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April has been a crazy month, with the plethora of public holidays moving the print deadline forward and the team delivering the same amount of content in half the regular time. Having said that, though, a work day at *Classic Car Africa* is not half bad.

Take this issue for example. A work day for me consisted of blasting through the countryside in a 1927 Bentley Speed Six. Built in the mould of a Le Mans team car it not only looked the part but went like the clappers too – and then there was the sound – insane! I also got to test a limited edition Ford Cortina XR6 TF decked out in white with blue striping, acknowledging the efforts made by the likes of Sarel van der Merwe, Geoff Mortimer and Team Ford in our fiercely-contested Group 1 racing series.

Mike Monk's feature stories on the Ford Model T and Ferrari Enzo come from opposite ends of the spectrum but have one striking similarity, highlighting that behind every iconic car there is one singular-minded pioneer steering the ship. The same can't be said about the Renault Caravelle and R10 story that I look at on page 30, but in a way that only the French can, the pair overcame the obstacles with heaps of style and flair.

Sivan Goren gets the anniversary duties

this month with a look at the rotary-powered Mazda Cosmo and the Formula Ford race series, both celebrating 50 years this year. On the personality front Graeme Hurst catches up with old-school engineer and Crankhandle Club stalwart, Dickon Daggitt and his awesome projects – a Bugatti Brescia with Brooklands provenance, a 1925 Curtiss aeroplane-engined racer and a mighty V12 Lagonda Le Mans replica, along with a 9-cylinder Pratt & Whitney radial engine from a Harvard – to name just a few. Gavin Foster tells the story of Dennis Guscott, a man who raced bikes and cars and helped a young local give the best motorcycle racers in the world a riding lesson, while Jake Venter continues his fictitious interview series with a chat to Jaguar founder William Lyons.

We hope you enjoy the variety of content as much as we enjoyed putting it all together. Please let us know if you have a memory, story idea or fun fact you'd like to share. Drop us a mail on info@classiccarafrika.com or visit www.classiccarafrika.com and click on the 'Submit your Story' tab.

Thanks for all the support and giving us the platform to work (play) with old cars and bikes all day.

Stuart



MOORE MASERATI

Following on from Ken Stewart's visit to FMM back in January, UK-based Simon Moore and his wife Elly paid a visit in March. Once described as motoring's Sherlock Holmes, amongst his many motoring and historical achievements, Simon is renowned for writing the definitive histories on vintage Alfa Romeos and Maseratis, to which Ken made some valuable contributions. Simon and Elly regularly holiday in SA and make a point of visiting Ken and his wife Jenny, and now include FMM in their itinerary.

Simon and Elly joined Mike & Wendy Monk and curator Wayne Harley for an afternoon walk through the museum, paying particular attention to the Alfas and Maseratis in the collection, as well as some of the other exotics including the Bugattis and pre-war Mercedes-Benzes. Afterwards there was time for a chat about 'old car stuff' before they headed off to the airport to catch their flight home.

FMM CONCOURS SA UPDATE

Already established as Chief Judge for the annual Concours South Africa, a role he fulfilled admirably at last year's inaugural event, this year FMM curator Wayne Harley will be joined by another motoring aficionado with strong links with the museum, namely Chris Routledge. Chris is the CEO of one of the world's best-known classic car auction houses, Coys of London, and has in recent years also become known to a far wider audience, thanks to his work as a presenter on BBC's *The Classic Car Show*, which has also been shown in SA. He has a wealth of experience in judging *concours d'elegance* events at locations all over the world. His link with SA goes back to 2008 when he began a close relationship with the Franschhoek

Motor Museum. "Chris is a sounding board for many of the decisions we make at FMM," says Wayne. "What I really admire about Chris is that he is not only one of the world's great car experts, but an academic as well. He interacts with the owners of some of the greatest car collections in the world."

Wayne points out that Chris's presence at Concours South Africa 2017 will impart a wealth of knowledge to local enthusiasts who are entering their cars at this prestigious event. "Rather than playing the role of a celebrity, Chris will be able to guide our local collectors on world trends in terms of what they are doing right and what they are doing wrong as far as their classic car collections are concerned."

Cape Town-born motoring journalist Robert

Coucher will also be one of the judges. Robert emigrated to the UK in the late 1980s and became a journalist and then editor of *Your Classic* magazine, then edited *Thoroughbred & Classic Cars* in which he detailed his adventures in cars with a South African provenance in the 'our cars' section of the magazine. In 2004, Robert became the founding editor of *Octane*, for whom he now occupies the post of International Editor.

The second Concours South Africa will be held at Sun City alongside the Gary Player Country Club from August 3-6. A tightly-defined array of categories is being established 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.

HOWE NOW

In April, FMM had another notable visit when the daughter of British nobleman and racing legend Lord Howe, Lady Frances Denman, her son Roly and his two children Ozzie and Tilly, called in unexpectedly while on vacation from their home in Kent.

Lord Howe, whose father was the Earl of Athlone who had also been Governor-General of South Africa between 1923 and 1931, was a major force in establishing pre-war Grand Prix motor racing in South Africa. He not only regularly competed in the local race series driving various Bugattis and ERAs, he was also instrumental in establishing the first circuit in the then Transvaal. In the wake of the success of the early South African grands prix held in East London, the instigator of those races, *Daily Dispatch* motoring editor Brud Bishop, was encouraged to move to the Witwatersrand to kick-start motorsport in the area. In 1936 he bought the farm Bergvlei in Kelvin, 15km north-east of Johannesburg and set about constructing a purpose-built track on the 600-acre site adjoining the Pretoria Road. In a race against time, hampered by the area's worst rainfall for 35 years, in only four months the

3.56km circuit was completed – just 30 minutes before the inaugural race, the Rand GP on 30 January 1937, was due to start!

The circuit was named after Lord Howe and boasted a natural amphitheatre setting. It was both demanding and exhausting but everyone involved enthused about the layout. The GP was won by Pat Fairfield in an ERA R4A from Howe's ERA R8B. Lord Howe's affinity for South Africa extended to marrying Johannesburger Joyce Mary McLean Jack after a 14-month romance.



WHERE, WHAT TIMES AND HOW MUCH

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

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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.

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
26-28	South African Bike Festival	Kyalami

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

30-2 July	Midlands Rally	Nottingham Road, KZN
1/2	1000 Bike Show	Germiston
8/9	Dezzi Raceway Invitational	Port Shepstone
15	Xtreme Festival – Aldo Scribante Race Track	Port Elizabeth
16	Scottburgh Classic Car Show	Scottburgh, KZN
22	Xtreme Festival – Phakisa Freeway	Welkom
29	VCC Car Show Day	Hillcrest

AUGUST

3-6	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

FMM & GSM HEAD TO KNYSNA

Franschhoek Motor Museum will be taking a Dart and Flamingo to this year's annual Knysna Motor Show to help the GSM Club celebrate its 60th anniversary. Curator Wayne Harley will also be helping out with judging for the show's *Concours d'Elegance* awards. In addition, the museum team will be taking FMM's consultant engineer Dickon Daggitt's ex-Tony Fergusson Cooper

500 to display at the show, after which it will stay on and take part in the following weekend's Jaguar Simola Hillclimb Classic Car Friday event. The Knysna Motor Show, sponsored by Sanlam Private Wealth, is taking place on the Knysna High School sports fields on Waterfront Drive from 09h30 to 16h00 on Sunday 30 April. Tickets are available at the gate and proceeds go to local charities.



FORDS & MORE AT SCOTTBURGH



This year's Scottburgh Classic Car Show, the eighth show organised by the Scottburgh Classic Car Club, will be held on Sunday 16 July at the Scottburgh High School in KZN. As usual it will see a host of marque clubs from around the country participating, but in keeping with the tradition of rotating the featured brand annually, Ford has stepped into this role for 2017.

This means that the 'blue oval' cars will have pride of place in front of the grandstand and feature as the first of many mobile parades throughout the day. Another highlight is the 'Fun & Fashion' parade, which as you may have guessed has partakers dressed to the nines to match their mode of transport.

It's a great day out to show off your classic, enjoy a day amongst great cars and bikes and raise a bit of money for local charities. If 2016 is anything to go by, where the show pulled in 5 000 people and 450 vehicles, then 2017 is a must do and great way to beat the Highveld winter temperatures. Food stalls, a tea garden and beer tent are on hand and for those not in a classic, free shuttle buses will bring you in from the 'modern' parking area – only cars and bikes older than 1975 can enter the display area. But if you have something of a newer age that you think is equally interesting, drop the organisers a line and they might grant you a special invitation. Special accommodation packages are available for the out-of-towners.

Visit www.scottburghclassiccarshow.co.za.



BIKE FESTIVAL AT KYLAMI

Whether you are a dedicated motorcyclist, motor enthusiast or just looking for an exciting fun-fuelled day out for the whole family, South Africa Bike Festival powered by Discovery Channel, is the must-attend Kyalami Grand Prix Circuit event on 26, 27 and 28 May.

For classic fans there's the prestigious Pride of Ownership Classic Motorcycle Display where all those with motorcycles dating 1995 and older can nominate their ride to be one of thirty to be shown.

Visitors can also look forward to seeing SA's top 1000cc superbike riders battling it out in two rounds of the SuperGP Champions Trophy series (taking place on Saturday and Sunday), ogle over the latest machines for sale in the country or take part in circuit test rides from Harley-Davidson, Ducati, BMW, Suzuki, KTM, Husqvarna, Indian and Yamaha, to name a few. And then there's an accessories expo hall bursting with festival specials and discounts from top industry players.

Advance ticket holders will be given first option to purchase two laps around the circuit, with over 70 of the newest models to choose from, and each evening everyone can take in a night-time FMX performance with laser lights, music and death-defying tricks from the Monster Energy riders.

You can book today by visiting www.southafricabikefestival.com or by calling 086 1000 291. Tickets start from R200 per person and kids under 10 get in free.





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THE JOYS OF THE JOB

Regular readers will notice that this month a number of cars that have been with us for a while have suddenly made progress. This is because the hours of behind-the-scenes part sourcing has finally borne fruit. So some have been finished off and delivered and others are only days away from going home. It never gets boring though, with a range of new projects already lined up and the vehicle variety and scope of work continually evolving. Each time we strip a car we uncover a part of its past life, which in many cases is not the prettiest sight, but we really enjoy putting the years of experience and

old-school techniques to use and hammering out a solution. Each day is a challenge, with work ranging from show cars in need of minor touch ups to rust buckets that 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, which cars have gone out and which are on the waiting list. In the world of classic restorations you never know what you will find, so as and when any stumbling blocks occur we will point those out too, in the monthly updates.



Except for the incorrect nose this 1953 Lancia Aurelia looked in reasonable condition on arrival but with the paint stripped, numerous previous poor repairs were revealed. These have been cut out and new metal added, and a new front nose made to suit. It's ready for primer and paint now



This 440 Dodge Charger is nearing completion, with the last few bits of trim and brightwork being added on. Regular readers will recall that this car came in for a full colour change so was stripped down to metal and all the minor imperfections repaired, before shooting the car in black with a subtle green bumble-bee stripe.



A good, solid example of the rare Dodge Polara is the latest arrival at Dino's and it looks like a very complete project to get stuck into. With such an abundance of chrome one can only imagine the re-plating bill but on a car of this calibre it has to be done. The stripping, labelling and structural assessment is the first step.



With Datsun Fairlady parts not the easiest to come by it has taken hours of hunting to get this car ready to hit the road again. It was stripped completely, lots of rust removed and replaced with new metal, which was put in before painting. Thankfully most of the chrome trim was there so it was just a case of shipping it off for re-chroming.



The single family-owned Alfa Romeo Spider that arrived in red is now ready to be painted back to its original white. To get it to this stage a few bits of rot were removed and replaced with new sheet metal and then the primer was shot. Preparation is the key to every top-quality paint job.



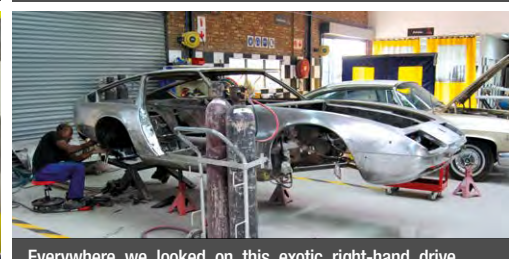
One of the biggest jobs we've taken in over recent months, this down-to-bare-metal Jaguar E-Type had hours of rust cutting and new panel fabrication. Even fitting the imported new bonnet took plenty of tweaking to get the fit just right. It heads into the spray booth this week and will come out looking as good, if not better than, new. The owner will assemble the car.



After months of research we have finally managed to track down the correct colour for this 1934 Morgan. This means that the odd purple hue it arrived in has been replaced by a brilliant green. The wings and doors were removed to ensure a quality paint job, and now assembly can commence.



This rare, early split-window Beetle arrived in a sorry state – filled with dents, rust and more than a few botched repair jobs. Hours of cutting and welding has seen these remedied and the entire body has been primed and is ready for the application of the chosen paint.



Everywhere we looked on this exotic right-hand drive Maserati Indy we found some rot. It's become a labour of love for the team though, who have been pushing themselves to get the replacement metal just spot-on. New floor panels that look like part of the originals were made up by hand and now the rear wheel arches are getting metalwork done. Seeing the results of the hard labour and skills makes it all worth it though.

CATS REBORN

Jaguar Classic debuted its first 'Reborn' Jaguar E-Type at the Techno-Classica Essen show in Germany last month. E-Type Reborn is a complete service from Jaguar Classic, which offers prospective customers the opportunity to purchase an original E-Type direct from the vehicle's original manufacturer. The launch of E-Type Reborn is a first for Jaguar and extends the initiative previously introduced for Land Rover's Series I and Range Rover Classic models.

Every E-Type Reborn, which starts with a vehicle sourced by Jaguar's E-Type experts, is completely restored according to the company's original '60s specification. Unique access to build records and original drawings held by the Jaguar Heritage Trust, and the team's decades of experience in concours restorations ensure absolute authenticity. Jaguar Classic Parts are used throughout, to maximise the vehicle's quality, longevity and collectability.

The first vehicle to go through the complete E-Type Reborn process is an Opalescent Gunmetal Grey series 1 4.2 fixed head coupé. Originally exported to California in May 1965, the car recorded 125 000km before being stored in 1983. It retains its original matching numbers body shell, engine and gearbox, all of which have been completely rebuilt by Jaguar Classic technicians.

As much of the original vehicle as possible is retained or refurbished to correct specifications, while any safety-critical parts are replaced with new items from Jaguar Classic Parts. Body panels from Jaguar Classic's reverse-engineered panel programme are fitted where necessary, to remove corrosion and restore the E-Type's iconic looks with the best fit possible. The meticulous attention to detail even extends to recreating the correct type of spot-welding when refitting those panels.

Prices for E-Type Reborn restorations from Jaguar Classic are dependent on specification, starting from £285 000.



TEACHING FROM THE SOAPBOX

What school holiday was complete without your local soapbox derby? The first few days of the vacation would involve going around the neighbourhood knocking on doors, looking for bits of wood, scrap metal and old wheelbarrow wheels. Then the build would commence after nicking dad's hammer and nails, before the forgotten half-full tin of paint behind the shed finished the latest project off – all in time for the prestigious neighborhood derby against your mates. In a single day you learned about physics faster than any school teacher was able to cram into you the term before.

How else did you figure out that mass is not a bad thing when relying on gravity to power your machine? You also learned that bearings offered less friction than rudimentary bushes

and that your takkies' rubber soles were not ideal for excessive braking. In order to dodge the main road traffic at the end of your run you learned how to fling the kart out the way, got to understand the circle of grip and how to put on just enough opposite lock to catch it all. And of course you learned that Dettol is good for cleaning bits of gravel out your roasted knees. It was education at its best.

Sadly, because of the lack of exposure to the real deal, today's kids get their formative motoring skills from the likes of PlayStation, and while they learn heaps of techno stuff, they don't really experience the real thrill of speed or building a speed machine.

But now, thanks to the local Soapbox Gravity Power outfit, they can. The outfit's goal of inspiring



learners and teachers in the fields of science, technology, engineering and maths has seen to the development of a standard kit with easy-to-follow instructions for kids and with minimal tools to build a soapbox racer within a day. The biggest problem will be keeping the adults from climbing aboard. **For more information go to www.soapboxgp.com.**

CROWDFUNDING A CLASSIC

Crowdfunding is the practice of funding a project or venture by raising monetary contributions from a large number of people. In 2015, it was estimated that worldwide over US\$34 billion was raised this way. Although the concept can also be executed through mail-order subscriptions, benefit events and other methods, it is now often performed via Internet-mediated registries. In this form it funds a wide range of entrepreneurial ventures such as artistic and creative projects, medical expenses, travel, or community-oriented social entrepreneurship projects. And now it's going to bankroll the building of a classic car – a Standard Superior Type 1.

Never heard of this car? Well it's the model designed by Jewish engineer Josef Ganz that inspired the Volkswagen Beetle. Ganz presented his design at the 1933 Berlin Motor Show before Adolf Hitler,

and within five years the Volkswagen was introduced to the German people – and Ganz was erased from the history pages.

This project was initiated by Netherlands-based Paul Schilperoord, who authored *The Extraordinary Life of Josef Ganz*, and Lorenz Schmid, a Swiss-born relative of Josef Ganz. The car is said to be the only surviving rolling Standard Superior Type I chassis left from an estimated 250 built between April and September 1933. It survived through being kept on the road in East Germany for decades, but the bodywork has been modified using Trabant parts.

Working with professional restorers, the duo want to recreate the original wooden bodywork and have it completed in 2018 to exhibit at the prestigious Louwman Museum in The Hague in the Netherlands, where its goal is to promote the work of the forgotten genius Josef Ganz.



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MIDLANDS RALLY CLIMBS



Want to combine a spot of classic regularity rallying with some hill climbing? Then the Midlands Rally, which takes place from 30 June to 2 July is the event for you. Open to cars built before 1999, the run kicks off from the Veteran Car Club grounds (21A Village Road, Kloof), takes in 250 kilometres of the best roads in KZN and finishes up at the Nottingham Road Hotel in the Midlands, which is also where competitors will stay each night. For more information on regulations or to enter contact secretary@vccsa.co.za.

DREAMING IN A LAND ROVER

One dedicated Land Rover fan's dreams have come true, in the shape of a Land Rover Defender bed for his young son. The bed has been made to replicate the Defender used in a James Bond film, and even uses original Defender components for an added touch of authenticity.

Designed, built and finished by Artisan Joinery in George, the bed features original Defender components and drew inspiration from the 2015 James Bond film, *Spectre*, which starred a customised Land Rover Defender prepared by Jaguar Land Rover's Special Vehicle Operations. Medium-density fibreboard was used to recreate the Defender 90 replica bed and a new process was developed to bend and form the MDF for the complex surfaces on the bonnet – which prominently features iconic Defender badging.

With the interior featuring an extra-length queen-size mattress for class-leading legroom, a roof rack that can also be converted into a three-quarter size bed for sleepovers and the fitment of side-mounted steel ladders, the bed offers the healthy dose of practicality you've come to expect from a proper Landy. Land Rover's legendary off-road capability has also been retained through the fitment of mud-terrain tyres and excursions down dark passages are made possible with the inclusion of original Land

Rover Defender headlights and indicators. While original Defenders were available with a range of petrol and diesel engines, the Defender bed is fully electric thanks to the fitment of a 220-volt wall socket, which powers the lighting system.

This is the first Land Rover Defender bed that Artisan Joinery has built. With a production time of six weeks, pricing is available on request. International queries have already arrived from as far afield as the UK and Dubai.



HIGHVELD HIGHLIGHT

Highveld Old Motor Club hosts its seventh annual classic car show in Middelburg, Mpumalanga on 6 May. Besides the cars there will be food and market stalls, entertainment from the likes of country legend Lance James and a play park for the kids. The venue is the Kees Taljaard Cricket Stadium on the corner of Lilian Ngoyi and Azalea, Middelburg. To book a space for you or your club contact victor@judea.co.za.



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Renault Gordini



Cortina GT

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LM RALLY RETURNS

With the 21-year-old Polana rally coming to an end in 2016, a gaping hole was left open for those wanting to regularly rally into Mozambique with their classic cars. Thankfully a group of enthusiasts has come to the party and from 16 to 18 June the evocatively-named LM Radio Classic Rally will see competitors travelling from South Africa, through Swaziland and ending up in Mozambique.

Following a 7am start from the Portuguese social club in Witbank the route heads towards Belfast, through the Sabie Numbi Gate and in to view the Kruger National Park scenery, before lunching at Malelane. From there it's through the Jeppes Reef border and a night's stay at Pigg's Peak Hotel.

Day two sees a drive to the Goba border post where an escort will lead crews to a high-speed special stage in the Maputo CBD. Roads will be blocked off and there will be a welcome from the Vice-Minister of Sport and other government officials. With that done and dusted it will be off to the Southern Sun Maputo, where cars will be securely displayed and the winners awarded their spoils at prize-giving. Contact samozrally@gmail.com for more information and entry details.

MARITZBURG A MUST

The Sunday Tribune Cars in the Park Pietermaritzburg is the highlight event on the Vintage Sports Car Club calendar, and takes place this year on Sunday 21 May. This extremely popular event, the largest of its kind in KZN and the oldest of its type in the country, is a drawcard for motoring enthusiasts from all over South Africa, with up to 14 000 people attending the show.

The event is a large gathering of enthusiasts from numerous clubs and features a wide variety of makes of motor cars, trucks, tractors and simply fascinating vehicles. There are over 1 300 different exhibits, so there is ample to see and do as you meander around the Gold Circle Ashburton

Training Centre Park, an ideal setting for this event. Over 30 vendors provide food and drinks and over 40 market stands provide for an interesting shopping arena. A beer garden, live band, and a free children's playground area certainly make for an entertaining and fun-filled family day.

