watching the greener grasses migrate towards the Vaal River, but unseasonal early morning thunderstorms had developed and there were a few cells of dark, streaking rain in our path. Drizzle started pelting the windscreen and I watched it dribbling along the wings. After a few minutes we were out of the rain, but the overcast skies seemed to follow us en route to Bloemfontein. We arrived at New Tempe in Bloemfontein after a flight that took just over two and a half hours. The flying club was very hospitable and we managed to rustle up some food and coffee. Calling ahead to Gariiep Dam, though, the weather

was not looking good. A huge storm cell had blown through and basically closed the airfield. We decided to wait, our departure eventually being delayed to the following morning. We found a place to stay for the night which had a very traditional feel, including concrete floors and cowhide rugs. The pub was a shebeen, so we did our flight planning for the next day on a table made of packing crates, amidst Kwaito music and tall quarts of beer.

15 December 2016

Leg #5 Bloemfontein to Plettenberg Bay

We needed to catch up once again, and so decided on a very early flight to Gariiep Dam. Two Tigers and the Bushcat, all of which decided to wait out the storm, took off over the flat interior and began the slow journey towards the coast. The landscape undulated beneath our yellow wings and after some good following winds, we saw the uneven shoreline of the dam appear on the horizon. At the same time, some small hills and mountains began to transform the plains, and there was a dusty dryness to everything, a backlash from the drought.

The Gariiep Flying Club gave us a warm welcome, and I was pleased to see that the



Bob Willies's Tiger Moth flies over the Selinda Spillway at the Okavango panhandle in 2011.



A Cessna 140 flown by Courtney Watson searches for a herd of elephants over the Okavango Delta in 2011.



Flying over the Okavango in 2011 creates images from the aviation sequences in 'Out of Africa'.



rows of biplanes had waited for us. After a brief cup of coffee and some refuelling, we took to the skies once again, the parched and thirsty vegetation giving way to lots of turbulence. There were thermals everywhere and I was fighting the controls, trying to keep the wings level. It was hard work, and after just a few moments, I could feel the ache in my shoulders and legs from the constant adjustments that I was having to do. The leg took us upwards over some mountains that seemed to have been created by a giant child smashing its fist into the landscape. Long and high ridges furrowed as far as the eye could see, bringing more turbulent air. I began to work again, but the effort seemed distracted by the beautiful scenery. We picked our way between different passes made necessary by a few arrogant roads and eventually we came to a series of veld fires. The smoke drifted between the valleys and billowed upwards, obscuring the high peaks. We routed west away from the smoke, and climbed further over the top of some scattered clouds.

I had never flown the Tiger above cloud before and I caught myself with my heart creeping into my throat and felt a huge grin across my cheeks. Looking out over the wing, wisps of white curled beneath me like a warm breath on a cold morning. The

mountains abruptly descended towards the coast, and I could see ruffled waves in the distance. My elation was buoyed even further as we reached the sea. I followed the coastline, craning my head out of the open cockpit to get a glimpse of the beach below. I followed the edge of the continent all the way to Plettenberg Bay, a flight that seemed all too short. It felt like flying the Tiger through milk, and the controls were tight and responsive. Once we landed, I felt as if I were in some sort of a dreamscape, and kept on replaying the last hours of the flight over and over in my head. It was one of the most memorable few hours behind the controls of our Tiger Moth.

16 December 2016

Leg #6 Plettenberg Bay to Cape Town

The next flight would be a relatively short hop from Plett to Stellenbosch. We decided to depart early with a refuel at Swellendam in the winelands, our route taking us along the coast as far as possible. The excitement on the ground was tangible as each pilot untied his aircraft and began the preflight checks.

After getting airborne, the rolling waves crested off my left wingtip and I gently banked over sea and headed up the coast, easing the Tiger over the undulating cliffs and beaches. A pod of dolphins surfed the

waves some way out to sea. There were ships moored in the bays and the smell of surf and salt filled the air, as our eyes were quenched by the beautiful landscape beneath us. Eventually we moved inland towards the finish line. The mountains in this area are a menace and rise more than three and a half thousand feet above the ground, in some places much higher. Underwing, the ground was transformed by patches of vineyards in various shades of green. We made use of Baines Pass for our passage, with Somerset West ahead of us, and ahead of that the sea. With an easy turn to the right and a rapid descent, we saw more farmland with beautiful white Cape Dutch buildings. And then we were in Stellenbosch.

Throng of people had arrived to see the spectacle of these magnificent men in their flying machines. The media were there, helicopters hovered mid-circuit to take images and it was chaotic to say the least. I arrived in formation with the Stampe and on the ground, pilots had emotional moments of triumph and everyone was buoyed by the achievements of these intrepid aviators. It was a privilege to be part of it all and I was grinning for the rest of the afternoon. This whole event really meant a lot for vintage aircraft in displaying their resilience and fortifying their place in the skies. **📍**

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THE ORIGIN OF THE SPECIES

As automotive brands go, Ferrari is surely unrivalled for its passionate following with founder Enzo regarded as a deity in Maranello, the site of the Ferrari factory and impressive Museo Ferrari complex. But not all fans realise that the great man's life is celebrated in a dedicated museum just 25 kilometres north in Modena. And it's on the very site where a young Enzo spent his formative years in his father's engineering workshop, says **Graeme Hurst**, who who enjoyed a recent visit to Museo Enzo Ferrari, a shrine 'il Commendatore', as Enzo was known.





Rare convertible Daytona a standout in the museum's Red Carpet theme celebrating Ferraris in film and television.

It may surprise you, but Ferrari, maker of the world's most exciting sportscars and, arguably, most successful racing cars is only 70 years old, having been formed as Ferrari S.p.A. in 1947 when Enzo was nearly 50. But the marque's enormous success – including nine wins at Le Mans and 15 F1 Driver's Championships – came thanks to the experience he gained in his earlier career as a mechanic, racing driver, constructor and ultimately sporting director of Alfa Romeo. That varied career began shortly after he did service with the Italian Alpine Artillery in the First World War and, for much of it, Enzo was based in his hometown of Modena.

Which is why Ferrari decided it was a fitting site to celebrate his life with Museo Enzo Ferrari, a dedicated museum based in and around his father's original workshop in the heart of Modena. Completed five years ago,

the museum comprises a 2 500m² futuristic, shield-shaped hall, by noted Czech architect, the late Jan Kaplický.

