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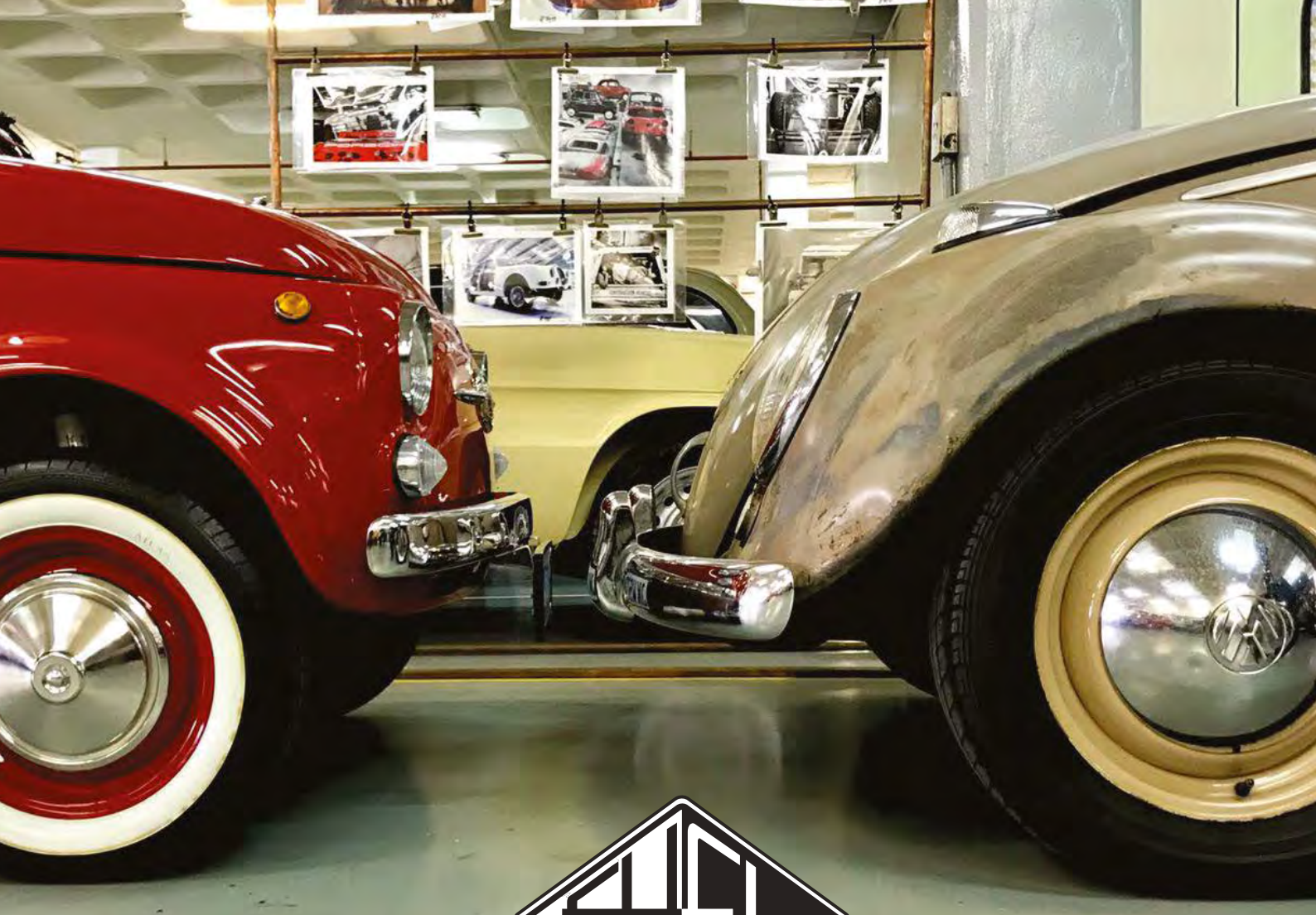
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## NEVER-ENDING STORY

**A**s the dust settled on the production of this July issue and I set out to write the welcome note, a sudden wave of fear hit me – that I had been so excited to find such a complete set of classic Corvettes for our cover shoot that I failed to include any sort of South African-ness this time around. In a flap, and fearing I would need to organise an eleventh hour 'hold-the-press' photoshoot of some or other local oddity, I frantically skimmed through the story list one last time. To my relief, there was no such need for panic as luckily there is more than one uniquely-South African tale being told this month.