Car club members, owners of pre-1980 cars, bikes and special vehicles and enthusiasts are welcome to enter their vehicle for the show by registering on <http://register.carsinthepark.net>. Entrance is R50 for adults, while pensioners and children pay R30. Gates open at 7.00am and the show closes at 4.30pm. Various charities financially benefit from the event.

LETTERS



PANAMERICANA VIEW

Hallo Stuart,

In Sivan Goren's article on the 1954 Panamericana a picture of the race-winning Porche 550 was shown. I see that in the December 2016 edition of the UK *Classic and Sports Car* magazine there is a nice feature on the very same vehicle. It was entered by the factory in the Ennstal Classic Rally recently, driven by the 2016 Le Mans 24 Hour winner Neel Jani with Mark Webber doing the navigation. The car still sports the same livery as per the '54 event. Please pass this on to Sivan. Thanks for the nice read keep it up.

Dawid

Thank you for the extra information and support Dawid, I have passed it on. Your mail also had me searching the recent event and found this gem. How is that for a panorama?

Stuart



DE SOTO DISCOVERY

Hallo Stuart,

We enquired about a car found on a farm in the Eastern Cape and you placed an article in the November 2016 issue of *Classic Car Africa*. Stephnus Scheepers, the owner of this car, was visited by a friend, Mark King of

Tarkastad in the Eastern Cape, who did some research and established that the car is indeed a 1937 De Soto convertible coupé with rumble seat, as per this photo attached. De Soto was a Chrysler product.

Regards

Kobus Harris

Hi Kobus, thank you for keeping us in the loop, it clearly takes an eye for detail to identify a car in this condition. Your sample image of what the car would have looked like back in its heyday shows it to be a car of style and class. Sadly I think this particular find is a little too far gone to get back into that shape but serves as a reminder of the great and varied vehicles we've had traversing our roads.

Stuart



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THE ★ MAGIC ★ FORMULA

In the early '60s, despite no lack of aspiring young drivers, a need was felt for a way to provide a low-cost entry into motorsport – for amateurs and enthusiasts, but particularly for those who were Formula One hopefuls. And as **Sivan Goren** discovered, it was mainly thanks to two men, Geoff Clark and John Webb, that a new formula was born. Fifty years ago marked the start of Formula Ford.

It seemed that the students didn't care that these were not racing engines or tyres, just that the cars were equal

At the time, motor racing schools in the UK featured single seat Formula Junior and Formula Three-like cars from world-class names like Cooper and Lotus. But despite being popular, these schools were battling constant financial woes: the engines being used cost around £3,000 at the time, not to mention the Dunlop racing tyres which further broke the bank at £80 a set. To add insult to injury, these engines were incredibly fragile and prone to breaking. All these factors added up to these schools not being financially viable.

The owner of one of these schools, Geoff Clarke, moved his racing school to the Brands Hatch circuit in 1963. Two of the school's Lotus Formula Junior chassis were fitted with a standard 1498cc Ford pushrod engine, the same

engine as the one in the recently introduced Cortina GT saloon. This engine, along with experimental use of radial tyres, became a huge success in the school. It seemed that the students didn't care that these were not racing engines or tyres, just that the cars were equal.

It was also at this time that Clarke met John Webb, who was the managing director of developments at Brands Hatch. Webb and Clarke discussed the possibility of building a fleet of identical single-seater, open-wheel race cars combining the Ford engine and road wheels, radial tyres, and Formula Junior style chassis. These cars would be perfect for a new entry-level formula for a race series – and they figured that if they called the series 'Formula Ford' they could get backing from Ford itself. And they were right. Ford agreed to provide Clarke with 54 Cortina GT engines at £50 each, which was a generous £15 below retail price. And so it was that in 1967, Ford

The great racing swop

ONE TOP SOUTH AFRICAN DRIVER FOR THREE TOP EUROPEAN DRIVERS

Formula Ford season has started with the B.O.A.C. "Sunshine Series" and promises to get more exciting with every race. Because, in the interest of better racing, we have introduced the Great Swop. Ford, in association with B.O.A.C., have brought out three top European names to battle it out around our tracks with the cream of South Africa's Formula Ford drivers.

And when the series is over, The Motorist Magazine will fly one of South Africa's top drivers over to Great Britain, to show the English a thing or two.

The competition is getting stiffer and more spirited with every race, so you can expect more than your share of excitement today and in the remaining races of the B.O.A.C. "Sunshine Series".

Remember that in Formula Ford racing, the engines that carry them round the track are standardised stock Escort 1600 GT engines. So it's more than the drivers that will benefit during the Series. Every

time the chequered flag drops, Ford will have gained that little bit more experience. The sort of experience that we build into your family car.

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announced the new Formula Ford class to the world.

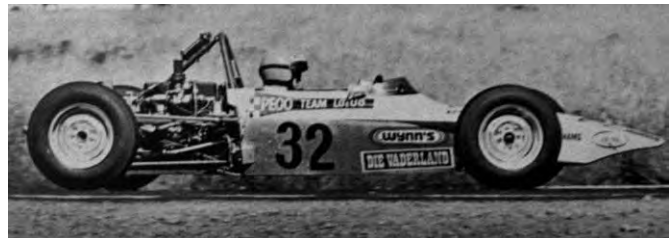
With the new class open, Clarke needed to approach existing race car constructors to build the first Formula Fords. Colin Chapman agreed, dusted off the obsolete Lotus 31 Chassis and reinvented it as the Lotus 51. He also agreed to provide the first of two 25 car batches at £850 per car. There was, however, a condition which would prove to be a fundamental problem – a Renault gearbox had to be used – and subsequent difficulty with the Renault transmission resulted in a failure to continue with the second batch of cars. When another school, Jim Russell, failed to reach an agreement with Chapman, they approached the designer of the Alexis car, and a deal was struck to jointly produce a car with a Hewland racing gearbox, which although was more expensive, was also more reliable and allowed interchangeable ratios. This car was known as the Russell-Alexis.

The first Formula Ford race took place at Brands Hatch on 2 July 1967. Twenty cars competed and of them, 10 were MRS Lotus 51s. The Russell-Alexis car, however, won its debut race in August 1967, and by 1968 54 Russell-Alexis cars had been sold. It wasn't all doom and gloom for Chapman and his Lotus 51 though, when he eventually replaced the troublesome Renault gear box with the Hewland unit.

The original rules of the formula stated that the cost was 'not to exceed £1 000 retail complete running order' but as the production Ford Cortina engine evolved to a new 1600cc crossflow unit, so did the Formula Ford regulations. Increasing costs eventually forced them to relax the £1 000 price ceiling on Formula Ford.

In 1967, Belgium hosted the first race outside England.

The original rules of the formula stated that the cost was 'not to exceed £1 000 retail complete running order' but as the production Ford Cortina engine evolved to a new 1600cc crossflow unit, so did the Formula Ford regulations



Formula Ford racing quickly spread across Europe and North America, with the first official Formula Ford race taking place in the United States in 1969. By the late 1960s and early 1970s, Formula Ford had already established itself as a direct path to a seat on a Formula One car.

In South Africa, the first ever Formula Ford race took place on 26 April 1969 at the Kyalami Rand Autumn Trophy Meeting. A total of two drivers took part in the inaugural race. William Ferguson, a former successful Formula Vee driver, won the race in a Merlyn. Danny Alderton, who was the South African distributor for Lotus, drove a Lotus 61 E. Because there were only two Formula Ford contenders, they raced together with the 30-something field of Formula Vee drivers.

By the time the second race came, on 31 May 1969, the number of competitors had increased to six.

In 1970, due to the growing success of the series, Meissner put up a trophy for the most successful competitor of the year. Then Dave Clapham, former competitions secretary of the Sports Car Club, came up with the idea of a series of races for Formula Ford in South Africa to which overseas competitors would be invited. The Formula Ford South Africa Register ran this idea past Ford, who were keen, and so the Sunshine Series was born. Part of the deal was that the top South African driver in the series would be awarded an overseas trip to compete internationally. The most famous of these recipients, of course, was Jody Scheckter, who went on to become Formula One World Champion for Ferrari in 1979.

Today Formula Ford is a thriving series worldwide and is still regarded as the first major stepping stone into formula racing, after karting. Look out for a comprehensive breakdown of South Africa's Formula Ford history in an upcoming issue. **C**

In South Africa, the first ever Formula Ford race took place on 26 April 1969 at the Kyalami Rand Autumn Trophy Meeting

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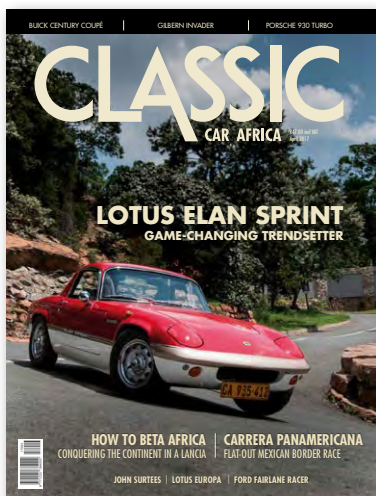
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ALL THE INGREDIENTS

Tucked away down the road from Randburg's automotive hub lies RS Autosport, an operation that bursts at the seams with Porsches, experience, passion and a fair amount of ingenuity. **Stuart Grant** grabs a cup of coffee and finds out that while Porsche work dominates the facility, there is more to the operation than servicing examples of the legendary Stuttgart sportscars.

Rob Scott, the man behind the name (of course it's also a smart play on the iconic Porsche performance variant's nameplate) is a trained Porsche mechanic with 27 years of working on the brand under his belt. If it's a Porsche variant it has at some stage passed through the workshop doors – air-cooled, water-cooled, petrol, diesel, rear or even front engine, he has firsthand knowledge of its intricacies and on any given day you are likely to spot a 356, 911, 996, 964, 997, 928, 944, 924 or even the Cayenne SUV at the place.

In 2016 classic car enthusiast Anton Roux bought into the business, and although he's a massive Porsche fan his love for all types of vehicles has seen the outfit expanding and pulling in a small but carefully selected crew to take in a wider range of projects, and dividing up into a maintenance/service section and a restoration arm.

Roux's restoration philosophy is a good one: If a car is in a salvageable state then the best move is to go back to original as it not only makes financial investment sense but it also preserves a bit of history. But if a car is too far gone and about to head for the scrapyard the best thing to do is to save it by customising or modifying it into something special.

Piet Westraadt, who Roux met while managing the Team Africa Le Mans programme, heads up the fabrication side and comes with an impressive motorsport background, having worked for Ford, Opel and Volkswagen Motorsport outfits. If you've ever seen a VW Polo Cup race you've more than likely seen his handiwork. He built all the roll cages for these – 400 cars over the years. On our visit to the shop Westraadt was busy measuring up and fabricating suspension mounts on a W107 Mercedes-Benz SL. This particular W107



was one of those heading for the crusher, so following a team meeting they decided the best way to keep it from certain death would be to find a modern SL55 AMG Mercedes-Benz that was also heading that way, and in a Frankenstein-like move graft the newer mechanicals into the older body... and for good measure supercharge it.

Piet dovetails work on the Merc with fabrication jobs for clients. We spotted a Chevrolet Impala on the lift that was there for some of his magic, and a tidy roll cage job in a silver Porsche racer.

Nico Visagie, who studied architecture, brings his eye for detail to the party, handling the complexities of car wiring as well as any customising needed. He's a hot rodder through and through and while converting a set of chrome Harley-Davidson mirrors to fit into the hinges of a Porsche-powered split window Kombi, he talked us through the plans of fitting a Merc S600 V12 into his

own Merc W124 station wagon.

Said Kombi was nearing completion on our visit and besides having the last of the air-cooled Porsche 993 Carrera 4 engines fitted, it also uses heaps of 964 componentry and is now four-wheel-drive. It's been a massive undertaking fitting the likes of custom exhaust, aircon, ABS, a manual 6-speed gearbox and Motech M800 engine management system. Even the interior is bespoke with camper-style seat frames made up and awaiting Nico's sewing skills to sort out the upholstery. If you attend this year's Pietermaritzburg Cars in the Park and spot a red Kombi riding on Porsche 996 GT3 wheels, be sure to take a closer look.

The team is further augmented by Jeremy Foster-Jones and Rasta Mangwana, who are both

well trained and well qualified with years of experience. Paul Sibanda is responsible for the engine rebuilds under the watchful eyes of Rob Scott.

What's a place like this going to use for deliveries? Why, an in-house-built Porsche 928 bakkie, of course. RS Autosport can be found at Corner of Main & Curzon Road, Bryanston, Johannesburg or check out www.rsautosport.co.za. 📍

Said Kombi was nearing completion on our visit and besides having the last of the air-cooled Porsche 993 Carrera 4 engines fitted, it also uses heaps of 964 componentry and is now four-wheel-drive

COMMEMORATING ENZO





This year marks the 70th anniversary of Ferrari as a motor manufacturer. What better way for **Mike & Wendy Monk** to celebrate than to drive the car named after the company's founder?

Enzo Ferrari. Millions of people around the world know the name. The man was a legend in his own lifetime, and is still revered by all manner of car enthusiasts. Born in Modena in 1898, Enzo was destined to become one of the world's most powerful forces in road and race car history.

Enzo started the Scuderia Ferrari racing team in 1929, racing Alfa Romeos before becoming Alfa's racing chief in 1938. However after a year he left to run his own business, Auto Avio Costruzioni, mainly supplying machine tools and aircraft components (some to the Italian government) as well as race car parts to private race teams. Then in December 1939 AAC was commissioned by Lotario, Marquis di Modena, to build and prepare two racing cars to be driven by Rangoni/Nardi and Ascari/Minozzi in the 1940 Brescia Grand Prix. The car was named the AAC Tipo 815, and both cars led the race before retiring with mechanical problems. It was a start.

The AAC factory in Modena was bombed during WWII and when peace returned, Enzo relocated to Maranello and established Ferrari S.p.A., where in March 1947 the first Ferrari-badged car was built – the 125 S powered by a 1.5-litre V12 engine. It is this date that is generally recognised as the beginning of Ferrari as a motor manufacturer; Enzo built and sold cars to fund Scuderia Ferrari and 70 years later it seemed fitting to drive a V12-engined Ferrari named after the company's founder.

Enzo – the man – died in 1988 aged 90. Enzo – the car – was born in 2002 to both honour 'il Commendatore' (as Enzo was commonly known) and

Enzo – the man – died in 1988 aged 90. Enzo – the car – was born in 2002 to both honour 'il Commendatore' (as Enzo was commonly known) and to celebrate the team's first Formula 1 constructors' and drivers' championship titles



to celebrate the team's first Formula 1 constructors' and drivers' championship titles of the new millennium after Michael Schumacher had steered the team to the double victory in 2000. Designed by Ken Okuyama at Pininfarina, the car is a mid-engined Berlinetta supercar incorporating plenty of F1 technology of the time, together with such road car niceties as traction and stability controls and active aerodynamics. Schumacher was deeply involved with the car's development.

Painted in the more orange-hued Scuderia Red, the carbon fibre bodywork is an amalgam of F1 design cues at the front and Le Mans sportscar/supercar girth at the rear. It is 4702mm long, 2035mm wide and a mere 1147mm high, tipping the scales at 1 255kg. Purposeful it most certainly is, the smooth contours incorporating numerous vital air scoops to keep this powerhouse of a road car adequately fed and cooled.

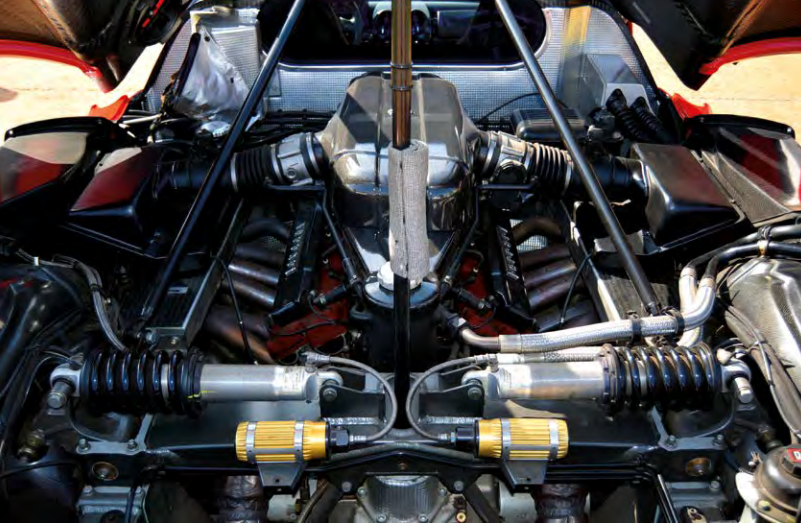
The Enzo's Tipo 140B V12 was the first of a new line of

engines for Ferrari and used the same basic design and bore spacing as stablemate Maserati's V8. The 5998cc fuel-injected, double overhead cam, 48-valve motor with variable timing pumped out 485kW at 7800rpm and 657Nm of torque at 5500.

Release the hidden lever and the scissor door rises to reveal a fairly spartan, somewhat messily laid out cabin. Step over the sill and drop down into the firm and torso-hugging seat, fasten the harness and prepare to ignite. Push the red starter button and the instant bellow from behind is LOUD, but the motor straightaway settles into a fast rhythmic idle until all the moving parts have warmed up a bit, at which point revs drop a little to a beat that is still raucous but mechanically tuneful. Typically the drilled aluminium pedals are offset to the right in this left-hand drive projectile, but the resultant slightly skew driving position is no handicap. Press the brake, release the fly-off handbrake, select first with the right-hand paddle – there is no conventional gear lever – squeeze the accelerator and the Enzo pulls away with obvious pent-up energy.

The view forwards over the flat-topped,

The 5998cc fuel-injected, double overhead cam, 48-valve motor with variable timing pumped out 485kW at 7800rpm and 657Nm of torque at 5500



power-assisted steering wheel is panoramic thanks in part to a tall, wraparound windscreen and, surprisingly, relatively slim A-pillars. As the blacktop begins to flash by underneath, winding up the revs and flipping the paddle-shift as the 8200 red line approaches – LED lights suggest when shifts should be implemented – every nuance of the driving experience is transmitted to the driver through the steering, pedals and seat. It roars in relentless fashion, each physical upshift of the 6-speed sequential electro-hydraulic transmission momentarily softening the drama until the revs very quickly rise again towards that near-8000 limit. The faster you go, the faster the change is effected. At the opposite end of the spectrum, the all-ventilated 380mm carbon-ceramic disc brakes are reassuringly grippy without the need for Schwarzenegger-like calf muscles. Downshifts with the left-hand paddle are accompanied by blips of the throttle, the level and fierceness commensurate with the rate of retardation.

Performance claims vary but a top speed of 350km/h and a 0-100km/h time of 3.5 seconds are ballpark figures. There is a

Performance claims vary but a top speed of 350km/h and a 0-100km/h time of 3.5 seconds are ballpark figures

ENZO RANSOM PLOT

While *tifosi* around the world were celebrating Ferrari's 70th anniversary, Italian police revealed that they had arrested a gang of criminals that had been plotting to exhume the body of Enzo Ferrari and hold it for ransom. Detectives discovered the bizarre plot while investigating a group of 34 crooks believed to be involved in drugs and arms trafficking on the island of Sardinia.


The announcement was made at the ornate tomb of Enzo, which is shared with his father Alfredo, situated in the San Cataldo Cemetery in Modena. Apparently the gang had done a thorough preparation that had lasted around 18 months, making several visits to the tomb. The plan was to steal the body and demand a ransom from the Ferrari family. Over 300 police and military personnel were involved in the gang-busting operation.



The Enzo was offered to existing owners of F40 and F50 Ferraris and the initial run of 349 cars was pre-sold

modest wing that rises from the centre-rear of the bodywork but only after a downforce of 7600 Newtons is reached at about 300km/h – such are the Enzo's inherently excellent aerodynamics. With Franschoek Motor Museum workshop manager Lorenzo Farella alongside and the car riding on aged and hard 19-inch Bridgestone Potenza RE050A tyres, I was not about to indulge in any heroics. Even with electronic traction nannies engaged and the limited-slip diff acting as guardian angels, the Enzo demands concentration in a straight line as the steering is very sensitive. But this is not powder-puffing the driving experience: it is reported that Schumacher was no quicker around Ferrari's Fiorano

test track with the aids switched off than with them active. Not surprisingly, the all-independent suspension provides a very firm and flat ride.

The Enzo was offered to existing owners of F40 and F50 Ferraris and the initial run of 349 cars was pre-sold. However, a further 50 were built and this car, which is part of the FMM collection, is one of those, carrying chassis number 392. As an aside, a 400th Enzo was built and donated to the Vatican to be sold for charity. Like most limited-edition Ferraris, the Enzo offers something a little bit over and above the bread-and-butter models. It stands as a worthy tribute to not only a successful corporate racing pedigree but, more significantly, a most influential individual in the world of fast cars. Forza Ferrari! 



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1981 Ford Cortina Bakkie, Only 28000km, Featured in CCA March 2017

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STYLE & SUBSTANCE

Ask any pre-schooler, or those of us not gifted with any artistic ability, to draw a picture of a car and they'll pen (or crayon) a Renault R8 – or if the drawing utensil slips, a longer-nosed 10. The French firm's simple 3-box shape is the model case for form-follows-function design but surprisingly, followed hot on the heels of a beautifully sculptured automotive artwork, the Renault Floride/Caravelle. **Stuart Grant** lines up both design thoughts.