With a colour chosen to reflect the yellow in the Ferrari badge and a series of sculpted slits to emulate the louvres in a Ferrari bonnet, the giant shield-shaped building is positioned to curve around the 40 metre-long workshop which was restored as an exhibition space.

A visit to the complex starts with the main hall which features a massive screen lit by 19 projectors which continuously stream highlights from the great man's life while the pillarless space is home to 12 plinths, each displaying a Ferrari with the models part-curated according to the chosen display theme.

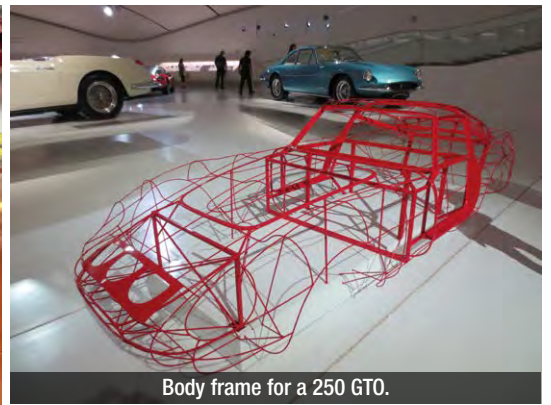
These vary year to year with the current (and due to end) Red Carpet exhibition – a celebration

of the starring roles Ferraris played in the world of film and television. The display features the well-known 308 GTS from *Magnum P.I.* and the Testarossa from *Miami Vice* while other standouts include the mighty 512 S from *Le Mans* and the gorgeously styled 375 America driven by Sofia Loren in *Boy on a Dolphin* – all against a backdrop of clips with the Cavallino beauties in action on both the small and large screens.

Which is why Ferrari decided it was a fitting site to celebrate his life with Museo Enzo Ferrari, a dedicated museum based in and around his father's original workshop in the heart of Modena



Motoscafo Arno XI-Ferrari Hydroplane features a 510bhp F1 engine.



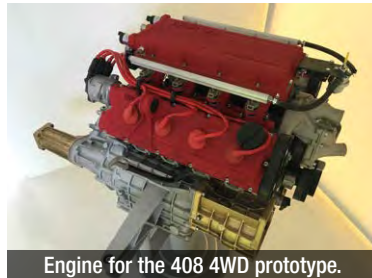
Body frame for a 250 GTO.



Ex-Alberto Ascari 1951 500 F2 racer.



1966 312 F1 car paid homage to the film Grand Prix.



Engine for the 408 4WD prototype.



206 Dino featured 2-litre V6.



Three-cylinder two-stroke prototype of just 1347cc.



3-litre 550bhp V12 from the 312T F1 car.



The oldest Ferrari: 1947 125S.



3497cc V12 powered Alain Prost to Ferrari's 100th GP win.



The Museo dei Motore Ferrari is inside Enzo's father's workshop.



A mockup of Enzo's office inside the Museo dei Motore Ferrari.

It was in this shed that Enzo's father Alfredo Ferrari housed his metalwork tools and machinery in the days long before electricity, which is why the building has an abundance of windows

The sides of the gallery feature permanent installations that celebrate the marque and also the talented designers who shaped its history. And they aren't solely from Ferrari: Alfa Romeo engineer Carlo Chiti, gearbox designer Valerio Colotti and 250 GTO designer Giotto Bizzarrini – along with Lamborghini engineering legend Gian Paolo Dallara – are just some of the great minds to have worked their magic in Modena as a panel of write-ups attests.

The temporary and permanent exhibits combine to make the visitor's experience highly evocative but the museum's real attraction for petrolheads is in the workshop building, a space which is dedicated to what made Ferraris so successful: their engines!

It was in this shed that Enzo's father Alfredo Ferrari housed his metalwork tools and machinery in the days long before electricity, which is why the building has an abundance of windows. Today the copious light no longer falls on lathes and drill presses but on some of the marque's iconic power units, many of which never made it to production but served as designs that pushed the boundaries to give Ferrari the

performance it needed on and off the track.

Some of the more unusual examples include the 1968 243/251, a prototype three-valves per cylinder 4390cc V12 for a 365 GTB4 Daytona, and the F117A from nearly 20 years later – a 4-litre quattro-valve V8 that powered the only two prototypes of a four-wheel drive 408 4RM car that never made it into production.

Also intriguing is a 1994 1347cc three-cylinder experimental cylinder bank for a road-going two-stroke – yes you read that right – supercharged V6 with an intended specific power output of 160bhp/litre. But there are plenty of engines that did go into production including the 1974 3-litre 550bhp V12 that powered the iconic 312T F1 racer and was behind the team's meteoric comeback, which saw it take two Driver's and three Constructor's championships between 1975 and '77.

Further along is another standout from the badge's F1 achievements: the 3497cc 65-degree V12 that powered Alain Prost to Ferrari's hundredth GP victory back in 1990 at the Paul Ricard circuit. Fittingly – given that it powered the last Ferrari to be designed in Enzo's lifetime – the gallery includes an F120A, the 478bhp, twin-turbocharged 3-litre V8 that gave the iconic F40 road car its mighty levels of grunt.

And it's not just engines: Ferrari's 2-litre V6 'Dino' unit is on display in the car

that bore the same name but in a rare 206 variant from 1967. The marque's success with four-cylinder sportscars is celebrated with an example of a 750 Monza – Ferrari's hugely successful 3-litre World Sports Car series contender from the early '50s.

But when it comes to actual cars on show, an absolute highlight is the first Ferrari ever built, a 1947 125S. It's powered by a V12 of just 1497cc and was the work of engine genius Gioachino Colombo, the man behind Ferrari's run of V12s up until the late 1960s. Diminutive it may be, but it was good for an impressive (for the time) 118bhp and 210km/h! Other milestone cars include a 1951 500 F2 racer that Alberto Ascari campaigned to bring home Ferrari's first two F1 World Championships (in 1952 and '53).