In the news section we see that BMW South Africa launched a fresh 7-Series and besides lapping Aldo Scribante in this modern projectile, also treated the press to a stint in the locally-developed ex-Tony Viana BMW 745i racer. A few pages later Graeme Hurst gets to grips with another of the Bavarian giant's iconic cars – the technologically-brilliant 850i. Sure this is one of Germany's finest, but surprisingly the Rosslyn plant was one of very few outside Germany able to put these masterpieces together.

Mike Monk tells two South African success stories this month too – the first being a look at

a 1967 Morris Mini Cooper S. Although these cars were for the most part imported CKD kits, they did feature a large number of South African-made parts (like the bucket seats) to keep the legally-required local parts content ratio within spec.

Mike's other 'local is lekker' bit revolves around a fleet of Chevrolet vans that, when painted red and green and decked out in Rembrandt branding, proved not only to be bulletproof delivery vehicles but also an advertising masterstroke – and even played a role in bringing us the world-class Franschhoek Motor Museum.

Dutch contributor Jeroen Booij tells of a 15-year hunt for a stolen Le Mans Mini Marcos that appears to have spent a large part of its life in Africa. If anyone remembers this little giant-killer lapping up Angola, please contact me and I will pass on the details to Jeroen.

But that's not all – we also look at some of Japan's finest exports to land here: the Mazda RX-7 and Datsun Fairlady, and we take a look at the latest news events and classic rallying. Oh yes, and then there's my personal favourite – the letters page. Please keep these coming. This magazine is as much yours as it is ours.

*Stuart*

## REACH FOR A DREAM

Together with local Ferrari club SEFAC, the museum recently hosted a day's outing for a group of children belonging to the Reach For A Dream Foundation. "It's always a moving experience being involved, and the reward of seeing the little guys' faces when they see the cars is an absolute pleasure," says FMM curator Wayne Harley. Staff member Sumarie Elliott happened to be on the charabanc when a string of five Ferraris passed the youngsters on their way to PlaasPad, and said the screams of excitement were deafening. At the museum, the boys each received a goodie bag with compliments of SEFAC, and in no time the boys looked like real tifosi wearing their caps and T-shirts. After a short visit to the displays and a hearty

lunch consisting of waffles and milkshakes, it was off to the track to make dreams come true. And the Cape Town Ferrari owners didn't disappoint – they sent along some really cool cars for the group to enjoy, including a 308, 328, 430 M16, 458 Speciale and F12. "It was a truly awesome day with the youngsters and the owners all leaving with great big beaming smiles. Thank you Jacques and SEFAC," says Wayne.



## CONCOURS SA JUDGES MEET

Wayne Harley recently hosted at FMM the inaugural meeting of the judges for this year's national Concours SA to be held at Sun City. Together with show organiser Paul Kennard,



head judge Wayne was joined by Dave Alexander, Derek Hulse, Keith Doig, Marius Malherbe and Louis Coetzer to fine tune the ground rules for the competition. At the concours, the team will be joined by *Classic Car Africa* editor Stuart Grant and experienced overseas celebrity judges Chris Routledge and Robert Coucher. Further meetings will be held in the build-up to the spectacular event.

Concours South Africa 2017 will be run over four days at Sun City, starting with an international conference on the topic of 'Value in the Classic Car Market' which will be held on Thursday 3 August. Final judging will happen on Sunday 6 August when the winners will be announced at a glamorous prize-giving. For more information on how to enter Concours South Africa 2017, log on to [www.concourssa.co.za](http://www.concourssa.co.za) or e-mail organiser Paul Kennard on [paul@concourssa.co.za](mailto:paul@concourssa.co.za) or call him on 082 851 3300.

## QUATTROPORTE LAUNCH

At the beginning of June, Wayne attended the Cape Town unveiling of the all-new Maserati Quattroporte and the occasion was marked with all the usual pomp and ceremony, smoke and lights. This latest addition to the Maserati line-up has stunning lines and this V8 twin-turbo flagship now boasts 395kW and has a top speed of 310km/h. However, there are also two V6-engined models, one petrol and one diesel. The Italian flair for styling is repeated in the interior and the car provides all the creature comforts that are expected nowadays.