Photos by Etienne Fouche



By the late 1940s Renault was thinking about a 4CV successor that would be able to penetrate the lucrative American market.

Renault's director of styling, Robert Barthoud, was charged with preliminary sketches but Pierre Lefaucheux (Renault chairman) did not approve of the in-house designs and approached Carrozzeria Ghia SpA to redesign the car. The result was the Project 109, the Renault Dauphine, with the first prototype being built in 1952.

When Lefaucheux died in a car accident the French government appointed Pierre Dreyfus as his successor and tasked him with completing Project 109 and launching it late in 1955. Mechanically it was an evolution of the 4CV, with the same suspension and 4-cylinder 845cc Ventoux engine, putting the power to the rear via a transaxle gearbox setup. It was water-cooled too, with a radiator mounted in front of the motor (behind the rear seat) – a location that meant the inclusion of vents on the side of the body, which were treated with a fair dose of style. The car with its Italian-designed

body was immediately successful, taking up position at the sharp end of the market tables in Europe, where it fought against the Volkswagen Beetle.

In 1956 Dreyfus and Fernand Picard (Renault director of research) went stateside on a fact-finding mission on how to really penetrate the American market. As the two gathered information from dealers and other industry insiders it became apparent that the solution was to look at Volkswagen's American model – its Beetle and sporting variants thereof. With servicemen returning home and bringing the likes of MG TCs with them, it was clear that there was a need for affordable sporting cars. Not only would they sell well but they were also the real key in brand awareness. General Motors came with the Corvette, Ford with the Thunderbird and Volkswagen responded with the Karmann Ghia.

Dreyfus was convinced that a small convertible had significant market potential, a fact further enhanced during a dinner party with the governor of Florida, where talk surrounded the brilliance of the Karmann

Ghia. Picard suggested to Dreyfus that Renault emulate the Volkswagen philosophy and build a Karmann Ghia competitor. To keep production costs down, he suggested that the Dauphine be used for underpinnings – not exactly revolutionary, considering that the Volkswagen 1200 Beetle had provided the platform for the Karmann Ghia. Officially designated as Project 1092, the car was eventually named 'Floride' in a nod to the place where the idea was formulated.

Initial sketches were done at Renault but it was decided that Ghia should be roped in for the design. Besides Ghia's reputation and Renault's experience with the Ghia-designed Dauphine, Ghia was selected as it already had an established name in America.

Ghia's Luigi Segre accepted the Renault project but in May of 1951, fearing a conflict with the VW contract, he turned to his American friend Virgil Exner for help. However Exner was employed by Chrysler and could not lend a hand; instead he recommended his son Virgil Exner Jr, a young designer serving in the United States Air Force. Virgil was free to enter into a





contract with Ghia and design for Renault, so a deal was done. The design parameters that it should be based on the Dauphine platform were put in place.

This meant Dauphine engine, suspension and running gear and the stylish side vents set the guidelines. Exner Jr. drew some initial sketches and sent them to Segre, who in turn showed them to Renault, and the go-ahead was given. Toward the end of '57 Exner produced the formal design and sent the final drawings to Segre, who delivered them to Giovanni Savonuzzi (Ghia's chief designer) to make a clay model. This was then shown to Dreyfus and Renault management, who approved and authorised Ghia to build a prototype.

And this is where it gets confusing. Most

say that it was in fact Pietro Frua (who from 1952 was contracted to work exclusively for Ghia) that designed and built the prototype, while Exner Jr. insists that he designed the car and Ghia built the prototype and the first 1 000 cars before turning the business over to Frua. When one considers that Ghia had contractual commitments to Volkswagen and Karmann, it would make sense that Ghia had to sidestep and hand over to Frua. For the same reason, in 1959, Ghia outsourced the Volvo P1800 to Frua, so it seems probable that Ghia involved Frua early on to prevent a conflict of interest.

Assuming this to be the case, Frua built two prototypes in 1958 using the Ghia design and contacted Renault for further instructions. He got no reply, most likely as it was Ghia who had subcontracted Frua and not Renault. Ghia also kept quiet, supposedly as it had not yet paid Frua for the prototype work. This annoyed Frua to such an extent that he set about trying to sell the design to other manufacturers

by booking a spot to exhibit the car at the Geneva Automobile Show under the name 'Dauphine GT'.

Just before the show opened Dreyfus saw the prototype drop-top on the stand and confronted Frua. His response was that he hadn't heard from Renault or Ghia and would present the convertible as a Frua design. Dreyfus immediately turned the screws on Luigi Segre to fix the situation – history tells us he did and saved a little embarrassment as a result. The prototypes, now on the Renault stand and sporting the Floride name, were displayed for the first time at the Paris show in October 1958. Over 8 000 orders were taken and production began in 1959.

Of course the goal was America and the Floride debuted there during the 1959 New York Motor Show. Again it impressed, with 13 000 or so orders being secured. The Dauphine became a serious competitor to the Volkswagen in the US, and in 1957 helped put Renault into the number two spot for imported vehicles – even outselling the German in 11 states. Such was the demand that Renault increased the projected build turnover from 30 cars a day to 200 and set

The prototypes, now on the Renault stand and sporting the Floride name, were displayed for the first time at the Paris show in October 1958. Over 8 000 orders were taken and production began in 1959



up three assembly lines at coachbuilder Brissonneau et Lotz's factory in Criel, north of Paris.

The stamped sheet metal monocoque body (with an optional removable hardtop) and front suspension was produced at Brissonneau et Lotz and Renault provided the mechanical parts like engine and swing transaxles from the Dauphine. Between 1959 and 1962 just over 49 700 Dauphine-based Renault Florides left the line but Dreyfus, worried about the dangers of a single-model culture (for once beating Volkswagen to the thought) and afraid of a looming oversupply of Dauphines, sped up the arrival of a Dauphine and Floride replacement. The Dauphine's reputation in America for unreliability, brought on by poor maintenance due to a shortage of dealerships and spares supply, must have also forced the French to introduce a new product.

Enter the Renault 8 in 1963. Who penned the boxy R8 lines? It could just as easily have been little Johnny or even Alfa Romeo for that matter. Yes, that's right – Alfa Romeo. During the early 1950s Alfa and Renault shared a healthy collaboration, with Italian Alfa dealers selling and servicing Renaults

and French Renault dealers doing the same for Alfa. It went even further, with Alfa making the Dauphine under licence, most likely to circumvent import duties. With Alfa looking to develop a small saloon to replace the Giulietta sedan and assault the Fiat 1100 in the Italian showroom race, it produced the 1960 prototype Tipo 103, a car that not only introduced the idea of a front-wheel drive Alfa but that, barring the front grille area, looked identical to the Renault R8 launched two years later. The underpinnings however varied dramatically, with Renault sticking to its rear-engine, rear-wheel-drive format.

In reality though it wasn't Johnny or the Italians that are credited with creating the then-fashionable R8 box appearance – those honours go to French industrial designer Philippe Charbonneaux. Launched in June 1962 the R8 (it changed name to just Renault 8 in 1964) shared the Dauphine layout but got 43hp from an all-new 956cc Cléon-Fonte engine, pioneered a sealed-for-life water-cooling system and saw disc brakes fitted

on all corners. In keeping with the theory of leading the way technologically, the R8 was also fitted with an optional 'automatic' transmission where the clutch in the system was replaced by a metallic ferromagnetic coupler. This coupler used iron powder which, when an electromagnet was energised, locked the driving and driven plates of the transmission together.

With the arrival of the R8 came the Floride replacement – the Caravelle. America had adopted 'Caravelle' earlier when research showed that buyers outside Florida were not happy about having a car named after a state they didn't live in. Like before it was offered in coupé and convertible format but this time Renault went directly to Frua for the design and steered the process by insisting on the

The Dauphine's reputation in America for unreliability, brought on by poor maintenance due to a shortage of dealerships and spares supply, must have also forced the French to introduce a new product



use of the R8 running gear. Frua's changes were subtle, retaining the body contours of the Floride with its countersunk headlights, and what appeared to be side vents. These were now in fact entirely aesthetic, with the airflow not necessary because like in the R8, the radiator was moved to the rear and venting was added to the deck lid. To meet the requirement of a proper 2+2 design that could accommodate some very small rear occupants on a 'jump seat', the coupé roofline was squared up a touch by giving the rear windscreen a steeper rake. And to combat the Floride's problem of folding in the middle when the car was jacked up with the doors open, the monocoque structure was reinforced.

Following the unveiling Pietro Frua took all the credit for the design, but with most differences to the Floride not noticeable to casual observers Ghia got upset, objected to Frua and filed a lawsuit to establish its rights to the design. The suit was settled quickly and officially Ghia got the credit but most of the press allocated it to Frua. This soured the relationship between the two outfits, and they remained at loggerheads up to the 1980s.

Any criticism of the Caravelle not being an all-new car was quashed with sales speak like that of president of Renault's American operations Vincent Grob, who said, "We're not interested in a 'facelift' just to give the impression of a new model. People who know cars will recognise the changes underneath."

In 1963 displacement in the engine, codenamed Sierra, was increased from 956cc to 1108cc and fitted in both the Caravelle and R8. This saw power increase to 56hp and at the same time a fully synchromesh gearbox became standard. The pair soldiered on trying to remedy the Dauphine wrongs with

sporting yet economical attributes and France even upped the game for those wanting a touch more space by offering the Renault 10 (or Renault 1100) from late 1965 – basically an R8 with a longer nose and some more 'luxurious' finishes. And the firm pulled some desperate marketing measures in an attempt to rescue its American image, claiming the 10 to be 'The Renault for people who swore they would never buy another one.'

To keep it contemporary the 10 evolved from round headlights to rectangular items in 1967, and to try and compete with the ever-growing American entry level drop-top market a Weber carb was added to the Caravelle, upping it to 58 horsepower (the 8 and 10 saloons retained the old Solex item until a Super version was released in 1968). In 1967, in a final Caravelle sales push, Renault added a rev counter and seatbelts, and changed the steering wheel design. In July 1968 the last Caravelle rolled off the assembly line. The total number of Caravelles/Florides came in at 117 113 units. The 8 and 10 however continued marching on until 1971. In 1970 a 1289cc engine was added to the 10 and of course the motorsport successes of the 'hot' Gordini-tuned 8 did wonders for the marketing department and ensured a decent lifespan.

The Floride/Caravelle version was definitely the most aesthetically-pleasing product in Renault's period product line-up but like the Beetle, its rudimentary-styled siblings sold in dramatically greater numbers – exactly as the executives had planned. South African trends followed suit, with relatively few Floride/Caravelle units being sold. The 8 and 10 versions, however, flew off the floor... and even more so when the Gordini and our local Alconi versions excelled on track. **Q**

SOUTH AFRICAN RENAULT 8 & 10 SALES

YEAR	PRICE	NO. SOLD
Renault 8 1100		
1965	R1 429	1 923
1966	R1 444	N/A
1967	R1 478	N/A
1968	R1 478	345
1969	R1 598	288
1970	R1 598	543
1971	R1 652	34
Renault 10 De Luxe 1100		
1966	R1 540	N/A
1967	R1 578	N/A
1968	R1 588	349
1969	R1 698	236
1970	R1 658	33
Renault 10 Super 1100		
1968	R1 678	1 200
1969	R1 798	1 023
1970	R1 772	563
Renault 10 1300		
1970	R1 875	633
1971	R1 938	73
Renault 10 Alconi		
1968	R1 820	306
1969	R1 990	201
1970	R1 945	23
Renault 8 Gordini		
1968	R2 230	79
1969	R2 465	83
1970	R2 390	124
1971	R2 470	8



1989 Jaguar XJS 5.3i V12 Cabriolet
Dark blue with Tan interior, 96,000km with FSH and books, recently refurbished interior, st top is perfect, new tyres. **R395,000**



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



1969 Mercedes Benz 280SL 'Pagoda'
One family owned since new. 2 year ground up restoration. 76 000 genuine km. Matching numbers and original colours. Immaculate. **R1,895 000**



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



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



1974 Jaguar E Type Series 3 V12 FHC
Cream with dark blue leather interior. Auto, A/C, P/S, wire wheels. Completely restored over 20 years ago. **POA**



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



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



1969 Volvo 122s 'Amazon'
Cream with new leather interior Maroon. Completely refurbished. Just passed COR. Lovely car. **R150 000**



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



1988 Mercedes Benz 500SL
Auto, Silver with Grey leather interior, one of the last R107's built, FSH and books, Hard and soft tops, excellent condition. **POA**



2002 Jaguar XKR Roadster
Light Silver with grey leather interior, 167,000km with FSH from Jaguar SA. Immaculate condition. **R275,000**



1958 MG A Roadster
Red with black interior. Bare metal respray completed in 2016. New chrome, new softtop and new side screens. Engine overhauled. Last owner for 25 years. **R395 000**



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



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

**NEW STOCK
COMING SOON:**

1969 Triumph 650
Bonneville

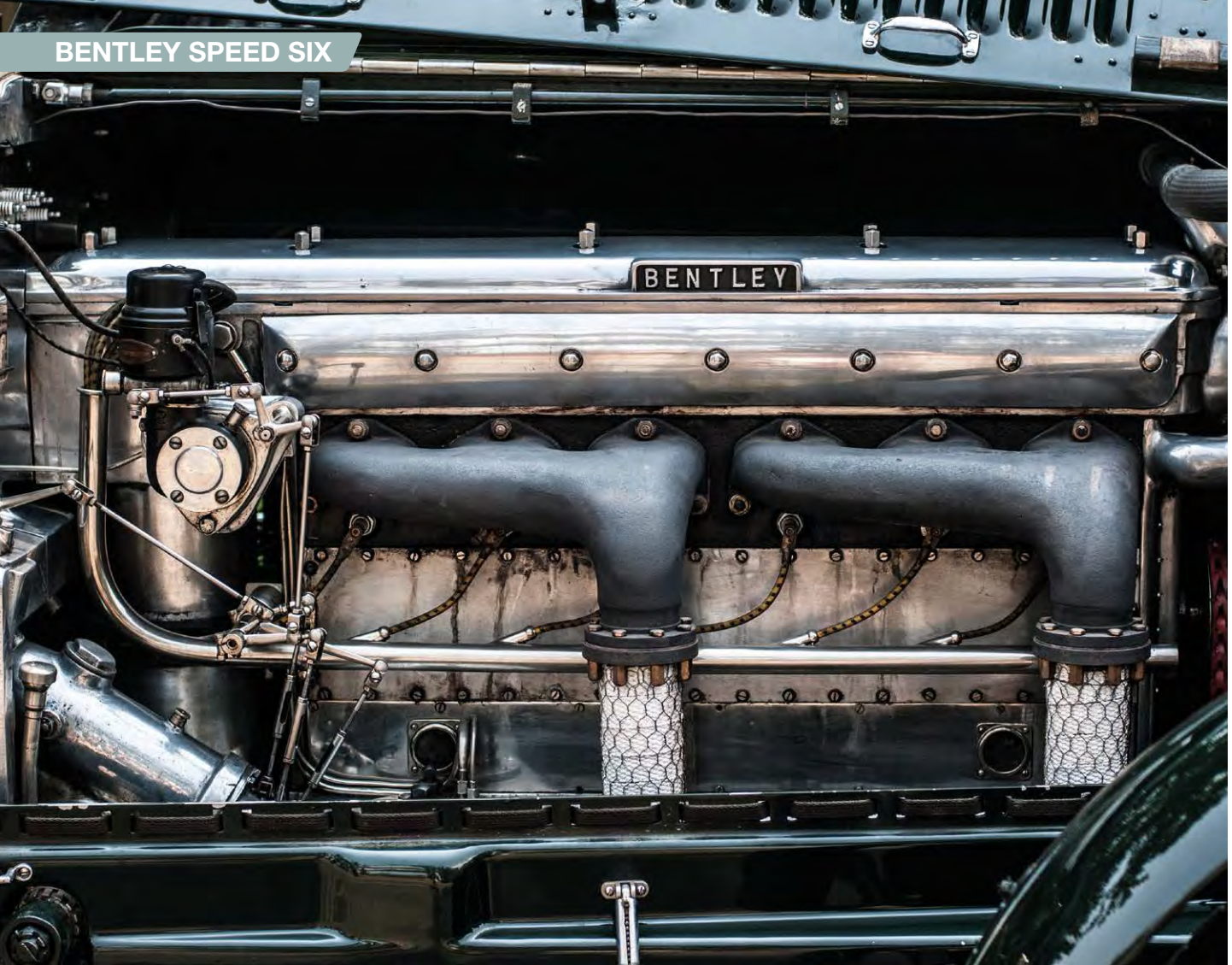
1984 Mercedes Benz G230
Gelandewagen

2000 Mercedes Benz 500SL

1947 MG TC

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THE PINNACLE POINT



Accelerating away from the line the surge forward is immense and the monstrous machine gathers momentum at a serious rate of knots, pulling and pulling with seemingly no intention of ever giving up. The guttural sound reverberating off the blurred trees lining the road is ear-splitting and despite only showing just over 2000 on the tachometer, the speed attained has just matched the national speed limit. **Stuart Grant** gets to act out the scene from his favourite painting in a Bentley Speed Six, built in the spirit of the famed Le Mans team cars.

Images by Etienne Fouche

It's a painting (or more correctly a print) that hung on my parents' living room wall for as long as I can remember. Originally painted by Terence Cuneo, it depicts the 1929 Le Mans scene where the d'Erlanger Bentley stops in the pits to replenish his oil sump and the Jack Dunfee car blasts past. A copy of the artwork also sits in the Vintage and Veteran Clubhouse in Johannesburg and it was while chatting about the memories of searching the picture for the Cuneo trademark white mouse as a kid, that Brian Noik of www.oldcar.co.za asked if I'd like to live the picture. With years

in the game Noik has an uncanny ability to find the rarest of rare machinery and he quickly made a call to secure the ride. He did mention that the painted pair of Bentleys were 4½-litre units but he'd gone one better, finding a 6½-litre Speed Six replicating the car that won the 24 Hour that year with Woolf Barnato and Henry Birkin at the wheel.

Bentley's rise to the top of the motorsport pile was as fast as the cars they built. Walter Owen Bentley (known more commonly as W.O.) and his brother Horace Millner started selling French cars from Cricklewood in North London in 1912, but from outset W.O.

had aspirations of building his own car – one that would outperform the French cars they offered, which he felt were somewhat mediocre performance-wise. His first step was engineering upgrades for existing vehicles by modifying the crankshaft and replacing the cast-iron pistons with lighter aluminium items – an idea he supposedly got when picking up an ally paperweight. With WWI in full swing the first of these W.O. engine enhancements was applied to power units in the Royal Air Force's Sopwith Camel and Snipe aircraft, which led to him receiving £8 000 from the Commission for Awards to



INDUSTRIAL ART

Terence Cuneo was an English painter famous for his scenes of railways, cars, horses and military action, and was awarded the honours of being the official artist for the Coronation of Queen Elizabeth II in 1953. Many of his works include a small mouse that can be difficult to spot, leading to most of us scanning the paintings for ages. The mouse idea first crept into his work while on the formal painting of the coronation of Queen Elizabeth II, when his Burmese cat came into his studio carrying a dead mouse. Cuneo thought the rodent would make good 'still life' (no joke intended) and when showing the still life at the 'Summer Exhibition' of the Royal Watercolour Society, the attendees applauded it and asked for more mice – so he did more.



Inventors – just enough to start up his own car-building business, Bentley Motors Ltd. in August 1919, with the focus on combining luxury with performance being critical.

Unbelievably, five years later Bentley won Le Mans when Captain John F. Duff and Frank Clement drove Duff's personal Bentley 3-litre Sport to victory at the 1924 event. Once was not enough and Bentley went on to win the gruelling race from 1927 to 1930 with size, strength and reliability being the key factors – fellow race car builder Ettore Bugatti is quoted as referring to the Bentleys as 'the world's fastest lorries'. This was not really a fair comment though as W.O.'s designs were technically advanced too, with the 1924 winner the first car to feature four valves per cylinder and twin spark plugs.

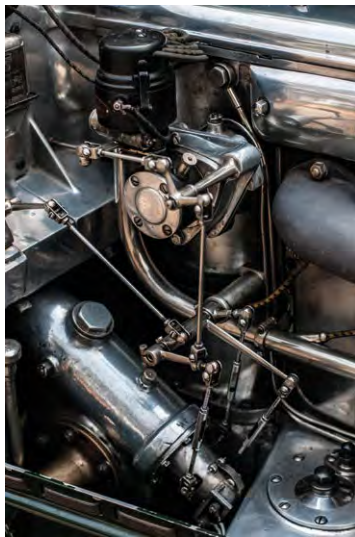
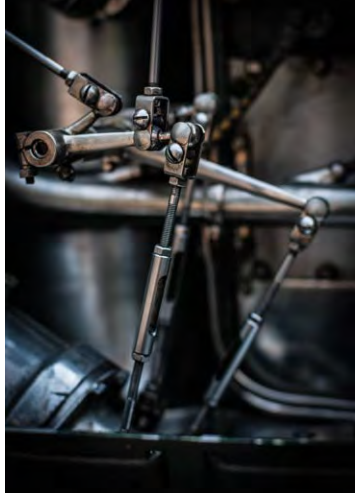
While the race results were impressive the company's finances were not, but respite came from a group of well-heeled motoring enthusiasts. Made up of Dr. J. Dudley 'Benjy' Benjafield, Woolf 'Babe' Barnato, Sir Henry 'Tim' Birkin, John Duff, Frank Clement, motoring journalist S.C.H. 'Sammy' Davis, John Duff, steeplechaser George Duller, Clive Dunfee, Jack Dunfee, Dudley Froy, Baron Andre d'Erlanger, engineer Clive Gallop, aviator Glen Kidston, pearl fishery magnate Bernard Rubin, Bertie Kensington Moir and French racing driver Jean Chassagne, these chaps lived the highlife, partying and driving hard. W.O.'s cars, with all the luxury and performance,

were their weapons of choice and the posse soon became known as the Bentley Boys.