And the displays don't all involve four wheels as the feature at the end of the main hall attests: the magnificent 1953 Motoscafo Arno XI-Ferrari on view is a hydroplane that was fitted with an engine from a 375 F1 car that snatched the marque's first F1 victory at the 1951 British GP. Upgraded with twin Roots volumetric superchargers, it was good for 510bhp which helped it set a world speed record on water of 242km/h! 🏆

Further along is another standout from the badge's F1 achievements: the 3497cc 65-degree V12 that powered Alain Prost to Ferrari's hundredth GP victory back in 1990 at the Paul Ricard circuit

ACTION STATIONS

With a record number of entries and variable weather conditions, the 16th annual Zwartkops Passion for Speed held at the end of January put on a spectacular show for spectators and exposed them to some of the world's most iconic cars and bikes in action. For the Cape Town faithful the international competitors headed to Killarney a week later and dragged a number of Gauteng competitors down with them to make for a fabulous north versus south challenge against the Table Mountain backdrop. **Stuart Grant** shares his 10 best highlights.

THE ZWARTKOPS WEATHER

Although for the most part it was dry the odd cloudburst made the track slippery, gave the drivers something to think about and spectators plenty of cheering moments. The historic single seater racers can attest to this with a few droplets falling while they sat in the pre-race paddock. But by the race start the rain had stopped and the standing start took place in the dry. However as the field entered turn 4 on the first lap, the sky dumped a lot of water on the open wheelers and sent a number of competitors slithering off track. Calm then returned but the uncertainty of whether or not the road was dry enough to push hard saw the race order change frequently as the brave came to the fore. With UK entrant Alan Bailie spinning his Formula 1 Cooper, the door opened up for Mike Ward to take the win in his Royale RP21 Formula Ford ahead of fellow Formula Ford-mounted Graeme Vos (Dulon). Bailie recovered to third. A dry race 2 saw Bailie take the honours ahead of Richard Smeeton's Wainer Formula Junior and Ward finished third. Intermittent rain also played a role in the first heat for Castrol Pre-1974 Sports Racing Prototypes. With Zwartkops becoming a skating rink various competitors opted to stop, rather than chance the conditions on slick tyres. Those that stayed out slipped and slid in numerous directions with Andre Bezuidenhout (Porsche RSR) eventually taking the line ahead of Keegan Campos (Porsche RSR) and Colin Ellison (Chevron B19). Race 2 was run in brilliant sunshine and Franco Scribante (Chevron) won ahead of Roman de Beer (Lola T70) and Jonathan du Toit (Chevron B8).



The rain came down. Photo: Meghan McCabe.



Bezuidenhout Porsche RSR. Photo: RacePics.co.za.



Grand Prix BRM. Photo: RacePics.co.za.

1964 BRM 1.5-LITRE V8 GRAND PRIX CAR

Andrew Wareing brought his 1964 BRM Formula 1 machine out to both Zwartkops and Killarney and thrilled with the sight and sound of its 1.5-litre V8 engine at full chat. Having had the likes of Ritchie Ginther, Graham Hill and Jackie Stewart at the wheel, this was a rare opportunity to see such an historic machine. And did I mention the sound? Unbelievable!

GROUP N EXTRAVAGANZA

For those of us growing up in the 1980s and 1990s Group N was the category of racing that got us hooked on the sport. It was a period when showroom cars went at it door-to-door and cemented which brands of cars we would want to own in the future. BMW and Opel were often the main protagonists and this once again played out at Zwartkops with a pair of the famed Opel Superboss taking on the might of Winfield BMW 325i. Period Opel works driver Mike Briggs jumped ship to the BMW and managed to keep the Opels of George Economides and Chris Davidson at bay.



BMW 325i leads Opel duo. Photo: RacePics.co.za.



VEE FOR VERY CLOSE

Cape Town fans were able to witness brothers AJ and Peter Kernick swapping position lap after lap in their historic Formula Vees. The pair, driving the Witter and Capital Vee, showed what has made the Volkswagen-based entry level series so popular – good clean economical racing with identical power units strapped to the back. AJ took race 1 honours while Peter took race 2. With the overall result calculated on combined time it was Peter who finished on top by 0.01 seconds. They showed the camaraderie in the pits too, both jumping into action with AJ's son Michael to remove, repair and refit an engine on the one machine after practice. For good measure they also helped Patrick Dunseith with a Formula Ford head gasket change between heats.

SEVENTH HEAVEN

South Africa has an affinity for building homologation specials to go racing and there aren't many more iconic than the BMW 745i versions built and raced by the late great Tony Viana. Spectators were lucky enough to see both his WesBank Modified and Group 1 versions at Zwartkops. Sporting their Winfield colours and being driven suitably hard by Paolo Cavalleiri it was a step back in time and the memories of Viana fighting the likes of Alfa's GTV6 3-litre, Willie Hepburn's raucous Chevrolet and the screaming Mazda RX7s flooded back.



WesBank Modified BMW 745. Photo: RacePics.co.za.

QUICK DECISIONS

The 45-minute Castrol Tourist Trophy race for Pre-1968 Le Mans Sports and GT cars at Swartkops, like the endurance races of the past, brought strategy into the equation when Mike Briggs crashed the Daytona Coupé on lap one. This brought out the safety car and numerous competitors opted to do their mandatory three-minute pit stop immediately. That led to a number of lead changes, but the race was eventually won by Peter Bailey (Bailey Cars GT40), followed by Mark/Jonathan du Toit (Bailey Cars Lola T70) and Donald Duncan/Steve Hart (McLaren). A similar strategy session played out in Cape Town with the safety car deployed on lap one when Kennit Persson of Sweden pulled to the side with his Ford GT40 on fire. Donald Duncan and Steve Hart came out on top driving their McLaren in ahead of Dutch visitor Micheil Campagne's Chevrolet Corvette and the Sauber C2 of Peter Leuthardt.



Bailey GT40. Photo: RacePics.co.za.



Dovey Ginetta. Photo: Meghan McCabe.

DYNAMITE IN A SMALL PACKAGE

It's heartening to see new race cars being imported and raced in South Africa. The latest of these is the 1965 Ginetta GT that local man Jove Dovey debuted. And what a debut it was, powering the diminutive sports racer to 5th overall in both the Pretoria and Cape Town events. This earned him the title as the first 'production' car home on both occasions and the second 4-cylinder on the scoreboard behind the prototype racer Sauber. He clocked a best lap of 1:12.105 and 1:27.153 respectively.