Chatting to some of the onlookers and prospective clients, it seemed to me that Maserati has a good formula going in SA and will continue to sell well, even at the brand's premium pricing. "I think at this level it really doesn't matter; you will either want one or you won't," says Wayne with a grin. "It's the exhaust note that is most impressive

and well worth a listen to as this Italian octet pops and grunts its 530-horsepower tune."

The first generation Quattroporte appeared at the Turin Motor Show in 1963 and has been part of the company's model offerings ever since, apart from 1969 to 1976 during Citroën's abortive takeover of the company. FMM has a 1985 third-generation car in its collection, which belonged to the late Anthonij Rupert. (See the June 2016 issue of *CCA* for write-ups on this car.)



## FMM VISIT REMINDER

A reminder that while some major renovations and upgrades are being undertaken at the museum, for the time being visits will only be accepted by appointment – phone (021) 874 9002 (international +27 21 874 9002) to make a booking. Entrance to the estate and museum will be only via the Anthonij Rupert Wyne gate from where visitors will be transported to the museum via the charabanc shuttle service. In all other aspects the museum will operate as normal.



### 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. Visiting is currently by appointment only – phone (021) 874 9002 to make a reservation. Opening hours until November are – Monday to Friday 10h00 to 17h00 (last admittance 16h00), Saturday and Sunday 10h00 to 16h00 (last admittance 15h00). 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 Deli offers refreshments and a selection of wines produced by Anthonij Rupert Wyne.

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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](http://www.classiccarafrika.com)) please submit details along with an image or two to [stuart@classiccarafrika.com](mailto:stuart@classiccarafrika.com).

## 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

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

## SEPTEMBER

1-3	Kyalami Festival of Motoring	Kyalami
2/3	Wheels at the Vaal	Vanderbijlpark
3-7	SAVVA National and Rendezvous Tour	Fouriesburg
16	Historic Tour – Zwartkops Raceway	Pretoria
17	Piston Ring Swap Meet	Modderfontein
23	SEFAC Ferrari 50 <sup>th</sup> 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 <sup>st</sup> Saturday of the month	Classic Motorcycle Club of Natal	Bluff, Durban
1 <sup>st</sup> Sunday of the month	Classic Motorcycle Club Johannesburg	Germiston, Johannesburg
2 <sup>nd</sup> Sunday of the month	Pretoria Old Motor Club	Silverton, Pretoria
3 <sup>rd</sup> Sunday of the month	Piston Ring	Modderfontein, Johannesburg
3 <sup>rd</sup> Saturday of the month	Cape Vintage Motorcycle Club	Parow North, Cape Town
Last Sunday of the month	Vintage and Veteran Club	Athol Oaklands, Johannesburg
Last Sunday of the month	Southern Cape Old Car Club	Glenwood, George
Last Sunday of the month	The Crankhandle Club	Wynberg, Cape Town
Last Sunday of the month	The Veteran Car Club of South Africa	Kloof, KwaZulu-Natal



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**2007 FERRARI 599 GTB HGTE**  
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**R2 999 990**



**2001 FERRARI 360 SPIDER**  
29 000km, Red with black interior, red stitching, fender badges, challenge grill, full service history, 29000km, excellent condition.  
**R1 999 990**



**1955 JAGUAR XK 140 ROADSTER**  
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# CLASSICS AT THE SA MOTORING EXPERIENCE 2017

South Africa's only national motor show continues on the next leg of its journey from 1-3 September 2017 when the SA Motoring Experience, powered by the SA Festival of Motoring, takes place at the Kyalami Grand Prix Circuit. Featuring elite classics, 4x4 experiences, test drives, supercars, pit access and so much more, this is definitely not one to be missed.

The 2017 event gains international flavour with the announcement that Will Kinsman, Head of Motorsport Content of the Goodwood Road Racing Company, organisers of the world-famous Goodwood Festival of Speed and Goodwood Revival, has confirmed participation as the principal judge of all motoring content at the SA Motoring Experience. "We are excited to be in a position to confirm participation by a leading authority such as Will Kinsman and to show him the best that the South African motoring fraternity has to offer," said

Konstantin von Vierregge – CEO of SA Shows Messe Frankfurt, the event organisers. "I am sure that Kinsman will be amazed by the calibre and depth and breadth of collectible vehicles on display at the SA Motoring Experience." The inaugural 2016 event saw hundreds of collectible vehicles on display and Kinsman's participation in 2017 provides South African collectors of vintage, veteran, historic and classic vehicles with a unique opportunity to present their precious assets to a panel of international and local experts – to crown SA's cream of the crop.