In 1925 the books really looked poor and facing closure Barnato, heir to Kimberley diamond magnate Barney Barnato, stepped up to the plate and became the majority shareholder of Bentley.

With coachbuilders fitting bigger and heavier bodies to customers' road cars Bentley increased the 3-litres chassis dimensions and looked into generating more power. Birkin was convinced the solution was a supercharger but W.O. turned his nose up at this idea, believing that increasing displacement was a more preferable solution than forced induction – especially under the rigours of endurance racing. Both kept up their philosophies with Bentley developing a 4½-litre engine while Birkin, with the blessing from Barnato's cheque book, roped in Amherst Villiers to engineer a supercharged version known as the Blower Bentley. The story goes that W.O. wouldn't allow his engine to be modified to incorporate the supercharger, resulting in the supercharger being placed at the end of the 4-cylinder's crankshaft, in front of the radiator, giving the Blower Bentley an easily recognisable appearance but also increasing understeer as the extra weight sat in front of the axles.

Hindsight would have haunted Birkin though. The Blowers were fast but proved unreliable – two entered the 1930 Le Mans





24 Hours race but neither finished. The W.O. 4-pot 4½ units were however just what the doctor ordered, with the Barnato/Bernard Rubin version taking the 1928 Le Mans win and a pair, as mentioned earlier and depicted by Cuneo, came home second and third in 1929 behind a Speed Six.

As the name suggests the Speed Six, introduced in 1926, makes use of a 6-cylinder engine – in simplistic terms the 4½ engine with an extra two pistons added. The development started off in 1924 with a

4½-litre straight-six derived from the 3-litre lump. W.O. had fitted the test unit to a chassis and in order to hide the car's real identity fitted it with a large Freestone and Webb tourer body and registered it as a Sun. Part of his test session included driving the Sun down to watch the 1924 French Grand Prix in Lyon. By coincidence, on the way home he pulled up next to another disguised car and recognising the driver as the Rolls-Royce tester, a dice soon ensued. The cars were inseparable, with the race only ending when the Rolls driver had to stop to pick up his hat that had blown off. This little race played a major role in real races to come.

Bentley was made aware that the Sun had no real performance advantage over the Rolls and had to do something. The solution was true to his theory of no replacement for displacement and he increased the 6-cylinder's bore from 80mm to 100mm, thereby enlarging the capacity of the engine to 6597cc. Again he employed an overhead camshaft, four valves per cylinder and a single-piece cast-iron block/cylinder head, eliminating the need for a head gasket.

In its most simplistic configuration, with a single Smiths 5-jet carburettor, twin ignition magnetos and 4.4:1 compression ratio the 6½-litre delivered 147 horses at 3500rpm. Wearing large, heavy coachwork it was however not an ideal race car but its heart was as good as gold, and so in 1928 Bentley offered up the power unit to a shorter chassis with lighter bodywork and the Speed Six was born. With twin S.U. carbs, a new camshaft profile and 5.3:1 compression ratio the road-going Speed Six upped the game to 180bhp at 3500rpm but the team cars that took part at Le Mans topped the magical 200bhp mark, thanks the addition of another carburettor and 6.1:1 compression figure. This, coupled with a lightweight body that used fabric

panel skins (as opposed to metal), created the ultimate performance car that went on to win Le Mans in 1929 and take positions one and two the following year – Barnato teamed up with Glen Kidston to win and Frank Clement secured second, sharing with Richard Watney.

With race-derived details in abundance this beautifully-created team car replica brings home the point that the big Bentley is more than just a powerful engine or fast truck. Every aspect of the car shows W.O.'s endurance racing focus, and how the cars were made to be comfortable and easy to drive speedily for long periods, quick to service at pit stops and in the event of a mechanical problem out on track, carry the tools and parts required to get going again. The attention to detail is phenomenal – just look at the quick release flip-top fuel filler cap (opening into the largest tank neck to ensure fast refuelling), the door handle protruding out the top so the pit crew can easily open the door from the outside, a stone guard on both the headlights and petrol tank, knock-on Rudge-Whitworth wire wheels, chicken mesh to hold the exhaust insulation in place, firewall mounted spare spark plugs and best of all is how the leather bonnet-securing belts are folded to make for quick, single-handed undoing.

Between 1926 and 1930 Bentley made 362 road-going 6½-litre and 182 Speed Six vehicles, and while the Blower Bentley is often the most talked about, the Speed Six is the most successful. W.O. Bentley was an ingenious engineer that meticulously considered every part's individual function and then manufactured them with such attention to detail that they not only operated reliably under the hardships of sustained spirited driving but were also a work of art. And the Speed Six race cars were the pinnacle of this approach. **C**

THE BLUE TRAIN MYTH

In March 1930, while at the Hotel Carlton in Cannes, Barnato bet £200 that he could drive his Speed Six to London before the Blue Train could reach Calais. Together with his friend Dale Bourne as second driver, he set off from the South of France, racing the train the next evening. His money was safe – just – with the pair beating the train by four minutes. Popular belief, and depicted in another Cuneo artwork, is that the car used was a Gurney Nutting Sportsman Coupé. This was not the case though as the coupé was only delivered to Barnato in May 1930, more than a month after the race.





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TIME FOR



Mike & Wendy Monk take up chance to appreciate the ground-breaking Model T – a motor car for the multitude.

Model T, Beetle, Mini – these three names refer to what are probably the world's most recognisable cars, each having a shape that is as identifiable today as it was when first introduced. All three had a production history that lasted for many years: Ford's Model T appeared on 24 September 1908 and was built until 1927; Volkswagen's Beetle arrived in 1938 and only ceased manufacture in 2003, while the original Mini came on the scene in 1959 and ran until 2000. Today there are modern iterations of the latter two that pay visible homage to their predecessors, but the Model T's 19-year lifespan stands proud as a pioneering design, the manufacture of which left an indelible mark on the automotive industry.

As Henry declared, "I will build a car for the great multitude. It will be large enough for the family, but small enough for the individual to run and care for. It will be constructed of the

best materials, by the best men to be hired, after the simplest designs that modern engineering can devise. But it will be so low in price that no man making a good salary will be unable to own one – and enjoy with his family the blessing of hours of pleasure in God's great open spaces."

The Model T was a masterstroke. Henry's vision was made a reality by Childe Harold Wills, Joseph Galamb, Charles Sorensen and Walter Flanders, all of whom were leaders in their respective fields. Wills was a metallurgist, Galamb a draughtsman, Sorensen a model maker and Flanders a manufacturing expert, and their combined talents helped create what was the world's first assembly line-manufactured motor car. It was light (around 550kg for the 5-seat Tourer), small and practical, simple to maintain and, above all, affordable – it was Henry's 'universal car'.

The Model T's chassis was simple, with a basic suspension setup comprising



transverse leaf springs front and rear. The rudimentary chassis flexed, as did the body, but it all held together. The ability to traverse poor, often unmade roads with a degree of comfort was the priority. Axles, steering and other components were made from vanadium steel, something almost unheard of in the industry at the time, but the metal was light and strong.

Also unusual for the period was the engine, the four cylinders and their water jackets and the top half of the crankcase cast as one unit. Fuel and lubrication were both gravity fed, which had its drawbacks. As renowned South African motor historian Fred Schnetler described in his book *Ford: Yesterday, Today and Tomorrow*, "The lubrication system was primitive but quite adequate except when climbing a very steep slope. Because the whole lubrication system depended on gravity, the oil in the front part of the crankcase flowed back so that little or no oil was available for the front

main bearing. Luckily, Ford's design team unconsciously provided a very effective safety system that ensured that the bearing seldom seized due to oil starvation. The fuel tank was situated under the front seat and petrol gravity fed to the carburettor. Unless the tank was completely full, the petrol stopped flowing through to the carburettor when the car was driven up a slope steep enough to stop proper lubrication. So, one simply turned the car around and went up the hill in reverse."

Aside from such idiosyncrasies, the Model T was famous for a major breakthrough in production techniques when on 7 October 1913 the Highlands Park plant adopted a moving production line. Although credit for the development of the assembly line belongs to Ransom E. Olds and his 1901 Curved Dash Oldsmobile, Ford's moving assembly line is the real beginning of mass production in the auto industry. It resulted when an engineer introduced a new method

of assembling the flywheel magneto. Instead of one worker assembling the complete unit, it was put together by 29 workers, each tasked with performing one operation before

pushing the component down the line to the next employee. As the process was refined, build time dropped from 20 minutes to five. The strategy was then implemented in all other aspects of production.

As a result, the time to build a Model T dropped from 728 to 93 minutes and as testament to the efficiency and economies of the procedure, the price of the touring car version dropped from \$825 in 1908 to \$259 in 1925. And yes, you could buy a T in any colour as long as it was black because it was a popular choice and dried faster, which helped speed up the production process. It also led to the early T's brass fittings, such as the radiator, being replaced with black-painted steel components. Coincident with the new production procedure, from January 1924 Ford paid workers \$5 a day, which was more than double the wages paid at other unskilled manufacturing plants, and operated an 8-hour working day to allow for three shifts.

At one time the Model T comprised as much as 40% of all cars sold in the United States. As the car established itself it soon came to be nicknamed 'Tin Lizzie', some say because Lizzie was popular slang for a good and faithful servant, but in his book Schnetler reports that it was so named because it was

Although credit for the development of the assembly line belongs to Ransom E. Olds and his 1901 Curved Dash Oldsmobile



'as fickle as a woman'. He goes on to cite an owner telling him that 'one of the car's characteristics was its stubbornness'. Not a good omen for a first drive...

Now well past the century mark, just what is the Model T like to drive? In a motoring journalism and industry-connected career that has lasted over 40 years – including three years working for Ford SA – I have seen and written about the Model T on many occasions but have never actually had a chance to drive one – until now. The Franschoek Motor Museum has a number of Model Ts in various configurations in its collection and brought out a Tourer model for my indoctrination. Once part of the famous Greyvensteyn collection, the car was resplendent in black – what else? – and due to it being a late model boasted an electric starter that at least dispelled any fears of being run over while starting on the handle.

First, though, a question on the car's age. Design wise, the first-generation cars (T1) ran from 1909 to 1914, T2s for the next two years and T3s from 1917 to 1923 – yes, Henry was doing production cycle facelifts 100 years ago... Post-June 1923, the T4 was introduced and the final iteration, T5, was in production for the car's last two



years, 1926-27. This car's cowl and soft-top designs place this car as a T4 and being a right-hand drive meant it was built in Ford's Walkerville, Ontario plant in Canada, where initially engines were obtained from Ford in America. However, from 20 May 1913, Ford Canada produced its own engines and according to the company's records, this car's serial number – C532784, stamped just above the water inlet on the left-side of the engine – means it was one of 6 609 models built during January 1925.

So, climbing aboard, I am faced with a proper steering wheel with hand throttle and advance/retard levers on the column, three pedals and a stout, floor-mounted handbrake. Ignition on, depress the starter button on the floor, then push down (very) hard on the left-hand pedal to select first, release the handbrake into neutral, ease off the left pedal and away we go. Fiddle with the hand throttle and ignition advance/retard until up and running before releasing the left pedal all the way to the top to engage second (top) gear in the planetary gearbox. Neutral is in the middle of the pedal's length of travel.

Once in top and with engine running smoothly, the Model T is an absolute joy. Mindful of its age and lack of sophistication, it is in no way a 'bone shaker' – on admittedly generally smooth surfaces I was still amazed at just how comfortable the ride

is. At a cruising speed of around 40km/h it feels much faster, the 2896cc motor pushing out a mere 15kW but with lots of torque: it appeared on Ward's Top 10 Best Engines for the 21st Century list. Average fuel consumption was given as 25mpg (11.3 litres/100km).

The car's 56-inch (1422mm) track is quite wide – the body sits well within the four corners – and the steering is quite high-g geared, but the 30x3.5 inch tyres are naturally far from sticky, and thanks to a small turning circle it is an easy car to manoeuvre. Braking relies on pushing the right-hand pedal, which activates the saucer-sized rear drums but pulling on the handbrake as well allowed for more effective stopping ability. Oh, the middle pedal? That is for engaging reverse.

Today, the whole driving experience needs thought because of the unusual controls, but familiarity would doubtless overcome this drawback. But around a century ago, for many of the 16.5 million people around the world who bought a Model T – Ford Canada alone built 757 888 from 1908-27 – it must have ranked as an experience of a lifetime. It certainly was for me. On 18 December 1999, the Global Automotive Elections Foundation named the Ford Model T as the Car of the Century (COTC*). To be at the helm of such a pioneering machine certainly was a privilege. **C**

**In the COTC, the Mini was placed second and the Beetle fourth, behind the Citroën DS.*

Today, the whole driving experience needs thought because of the unusual controls, but familiarity would doubtless overcome this drawback

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You will be pleasantly surprised with what stock has passed through their showroom, not to mention the stock and diversity that is for sale on the floor. Over the past year alone they have acquired a Mercedes Gullwing 300 SL, a 1959 190 SL, a Ferrari Daytona, several rare Lamborghinis and other elite cars.



But before getting stuck into the TF, which stands for Team Ford, it is worth recapping the XR6 and XR6 Interceptor stories. Although no definitive meaning is given for the XR moniker, we do know that Ford America first made use of it on the 1977 Cougar XR7 and continued to apply it to its sporting saloons through the 1980s. Ford South Africa were quick to follow suit with the lettering, launching the Cortina XR6 in August 1980 which like the Cougar XR7, pulled at the performance-orientated heart strings. It did this by taking the 3-litre Essex-powered Cortina 3000S and adding a range of accessories to make it look and mentally go that much faster – the basic changes including colour-coded bumpers, blackened brightwork, twin spot lights, front and rear spoilers in black and a big bore exhaust system.

In its January 1981 test, *Car* magazine boldly stated that with a 0 to 80km/h sprint of 6.3 seconds, top speed of 180km/h on a flat road, the ability to pull smoothly from 20km/h and stop cleanly from 90km/h to zero in three seconds it was a very special kind of car, offering GT motoring in the grand style, and quite spectacular value for something like R8 500.

With racing continuously progressing Ford felt the need to up the Cortina ante in 1981, but in order to meet the stringent Group 1 standard production car rules, enough road versions carrying the required modifications had to be



TEAM

In August 1979 the world saw the introduction of the Mk5 Ford Cortina and as our local manufacturers so often did, Ford South Africa decided it needed a bit of modifying to suit the harsher conditions. The result was the fitment of the 3-litre Essex V6 instead of the European 2.5-litre Cologne 6-pot and a unique to SA 5-link rear suspension, which not only proved itself on the highways and byways at the tip of the continent but also on the race track, where in the hands of Sarel van der Merwe, Geoff Mortimer and Serge Damseaux it excelled in the competitive Group 1 series. **Stuart Grant** gets to grips with one of 500 Cortina XR6 TFs, a tarted-up version that by paying homage to these racers, showed that the Ford marketing department was also on the ball.



PLAYERS



Simpson Ford Cortina XR6 X-0cet.



3.0S, the XR6 forerunner.



made. So they did just that, unleashing the updated Ford XR6 Interceptor on the market. All of the 250 units made were red in colour and saw the fitment of triple Weber 42 DCFN carbs replacing the single Weber 38/38 EGAS unit, trick inlet and exhaust manifold, high compression pistons, more aggressive camshaft and flowed cylinder head. Power output increased from 101.5kW up 118kW, which coupled with a 3.08 diff ratio and

On track memories were made when Sarel and Mortimer battled door-to-door with the likes of the Nicolo Bianco and Abel D'Oliveira 2.5-litre V6 Alfa GTVs and BMW 535s of Tony Viana and Paolo Cavalieri

some imported alloy 13-inch Ronal wheels made it incredibly quick off the line.

On track memories were made when Sarel and Mortimer battled door-to-door with the likes of the Nicolo Bianco and Abel D'Oliveira 2.5-litre V6 Alfa GTVs and BMW 535s of Tony Viana and Paolo Cavalieri. The debut race for the Interceptors at Kyalami was not only hugely successful for Ford, with Supervan winning in damp conditions, but also thanks to one of the closest finishes on record, established this formula as the one to watch. It was spectacular, with the Fords and Alfas drifting around the corners, and the way Bianco came from behind to almost steal the Interceptor's debut thunder to put him up near the top of the favoured drivers list.

Unlike the red Interceptor road versions, these Team/

Span Ford race cars were painted white with three shades of blue running down the sides and up over the bonnet, and rumour has it that to save the last few grams in the weight department the bodies were painted in a single coat without any primer. For good measure Sarel also competed in the Star Modified series that year with a more heavily modified version, again in white with blue, but this time wearing Kreepy Krauly branding.

All good things come to an end though and for the Cortina XR6 the writing on the wall started appearing in 1983. Not only did Alfa Romeo SA unveil its own 3-Litre GTV6 homologation special for racing but long-time Ford motorsport boss Bernie Marriner headed to Opel motorsport, Van der Merwe and Mortimer jumped ship to compete in Group 1 with Volkswagen's GTi (no doubt incentivised by the prospect of also rallying the monster Audi Quattro) and the launch



of the Cortina replacement, the Ford Sierra, was imminent. To stop would-be Cortina customers from waiting it out for the Sierra and denting the books, Ford marketing execs played the TF trump card in April 1983.

Limited to just 500 units the Ford XR6 TF was just a cosmetic treatment to the regular XR6. It used a more subtle rendition of the Team Ford motorsport livery, so this meant white paintwork, a white radiator grille, white bumpers with black inserts and overriders. Three shades of blue striping ran down the flanks, a darker tint sat below the side rubber mouldings and TEAM FORD SPAN headlight covers were fitted. Like the Interceptor the TF came with 6J 4-spoke Ronal alloy rims and while supportive sports seats were included, the usual colour combinations were dumped in favour of a grey/blue fabric. Door panels were finished in this way too and the seatbelts and carpeting came in slate grey.

All the running gear was your normal XR6,

so performance was not up on the previous figures. What was up though was the price, with the run-of-the-mill Cortina XR6 costing R11 990 that month while the TF went for R12 340. Despite this it was a successful sales plan and the TF aesthetic was also added to the front-wheel-drive XR3 TF.

If you were more about performance but felt the TF wasn't really top of the pops and had missed the chance to own an Interceptor, there was a solution from Simpson Ford dealership in Port Elizabeth (that was also sold nationally through other Ford outlets) – the Ford X-Ocet. Former marketing director of Ford SA George Simpson and genius tuner Andrew Cave took a base spec Cortina XR6 and bolted on a 4-barrel Holley carb, free-flow manifold/exhaust and high-lift camshaft.

The results were almost identical to the Interceptor with the X-Ocet running to 80km/h in 5.5 seconds, 100 in 8.8 seconds

and on to a top speed of 194km/h. No wonder the firm named it after the deadly Exocet air-to-surface missile used in the then recent Falklands War. It came at a price though, selling for R13 621. How many official Simpson-built cars hit the road is difficult to say as they also sold kits for XR6, Granada and bakkie owners to do a bit of backyard DIY.

The options for any Ford fan wanting something limited are out there and while the TF might not be the top dog in the performance department it is by no means a slouch when lined up against other saloons of the period. Where it does come back fighting is in the looks department, with its white paint and blue striping stealing the 1980s fashion show prize from the rest and with double the number made compared to the Interceptor, the chances of finding one today are that little bit more likely. 🇿

CURIOSITY:

THE MOTHER OF INVENTION



The ATBLO special: All The Bits Left Over.



Bugatti Brescia record car.

A Bugatti Brescia with Brooklands provenance, a 1925 Curtiss aeroplane-engined racer and a mighty V12 Lagonda Le Mans replica, along with a 9-cylinder Pratt & Whitney radial engine from a Harvard... not what you'd expect to find when you open the doors to the garage of your average Hout Bay home. In fact, it could well be considered peculiar. Until, says **Graeme Hurst**, you spend time with old-school engineer and Crankhandle Club stalwart, Dickon Daggitt.

A Lagonda's overhead cam V12, a supercharged straight-six out of a 1930s MG or the four-valves-per-cylinder design of a Bugatti engine – it's an engine's peculiarity that interests me

Peculiarity. The Oxford dictionary describes the noun as 'an unusual or distinctive feature or habit'. And it's a definition that perfectly sums up both what attracts trained engineer-cum-vintage car expert Dickon Daggitt to cars and the habit he's got into by following a passion for mechanical innovation over the last 50 years: "A Lagonda's overhead cam V12, a supercharged straight-six out of a 1930s MG or the four-valves-per-cylinder design of a Bugatti engine – it's an engine's peculiarity that interests me," explains Capetonian Dickon who, at 69 years of age, certainly walks the talk: he's currently

got four pre-war car-cum-specials taking shape in his workshop and is widely known for getting excited about the mechanical attributes of both his 1925 Lancia Lambda (see *Classic Car Africa* December 2016 issue) and the mighty Lagonda Le Mans replica he built up 12 years back. And that's before you get him on to the delights of the jewel-like qualities of the 2.4-litre V6 in his gorgeous Ferrari Dino.

Dickon's passion for things 4-wheeled stems from his interest in cars around the age 16 when he was at St George's School in (then) Rhodesia: "My first car was an Austin A35 station wagon. I fixed bits and pieces – never really tuned it or anything – and eventually wrote it off!" A side-valve Ford Anglia followed, as did a Ford Customline, while a '34 'knee-action'



Racing the Cooper Bristol at Killarney.



First place for something or other at Killarney. The cup is a huge disappointment it leaks oil.