NO REPLACEMENT FOR DISPLACEMENT

There is something a bit special about V8 tin-tops going at it hammer and tongs and once again these monsters put on a show to remember. Race 1 of the SKF Legends saw Ferdi van Niekerk Jnr (Ford Galaxie), Paolo Cavalieri (Ford Galaxie), Peter Lindenberg (Mustang Shelby GT350), Jonathan du Toit (Chevrolet Nova) and Leeroy Poulter (Chevrolet Black Widow) duking it out on track. When the flag fell it was Van Niekerk from Du Toit, Cavalieri, Lindenberg and Poulter – with only 1.4 seconds separating the top 4. Race 2 was much the same action but with Van Niekerk failing to finish the door was left open for multiple saloon champion, Hennie Groenewald, to come to the fore in the Mercury Comet. He led in Cavalieri, Poulter and Lindenberg. Cape Town saw fierce action with Du Toit taking heat 1 honours from Lindenberg and Van Niekerk. Race 2 saw the action get physical and Van Niekerk lost the most ground, eventually finishing eighth. Lindenberg romped in to victory, ahead of Mark du Toit (Chevrolet Black Widow) and UK visitor David Grace in a deceptively quick Austin Healey 3000.



Groenewald (Comet) makes a move on Van Niekerk (Galaxie). Photo: RacePics.co.za.

U2 CAN RACE

South Africa's newest race class caters for under 2-litre saloons from the period before 1966 and Zwartkops saw the largest turnout of these. The grid was packed with 21 hotted-up family saloons and the racing had the crowd on their feet. The class caters for cars circulating at a lap time of between 1:18.5 and 1:20.0 and competitors going quicker than this while under the influence of 'the red mist' are penalised and moved to the back of the field. Race 1 was a ding-dong affair with positions traded at every corner, but in the end Alan Poulter (Volvo 122S) took the top podium spot ahead of Mark Du Toit (Alfa Romeo GT) and Trevor Tuck (Alfa Romeo Giulietta). In race 2 the mighty Mini Cooper S of Denzil Bhana took the line first. Tuck was second and Poulter third. Colin Ritchie (Mini Cooper S 1071) was the class act in Cape Town but after winning race 1 from Shaun Cabrita (Alfa Romeo Giulietta Ti) his car dropped a valve and Cabrita came in victorious in the second heat.



U2 pack turn 1. Photo: RacePics.co.za.



1964 BRM 1.5-litre F1.



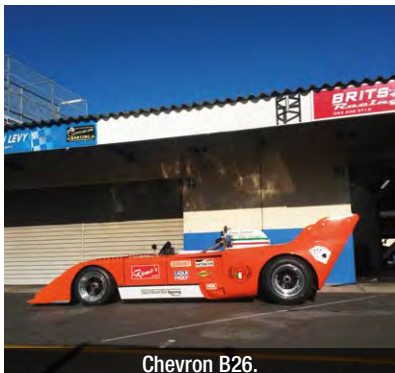
Suzukis ready for the Killarney TT event.



Lightweight Jaguar E-Type.



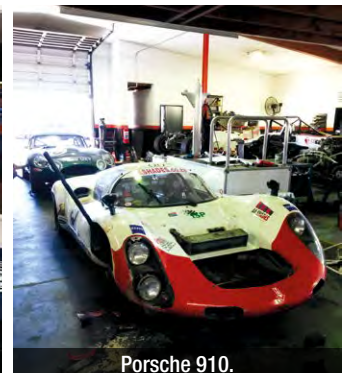
Austin Healey 3000s.



Chevron B26.



Local and International Shelby GT350.



Porsche 910.

LEGENDS AT EVERY CORNER

While both Passion for Speed events are packed with memorable machines the days were made even more spectacular by the number of legendary personalities spotted on the day. Some take to the wheel with the same vigour as they did decades back while others can be spotted ogling over cars and telling some intriguing tales. Neither of the events secludes the stars and the public are free to interact and get up close and personal. Off the top of my head I can remember seeing Sarel van der Merwe, Mike Briggs, Willie Hepburn, Jaki Scheckter, Leeroy Poulter, Hennie Groenewald, Robbi Smith, David Piper and Michael Knight. 📷



RACE PEDIGREE

With a horsepower war brewing in Detroit during the mid-1960s, Ford's Mustang sporting prowess came under threat. The firm's GM at the time, Lee Iacocca, took the matter seriously and roped in Carroll Shelby to help raise the bar. Believing in the 'win on Sunday, sell on Monday' theory, the idea of racing these hotted 'Stangs was on the cards from day one. The result was the 1965 Shelby GT350, a car that went on to prove itself a race winner both on track and in cult status. So it's only fitting that when Shelby SA decided to build a car to compete in the Legends of the 9 Hour Production Car series for historic V8s, it opted for the GT350 route.

Images by Frankys Funkyfotos.

To get the ball rolling a pair of Mustang Fastbacks were shipped to Shelby American where Ken Miles sorted out the suspension and power train, Pete Brock came up with the stripes and aesthetic package and Chuck Cantwell oversaw the combined efforts, but Shelby himself is credited with naming the vehicle GT350 – not to do with engine capacity, but rather the number of steps it took to walk from the workshop to the office.

In order to compete in the Sports Car Club of America (SCCA) B/Production class against the Corvettes (Mustang's natural showroom competitor), 100 Shelby GT350

units had to be made for homologation. Ford shipped 100 fastback Mustang GTs to Shelby in California complete with standard interior front seats and dashes, Ford's 9 inch Detroit Locker 'no-spin' limited-slip diff, a close ratio aluminium T-10 Borg Warner 4-speed gearbox and adjustable Koni shocks. Knowing that Shelby had a plan to make the car a sports car, Ford omitted rear seats, bonnets, exhaust and grille bars.

A trio of these became the prototypes, modified by Shelby to meet SCCA rules. The rest were initially just painted in the same Wimbledon White with blue racing stripes and shown to officials in December

1964, as proof that the Shelby was a production car. They cracked the nod to go racing in 1965 but had to add a fibreglass deck to remove the rear seat space and make it a true two-seater sports car. Also added to the interior mix were a centrally-

mounted rev counter and oil pressure gauge, wood-rimmed steering wheel and 3-inch race seatbelts.