A streamlined circuit schedule sees even more opportunities for visitors to be driven by professional drivers or test drive some of the latest manufacturers' models themselves. Other areas that will keep petrolheads and families alike entertained are the new expanded 4x4 village, the highly-anticipated skid pan area where manufacturers will delight visitors with out-

of-the-ordinary activations, the Galleria exhibition area where visitors can buy, test and find out about all aspects of the automotive industry, a food court and a play area for the kids.

WesBank will again be the headline sponsor, with the vision of serving and investing in the motor industry. This year's event is already proving to be a huge attraction to all manufacturers, and seven new brands have joined the strong line-up of leading OEMs that participated in 2016.

A further bonus for visitors is the co-location of the Johannesburg Boat and Water Show at the 2017 event, providing the opportunity to view the latest boats and jet skis on offer as well as offerings from leading water sport, diving and fishing exhibitors. With all this on offer, this is an event you will not want to miss. For more information visit [www.safestivalofmotoring.com](http://www.safestivalofmotoring.com) and [www.johannesburgboatshow.co.za](http://www.johannesburgboatshow.co.za).



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# HANDS-ON

With the onset of winter, the mornings at **Dino's** are somewhat fresh but the best way to warm up is to get stuck into the hard graft with a hands-on approach. And this is not a chore with such an exciting array of classic projects on the go. At the moment the shop has older model offerings from Dodge, Volkswagen, Alfa Romeo, BMW, Maserati, MG, Corvette, Mercedes, Lancia and Jaguar on the workshop floor. With such a mix we learn something every day. As 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.



This fibreglass legend came into the shop a while back, was stripped and a list made of what parts to refurbish and what to order in. Spares supply from the USA is good and the waiting for parts is now over, so the body is being taken back before repairs and prepping take place for a new paint job. Once done we will assemble the car for the client.



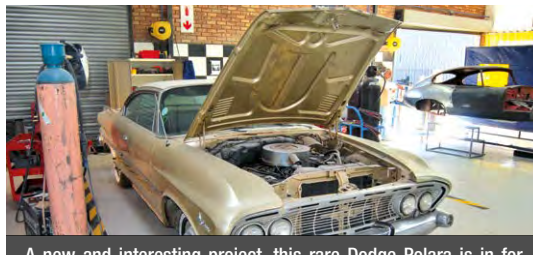
This square-back Alfa Romeo Spider has had all rust cut out and replaced with fresh metal. The body, engine bay and underpinnings have been given some quality paint and the interior has been tidied up. We are now just waiting for the original wheels, which have been sent off for refurbishment. Once rolling again it will be delivered to the client as a complete restoration.



Our personal BMW 3.0CSi often has to take a back seat while customer cars are done, but slowly but surely progress is being made. The car was stripped to bare metal, revealing an impressively sound shell. Minor repairs are being done and the engine bay has been prepped to paint. The wooden dash has already been refurbished, giving the project that little bit of motivation.



This well-known BMW 2002 race car has spent some time on track and was understandably looking a bit tired when the new owner brought it in. Repairs to the fibreglass panels have been done and panels have been made to fit like a showroom car. It is now being flatted and readied for some racy colouring.



A new and interesting project, this rare Dodge Polara is in for a full restoration. The process will involve stripping all the trim and making a job list of what can be made to look new locally and what needs to be ordered and project-managed from the USA. The body will be taken down to metal and any hidden flaws rectified, and then it will be painted in a period-correct colour. Dino's will assemble for the owner.



A stint on the rotisserie revealed that this Jaguar E-Type was a solid base on which to start a restoration. A new nose section has been ordered from the UK but it has taken a bit of work to get a perfect fit. Defects in the original rear are being skilfully lead-filled by Dino – a dab hand at this dying technique.