Racing the Cooper at Killarney.



Racing the Scorpion DKW at Donington 1978.



Racing the Scorpion at Donington in the late 1970s.



Setting off in the rare MG WA on the Orbit Rally.

Chevy did service while Dickon read engineering at the University of Cape Town. He followed that with a master's degree in naval architecture in London and Newcastle in England, a qualification which saw him working in Germany and later in the USA. And that's where he got into cars, especially competition cars: "I bought a Taraschi Formula Junior and a Mk3 Elva Climax and ended up bringing them back to SA when I returned," he recalls.

That was in 1980 and although he campaigned the Taraschi for years, the Elva soon found a new owner as Dickon found it unsuitable for his purposes, having hoped to use it as a road car. He went on to acquire a Scorpion DKW racer, which he raced at both the Goodwood Revival and the Monaco Historique in more recent years,

and a Cooper 500 which has a long but frustrating history: "I bought it in 1983 but never completed a race in all the time I've had it as there was always something going bust on it!" Following a kidney transplant eight years ago, Dickon is no longer able to campaign it competitively but happily hands the keys over to friends for outings such as the Jaguar Simola Hillclimb.

Other motoring highlights after his return to SA include a 6-cylinder MG WA and a Ferrari Dino which Dickon bought for the princely sum of R66 000 in the early 1980s: "Some guy wrote it off in Clifton early in its life and Joe Viglietti bought the wreck and rebuilt it, and I

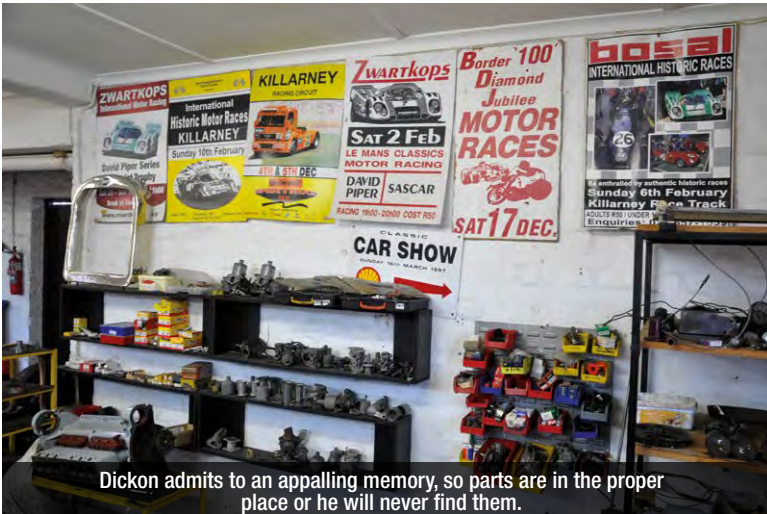
He went on to acquire a Scorpion DKW racer, which he raced at both the Goodwood Revival and the Monaco Historique in more recent years, and a Cooper 500 which has a long but frustrating history



Dickon and a lifetime of automobilia.



Racing the Scorpion DKW Monaco 1997.



Dickon admits to an appalling memory, so parts are in the proper place or he will never find them.



Ferrari Dino.

bought it from Joe," explains Dickon who was working as a naval architect at the time, designing various harbour tugs and a Sea Fisheries boat, before specialising in maritime forensics. That career path saw him investigating shipwrecks such as the *Oceanos*, which sank off the Eastern Cape in 1991 (under the weight of Rolex and diamond tiaras, jokes Dickon) and the *Tochal*, which lost its bow off our waters in the 1990s. More recently he has been involved in advising on putting out fires (literally) in harbour-bound ships.

Back on the car front Dickon's focus was on acquiring cars on his bucket list

That career path saw him investigating shipwrecks such as the *Oceanos*, which sank off the Eastern Cape in 1991 (under the weight of Rolex and diamond tiaras, jokes Dickon)

including the Lagonda, which he bought as a wrecked saloon and built up as a replica of one of the two cars WO Bentley famously campaigned at Le Mans in 1939, before the onset of World War Two curtailed the model's racing potential.

"It was one of two Lagonda V12s to come to SA new but it was stuffed by the time I got it. The owner had tried to do a body rebuild by taking the wood off from the outside and ruined it." Dickon ordered a replica Le Mans body from a specialist in England and set about fabricating the rest of the car: "The differences between the road car and the Le Mans car are quite considerable and include a shorter chassis and four carburettors, while the wheels are bigger and the gear lever has a remote linkage and not the long wand-like mechanism," he explains.

No surprise that it evolved into an 11-year project but Dickon had more than one iron in the fire on the build front, thanks

to an MG-cum-Wolseley special that's been on the go since the mid-1980s. "It's built up from stuff I had lying on the shelf for years; I eventually decided to put it all together as one car. The chassis is MG J2, the engine is from a Wolseley Hornet, the diff is Morris Minor and the wheels are Lagonda Rapide," explains Dickon who's also added a supercharger. "That's off a Lancia."

All those bits come thanks to years of trawling auto jumbles, both here and abroad, with a keen eye for stuff that would become sought after: "I went through a time when if I saw something made of Bakelite, I bought it." Over the years his hoard of parts began to be mirrored with an equal number of machining and fabricating tools, including an English wheel which he's using to shape a suitable body for the J2-based special, which is Bugatti Type 35-inspired – assuming of course he gets to finish the project: "I've been at it for 30 years and it's been through five iterations as people suddenly said, 'I want to buy those axles or I need that chassis,' and I had to start over!"



Lagonda V12 Le Mans Replica.



Engine of the Lagonda V12 Le Mans Replica.



Pratt & Whitney radial.

Also in a long-term build is Dickon's Bugatti Brescia 'special' which is based on a Type 23 that was built up in period to take on the 1100cc class speed record at Brooklands in 1925. This twin-supercharged racer ended up body-less in Johannesburg some 60 years later and was rebuilt by Clive Woolley. "He rebuilt it as a standard Brescia based on advice from Bugatti circles at the time, which meant its go-faster bits and the car's lower radiator were removed," explains Dickon, who bought the car and the various parts, including the original (but modified) engine and superchargers, when Clive was halfway through the build.

He finished the project off and sold the now 'standard' Brescia to the Franschoek Motor Museum, before importing a replica Brescia chassis on which to recreate the original 'record' car. And shortly after doing so he had a stroke of luck: "Three years after I started the project the body, complete with the dashboard containing some original gauges, turned up in the UK. It's not a Bugatti body but it is the real thing." That

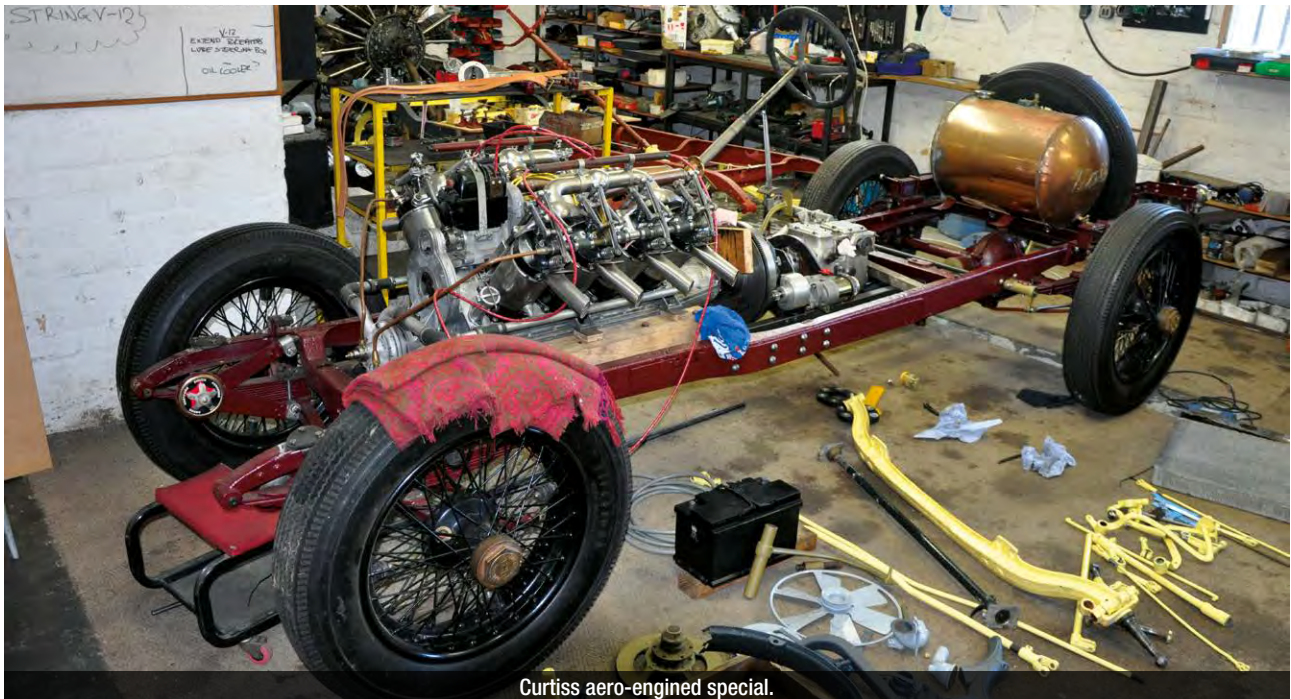
meant Dickon had to look past the price, which equated to covering the seller's garage rent of £5 per week for 20 years. "It was a king's ransom considering how basic it is but I had to have it." With the body to hand and all the main mechanical bits in place, the Brescia record car is tantalisingly close to turning its wheels in anger again, only Dickon's spanning time is at a premium thanks to another pair of specials in a neighbouring workshop.

Open the doors and you're hit with the sight of a magnificent Curtiss aero engine, complete with exposed valve train and aluminium engine block. "It's an OX-5 from a Curtiss Jenny aircraft. They were made at the tail end of the First World War and a lot were used for barnstorming and other exciting stuff. They're very popular for cars because they're water-cooled and with the valve gear they look fantastic." Dickon imported the engine from a specialist in the

UK but the chassis was found locally: "It was found under a tree in Pietermaritzburg but nobody's been able to identify it. I suspect it's English or European and it's been repaired by various blacksmiths," he adds. Sounds like an honest ingredient for a 'special', which were typically built up in period from what was lying around.

The aero engine might look fabulous but mating it to the drive train – Dickon's opted for a Rolls-Royce 20/25 gearbox and the back axle that came with the chassis – is proving tricky. "The big problem is that these engines are very low revving. It's good for 100bhp with huge torque but it only revs to 1000rpm and getting the power to the back

It's an OX-5 from a Curtiss Jenny aircraft. They were made at the tail end of the First World War and a lot were used for barnstorming and other exciting stuff



Curtiss aero-engined special.

wheels is a problem. Most aero-engined jobs are chain driven which makes it easier to change the gearing, but I'm having to design and build a step-up box to raise the revs and also lower the prop shaft."

Engineering a solution is what makes Dickon tick (in addition to peculiar designs!) and that's what attracted him to the 1916 Oakland that's on trestles next to the Curtiss special. "I bought it as a chassis and a pile of bits at a Crankhandle Club charity auction about five years ago. My thinking was: 'Buy something big and they'll leave you alone!' But it's actually quite fascinating mechanically as it has exposed pushrods and the spark plugs screw into the block, so the combustion chamber is on top of the piston."

The Oakland is a rare thing but Dickon's been able to tap into a lot of expertise abroad to source missing parts. "I was corresponding with a guy who has the identical car in America and he emailed one day to say he'd found a whole chassis for \$700, which he thought he could get for \$400." Dickon snapped it up but asked his online mate to cut off the bits he needed and send them over to avoid import duty drama. The same chap also sourced a rare radiator

badge, although body bits are proving elusive so Dickon plans to build it up as a period tow truck. "I've got a front scuttle and windscreen and I can make a bonnet easily enough so I thought I'd add a steel gantry and a wooden load box on the back."

Look further into Dickon's workshop and you realise that a period tow truck will come in handy: just a few feet behind the Oakland's rear axle is Dickon's latest acquisition: a 22-litre Pratt & Whitney radial engine out of a Harvard! "It's a magnificent R1340 9-cylinder engine and good for 600bhp. I saw it out of the corner of my eye at Ivan Bruwer's place in Salt River and thought: 'I just have to have that!' That often happens with me; I fancy something that I'm never going to use and if I'm bored I might pull it apart and trip over the parts."

Dickon swapped his 1925 BSA motorcycle to get his hands on the Harvard engine and may indeed not pull it apart after all: "I managed to buy two magnetos for it and Jolyon Simpson, who had quite a few of these at one point, turned up with a starter motor." Amusingly a lot of the parts are ex-SADF: "I found a carb for sale in the States on eBay and it has a tag saying it was serviced by the SAAF at Ysterplaat."

The same workshop also houses Dickon's Lambda which, as with the Dino, was another bucket list buy six years ago. "I was back home and there was a FIVA

rally starting in Glasgow and Rover were sponsoring cars from all over so Derek Hulse and I entered my 1912 UNIC, which broke on the first day! On the rally was a guy who had a Lambda and the owner was always first to the pub so I thought: 'I want one of those!'"

The quest took Dickon over 30 years and, although the car he bought in Johannesburg had been restored, it wasn't to his standard mechanically. "The engine hadn't been rebuilt properly and the liners had dropped so it had hardly any compression." The Lancia's carburettor was also incorrect and the magneto had been replaced with a coil setup, while the Autovac had given way to an electric pump – typical 'upgrades' by owners after reliability at the expense of originality in the past, but just the sort of work that Dickon detests. His Lambda – a Series 5 with a later Series 8 engine fitted in period – now boasts the correct items, including a 38mm Zenith Brevetato carburetor – and is a well-known fixture on local club runs.

The Italianate theme extends to modern fare too: parked next to the Dino is an early Maserati 3200 which Dickon bought as a get-well present after being on dialysis before his kidney transplant. Like the Dino, it's a car he rates highly for handling and performance. Would he part with anything in his eclectic collection? Not a chance! "My attitude is that if I build something and don't enjoy it, I sell it. Unfortunately thus far I've enjoyed everything too much!" **G**

That often happens with me; I fancy something that I'm never going to use and if I'm bored I might pull it apart and trip over the parts

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Information is scarce but it would appear that it was designed by David Patterson, development director of Interstate Motor vehicle Company in Pretoria West, and that the standard model came with a Valiant 3.7-litre engine and automatic gearbox. Suspension came in the form of a wishbone setup with a torsion bar at the front and extra-long blade springs at the rear. But as the vehicles were built to customer specifications, many variations of the theme were possible – like the fitment of 2-litre Peugeot engine or diesel engine that was built into a longer wheelbase chassis. A special TRAX with security was tested by the South African Police, who were thinking of using it to replace some of their vehicles at the time.

The vehicle was not aimed at the mass market, but rather as Patterson said: "Interstate likes to think of themselves as the Monteverdi of South Africa as the TRAX is very much an exclusive car, a gentleman's second vehicle if you like."

And it would appear a second production plant was established in Swaziland with the hope of exporting to other African countries.

Do you know the full story, or perhaps even own a TRAX? Send through your knowledge to stuart@classiccarafrika.com. 



Lamborghini Espada.

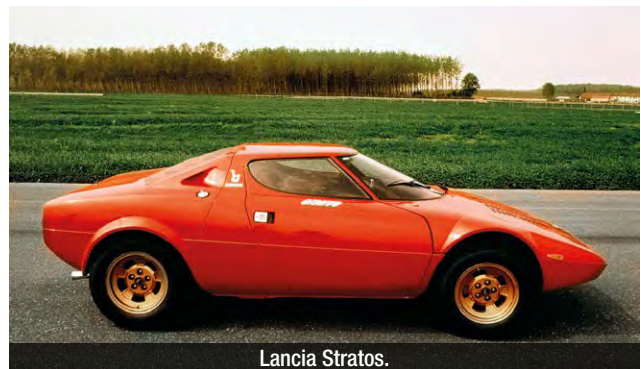


Renault 5 Turbo.

ROCKET SCIENCE



Dodge Viper.



Lancia Stratos.

Wings, scoops, splitters and ducts are the must-have go-faster goodies on any boy racer's car, plane or rocket. But **Stuart Grant** discovered that this is not necessarily the best option and often causes more drag than good. However there's a carefully-calculated solution to this age-old problem of channelling that much-needed air into your ride – and it's nothing really that new. Enter the NACA.

The National Advisory Committee for Aeronautics (NACA) was a US federal agency founded in March 1915 with the intention of undertaking, promoting and institutionalising aeronautical research. Its duty was to direct the study of the problems of flight with a view to their practical solution. In addition to formal assignments, employees were encouraged to pursue unauthorised research, provided that it was not too exotic. The result was a long string of breakthroughs, including the NACA engine cowl of the 1930s, the 1940s' NACA airfoil series and the area rule for supersonic aircraft in the 1950s. Come 1958 and the agency was dissolved, with assets and personnel transferred to the newly-created National Aeronautics and Space Administration, which we all know as NASA.

The name NACA remains familiar to us car lovers though, in the form of the NACA duct – a low-drag air intake. If you think drag on your car is a problem, try it on an aeroplane: every bit of drag on an plane means more

power, and therefore more fuel, is needed to keep airborne. And it kills the top speed too.

The NACA duct brings air into a vehicle, while not disturbing the boundary layer, and offering minimal increase in drag or flow disturbance. Consisting of a shallow ramp with curved walls recessed into the exposed surface, it was originally called a 'submerged inlet'. When the cross-sectional flow area of the duct is increased, you decrease the static pressure and make the duct effectively operate like a naturally-powered vacuum cleaner, but without the drag effects of a more traditional snorkel-like scoop. The reason the duct is narrow and then widens in an arc is to increase the cross-sectional area slowly, so as not to separate the airflow which would cause turbulence and therefore drag.

NACA ducts are useful when air needs to be pulled into an area which isn't exposed to the direct air flow. It does this by taking advantage of the boundary layer – a layer of slow-moving air that 'clings' to the bodywork of the car – like the roof and side



Lotus 72.



Lamborghini Countach.



People will talk Shelby GT500.



Lamborghini Countach.



Lotus 72.



Alfa Romeo Montreal.



Ferrari F40.



Introducing the new Porsche 924 Turbo.

Porsche 924 Turbo.

panels. The longer the panel, the thicker the boundary layer becomes. This design is believed to work because the combination of the gentle ramp angle and the curvature profile of the walls creates counter-rotating vortices, which deflect the boundary layer away from the inlet and draw in the faster moving air, while avoiding the form drag and flow separation that can occur with protruding scoop designs.

By design NACA ducts don't achieve the larger ram pressure, like those monster intakes above an F1 driver's head, so are better as cooling air-supply vents than as performance enhancers. This means applications like brake, engine and driver cooling are most common.

If you plan on fitting a NACA duct it's best to follow these guidelines to prevent becoming the laughingstock at the track:

1. Design is very important and must have the correct sharp wall angles, base slope, and width-to-depth ratio in relation to speed. If the edges on the slopes are

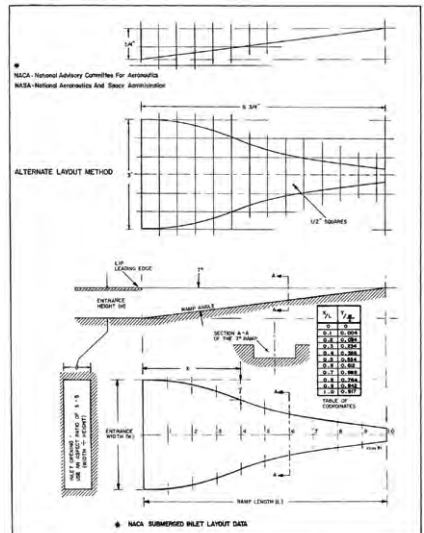
not sharp enough the flow separates.

2. Installation needs to be done in an area of high pressure. Place it in a region with a positive pressure gradient, where the body is increasing in size and not constant or decreasing. If you put it in an area of negative pressure, other than looking cool, it will not do the job at all. ☹️

SPOT THE NACA DUCT

Our top ten applications

1. Lotus 72
2. Lamborghini Espada
3. Renault 5 Turbo
4. Ferrari F40
5. Porsche 924 Turbo
6. Alfa Montreal
7. Shelby GT350
8. Lamborghini Countach
9. Lancia Stratos
10. Dodge Viper







STAR-STUDDED ATTRACTION

The Cape has no shortage of spectacular guest farms that cater for everything from weekend breaks for two to weddings, 21st parties and other well-attended celebrations. But while most offer spectacular scenery and the inevitable wine tasting, one former stud farm goes even further by wowing guests with an array of Stuttgart's finest cars, says **Graeme Hurst**. **Photography: Graeme Hurst & Brendan Moran**

There's enormous affection for the famous three-pointed star here in SA, as the club turnout at any major classic car event will attest. The marque's reputation for excellent quality and reliability – along with availability, thanks to local production – has a lot to do with the strength of the loyal following. Which is why most owners inevitably stick to the brand their whole lives and own several examples.

Only, most private collections are usually hidden away, typically only on display one or two cars at a time at a concours or rally. But that's not the case with Bonnievale residents Bertus and Rozitha Oosthuizen,

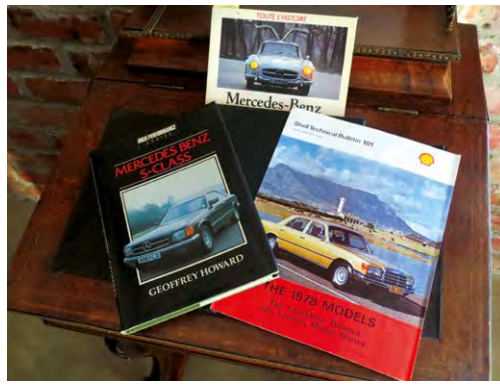
whose 15-strong collection takes centre stage in the function room of their former stud-turned-guest farm, situated between the picturesque Riviersonderend and Langeberg mountains.