In the suspension department the Shelby magic saw to it that the front end inner pivot of the upper control arms was lowered by an inch, dropping the centre of gravity and increasing negative wheel camber at the same time. A beefier 1-inch front anti-roll bar replaced the stock 0.84 inch item while at the rear the live axle was held in place with a 4-leaf, semi-elliptical leaf spring and hefty torque reaction arms that sat on top of the axle and located through the floor to the chassis. A new idler and longer Pittman arms quickened the steering from 21:1 to 19:1, with the steering lock-to-lock reducing from 3.75 turns to 3.5.

Standard front brake discs were kept, but sintered metallic pads were used for better performance. The rear drums proved to be sufficient and remained untouched other than the addition of wider metallic-lined shoes. A weight-loss programme resulted in the Shelby tipping the scales about 70kg lighter than a Mustang GT.

In order to compete in the Sports Car Club of America (SCCA) B/Production class against the Corvettes (Mustang's natural showroom competitor), 100 Shelby GT350 units had to be made for homologation



Peter Lindenberg.



A 302 cubic inch V8 replaces the original 289 unit used by Shelby.



Shelby SA's recreation of the 1965 Shelby GT350 is an out-and-out racer and has kicked off in the same fashion as the original – at the sharp end of the field

Although we are firm believers in the motto 'the fastest way around a racetrack is around the corners' we do also believe in having some oomph under the bonnet. And clearly Shelby also had this in mind when fiddling Ford's new Hi-Po 289 small block V8. This relatively high-revving lump made 271 horses from Ford but by the time Shelby had added some bits it was good for 306hp. The mods included new aluminium Cobra high-rise intake manifold, centre-pivot float 4-barrel Holley carb and a lightweight tubular Tri-Y exhaust manifold shooting gas out a straight-through exhaust that exited ahead of the rear wheel. A deeper cast aluminium sump sported external cooling fins and featured internal baffles to negate any oil surge when cornering on track. A larger radiator was sourced from the Ford Galaxie 500 and an oil cooler was added to the diff.

To keep the bay looking the part a chrome air filter and finned aluminium Cobra rocker covers finished off the job.

Through 1965 the remainder of the 100 Mustangs were built and then another 451

to total 551 Shelby GT 350s for the year. Of these, 36 got the full race treatment and the title Shelby GT350R. The homologation plan worked and the GT350 dominated the SCCA B-Production category in 1965 and when Trans-Am was founded a year later an updated Shelby continued the trend, culminating in the much bigger Boss 302, which dominated the 1970 season.

Shelby SA's re-creation of the 1965 Shelby GT350 is an out-and-out racer and has kicked off in the same fashion as the original – at the sharp end of the field. With years of experience in V8 building and competition Lindenberg Racing, with Peter Lindenberg behind the wheel, debuted its machine at the Zwartkops Passion for Speed Festival in January before heading to Killarney the following weekend. Entered in the Zwartkops Legends Production Cars V8 series, Lindenberg battled a host of monstrous V8s, setting the fastest lap on the day at 1:12.9 and coming home fourth in both heats. This was good enough to secure second overall for the day. Killarney

was fiercely contested with Lindenberg setting the pole time but he was beaten to the flag in heat one by Jonathan du Toit (Chevrolet Nova) by 0.1 seconds. With the rest of the big bangers tripping over each other the GT350 simply disappeared into the distance, won the race and finished on the top step of the podium for overall honours.

Like Shelby, Lindenberg Racing took delivery of a standard Mustang GT at the start of the project. Suspension was tweaked in line with traditional GT350 thought, the same 4-speed top loader box was fitted, as well as a Ford 9-inch diff. Local classic racing rules allow for uprated brakes and the crew obliged by fitting Wilwood callipers and discs all-round. Under the hood it's a case of bigger is better with a crisp-revving 302 cubic inch motor replacing the 289.

It's a beautiful re-creation and one that lives up to its proud pedigree with aplomb. To see the Shelby SA GT350 in action, pop along to this year's Historic Tour events. 🏁

LOST IN TRANSMISSION

By Racey Lacey

I am a firm believer in doing things the easy way and always have been. This is never truer than when it comes to cars and driving. Why mess around with gears and clutch pedals when you are permanently sitting in traffic? That was why, as soon as I dispensed with my nerve-shattering (mostly for the examiner, I imagine) driver's test, the first thing I did was to buy an automatic car. My first auto was a cute little second-hand Toyota Conquest 1.6 hatchback. Sure, it wasn't the fastest (I had to really plan my overtakes on the highway) and had a severely blocked sportscar hooter that, instead of inspiring shock and awe when I slammed my hand down on it, resulted in a rather feeble sounding *phwaaaar*, which elicited snorts of derision instead. And although I loved my little car, the time came when I felt it was time to move onwards and upwards.

Enter my brand new Kia Cerato 1.6 Auto, circa 2005. Kia was very new to the SA market and after shopping around for several weeks, I felt that my brand new Cerato hatchback offered the best bang for my (relatively insubstantial) buck, despite being quite unknown at the time. This car sported all the bells and whistles one could

hope for in an entry-level car but was a bit, well, bland. There was nothing wrong with it at all – don't get me wrong – but our relationship had become a bit stale. A case of vehicular 'it's not you, it's me'. So I decided it was time to rev it up a notch.

The search was on yet again and this time, being all grown up and responsible, I decided it was time for a car that said 'grown up and responsible'. This quest led me to investigate several prospective candidates and being extremely busy (read: too lazy to drive to a dealership), I got the eager salesman to bring the cars to me to test drive. Now this was where it got really weird: on two separate occasions involving two completely different makes and models of cars, the car refused point blank to start when I tried it. The poor sales guy, palpitating and dripping sweat, tried desperately to diffuse the tense situation but alas, it was clearly not meant to be. I am, after all, a big believer in signs. And here was a big red stop sign right in front of my nose – and we weren't even out on the road yet.

So this brings me to car number three in my automatic chronology. The stylish (and ever so slightly 'mumsy') Honda Jazz. Apart from being the only car to start at test drive stage, it was replete with all the really important stuff a girl could want in a car: folding down

seats for loads of packing space after a marathon shopping spree, spectacular 'moon roof' (according to The Driver this is just pretty sales speak for panoramic roof, but I think he is just jealous), super convenient cup holders that hold even the largest latte and, you know, all that other super technical and important stuff like curtain airbags and ABS and whatnot.