The Mercedes-Benz 450SLC is one of those classics that seems to have flown under the classic car collector radar for years but is now gaining momentum rapidly. This client clearly is of the same belief as he wants to put it back into showroom condition. It will move into the shop soon for a complete strip and repaint back to original colour – as supplied by the Glasurit Classic Car Colors library.



The owner of this Leyland Mini 1275 wanted to sport up the look a bit so he added some alloy wheels and side striping. To take it up another notch he decided to get us to paint the roof and bonnet black, as a contrast to the Dove Grey. While we were busy with this, a few touch-ups were done to the rest of the body.



Progress on the super rare Maserati Indy is inspiring. This exotic was in a life-threatening state when it arrived but little by little, with care, patience and experience, it is coming together beautifully. We've made new floors, sills, door skins and rear wheel arch sections, and the spare wheel well is in progress. It will be a beauty once again.



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### **on 6 August 2017**

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## LEGENDS RACE ON



The legendary BMW (E23) 745i Winfield race cars made a fitting appearance at the launch of the BMW M760Li xDrive and BMW M4 DTM Champion Edition, held at the Aldo Scribante Raceway in Port Elizabeth on 31 May and 1 June 2017.

It was in 1985 when the late Tony Viana and mechanic, Kobus van der Watt, decided to embark on a project to build the world's first-ever BMW 7-Series race car. Their objective was to utilise the powerful 3-litre (M88) engine of the BMW (E23) 745i engine. It worked, and Viana went on to win the 1985 Group One Championship, making it the first-ever BMW 7-Series race car in motorsport worldwide. Not content, Viana then took on the rest with another 745i in the WesBank Modified series.

The Kyalami-based Evolution 2 Motorsport team, led by experienced BMW technician Alec Cepnich, restored the cars to their former glory for motor racing connoisseurs and former team mate of Tony Viana, Paolo Cavalieri. The cars attract enthusiasts who remember Viana powersliding the BMW 745i around Sunset Corner at the old Kyalami Raceway, beating the likes of Alfa Romeo and Ford to victory.

Driven by Cavalieri, the Viana machines live true to their heritage of remaining immaculate and are a great tribute to BMW's local racing achievements. This can be attributed to the precision and pride shown by the Evolution 2 Motorsport crew through their efforts in preparing and presenting the cars at race events.

## EVOLUTION OF A SPORTING GT

The latest addition to the Ferrari range, the GTC4Lusso, made its official debut on local soil on 7 June at official Ferrari dealer Scuderia South Africa's new state-of-the-art facility in Cape Town's V&A Waterfront.

The number 4 plays a big part in the GTC4Lusso's make-up: four wraparound seats and Ferrari's patented 4RM Evo 4-wheel drive system integrated with 4-wheel steering. "This enables the driver to effortlessly handle the GTC4Lusso's extraordinary torque even on wet or low grip roads," said Mervyn

Eagles, CEO of Scuderia South Africa. The car's dynamic control systems have been specifically calibrated to boost responsiveness to driver input. In particular, the 4WS (rear-wheel steering), which is integrated with side slip control, reacts more rapidly to the driver's intentions into and out of corners, thanks to the rear wheels steering the car in the same direction as the front wheels. "The result is tremendous stability and masterful control that translates into superior performance," adds Eagles.

Power is provided by Ferrari's 6262cc V12 that

punches out 507kW at 8000rpm and 697Nm of torque at 5750, with 80% already available at just 1750.

The dual cockpit interior architecture is another first and is designed to enhance the shared driving experience for both driver and passengers, with the latter having their own generous optional display with a plethora of functions.

Scuderia Cape Town's newly-completed 1000m<sup>2</sup> facility incorporates fully-operational sales and workshop facilities in accordance with Ferrari's new CI requirements.





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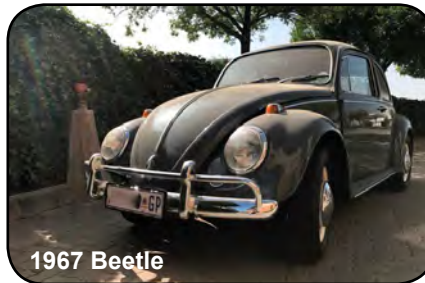
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# LAZARUS CELEBRATES 60

The Lazarus Motor Company, one of South Africa's most successful multi-franchise motor groups, is to celebrate its 60<sup>th</sup> anniversary with a huge presence at this year's POMC Cars in the Park at Zwartkops Raceway on 6 August.