Opt to stay the night at Angora Stud farm and you can enjoy a drink – or even dine – while admiring the gleaming chrome and immaculate leather on everything from an original Adenauer saloon to a Fintail or a brace of SLs, most of which are either wonderfully original, low-mileage examples or the product of hundreds of hours of fastidious restoration.

The collection is thanks to the Oosthuizen's shared passion for the marque which, as

with most classic enthusiasts, stems from childhood memories: "When I was young, my uncle, who owned the local mill in Carolina in the Lowveld, had a beige 230s Fintail with red leather interior. I adored that car and the smell of the leather always stayed in my mind. No other vehicle smells like a Mercedes-Benz," explains Bertus, who also fell for the history behind the badge: "The story of Mercedes-Benz was my fairytale story and the aristocratic line of the Mercedes-Benz badge always fascinated me."

The line-up began when Rozitha inherited her father's low-mileage (it has 76 000km on the clock) E320 W124 12 years ago, with the green 1970 W108 280se following



The line of Stuttgart sportscars is offset by some famous sedan models, including a magnificently original 1954 300D Adenauer that was delivered new to the Porter family

a year later. It's a one-owner car from Johannesburg that's entirely original, having worn its 246 000km as only a Mercedes can. Another family-owned Mercedes was added in the form of a 1990 300CE that belonged to Rozitha's uncle, Dr Rosemann. It also boasts around a quarter of a million kilometres but is still immaculate.

A pair of gorgeous 107-series cars followed, a 450SL and 450SLC (with a mere 81 750kms on the odometer) as did the series' replacement, an R129 SL500 that Bertus had in daily use originally. It's parked alongside an equally immaculate pre-facelift 300SL – another gem from Rozitha's uncle's garage.

The line of Stuttgart sportscars is offset by some famous sedan models, including a magnificently original 1954 300D Adenauer that was delivered new to the Porter family. "It was imported by well-known Mercedes-Benz dealer Stanley Porter for his own

use and he kept it for many years. After his passing it was sold to a friend who had the Mercedes agency in Vanrhynsdorp," explains Bertus, who bought the regal saloon from the second owner's son. The car's mileage of 82 750 is genuine but it's no museum piece, as visitors to last year's George Motor Show will attest!

Also boasting similar mileage, but from a slightly more modern era, is a 1964 220S Fintail that Rozitha heard of when a friend saw it for sale in Stilbaai. "He called and asked if I was looking for a Christmas present for my husband," says Rozitha, who realised during the negotiations that the car belonged to good friends and that its condition and mileage were authentic. "It was clearly meant to find a home with us!"

Joining the Fintail in the line-up is a gold (nicknamed 'Goldilocks' by the family) W116 350SE saloon that featured as a cover star in some motoring literature when the model was launched. But the stars – or at least the models with the most 'wow' factor for



visitors – in the collection are undoubtedly the convertibles: a 1958 220S ‘Ponton’ and a 1964 220SE W111. Both in blue and both restored by a marque specialist with the Ponton boasting an interesting past, having been delivered new to Malawi according to various hand-written letters in the car’s history file.

So how did the collection come to be on display in a farming town tucked between Rivieronsderend and the Langeberg mountains in the Cape? “It was my grandfather’s farm and he used to breed race horses on it,” explains Rozitha, who grew up in the area and inherited it 12 years ago when her father passed away. After a family celebration on the farm, friends encouraged Rozitha and Bertus to convert the stables to guest rooms and expand the facilities, which ultimately included the function-cum-car-display room. That can host up to 120 guests and is available for hire but the Oosthuizen also use it to entertain friends and family – which brings

us to the interlopers in the collection...

“Each year we host a theme party and friends have to remain in costume the whole weekend. One year we did *The Great Gatsby* and a few weeks before we spotted the Citroën Traction Avant and Chev Fleetline for sale in Somerset West,” explains Rozitha. “We just had to have them as they looked the part!” The Chev was painted a similar green to the Traction at the time but was later restored to its original cream livery as the family has a connection to the once-popular Chev coupé and wanted to preserve it correctly: “Both our parents owned one of these beauties and we just had to have one to carry on with the tradition,” says Bertus.

And the Citroën 2CV? “We bought that after we had a French Revolution theme and friends drove theirs all the way from Stellenbosch (no mean feat in itself in a 600cc car!) and I just fell in love with the model,” adds

Rozitha. “They knew of this one for sale. It had been imported in the 1970s by a wine farmer who later gave it to his architect in lieu of a design for his cellar.”

Do the Oosthuizen have their eye on any more cars? Absolutely! “We still don’t have a Pagoda – that one has eluded us so far – but we hope to find the right car,” admits Bertus. It’ll make a fine addition when it does arrive but the amazing diversity and breathtaking quality of the beauties that have already made it to Angora Stud means it won’t be missed if you visit in the meantime. 📷

Thanks to: Rozitha and Bertus Oosthuizen (www.angorastud.co.za)

And the Citroën 2CV? “We bought that after we had a French Revolution theme and friends drove theirs all the way from Stellenbosch

THE ROTARY CLUB

There are certain things that just go together naturally: Sonny and Cher, slap chips and All Gold and Mazda and rotary engines. Of course these days rotary engines are synonymous with the Mazda name, and the car that was responsible for starting the rotary revolution celebrates its 50th anniversary this year. **Sivan Goren** takes a look back at the Mazda Cosmo, a cover star in its own right.



The year was 1919 and 17-year-old German Felix Wankel had a dream one night that was eerily prophetic: he dreamt that he invented an engine that was half turbine and half reciprocating in nature

Back in the late '50s, Mazda was a small company with no real stand-out cars and a name that no one really knew. The guys at the top realised that they needed to find a way to propel themselves into the automotive limelight and when Felix Wankel and his revolutionary new engine came to their attention, they were convinced they had found it. But let's go back a little here, to give a little context.

The year was 1919 and 17-year-old German Felix Wankel had a dream one night that was eerily prophetic: he dreamt

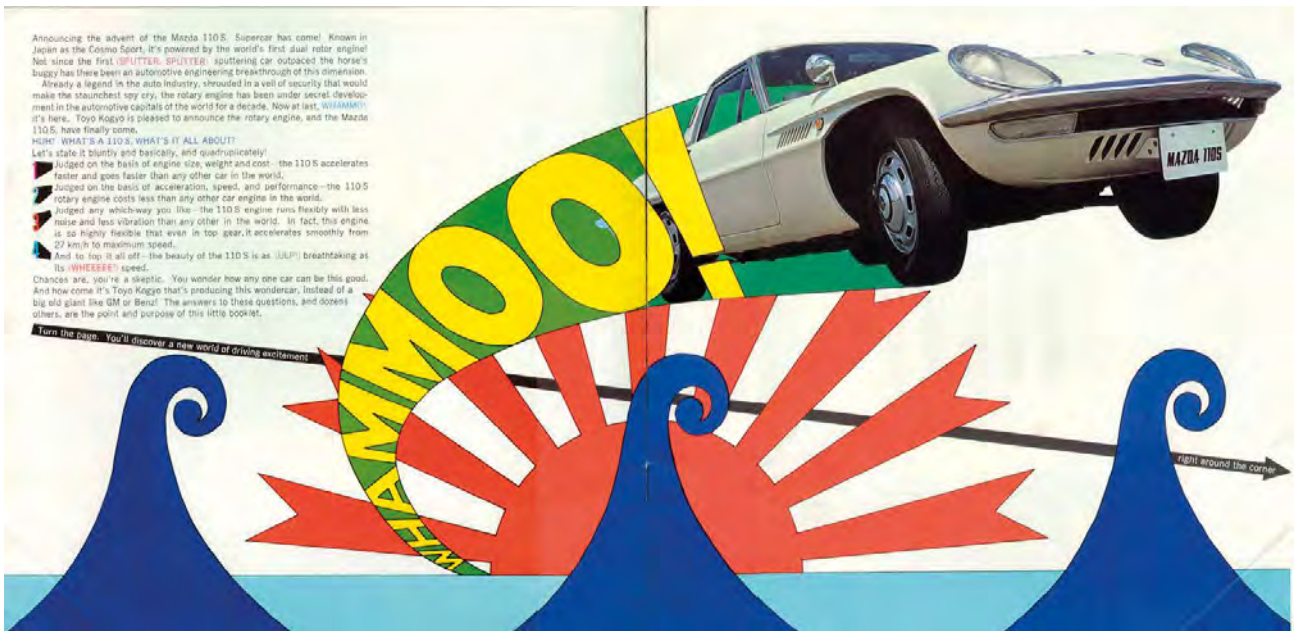
that he invented an engine that was half turbine and half reciprocating in nature. Whether this was what propelled his determination to build a rotary engine we will never know, but what we do know is that at the age of 22, with no formal training, he set up his own research lab and began working on his vision. His dream manifested into reality when he conceived the Wankel engine in 1924, and in 1929 won his first patent.

In 1951, Wankel partnered with car and motorcycle manufacturer NSU and in the space of six years developed a prototype rotary engine, but it was the engine



Felix Wankel.

But in the end it turned out to be the small, unknown Japanese car maker that would emerge as the only manufacturer that was capable of mass-producing not only efficient but also cost-effective rotary engines



developed a year later, in 1958, that is considered the true original ancestor of the modern rotary engine; cars like the RX7 and the legendary 787B can all trace their roots back directly to this car. By 1963 the first rotary-engined car launched to the public – the NSU Wankel-Spider. During this time, other manufacturers started taking notice and eventually were allowed to buy licences to develop their own versions of the rotary. Most major manufacturers jumped onto the bandwagon in the '60s, including General Motors and even Rolls-Royce. But in the end it turned out to be the small, unknown Japanese car maker that would emerge as

the only manufacturer that was capable of mass-producing not only efficient but also cost-effective rotary engines.

When Mazda president Tsuneji Matsuda negotiated the licence deal with NSU in 1961, Mazda obtained a prototype of an NSU-built single-rotor engine and it was at this time that the big problem reared its ugly head – that of the 'chatter mark'. These marks, which the Mazda engineers eventually nicknamed 'nail marks of the Devil', presented as wavy traces of abnormal wear on the rotor housing, causing the seals and the housing itself to substantially deteriorate. While other manufacturers could not seem



to find a way around this major snag, the engineers at Mazda created a special RE (Rotary Engine) research department and eventually worked out a solution.

The Mazda engineers realised that the main problem lay in the single-rotor design of the engine. They began investigating the idea of 2-, 3- and even 4-rotor designs, while at the same time working on the apex seal vibration issues causing the chatter marks and the oil consumption issues as a result of a leaky oil seal. Within three years

of signing the licence deal, Mazda had built their second 2-rotor test engine, which would eventually evolve into the engine used in the Mazda Cosmo. And this is where our story really begins...

In 1964, a working prototype was complete and ready to be used, but the powers that be at Mazda realised that they needed

more than just a bread-and-butter model – they needed a show pony; a sensational show-piece to house their all-new technology. Enter the Cosmo. Mazda chose the name 'Cosmo' because the '60s was a time of world-wide obsession with the Space Race and Mazda wanted to showcase the rotary as forward-thinking technology, with a focus on future developments. Realising that the key to serious growth lay in wealthier Western markets, Mazda sought to appeal to foreign tastes by copying their Western counterparts. Although the Cosmo was designed by Japanese designer Heiji Kobayashi, the inspiration actually came from cars popular at the time such as the Ford Thunderbird, but especially the early '60s Ferrari 400 Superamerica by Pininfarina.

A prototype was introduced at the 1964 Tokyo Motor Show, one month before the 1964 Summer Olympics, and full production began in May 1967. The Series I/L10A Cosmo was powered by a 2-rotor

Within three years of signing the licence deal, Mazda had built their second 2-rotor test engine, which would eventually evolve into the engine used in the Mazda Cosmo



engine with 982cc of displacement and produced about 110hp, thus the 110 name. It used a Hitachi 4-barrel carburettor and an odd ignition design – two spark plugs per chamber with dual distributors. A 4-speed manual transmission and 14-inch wheels were standard. It featured a short front overhang with a long rear to maximise boot space (probably to cater for the perceived space requirements of the Yanks). No doubt about it, the Cosmo was a proper sportscar with a front-engined, rearwheel-drive layout, independent front suspension and semi-independent de Dion tube rear suspension. Thing was, though, that cool as it was, it was still a *Japanese* sportscar, which in 1960s' America just did not fly. So Mazda had to do something to prove that there was more to the Cosmo beyond a space age body and a radical engine. So they went racing – what else?

And not just any racing – in 1968, Mazda embarked on one of the most gruelling tests in Europe to prove the reliability of

their rotary engine: the 84-hour Marathon de la Route at the Nürburgring circuit in Germany, a 4-day race that is designed to break the will of driver and car. Two mostly stock Cosmos were entered, along with 58 other cars. The cars ran together in 4th and 5th place for most of the race, but the all-Japanese car was retired with axle damage in the 82nd hour, after having a massive accident on the final day of racing and flying off the track. Fortunately the driver walked away unscathed and Mazda took the Driver Safety prize. The other car, driven by Belgians, completed the race in 4th overall behind two works-entered Porsche 911s and a works Lancia Fulvia 1.3 HF. Despite only achieving 4th place, Mazda scored the biggest win in that nobody had actually expected the Cosmos to make it past the first day. They had finally proven the

Despite only achieving 4th place, Mazda scored the biggest win in that nobody had actually expected the Cosmos to make it past the first day. They had finally proven the reliability of their engine



reliability of their engine.

The Cosmo might not have been popular stateside (in fact, only six cars were ever shipped to the US) but in Japan, the installation of a rotary engine gave buyers a financial advantage when it came to paying the annual road tax. Because of resource shortages following WWII, Japan had a strict road tax based on engine displacement, making cars with the smallest engines the most sought after. The average citizen drove a car with a 360cc engine (only 0.36 litres, which equates to less than a Buddy bottle of Coke). And in the Cosmo, they got a car that was more powerful than a traditional inline engine, but without having the penalty for having an engine in the higher than 1-litre tax bracket.

By 1968 Mazda began rolling out the Series II version of the car, now with a few additional refinements including a more powerful 128hp engine and 5-speed gearbox, as well as several aesthetic upgrades. In total, only 1 519 units had been produced (343 Series I and 1 176 Series II) when the

Cosmo was phased out in 1972, which considering each one was built by hand at a rate of only about one car per day, is pretty impressive.

For years the Mazda Cosmo has been known as a legend in Japanese collector circles but only in the last few years has it begun to gain mainstream popularity. And with that rise in popularity come high auction prices. In the world of collectible Japanese cars, the Mazda Cosmo ranks in the top tier, alongside its high-performance Toyota and Nissan competitors, the 2000GT and the Skyline GT-R – not only because of its rarity but also its significance. For Mazda, it was the start of their racing heritage, the first evolution of their rotary engine and was final proof of their mechanical prowess and tenacity. For Japan, it was the start of the world taking them seriously as a manufacturing nation – not just of cars, but of full-blown sportscars.

The Cosmo was the car that started the revolution and today, the rotary engine is as much an integral strain of Mazda DNA as inspired design, great handling and superb gear boxes. The Cosmo has it all and truth be told, I am hooked. Just call me a Cosmo Girl. 🇯🇵

Because of resource shortages following WWII, Japan had a strict road tax based on engine displacement, making cars with the smallest engines the most sought after

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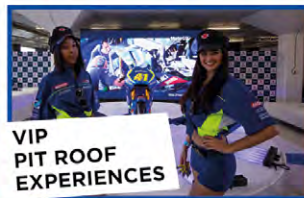


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BEST-SELLER

DYNAMIC

Loads of apple carts were upset in February 1989. Barbara Clementine Harris, an African-American former public relations manager, was ordained as the first woman bishop in the Anglican church; the first-ever 24 GPS satellites were placed in orbit; Finland introduced a sex vacation to reduce stress; Bobby McFerrin's song 'Don't Worry, Be Happy' won three Grammy Awards and at the Chicago Auto Show Mazda launched a very special little sportscar that was destined to become the best-selling roadster in automotive history.

By Gavin Foster

The MX-5 (*nee* Mazda Experiment Project 5), also known as the Miata, was intended to fill the niche vacated by convertible 2-seater cars like the Lotus Elan and the Triumph Spitfire, meaning it had to be an affordable, reliable, 2-seater convertible, with little in the way of frills and an engine powerful enough to make proper use of the lightweight and nimble handling it should offer. The engine should be mounted up front and drive the rear wheels, and, as a rule of thumb, the driver should be able to reach out and touch the rear wheel while seated in a true roadster. The first generation MX-5 met all the requirements despite its modest 85kW engine that delivered a 0-100km/h time of 9.3 seconds and a top speed of around 185km/h. *British Autocar* magazine described it thus at the

time: "If you're expecting a Mazda MX-5 to set you alight, you're in for a disappointment. But as with everything the MX-5 does, it's not the result but the participation that puts a smile on your face... The MX-5 is a total success. Mazda's single-minded determination to provide fun has produced a car of the rarest quality. Above all else, it is its ability to involve the driver intimately in its every reaction and response that makes it a joy to drive. Few others, at any price, can offer so much."

And so it goes, and has gone for 28 years. The fourth-generation Mazda, launched late in 2015, sticks faithfully to the recipe, except that at around R500 000 it's no longer very affordable. The cars have grown a little, then in the current iteration shrunk again, and become more aggressive in their styling, but an MX-5 is still a car designed to be flung around on narrow country roads rather than drag raced from the traffic lights.

But as with everything the MX-5 does, it's not the result but the participation that puts a smile on your face...



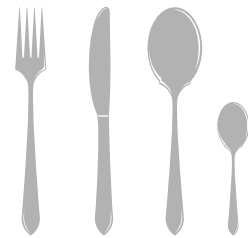
The MX-5 sold here uses a 2-litre 4-cylinder naturally-aspirated engine delivering 118kW at 6000rpm and 200Nm at 4600rpm. As fitting for a car like this, it thrives on revs, and because it's relatively light on the scale punches above its weight when driven hard. Steering is sharp, handling is brilliant, and the ride is firm without being annoyingly hard. If you don't need four seats and a fair-sized boot the MX-5 would be very easy to live with as a daily commuter. Traction control and ABS are fitted, but silly 5-setting electronic driving modes aren't. Boy racers with Fiesta STs and Polo GTIs will sneer at its 7.3 second 0-100km/h time and its 214km/h top speed, but they'd be missing the point. In a decent roadster you can enjoy slowing down for the straights and speeding up for the bends.

Mazda South Africa in March launched a new MX-5 RF (Retractable Fastback) version that is mechanically identical to

the soft top but weighs about 60kg more, thanks to the retractable tin-top and associated electronic gubbins. It comes only with a 6-speed auto transmission. The factory claims a 0-100 time of 8.6 seconds and top speed of 194km/h, which is significantly down on the claimed performance of the cloth-top with the manual transmission. It's a gorgeous looker, in my opinion, and the tin-top would be a better choice for South African conditions than the soft-top. The RF tin-top auto version of the MX-5 retails for R532 800, which is significantly dearer than the R441 700 asking price of the ragtop. My choice would be the RF but with the lovely 6-speed manual gearbox of the soft-top. That is unfortunately not an option at the moment in SA. 🇿

Mazda South Africa in March launched a new MX-5 RF (Retractable Fastback) version that is mechanically identical to the soft top but weighs about 60kg more, thanks to the retractable tin-top and associated electronic gubbins

PADKOS



BY RACEY LACEY

Ah... there's nothing like a long road trip, is there? The wide open road, magnificent scenery flying past and a chance to really put your foot down and give the old engine a proper workout – maybe cook a meal while you're at it. Wait... what? Yes, you heard me. Apparently road trips are good for more than just exploring the country. So if your gastronomic creative juices are flowing and you have a hankering for some home-cooked fare to tuck into on your journey, you can try out a few recipes at the same time. Gentlemen, start your ovens... er, engines!

It all started with a book that was published in 1989 by Chris Maynard and Bill Scheller entitled *Manifold Destiny: The One! The Only! Guide to Cooking on Your Car Engine!*. Apparently the idea for the book came about when the travel writer and photographer, who also happened to be accomplished rally drivers, took a trip from Montreal to Boston. The pair had bought a package of smoked meat from a well-known Montreal deli and decided they needed to find a way to heat it while on the road. Having heard stories about truckers warming up cans of soup by placing them in a secure spot on their trucks' engine blocks, they decided to try out a similar strategy. Clearly it was effective because it resulted in a book being written on the subject, including various recipes. The book was certainly not a success at the time but has since become a bit of a cult classic – undoubtedly because of its unusual subject matter and humorous tone but also because the recipes were designed not only with the ingredients in mind but also which cars were available at the time and their suitability as cooking equipment.

But engine cooking, as the art of cooking food from the excess heat of an internal combustion engine is called, has actually been around for quite a while. And it's not just truckers and bored rally drivers that have realised its potential, but also adventurers. Think about it: if you are out camping in the

middle of nowhere, what better way to cook your food than on something you have to bring with you anyway? No lugging of stoves or gas canisters required. And for us South Africans, who are used to the power going off midway through cooking dinner thanks to load shedding, no more last-minute trips to the local takeaway required. True, you could probably cook with gas, but isn't it more fun to cook with the gas pedal instead?