My Jazz and I have been going steady for a good five years or so and I am more content than ever. As far as long-term relationships go I couldn't be happier and I have no need to search for greener pastures. So it was purely out of a sense of curiosity to see how much I remembered from my manual driving days that I agreed to a 'driving lesson' in The Driver's manual car (I won't say when it was that I last drove a manual, but suffice it to say that Bill Clinton was still in office). We stopped in a deserted parking lot and The Driver gave an inspirational, pre-drive pep talk – driver's briefing if you will – presumably designed to invoke confidence. This continued as I ventured out on to the road, shifting gears for the first time in years. It went something like this:

"You need to palm the gearshift, feel the car... don't grip it, palm it, P-A-L-M it."

"I'll PALM your face if you don't shut up!"

Well, I can't help it. It's just my automatic response. Second lesson still to be confirmed... 🚗

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Jacobus (Koo) Swanepoel.

THE HUMBLE HERO

Jacobus 'Koo' Swanepoel, a name that will make it onto any list of South African racing greats, passed away in January 2017. **Ian Richards** pays respect and homage to a most remarkable racing driver who added plenty and brought a unique modesty to our motor racing history.

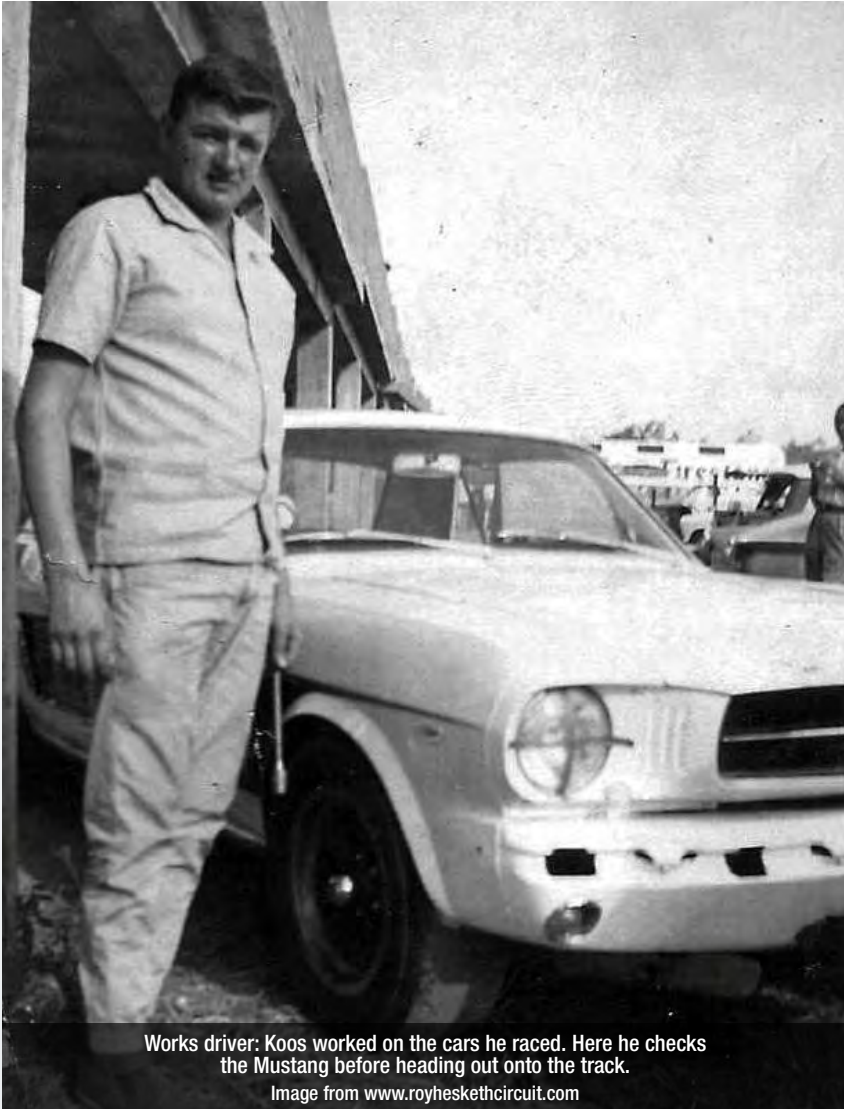
Jacobus Swanepoel was born on 26 April 1935, the youngest of three brothers and two sisters. As a youngster he was captivated and inspired by the motor racing stories he had heard from his elder brothers who were all aspirant 'backyard' mechanics tinkering on their cars over weekends. Not to be outdone, he cycled through the bushes to Gunner's Circle, the outer ring road of a new industrial township in Epping, to see his first motor race.

He immediately liked what he saw and identified with his new-found hero in one Bill Jennings, driving his homemade Riley-powered Jennings Special. These visits became a regular feature over weekends, resulting in him selling race

programmes for the Parow Hill Climb held at the Tygerberg quarry road, and also the odd visit to the old Killarney circuit – when the brothers were kind enough to accommodate the youngster.

Whilst completing his apprenticeship as a motor fitter with the SAR&H Road Motor Transport Services he bought his first car, a Standard Vanguard, which was soon replaced by an MG TC complete with blower. On a working journey to repair a vehicle in Hermanus, his keen eye spotted a strange-looking car being built in a small factory off the N1 highway at the Bellville off ramp. On closer inspection he met up with Bob van Niekerk working on what turned out to be the birth and building of the first prototype GSM Dart. On his second visit that weekend he met Bob's partner, Willie Meissner, who was quite impressed with

These visits became a regular feature over weekends, resulting in him selling race programmes for the Parow Hill Climb



Works driver: Koos worked on the cars he raced. Here he checks the Mustang before heading out onto the track.
Image from www.royheskethcircuit.com

his MG TC, promptly convincing Koos to enter and race the car by proposing him as a member of the Amateur Automobile Racing Club. Bob van Niekerk seconded the motion. And so the die was cast, and a legend was born!

He got stuck in with GSM, converting the Ford 100E side-valve with an imported Willment overhead conversion kit for the first Dart and helped his mate Malan prepare a Triumph TR3 for racing.