The Centurion-based company will be displaying a host of classic cars ranging from a Ford Model T to Jaguar E-Types, and a range of the best-selling Ford Mustang and stunningly fast Roush Mustang models.

"Heritage is something that cannot be underestimated in terms of today's motoring climate," says Colin Lazarus, CEO of the landmark Lazarus Motor Company which is located overlooking the N1 Highway off the John Vorster Drive off-ramp in Centurion. "I have been attending Cars in the Park for many years, and the Pretoria Old Motor Club, which organises the event, tops into the very core of our motoring heritage. The fact that Cars

in the Park now enjoys the status of Africa's biggest car show is just astounding to those of us who have seen this annual show grow into the wonderful celebration it is today."

The Lazarus Motor Company had its beginnings in the small town of Bronkhorstspuit, located some 60km east of Pretoria. "The company was founded in 1957, known as R. Lazarus and Son, my late father being the 'son' in that title," explains Colin. "In those days it was a Mercedes dealership, but in 1961 the company was awarded a Ford franchise, to sell cars as well as tractors to the farmers in that area."

In 1980, Colin's father passed away suddenly on the bowling green, and Colin, then in his early 20s, was suddenly required to take over a motor dealership with very little experience. "That's when I learned the value of surrounding yourself with good people on

your staff," says Colin. The young motor man soon realised that a move to the Pretoria area was vital to the company's future, and in 1987 they established a Ford dealership in what was then known as Verwoerdburg, followed soon afterwards by a Mazda franchise. A Jaguar dealership followed in 1996 and soon afterwards the ambitious decision was made to establish the huge multi-franchise dealership just off the N1 highway in Centurion.

Today Lazarus Motor Company has Ford, Mazda, Jaguar, Land Rover and Kia dealerships, all operating side-by-side in the same giant complex that has become a landmark in Centurion. In addition to these franchises, Lazarus has recently established the Roush Performance Centre in this complex, which offers a range of Ford performance upgrades, as well as a range of very special high-performance versions of the iconic Ford Mustang.

## MX VETS GO INTERNATIONAL

Three veteran Springbok Motocross riders make up the 2017 SA team to take on the challenge at Farleigh Castle UK in September. The team for this historic event consists of 55-year-old Tony Riddell, 46-year-old Ryan Hunt, 49-year-old Collin Dugmore and 39-year-old Andre David. The team will prepare and ship the pre-1989 masterpieces to the UK, and World Motocross champion

Grant Langston will be managing the outfit at the event. Gavin Williams Global ASP has assisted the effort, covering the entry fees, the bikes, parts and many of the general expenses but are in search of a co-sponsor to handle the airfares, accommodation and shipping. Interested sponsors can contact Gavin Williams on (021) 702 9300 or e-mail [gwilliams@globalasp.com](mailto:gwilliams@globalasp.com).



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# CONCOURS WORKS OF ART

A classic BMW Isetta microcar from the 1950s will be a star exhibit at Concours South Africa, which is being held at Sun City on 4-6 August 2017. The Isetta has been painted in a striking Ndebele motif by internationally-acclaimed artist Esther Mahlangu.

Esther, now 81 years old, has exhibited work internationally and completed numerous world-renowned commissions, including the tail fins of British Airways jet aircraft, but still paints and teaches from her village near Middelburg in Mpumalanga, South Africa.

For Concours South Africa 2017, Esther was commissioned to paint the late 1950s' BMW Isetta 300 by KZN businesswoman Manana Nhlanhla. "We wanted to do something really special for this year's Concours South Africa," said Manana. "The BMW Isetta was actually chosen as a theme car by my business partner, Sithembiso Mthethwa, as he has a vast knowledge of all things to do with classic cars. However, we should stress that the little Isetta is not being presented as a concours car. It will be at Sun City only for display purposes. We wanted this year's beautiful Concours South Africa to have a distinct African keynote, and the Isetta fills that role perfectly."

Manana said she was amazed to see Esther at work on the project. "Esther uses a chicken feather as her brush to paint these cars freehand, and although her designs feature lots of straight lines, she never uses a ruler. That is quite remarkable for a woman who is 81 years old!"