Engine cooking involves finding a suitable hot spot, such as the exhaust manifold. The raw ingredients are wrapped in several layers of tin foil, for two main reasons: firstly the foil acts as a conductor so that heat is distributed evenly and secondly, it protects the food from any contaminants present in the engine compartment. The parcel is then secured and tied down to the hot spot. The final step is driving the car until the food is cooked. And just to make things fun, cooking duration is generally not given in terms of time, but rather in distance (so your meal might be ready in 55km as opposed to 30 minutes). Ready to give your car-linary skills a test drive? Here are a few tips before you start:

- Engine cooking is not going to work if you are driving to work – unless you are aiming to warm up your breakfast (or you have an extremely long commute). You need to cook a dish that fits your trip, bearing in mind that cooking times are generally a bit longer than in a conventional oven and shorter than in a slow cooker. So a long road trip should give you enough time to cook just about anything you fancy.
- Wrap your chosen ingredients in heavy-duty foil – lots of it – and make sure that your food package is properly sealed. To stop your food sticking, spread a little butter or oil (canola would work better than Castrol in this case) over the foil before placing your food in it.
- And now to find yourself a good, hot spot on the engine for your food to cook on. Drive for a few minutes to warm up your engine, and then stop and turn off the engine. Pop the bonnet and quickly and lightly touch a finger to metal parts on the engine (the key words here are

Think about it: if you are out camping in the middle of nowhere, what better way to cook your food than on something you have to bring with you anyway?



'quickly' and 'lightly' – unless your recipe involves your own fingers). Having said that, though, if you can hold your finger in a spot for more than a moment without sautéing your digits, that spot's not quite hot enough. Your best bet is most likely on or near the exhaust manifold.

- Crumple up a piece of foil into a loose ball that is about 15cm high. Place it on your chosen cooking spot, close the bonnet and then reopen it and check the foil – it has probably been a bit compacted. Take this foil and place it next to your wrapped package of food and compare the two. If the food package is higher than the test ball, your meal will be crushed when you close the bonnet. If it's more than a little lower, it won't fit snugly and may fall out of place while you're driving. You definitely don't want the food moving from side to side, so make sure it's a snug fit all around. You can do this either by surrounding it with additional crumpled foil pieces or by tying it down.
- Once you have adjusted your foil

package to fit perfectly, place it on the engine. You could try easing the food package under conveniently-located rubber hoses or you could use wire to tie the food down. But for heaven's sake, use common sense when securing the food. Obviously you don't want to put it near moving parts or strain hoses by trying to force the package under them. If you're going to use wire, use baling wire rather than trying to use the wires that are already in your engine compartment.

- Now you're ready to drive until the food is done. As with ovens, engine temperatures vary so a little trial and error will probably be needed before you get a feel for the right cooking times. Even if you're following an engine cooking recipe, it's a good idea to check on the food occasionally throughout the cooking time (or mileage). If you need to put the food

back in, remember to reseal and secure the package.

- When the journey is done, hopefully your food will be too, so turn off the engine and check. Remember that not only is the engine hot but so is the food, so use your trusty braai tongs or oven gloves to remove it. Finally all that is left to do is pour a drink, put your feet up and enjoy your Porsche Potatoes or Renault Roast. Just be sure to give the wine a miss if you still have more driving to do. Happy driving and bon appétit! 🍴

Once you have adjusted your foil package to fit perfectly, place it on the engine. You could try easing the food package under conveniently-located rubber hoses or you could use wire to tie the food down



Dennis (far right) with Dave Chadwick, Frank Cope and 17-year-old Mike Hailwood. Hailwood won the 250cc class in the PE200.

A CLASSIC RACER

His first motorcycle was a prehistoric 1938 BSA 250, and his last a 1978 Honda CB650 that he rode until six months ago. He tuned, raced and won on bikes and in cars, and helped a young man from the Eastern Cape give the best motorcycle racers in the world a riding lesson. **Gavin Foster** talks to Dennis Guscott.

“I had a real piece-of-crap BSA 250cc C11 3-speed when I was 16, but about three years later I got an eight-year-old '47 Triumph Tiger 100 that went fantastically,” says Dennis, now 80. “Then somebody arranged demo rides on a methanol burning JAP-engined speedway bike for the equivalent of about a week’s wages, so I went down to the PE showgrounds to have a go. I proved to be quick, so during the week I made my own shoe and went back for more the next weekend. When I heard I’d broken the lap record I went out again to do even better and fell off. I broke the bike in half but the main thing was that I’d discovered I could ride a bike quicker than most people around here.”

Dennis, who went on to be a successful chicken farmer, cartage contractor, garage owner and motorcycle dealer in Port Elizabeth, decided to go road racing. He entered the PE 200 international on a fettled 250cc BSA in '56, but fell out when it dropped a valve after four of the 14.5km laps. “Johnny Louw had bought a '52 Manx Norton rolling chassis, with a gearbox and magnesium hubs, so when he was diagnosed with major heart problems I took it over and ordered a brand new BSA Gold Star engine. We cut away the frame to make it fit and the bike was a major success – it worked. I weighed bugger all and I could ride. I had one race on it, at St Albans, and then entered the '57 PE 200. Dave Chadwick, the British rider who brought Mike Hailwood out here early in his career, was the only guy to really beat me.



Mario Rademeyer on the Guscott Yamaha – Kyalami, 1985 SA GP.

Jim Redman started alongside me on an AJS 7R burning methanol. I was on petrol, and at the halfway point when he pulled into the pits I kept going without refuelling, knowing he'd never catch me. I ended up 5th on handicap and 2nd in the 350 class, ahead of all the other locals. Chadwick only caught me on the last lap."

Dennis went on to win national bike races and club championships, as well as being runner-up in two motorcycle road racing national championships, before switching to cars in the early '60s. "I liked building specials, cars and bikes, so I put together a Peugeot that I bored out to 1450cc or so. Aldo Scribante (who later built the eponymous Port Elizabeth racetrack) saw what I could do and appreciated that I could use my hands as well as drive, so I ended up

racing a Lotus 7 for him, and then a Lotus 21. I did about five Formula One races in the 21 but didn't enjoy them."

After six years in cars and two EP and Border championships Dennis tired of cars, and when he heard that the St Albans racetrack was closing down prepared his roadgoing Norton Atlas for the final meeting there, just for fun. "When the flag dropped I buggered off into the lead, and wondered what was going on. After a while Brian Hoskins and Jackie Watts came past on their little Honda 350s and I finished third. Then they had another 'Grand Closing' meeting and I rode again, finishing second. I thought 'I like this stuff – it's



Dennis Guscott six year ago.

Dennis went on to win national bike races and club championships, as well as being runner-up in two motorcycle road racing national championships, before switching to cars in the early '60s



Mario Rademeyer and the Guscott/Borg Warner Yamaha 550.

quite easy!' and wanted more."

In 1971 Dennis switched to a 350cc Yamaha R5 and started learning all about tuning 2-strokes. He and his great friend and rival, Tiny Marriner, dominated racing in the Eastern Cape for most of the seventies on their Sharwoods Honda 750 fours, with Dennis also putting up a good fight where appropriate on his TZ Yamaha customer GP bikes. The two friends also teamed up for the occasional production race. "We shared Tiny's 750 Honda in the Castrol 6 Hour at Roy Hesketh in 1973 and came second to Freddie van Rooyen and Errol Cowan on another Honda," remembers Dennis. When he finally retired at the age of 42, Dennis had two Eastern Province and Border championships in cars and another pair on bikes, and 13 club championships to his name. His motorcycle tally would have been higher but for the fact that for most

of his career there was no formal provincial motorcycle championship series in the Eastern Province.

As Dennis wound down his own on-track activities he started another very successful career mentoring promising young local riders, usually at his

own cost because he owned the Yamaha dealership in PE. "I was still EP champ when Dave Estment arrived on the scene in Port Elizabeth and I decided I'd had enough – I was getting a bit old for this – so I backed him. He was fast but he crashed a lot." When the racing started becoming too expensive Dennis resolved to throw in the towel but, just as he prepared to sell off his racebikes, one of the most naturally-talented racers he'd ever met popped up in Port Elizabeth: a shy, quiet-spoken young man called Mario Rademeyer. "I lent him a TZ to see how he went and, *bliksem*, there he was in third place in a national! I realised just how good he was and when we went racing together the idea was to win. Second just wasn't good enough. By the way, when I was still racing my TZ at 42 years of age, neither Rademeyer nor Estment beat me! I was good, but it helped that my bikes were quick and they handled."

Dennis's record as a tuner and mentor was impeccable. His efforts certainly grabbed the world championship GP factory teams' attention in 1984 when Mario put his privateer Guscott-tuned Yamaha TZ250 on pole for the first GP of the season at Kyalami, setting a new lap record in the process. Then the weather changed on raceday and in a cold, wet and miserable afternoon Mario battled

In 1971 Dennis switched to a 350cc Yamaha R5 and started learning all about tuning 2-strokes. He and his great friend and rival, Tiny Marriner, dominated racing in the Eastern Cape for most of the seventies



Mario Rademeyer aboard the Guscott GP2 Yamaha.

to get off the line. He eventually worked his way up from the back of the field into the top five before crashing and remounting to eventually take 11th place at the flag. If the 1984 South African 250cc GP's qualifying impressed the factory teams, 1985 positively knocked their socks off. After again botching his start, this time from third on the grid, Mario worked his way through the entire field in pursuit of Freddie Spencer, Anton Mang and Carlos Lavado who'd pulled out a healthy lead on the pack. The South African picked off more than 30 world-class riders, many of them on factory GP machinery, until, with seven laps remaining he slotted himself into second place, within four seconds of Spencer in the lead, and gaining every lap. As the chequered flag began beckoning his hard-pressed 250 Yamaha engine went off song, gifting second place to Mang. After 42 minutes of inspired riding Mario eventually finished seven seconds behind Spencer and within 0.4 seconds of Anton Mang, both multiple world champions on factory Hondas, while recording the fastest lap of the day. Not bad for a rider and tuner combination from sleepy old Port Elizabeth!

Dennis Guscott helped a number of other top South African racers in their progress to national championships. Amongst others, he assisted Durbanites

Danny and Warren Bristol and their dad, Don, who prepared the bikes that earned them two SA championships, and was a big help to Russell Wood, especially in his first championship year. "He was very knowledgeable and was always willing to help," remembers Russell, who went on to earn a record dozen South African titles. "You could take what he told you and put it into practice and it was always good information; it worked. Dennis was a great tuner. If you went to the track and he was in your pit the okes knew you had some good assistance there."

Dennis is still proud of everything that his young champions achieved all those years ago, and his engine and chassis tuning worked hand-in-glove with their talents to get results. "Because of their high corner speed, I could gear Mario's and Russell's TZ 250s to an official 255km/h at the old Kyalami," he remembers, "and Mario was the first South African to break 1 minute 30 seconds there. When I prepared Mario's first Yamaha RD350 LC Power Valve production racer in 1983 he was never beaten, and set new lap records on every track."

Dennis reckons that there

were a couple of high and low points in his career. "The highlights were Mario's two SA GP 250 championships, in '82 and '83, as well as his third place in the 1985 SA GP at Kyalami. Russell's first SA title in 1985 was also special," he remembers. "The low point was in 1982, when I took my eye off my business to go racing, and lost R52 000 (the price of a reasonable house). That was my fault though," he admits.

Those days are long gone but Dennis until recently took to the road on his 1978 Honda CB650 and enjoyed outings on the racetrack. "I could still lap Scribante at 1'28" on my son's 21-year-old FZ Yamaha before my cardio doctor ordered me to stop practising and just do parade laps," he says. Now 80, his riding days are over, but he could well be enticed into helping younger 65-year-old wannabe racers prepare their machinery for the fast-growing classic events. 🏍️

Amongst others, he assisted Durbanites Danny and Warren Bristol and their dad, Don, who prepared the bikes that earned them two SA championships



Sir William Lyons and the breathtaking Jaguar E-Type.

THE FAMOUS FELINE'S FOUNDER

This month our personality in **Jake Venter's** fictitious Moments in History interview series is with Sir William (Bill) Lyons (4 September 1901 – 8 February 1985). He was the co-founder of the Jaguar Motor Company, was widely known as Mr. Jaguar, and was knighted in 1956 for services to the British Motor Industry.

His father, also called William, owned a musical instrument shop in Blackpool, and this is where William was born and completed his schooling. After school he enrolled as an engineering apprentice at Crossley Motors in Manchester and also attended the local technical school. He left Crossley in 1919 to work as a salesman for the Sunbeam dealers in Blackpool. William Walmsley lived across the road from him, and the pair decided to go into business together. They borrowed some money from their parents and started the Swallow Sidecar Company. After a few years they started making car bodies as well and the business slowly grew into what is today the Jaguar Car Company.

I interviewed Sir William in 1972, just after he retired. I saw him at his farm at Wappenbury Hall.

I suppose it's just the rashness of youth. William had started to adapt ex-army motorcycles for civilian use, and sometimes fitting sidecars. But he was totally disorganised and needed help, so I stepped in

THE INTERVIEW

I was quite nervous when I set off for the farm. I had heard that Sir William did not have a friendly nature, was a hard taskmaster, and never used first names when addressing people.

When I arrived at the farm Sir William's wife Greta answered the door, showed me to the sitting room, and explained that her husband would be back soon (he had gone for the regular morning inspection of his prize cattle and sheep). He arrived soon afterwards, at the same time as the obligatory cup of tea, and the interview began.

JAKE: Thank you very much, Sir William, for agreeing to talk to me. I would like to ask you some questions about the way the Jaguar Company progressed to the point where they were making more twin overhead camshaft engines than anybody else.

LYONS: I'll gladly answer your questions to the best of my ability, but please don't go over the previously agreed time of 90 minutes.

JAKE: When did you start your first company?

LYONS: I started the Swallow Sidecar Company in Blackpool in September 1922, together with my friend William Walmsley.

JAKE: This was at a time when many other small companies were going bankrupt during the difficult period just after World War I. Why did you take such a risk?

LYONS: I suppose it's just the rashness of youth. William had started to adapt ex-army motorcycles for civilian use, and sometimes fitting sidecars. But he was totally disorganised and needed help, so I stepped in. The sidecars were prettier than most and I bought one myself. I knew they would sell. He looked after the technical side while I handled sales and organisation.

JAKE: When did you start to modify cars?

LYONS: The sidecars were selling well, so I started thinking of expanding into other areas. Many of our customers were now able to afford motorcars but the small cars of the day were very drab and I was sure we could produce a car that was more pleasing to the eye. We started with an Austin Seven chassis and commissioned Cyril Holland, a Midlands coachbuilder, to build a more rounded and prettier body, then started selling them as the Austin Seven Swallow. We changed our name to the Swallow Sidecar and Coachbuilding Company and later dropped the word 'Sidecar'.

JAKE: You must have moved away from Blackpool at some stage.

LYONS: We soon needed more space, so



Where it all began.



Great Jaguar C-Type motorsport moments. The combination of a lightweight tubular structure and the twin-cam engine proved a winner from the start.

in 1928 we moved to bigger premises in Coventry.

JAKE: Did you only use Austin Sevens as a base?

LYONS: No. In 1929 we introduced three new models based on Standard, Swift and Fiat chassis. I also started to negotiate with John Black of the Standard Motor Company to jointly develop a bigger and more unique sports car. Our two companies combined forces and together we built the first SS, which was a boat-tailed roadster.

JAKE: What do the letters SS stand for?

LYONS: I've been asked that question hundreds of times. I usually tell people that I don't really know. Walmsley and I never reached a conclusion. It could be Swallow Standard or Swallow Sidecars but I suspect the truth is that I stole it from George Brough who called his motorcycles SS100 if they could reach 100 miles per hour, or SS80 if they could only reach 80.

It could be Swallow Standard or Swallow Sidecars but I suspect the truth is that I stole it from George Brough who called his motorcycles SS100 if they could reach 100 miles per hour

JAKE: Did this car use a regular Standard chassis, engine and running gear?

LYONS: Only in a modified form. Our production SS models employed a chassis built to my specifications by Rubery Owen and an engine from the Standard Motor Company. The first of these, the SS 1 Coupé, was introduced at the 1931 British Motor Show and was available with either a 2-litre or a 2.5-litre engine.

JAKE: Photographs of the first SS cars show that they're stunning to look at, with low-slung bodies and fashionable long bonnets. Did you style them yourself?

LYONS: Yes. I've always been interested in styling, and have been responsible for the styling of every new SS or Jaguar until the arrival of the C-Type Le Mans racer.

JAKE: That's quite amazing. It means that you've been more successful as a stylist than the majority of professional stylists.

LYONS: If I consider the models that Jaguar has had to compete with, I can only agree.

JAKE: How do you do it? Do you start with paper sketches, then clay models, or do you start with a full-scale model straightaway?

LYONS: I used to start with a full-scale wooden mockup, and then

employed Fred Gardner, a skilled carpenter, to change the shape until I'm happy with the final result.

JAKE: There's a story that the roofline of the SS 1 was higher than you wanted it to be, but it was finalised by Walmsley while you were in hospital, and could not be easily changed.

LYONS: That's true. I was livid at the time, but eventually realised that my low roofline wasn't practical.

JAKE: Did the first SS coupés do well in the marketplace?

LYONS: Yes the cars were an immediate success and we changed our name to SS Cars Ltd in 1933. At this point Walmsley started to get cold feet because we were expanding too fast, and a year later I had to buy him out.

JAKE: When did you change the model name to Jaguar?

LYONS: In 1936. Our new SS90 model, released in 1935, was a stunning open 2-seater fitted with a slightly tuned version of the 2.6-litre side-valve engine used in the coupé, but it didn't sell well. It didn't have the power to match the looks, so we added an overhead-valve conversion and called it the Jaguar SS100. The animal name appealed to many people so we kept it for all our subsequent models. The Jaguar SS100 was



Jaguar SS100.



The first car to bear the big cat moniker, the 1935 SS Jaguar 2.5 saloon.



The Jaguar XK used for the Jabbeke speed record run.

given a 3.5-litre engine in 1938 and it became a respected performer. In 1945 we changed our name to the Jaguar Motor Company.

JAKE: I believe you also launched the Mark IV 4-door range at about that time.

LYONS: We did start to manufacture saloons and drop-head coupé models from 1936 onwards and again from 1945 to 1948. They were available in 1.5-, 2.5- and 3.5-litre versions, but we never gave them a mark number. The press started to call them Mark IVs after the war when the Mark

V appeared. Production had to stop during the war, when we made components for the aircraft industry.

JAKE: Did they all have pushrod-operated, overhead-valve engines?

LYONS: The 1.5-litre engine started life as side valve, and was converted to an overhead-valve layout in 1938, but the bigger engines were overhead-valve units supplied by the Standard Motor Company.

JAKE: I think most cars with separate mudguards

are prettier than their modern counterparts, but one of the prettiest must be the Mark V, whether in saloon or convertible form. Why was it only in production for a short while?

LYONS: It was only a transitional model. We were already planning a saloon that could reach 160km/h (100mph) and we introduced the Mark V as a stopgap because the earlier models were becoming very dated. For example, the Mark V was the first Jaguar with independent front suspension and hydraulic brakes. I'm also very fond of this model but in retrospect, the twin overhead camshaft models are far more exciting.

JAKE: That's just the cue I need to ask you about your famous twin overhead camshaft range of engines. Jaguar was the first company to produce such engines in any quantity. How did it come about?

LYONS: I've always wanted to produce a saloon that could cruise at 160km/h, but the company couldn't afford a powerful enough engine. My engineering staff knew this and during the war I arranged that they should be on fire watch together on the factory roof at night. They would have lots of free time to discuss the various possibilities.

JAKE: Who were the engineers involved in the design?

LYONS: By that time I had two top engineers on the staff in the form of William Heynes and Walter Hassan. William joined SS cars in 1935 from Humber, and rapidly became

The Jaguar Company produced many exciting models over the years and faced many crises. The cars sold so well that the company needed more space. In 1951 they leased Browns Lane from the Daimler Company and this soon became their principal assembly plant. They eventually purchased Daimler and used that brand name for their most luxurious saloons.

In 1956 the British Motor Corporation bought the Pressed Steel Company, and this put Jaguar in a spot because Pressed Steel supplied all their bodies. Jaguar was forced to merge with BMC, and later BMC merged with Leyland to form British Leyland. Jaguar had lost their identity. In 1984 Jaguar was floated off as a separate company. It was later bought by Ford and in 2008 it was sold to the Indian company Tata Motors.

I visited the main assembly plant in the UK in 2010 and was left with the impression that the British engineers were allowed to carry on with the good work without interference from the head office in India. Both sales and quality has improved tremendously compared to British Leyland days.

Sir William retired in 1972 to his farm half an hour away from the plant and was in the habit of paying frequent visits to give his opinion. He died at his farm in early 1985 and Greta died the following year.



Swallow sidecar.

A Super Sports sidecar... for the Sportsman
the
Swallow
JET 80
 mounted on the famous
SILK CHASSIS



The most popular, the most elegant, and the safest sports sidecar—this is the truly superlative reputation of the Jet 80. All steel welded construction reinforced by a heavy tubular guard rail combine to give safety factors which must rank high in any motorcyclist's estimation.

Fitted with a capacious rear locker, the Jet 80 is now smartly finished with new and improved standards of paintwork and trimmings.

THE SILK CHASSIS, now fitted with Taper Roller Bearing wheels, is a fully proved chassis, with robust four-point attachment fitting suitable for all current motorcycles. Gives a silky-smooth ride, needs no maintenance and will last a lifetime.

Write for illustrated catalogue of the famous Swallow range from THE SWALLOW COACHBUILDING CO. (1935) LTD., THE AIRPORT - WALSALL - STAFFS



With the iconic 3.8 engine fitted Jaguars ruled many a touring car race.