The Van Riebeeck Trophy race held on 1 January 1958 became quite an historic event. First, it saw the début of the first two Darts, driven by their creators, Bob van Niekerk and Willie Meissner. And secondly, a young Tony Maggs and Koos Swanepoel carried out their maiden outings in an Austin Healy and Triumph TR3 respectively. Sadly this was also the last motor race event to be

staged at Gunner's Circle due to a growing industry and traffic-related problems.

Swanepoel retired from the main race with clutch failure but this motivated him to purchase a brand new Triumph TR3 from Magson Motors – trading in his MG TC. The MG was immediately put to racing by Ronnie Hare the salesman, who eventually became the chairman of Western Province Motor Club.

Koos campaigned the TR3 quite successfully in the Cape at Sacks Circle Bellville, Killarney, Eerste River, Phesantekraal and all the local hill climbs and sprint events. He ran this parallel with his new job with Plywoods in Parow where he filled the role as

He got stuck in with GSM, converting the Ford 100E side-valve with an imported Willment overhead conversion kit for the first Dart and helped his mate Malan prepare a Triumph TR3 for racing



Koos drew first out of the hat to take on the bobsleigh run in a Cortina.



Koos –1962 Eastern Province saloon car champion.



Koos (Triumph TR3) on pole at Eerste River airfield.



Jim Clark and Koos admiring their personal stopwatches presented by Ford.



Koos in the Toyota Celica during the Killarney 3 Hour.



Koos winning at Kyalami in the A2 Perana.



East London: Koos (Lotus Cortina) on pole, Bob Olthoff (Galaxy) and Basil van Rooyen (Lotus Cortina) with Bernie Marriner (Studebaker Daytona) behind.



Koos leads Ian Frazer Jones through Clubhouse.

transport fleet maintenance mechanic and racing spanner man on managing director, Ted Lanfears' Lotus 18. Bob van Niekerk was the man to pilot this machine.

Having acquired firsthand experience with the tuning of an oversquare, high revving, short stroke Ford 105E motor in the Lotus 18, he immediately saw the potential and possibilities of racing an Anglia. He promptly replaced the Triumph TR3 with one and set about prepping it to race.

In the absence of a Western Province saloon car class, Koos regularly took to the road on a Friday night after work, driving the Anglia to East London, removing the silencer and racing every available event. He'd then do the reverse and drive back on Sunday, ready for work on Monday.

From Plywoods he joined Willie Meissner at Dart Service Station in Paarden Eiland as service manager – where Willie was actively involved in the development of the unbeatable Anglia in its 1000cc form, reputed to be the fastest Anglia in the world as claimed in the CAR magazine at the time. Koos will always be remembered for breaking the 2-minute barrier at Kyalami by clocking 1 minute 57 seconds with a 1200cc motor in the Anglia

– a notable performance against Ian Frazer Jones' 1220cc Coventry Climax-engined Lotus Elite in a Saloon and GT race.

With Koos now quickly becoming a household name with the local fans, Ford presented Meissner Motors with a brand new Lotus Cortina for the 1964 SA Saloon Car Championships. This deadly combination of Willie's tuning wizardry and Koos' awe-inspiring drives gave Meissner Motors and Koos the first SA Saloon Car Championship. Stiff competition came from Basil van Rooyen in a sister car and Bobby Olthoff in the awesome 7-litre Willment Galaxy. In recognition, Ford invited Koos to Cortina in Italy to join 23 worldwide Cortina champions celebrating the Cortina's achievements all over the world.

For 1965, the two Lotus Cortinas were meant to be replaced by 2+2 Mustang saloons but this turned out to be a disaster with the non-arrival of the cars due to a factory strike in Dearborne, USA. A slightly bent factory demonstration model was given to Meissner Motors whilst Basil van Rooyen had to buy his car from a client to start the new season.

Despite persistent handling problems Koos drove this beast to a couple of well-earned wins, finally conceding the championship to Van Rooyen.

From Meissner Motors Koos joined Ian Wiener as service manager at Windsor

Having acquired firsthand experience with the tuning of an oversquare, high revving, short stroke Ford 105E motor in the Lotus 18, he immediately saw the potential and possibilities of racing an Anglia



John Love raced this car once, and termed it a downright dangerous beast.



Ian Wiener and Koo with the trophies they won for Team Windsor.



Koo receives his Western Province blazer from his childhood idol, Bill Jennings.



CORTINA SALUTE TO CORTINA CHAMPIONS DECEMBER 2nd - 3rd. 1964

Three Cortinas were written off in this death defying act.



Koo (blue clothing) and Kosie (50cc KS Special) under starters order.



Mazda Capella in Hoals Hoek, Killarney.



Garage continuing to race Fords, thrilling the crowds with his winning streak and blowing off the likes of V8 Holden Monaros at Kyalami with the Windsor Garage V6 Cortina Perana. When Bob Olthoff retired Koo found himself in the Basil Greene-entered Gunston Capri, continuing his battle with Basil van Rooyen and Peter Gough in similar cars.

In 1973 he partnered Garth La Reserve in the Kyalami 9 Hour. The pair, driving a factory-entered Toyota Celica Supra, finished top of the index of performance table and as the only saloon to exceed 300 laps.

During the '80s Koo joined Pat Coles at Write Signs Racing, campaigning Mazda rotaries for Porters Sigma and roping in some more championship titles. He now had to divide his attention and energies amongst three racing Swanepoels – preparing go-karts for his eldest daughter Jacolise and son, a young Kosie. Both won provincial karting titles, adding to the Swanepoel legacy.

Following his official racing retirement he took part in the odd invitation event and spent time assisting and preparing Kosie's racing cars. He was also unselfish in his ways, breeding more champions by passing on his wealth of experience and helping racers prepare their cars with endless hours in the dyno room of the company he'd set

up – Koo Swanepoel Developments.

In 2002, this extremely modest man was finally recognised and rewarded for his achievements and contribution to SA motorsport by receiving his provincial colours. The presentation was attended by no less than three Springboks, namely Bill Jennings, Tony Maggs and his dear friend Bob Olthoff, who made the journey from the USA to attend this very special evening.

A year later MSA finally honoured and admitted Koo to the Hall of Fame for his contribution to SA motorsport. On 1 January 2008 Koo celebrated his 50th year in motorsport and was presented with a model of his Triumph TR3 at a private function to commemorate his achievements in motorsport. Later that year Peter Lindenberg invited the 74-year-old Koo to give the crowds a repeat performance in the Basil Green Capri Perana.