The works D-Type with its streamlined Malcolm Sayer body took victory at Le Mans in 1955 and in '56 the private Ecurie Ecosse team repeated the win.

my right-hand man in the engineering department. Walter Hassan had spent time with Bentley, Rolls-Royce and ERA and then joined Jaguar in 1938 as chief R&D engineer. They persuaded me that we needed a twin overhead camshaft engine, and we settled on a 3.4-litre six and a 1.8-litre four. The latter engine was used for most of the experimentation, and Harry Westlake helped us with the combustion chamber design. We decided to initially start producing some 6-cylinder units, build them into about 200 2-seaters for testing purposes, and then offer the saloon in two engine sizes.

JAKE: I well remember the sensation caused by the appearance of the XK120 at the 1948 London Motor Show. It was claimed to reach 120mph (nearly 200km/h) making it one of the fastest cars on sale anywhere, but at a price at least 50% lower than the competition. The excitement must have changed all your plans.

LYONS: Yes it did. The show car wasn't even completely finished. Our immediate reaction was to build 200 cars with wood-frame bodies panelled in aluminium, to use as demonstrators. We could only switch to all-steel bodies early in 1950 when the dies were ready.

JAKE: You created even more sensation when the car was timed at over 132mph in Belgium.

LYONS: I didn't think the car could do it, but we were forced to try. Our chief test driver, Jack Sutton, took one of the cars to a new

freeway in Belgium just to see if it could reach 120mph, and it did. Unfortunately, he bragged about it on his return, and the press got to hear of it. Even more importantly, Joska Bourgeois, our Belgium importer, wanted to know why she had not been invited to the test run. We had to do it again in a more official manner, so on 30 May 1949 we invited the press to the Ostend-Jabekke freeway in Belgium, where an XK120 was timed at 132.6mph. The car was fitted with an alternative catalogued gear ratio, an under-tray and a small aero screen.

JAKE: What happened to the 4-cylinder engine?

LYONS: The XK120 and the Mark VII sold so well that there was never any need to introduce an economy model.

JAKE: The Mark VII, released in 1950, was the saloon that could do 160km/h (100mph)?

LYONS: Yes, it was also the luxury 5-seater that lived up to our slogan: grace, space, pace.

JAKE: We've nearly come to the end of this interview, but I can't resist asking you for some details of the C-Type and the D-Type.

LYONS: The lightweight multi-tubular triangulated frame of the C-Type was designed by Bob Knight while the aerodynamic body was designed by Malcolm Sayer. The modified XK120 engine initially developed

153kW but later we fitted twin-choke Weber carburettors and high-lift camshafts to get considerably more power. Initially the car had drum brakes but in 1952 we fitted disc brakes on all four wheels. The car won the Le Mans event in 1951 at its first attempt; in 1952 we modified the bodywork and the car suffered from overheating, but in 1953 the C-Type won again.

JAKE: And the D-Type?

LYONS: This was most likely the first car to feature a monocoque body construction, and it was certainly much more streamlined than the C-Type, thanks to Malcolm Sayer. The works team won at Le Mans in 1955 but failed in 1956. A Jaguar still came first, but it was entered by Ecurie Ecosse from Edinburgh.

JAKE: You've had many other successes over the years, but my time is up. Thank you very much for your time.

LYONS: It's been a pleasure talking to you. ☑

We had to do it again in a more official manner, so on 30 May 1949 we invited the press to the Ostend-Jabekke freeway in Belgium, where an XK120 was timed at 132.6mph



THE PERFECT CLASSIC

After using his rebuilt 1970 version for a year **Bert Grobbelaar** ponders this question: is BMW's 2002 one of the most practical classics ever?

Back in the 1980s, I wanted to add a classic sedan to the family car stable, something to serve as a 'new' Mom's taxi and replace a ten-year-old Citroën GS Club. Not wanting a new Citi Golf, Mazda, Opel or modern commuter car, the following were shortlisted:

LANCIA FULVIA COUPÉ: Beautifully styled, slightly small sedan from the Lancia pedigreed origin. The Lancia was dropped, though, as it was thought to be a bit too small.

ALFA ROMEO SPRINT /JUNIOR: A long lusted-after model in the classical Alfa mould and

with the best styling but it failed to make the cut as a result of its limited passenger-carrying capacity.

BMW 2002: Two-door sport sedan; the original round taillight model I have wanted since the early '70s when secondhand ones were trading at around R4 300 but just too expensive for a guy in his early twenties. In the end, for reasons of practicality, performance and perceived build quality, the BMW 2002 won the day and the choice was made.

So when a 2002 was advertised in the smalls that used to run in *Car* magazine I went to view the car in Bedfordview, where a Mr.

Stubbs had the car in his garage alongside a number of other delectable cars. Mr. Stubbs was an ex-SAAF WWII fighter pilot who flew, amongst others, the Curtiss P40 Kittyhawk in the desert campaign up in the north. He later joined KLM as an airline pilot and had purchased the 2002 new for use in Amsterdam – hence the left-hand drive. After importing the car to SA, and running up something like 80 000kms, he kept the 02 with the intention of passing it on to his son. Thankfully not everybody has the same taste and his son passed on the offer and settled for a new Ford Focus instead.

Although I had a bit of doubt because of the LHD, I soon settled on a price of R14 000. I shook hands with Mr. Stubbs



and became the proud owner of an original, single downdraft carburettor, 4-speed manual '70 model BMW 2002. It was still in Sahara Beige, was unmolested, had never been in an accident and was still in very good overall condition.

A ten-year stint followed, with the 2002 running the usual domestic tour of duties and school runs around the old Halfway House, as well as the occasional road trip for the fun of it – part of the delights of sporting sedan ownership. With normal levels of maintenance it did its job admirably, with only minor mechanical failures and routine service and parts replacements required – all done in-house.

I went offshore in 1998 to do a stint of

expat employment in far off places like China and several African countries and the well-travelled 02 was passed on to my son Stefan as a student carriage and beyond – in the process bestowing on the car a whole dose of additional sentimental attachment and motoring memories. Under Stefan's temporary care the Beemer performed the usual student car services, trips to Cape Town, KwaZulu-Natal South Coast and even far up to the Mapungubwe area of the bushveld admirably.

But after approximately 26 years of ownership the BMW M10 engine suffered from a loss of coolant, overheated and was put into temporary retirement. It had also suffered the ravages of time and use and

It was still in Sahara Beige, was unmolested, had never been in an accident and was still in very good overall condition



mutated into a solid old jalopy, no longer the great drive that the original design delivered, with wobbling steering, dubious brakes, worn suspension, cracked windscreen, tatty interior and all the other features of a classic rebuild candidate. Total mileage at that stage was in excess of 300 000km.

When a 'quick fix' attempt to get the car going again revealed extensive problems, Stefan and I decided it was time to put the O2 out to pasture and scrap it. This decision was quickly overturned when one of the 'student days' memory makers, Hannelie Grobbelaar (no relation) insisted that the car had to be saved for heritage and

sentimental reasons. The ensuing lecture and accusations of bad judgement were enough to reverse the decision and a classic car rebuild project started taking shape...

I'd retired to the Garden Route and had become involved in the blossoming Knysna classic car scene through joining Ron Hollis at Bodge Engineering, so the old banger was shipped down and interned into Bodge Engineering, starting with a full strip down before the rebuild followed. Over 16 months the car was rebuilt and was back on the road again at the beginning of May 2016, just in time to be shown at the Knysna Motor Show.

THE REBUILD

The preference was to return to as near as possible original specification, with only slight upgrades on the performance side. With due consideration to cost the rebuild was done as conservatively as possible but still sticking mostly to the original

specs, with no compromises on quality and mechanical details. Under the hawkish eyes of the Bodge team (Ron Hollis, Alf Newnham and Analdo) I was not allowed to even attempt any shortcuts. Regular assistance and 'snooping' by the shop cops ensured that any lapse in my standards were quickly nipped in the bud.

One of the original considerations for upgrading the car was the fitment of the rare 5-speed gearbox and a limited slip diff. A gearbox and diff were acquired from a secondhand transmission dealer in Midrand but after having supplied some incorrect reconditioned units he did a disappearing act and the rebuild was completed using the original gearbox and diff. (Anybody interested in swapping 5-speed gearbox from an early E21 318 BMW is invited to contact me.)

After stripping down the body the car was handed over to Hein Bruwer and his team at Spotless for a full body restoration and new paint. Because it was an old

When a 'quick fix' attempt to get the car going again revealed extensive problems, Stefan and I decided it was time to put the O2 out to pasture and scrap it

Approximately 800 days had passed from the time the car was taken off the road up to its successful recommissioning, proving once again that classic car rebuilds are not to be rushed

Transvaal car there was very little rust and the chassis had never been bent. Against strong criticism and heckling by the Bodge boys and other belligerents I persisted in the colour choice, repainting it in the original BMW Sahara.

With that job excellently completed by Spotless, the gleaming shell was passed back to the Bodge workshop and the reassembly of the car was tackled. Hours were spent on the suspension, running gear, engine and mechanicals and then more on the electricals and upholstery and trim. All suspension rubbers and bushes were replaced and so were the carpets, but the original upholstery and seat covers were cleaned up, repaired and retained.

The engine saw some major deviations from original with the M10 block receiving a fully-balanced bottom end, a Tii forged crankshaft, Tii conrods and pistons topped off with a Tii cylinder head fettled by Vanderlinde Developments. For good measure twin side-draft Weber DCOE 40s on an Ireland Engineering inlet manifold were added. Ron applied his tuning skills to the Webers and the car started up first time – a proud moment and significant milestone had been reached, and the ‘new’ old BMW 2002 started its born-again life. After further fettling and adjustment the car was pressed into daily service as my primary means of transport.

Working mostly from Bodge and doing the bulk of the mechanical work myself I spent 800 hours to get the rebuild to the 98% mark – ably assisted with advice and support from Ron and the boys as well as the greater classic car community that operates in the Knysna industrial area. Approximately 800 days had passed from the time the car was taken off the road up to its successful recommissioning, proving once again that classic car rebuilds are not to be rushed!

As its daily driver, and given the rebuild quality, this 2002 is once again close to what BMW had envisaged with their original design. With its uprated engine it runs comfortably with the modern traffic and on regular commuter duties between Plett and Knysna the car is a delight to drive at moderate speeds, trundling along at an easy 80 to 100km/h in fourth gear with ample capacity to effortlessly accelerate past slower traffic. Longer trips allow the driver to truly engage, with high average speeds obtained and maintained – the only limitation being

BMW 2002 REBUILD: SPECS AND INFORMATION

ENGINE

- Original M10 engine block oversized
- Bottom end dynamically balanced
- High compression Tii pistons
- Tii forged crankshaft
- Tii connecting rods fitted
- Tii cylinder head rebuilt
- Compression ratio 9.8:1
- Twin Weber 40DCOE side-draft carburetors
- Ireland Engineering inlet manifold
- 123 Electronic ignition distributor
- Re-cored radiator (40% more surface area)
- Electric cooling fan
- Original 4-speed manual gearbox overhauled
- Propshaft overhauled and balanced
- Original differential and drive shafts
- Rear subframe rebushed and refurbished
- New suspension rubber bushes and joints all round
- New front brake discs, calipers and high spec brake pads
- Bilstein shocks all round
- New rear brake drums
- All suspension arms and components refurbished
- Body completely stripped, refurbished and painted
- New windscreen and window rubber
- Original body trim and mouldings reused
- New sealing rubbers on bonnet and bootlid
- Interior trim retained and refurbished
- New interior carpeting
- Original wiring loom retained but taped up with fresh sleeving
- Additional wiring circuits fitted for future accessories
- All lamps and lights refurbished

REBUILD TIME

- Mechanical and reassembly, trim and bodywork – 800 hours
- Bodywork refurb and repaint by others – one week

REBUILD COSTS

- Spares, external services and consumables (no charge for own labour) – approximately **R180 000** (+- 5%)



the fuel consumption when the side-drafts are given the reins too frequently. Handling is particularly suited to long swooping bends and hills and valleys, with fast cruising speeds achieved. The suspension comes to life and is very enjoyable when put to the task.

So far two trips taken between Cape Town and Plett with two and three occupants have shown that the car is an ideal tool, with the performance not suffering as the payload increases and the boot space is generous enough to swallow the luggage and more. Inside the cabin is roomy, the seats are comfortable and while not overly generous, rear legroom is quite sufficient. In addition the car's relatively generous ground clearance and classic style suspension configuration make it ideal for road trips that might also include some adventurous sections on gravel roads. With no low frontal air dams or wind-cheating devices the 02 is very capable on our (poorly maintained) rural tar roads and light off-road gravel tracks.

It was this capability that led to the first post-rebuild road trip in August last year – a four day trip into the Eastern Cape interior frontier regions past Fort Beaufort and Adelaide, then Cathcart and onward to Elliot via Queenstown. The scenic mountain tracks around Elliot and Barkly East led us to the village of Rhodes along some fine dirt roads that even allowed for a bit of spirited

'rallying' – just for fun. To the amazement of some of the locals in their Toyota Land Cruiser the 2002 took on the Naude's Neck Pass. There was a mishap though: when descending the rocky road surface at walking pace, the rear wheels lost grip on a transverse stretch of rock ledge and the BMW lurched and dropped onto a round boulder, resulting in a not-so-neat impression on the fuel tank. But this was not at all the fault of the car and certainly not indicative of any notion that the 2002 could not handle the pass.

The rest of the trip took us past the towns of Mount Fletcher, Matatiele, Kokstad and Underberg, with the aim being to get to the Cathedral Peak area of the Drakensberg for the third night's stopover. Back on the tarred surface of the N3 and heading towards Gauteng the car returned to its easy canter at a sedate 120km/h, and it was a pleasure to experience the many appreciating glances, gestures and words from other motorists – certainly a most enjoyable experience and a good reason why we drive notable classic cars.

SO WHAT'S NOT TO LIKE?

In its current form, the 2002 suffers a bit from the following:

- The higher output and revving capability of the updated engine can do with a 5-speed

transmission. At speeds above 130km/h the engine begins to run at high revs.

- The standard car does not have any air conditioning. This would be very nice to have, especially on long trips.
- With the car running on standard steel wheels the braking performance is not brilliant. Upgrades to the brakes are possible but larger alloy wheels would need to be fitted to increase the disc size upfront. Rear drum brakes also detract from the performance character of the car and in this respect the 1960s Alfa Romeos were superior to the BMW.
- In twin carb format it drinks a bit. The standard engine spec and single carb would help the fuel consumption figure.

In summary, the array of comfort and styling features of today's modern offerings brings some potentially troublesome electronics to the party, making them a poor ownership proposition to the enthusiast driver. If given a choice I'd pick a 'new' old BMW 2002 any day and believe that such a practical classic will still be around in another twenty years. In a moment of unbiased reflection perhaps an Alfa Giulia 1600/2000 sedan could offer some competition to the 02 as the practical classic king of the road, but with 30 years of ownership and having put huge effort into this rebuild I'm likely to stick with the 2002 for many more years. 📍



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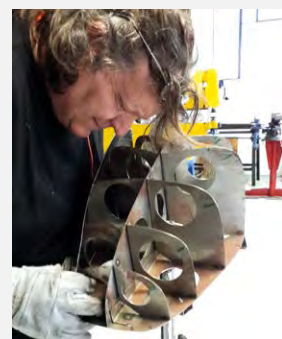
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— GRAEME HURST —

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



SPANNERING LEADS TO FLAT-SIX FUN



Last year saw some big bills being added to the history files across the fleet with the 280TE needing a refurbished steering box, a set of pukka Stuttgart engine and gearbox mounts (at a cool R4k) and new discs and pads all round. It was a bit of a 'catch up' session, mind, as it's the first time I'd spent more than a grand in one go in five years of ownership for a car that's got close to 300 000km on the clock and is very much the family workhorse, carrying building materials and carting the dogs and kayaks to the river.

And the various new bits certainly helped wind the car's clock back in terms of feel: a previous tendency to wander in cross winds was eradicated with the new 'box, while the new mounts cured a long-standing power train vibration at speed. The only snag was a subsequent leak – possibly as a result of the 35-year-old original having been disturbed – on the steering hydraulics,

which necessitated having a new line made up.

Next on the list was the 911 which, after the discovery of a section of fried wiring (Fleetwatch September 2016), ended up with its flat-six being whipped out so a new engine bay loom could be made up and fitted. And, as usual with that sort of job, the list of jobs expanded after a leak was found on the recently installed airbox, which had to be stripped down anyway. Most of the added tasks were sensible things, like replacing the fuel injectors (two of which were loose in their housings) and the fuel supply hose, which was held on with jubilee clips (dangerous on a pressurised fuel system in an air-cooled engine!).

These were all necessary to make the car go properly and safely but I opted to bite the bullet on a few other items too, including replacing the HT leads and the dizzy cap as they looked past their best and are a 50 000km service item. All that work didn't

come cheap, especially with our ailing rand.

Tempering this cost was the way the flat-six coupé performed afterwards: the engine had renewed grunt, with a much smoother idle and pick-up. And thankfully it's stayed that way for the last 1 500kms or so during various weekend runs, which included a trip to CTP Printers to collect the March issue (fittingly with a 911 Turbo on the cover) and then a mag drop off at the Franschoek Motor Museum.

A month later the SC was on the same route for the April issue, only this time we blasted up the Franschoek Pass on to Bonnievale to take in the Mercedes collection on Angora Stud farm. That 400km-round trip was the longest we've done to date and the first time I've been able to stretch the Porsche's legs and enjoy the handling. It was such a thrill on the various twisty bits that I opted to go over (instead of under by tunnel) Du Toitskloof Pass for the first time in 30 years!



THE GOOD, THE BAD & THE UGLY

— STUART GRANT —

- 1966 Renault R10
- 1984 Peugeot 205GTI
- 1984 Mercedes-Benz 190E



THE GOOD: The Peugeot was pressed into daily use for the first half of the month.

THE BAD: Having just had a full engine rebuild the Mercedes-Benz didn't make it past the pre-race paddock for the Zwartkops Historic Tour event. Lined up and ready to go I put the car into neutral and turned the key but the car lurched forward as if in gear.

I frantically started stirring the lever but despite it moving around, could not get out of whatever gear it was in and could not get it into any other gear in the gate pattern. I sat and watched the field of fellow racers move off into the distance. When the marshals came to tow me the car rolled a few metres before letting out a massive crack from the gearbox, which freed up the wheels, but as they rotated a sickening grating could be heard.

Once back at Carcol Executive Auto the box was stripped out to reveal a crack in the casing. Internal inspection showed that worn parts had allowed two gears to be selected at once and the conflict that followed destroyed the box from the inside

out. A second-hand replacement has been found and is being given the once-over before installation.

THE UGLY: I sold the most reliable and useful classic I've had in years – the Alfetta. With too many projects on the go a bit of focus was needed – and the easiest to sell was the running car. It's been a good move as I now have my ugliest car on the road again: the Renault R10. This was laid up in November to fix some noises in the front suspension. With it up on stands it became apparent that the noise was coming from worn steering rack end bushes, perished rubber coupling between the rack and steering column and shocks that were not doing too much absorbing.

Johnny's Supa Quick in Randburg came to the party with some replacement shocks (interestingly the same part number as a Leyland Mini rear unit) while Summit Brake & Steering in Rivonia tidied up and refreshed the steering rack so that the silent block bushes and rubber coupling I sourced from a reader could be fitted. For good measure all the suspension parts and

underside of the car were wire brushed and painted to stop further corrosion. And yes, I lowered the front by taking an angle grinder to the front springs (shhhhhh... don't tell the experts).

Following a weekend of swinging spanners and bleeding knuckles the car sat on its wheels and was ready to fire up. I cranked the key and despite having good spark and a new mechanical fuel pump the motor stubbornly refused to burst into life – a blocked carburettor jet turned out to be the problem.

With this cleared out it was soon running, but only on two cylinders. I got stuck in changing the points, condenser and HT leads and tried fiddling with the timing but to no avail. In a last-ditch attempt I put in the set of old spark plugs that I'd removed a year back and hey presto, all four pots did their job. I suppose the experienced among us would have started with the plugs but we live and learn, so I am now that little bit wiser.

It's an awesome little machine and with its new lowered stance and the bumpers removed, it's not actually that ugly at all.

— ETIENNE FOUCHE —

- 2007 Chrysler 300C
- 1970 Pontiac Le Mans Sport
- 1965 Valiant V200 Wagon
- 1968 Valiant Barracuda
- Chevrolet C10



It seems like yesterday that the new year kicked off but here we are, steadily moving towards May. Client cars have come and gone and lots of photo shoots have been done, with plenty of editing late into the night. On the downside admin and social media marketing has taken a back seat as the (exciting) hands-on workload has increased. I wish at times that I could clone myself but as one of those that prefer working alone I actually wouldn't have it any other way.

Although I never thought it would, the day

came to sell the '69 Barracuda I built up a month or so back. I was also able to buy and sell a 1974 Ford Ranchero quickly and this combined profit meant I could get myself a daily runner with aircon. I'm a sucker for a Hemi so enter a 2007 5.7-litre V8 Chrysler 300 V8 – not exactly a fuel-saver... but who cares. The Chrysler is the smoothest car I have ever driven, goes like hell and the sound system is right up there with the best, which is a big plus for my music obsession.

I also found another project car in the form

of a 1970 Pontiac Le Mans Sport. There are big plans for this but they have to take a back seat while some customer builds take preference. I have just completed a quirky Valiant V200 station wagon with a souped-up 3.7-litre Slant-6. It was a fun build, with the client giving me full creative freedom that resulted in purposefully-patina'd paint and lowered suspension.

Work continues on a triple black 1968 Barracuda while I await a Chevy C10 to return from media blasting. **C**



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
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