Koo Swanepoel did his last invitation race in a Ford & Friends meeting recently, driving a replica of the Gordon Briggs Anglia 1000cc. On Sunday 29 January 2017 with 81 years under his belt, Koo Swanepoel passed away.

Rest in Peace 'Oom' Koo Swanepoel. ☹

He was also unselfish in his ways, breeding more champions by passing on his wealth of experience and helping racers prepare their cars with endless hours in the dyno room of the company he'd set up – Koo Swanepoel Developments

— GRAEME HURST —

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

TRYING TO LEAPFROG A RESTORATION



I've always enjoyed the fact that the classic car community is a broad church and not just a club or a bunch of mates: many a classic petrolhead's garage packs some serious diversity. Such as my brother Kevin, down under in Oz. Parked nose to tail with his 8.5-litre Cobra (Fleetwatch in the Jan/Feb issue) is some more humble A-series fun: a Frogeye Sprite that's been up-rated with a 1275cc engine, disc brakes and a five-speed gearbox but still only packs around a sixth of the Cobra's mighty 345kW yet is equally thrilling to drive in its own way.

I say parked but, on my recent trip over, the Sprite was more jiggled up than parked after my boet and I got carried away with an angle grinder in an attempt to resolve the Frog's floating 'lily pad' handling. This was on a car he'd bought here in Durban and had exported on the basis that it had been restored already, but still had a few minor warts. Familiar? Of course... many a home restorer tackling bodywork appreciates how quickly something looking neat and shiny (and

re-saleable) on a Saturday morning can end up as a basket case by late Sunday as you cut away to fix whatever problem it's hiding.

In Kevin's case the skittish handling he was trying to iron out turned out to be related to one chassis rail being 6mm shorter than the other. That was thanks to a knock that the car had evidently had in its past. 6mm doesn't sound much but they were lost as far back as the A-post, meaning the cutting had to start there. And, as ever, the work ballooned as we uncovered the rest of the warts – two previous floor pan repairs and rotten inner sills. All par for the course for a 60-year-old car that probably wasn't worth enough to warrant decent fabricated repairs back in the '70s but it was frustrating, given the car's glossy exterior.

Even more frustrating was that he'd opted to sell Kermit, a complete but in-need-of-total-restoration Frogeye he'd bought 20 years ago and shipped over with the Cobra, in a bid to avoid the hassle and cost of a full-blown refurbishment. It's another tale familiar to many

but frustrating because Kermit was actually a sounder car underneath with original floor pans and all its factory data plates from when it rolled off the line at Blackheath down in the Cape. Also frustrating is that the only thing worse than tackling a structural restoration is undoing someone else's dodgy structural restoration first.

But the upside is that my boet has the essential ingredients to get it right: a great workshop and good welding skills. And he's working on a car with an affordable and hugely available parts supply. Oh and one other crucial aspect: the courage to see a project through! Which is why, after a few online order sessions, he was quickly able to rectify the scene with a complete chassis H-section, a set of inner and outer sills and complete new floor pan and foot well. By the time I left those bits were all attached after a lot of careful measurement, cutting and welding. And the Frogeye was on its way to getting both its cheeky looks and handling back!

FIRING UP WITH BRAAI TONGS

With back-to-back racing weekends at the end of January and the need to organise club membership, motorsport licence and prepare for these, very little has happened in the garage. So the running Alfa and Peugeot haven't moved. Neither has the Renault, which still sits up on axle stands awaiting the fitment of the refurbished steering rack and tarted-up suspension. I did manage to get a few hours lying underneath it, wire brushing and treating the surface with some deoxidine rust converter and then applying some black self-etch primer to hopefully stop the rot going further.

The Mercedes has however been in almost daily use – this in an attempt to run-in the replacement motor that Carcol Executive Auto built because, thanks to some overzealous rpm, I managed to destroy a

piston and punch a hole in the block. With about 1 000km on the clock it is so far so good for the new lump, with oil pressure and temperature staying within the required parameters. As it is a road-legal car this hasn't been too much of a mission, with the only downside being trying to get a ticket to an underground parking from the left-hand drive position. I've tried overshooting the mall entrance and then reversing/alley docking into the basement. With operational electric windows this works a treat but does cause confusion for the person following you. The best solution, and one that I will transfer to the Peugeot later, came in the form of a long set of braai tongs.

The Merc should be ready for the first race of the season in March and with the frantic start to the year calming down to a more normal mild panic, the plan is to have the Renault up and running for a dash down to Pietermaritzburg Cars in the Park in May.

— STUART GRANT —

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



MYSTERY CAR

TRIUMPHANT, BUT STILL SEARCHING

Following up on the leads and theories about the history of our forgotten fibreglass body continues, but in order to not let it stagnate we have taken the move to head off in a direction and start accumulating bits. As hinted at last month, that direction is Triumph.



If the ongoing research later reveals that we were far off the mark with our thinking, then we will at least have a batch of parts that we can easily pass on to those more in need. So for now the plan is to build the car (known internally as the WMD Inyoka) with Triumph TR2/3 underpinnings. This makes sense from a parts availability angle, but also because the TR was around in the mid-1950s and a crashed and abused one could easily have been sourced to build a special during that period. A few of the leads about the body we are following up indicate a very similar silhouette was skulking around Pretoria in the mid- to late-1950s.

For now the body still sits on some bits of wood we've cut to try and reshape the warped fibreglass but part stockpiling is going well. A reader from KwaZulu-Natal has come forward

with an unmodified and very straight TR chassis, and we have access to odd suspension items, a steering rack, TR6 brake callipers, wheels and TR3 dash centre. To keep it looking like it was built from a Triumph donor car we want to find the correct gauges, steering wheel and transmission tunnel, and we need. (with overdrive) and differential. In keeping with the tradition of a dump car I did find an old seat in a rubbish skip and have had it recovered. It could do the job but I'm undecided as to whether the low-back bucket is more 1960s than '50s and would look even better in my Renault R10. Luckily the need for seating and that decision is a long way away.

The next job is to find work space, head to KZN to fetch the chassis and lay out all the parts and do a stocktake. **C**

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
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