Manana also noticed that although Esther's Ndebele traditional art gives the appearance of being symmetrical, it is in fact asymmetrical, and thus there is no



repetition in any of her unique work. "This is in fact Esther's fingerprint."

Manana had the honour of winning the Show and Shine category at the inaugural Concours South Africa in September last year with her 1958 Mercedes-Benz 190 SL, but earlier this year stated that she would be entering the 'Concours - proper' category in 2017 with a surprise car. She has since revealed that this 'surprise' has just undergone a full restoration in Stratford, and will make its African debut at Concours South Africa.



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## CLASSIC JAGUAR PARTS AVAILABLE

Jaguar Land Rover South Africa will soon offer owners of classic Jaguar models the opportunity to use genuine parts to service and maintain their vehicles. The parts catalogue for classic models spans more than 30 000 part numbers, with all items being manufactured using original drawings to ensure quality and authenticity.

Jaguar Classic Genuine Parts were used in the Jaguar Classic XJ-S V12 race car that was entered in the 2017 Jaguar Simola Hillclimb. Driven by multiple championship-winning American race ace, Randy Pobst, the XJ-S performed flawlessly across all six race sessions up the fast technical Simola Hill Road. This specific XJ-S is a road-registered vehicle and relies on genuine Jaguar parts in critical areas.

Parts available for classic Jaguar models range from exterior items such as body panels and cosmetic trim, all the way to mechanical components for engines and drivelines. For the ultimate in performance and reliability, all parts in the Jaguar Classic Genuine Parts catalogue are manufactured to original specifications – and by the original suppliers when possible.

In many cases, original parts were used to ensure their new reproductions were accurate – as is the case with the Jaguar Classic body panels for the Jaguar E-Type. Original E-Type panels were painstakingly recreated using state-of-the-art 3D CAD technology and treated for corrosion resistance using modern techniques.

Parts will be available through the Jaguar Land Rover retail network across South Africa.



## 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](http://www.scottburghclassiccarshow.co.za).

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- Insurance View Point & Valuations
- Market Regulation
- Cars, Art & Preservation
- Car Display at Concoeurs SA

Topics may be added and changed in due course.



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# WINTER CLASSIC SHOW

Car enthusiasts, get ready for the [www.classiccarshow.co.za](http://www.classiccarshow.co.za) Winter Classic Car & Motor Show Sunday on 9 July 2017. Held at Joburg Expo Centre, opposite FNB Stadium, it's open to hot rods, street rods, classic vehicles, muscle cars and vintage cars.

Car exhibitors should arrive before 7am at gate 2 to find that perfect spot. There will be something for everyone, including a range of stalls, a beer garden, kids' activities, live entertainment and helicopter rides. Tickets will be available at the gate for R80 per person and R20 for children under 11. For more information visit [www.classiccarshow.co.za](http://www.classiccarshow.co.za) or to book a commercial stall contact [loraine@classiccars.co.za](mailto:loraine@classiccars.co.za).







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## GORDINI MAKING HEROES

Hi Stuart,

Firstly, thank you for a great magazine... how you continue to find the content you do astounds me. The Gordini feature in the June 2017 issue took me back to my youth. I bought mine new in July 1969 and in November that year I attended the 9 hour at Kyalami where the Gordini of Scamp Porter ended 4<sup>th</sup> overall and 1<sup>st</sup> on Index of Performance – if memory serves. I was suddenly a hero by association!!

I remember driving to Durban in 1970 when the only freeway was between Mooi River and Durban. We left Mooi River at 5.20am and arrived at the Cuban Hat roadhouse at 6.25am – madness, and when I think about it now I cringe. On our return journey we hit a guinea fowl at some speed. It went through the windscreen and cracked the rear windshield. Fabulous days indeed.

Keep up the great work.

Regards,

**Tony Campbell**

*Hi Tony, thanks for the Gordini memories. I was chatting to another 1960s' Renault owner the other day about his Joburg to Durban dash in his R10. Imagining he was Porter or*

*Mortimer he attacked Van Reenen's Pass with vigour, and thanks to the lively rear end almost reversed the Renault and his girlfriend down into the valley. Luckily his girlfriend was having a nap and didn't realise how close to a prang they had come... the two soon got married and are together to this day.*

*I'm glad you mentioned the Cuban Hat. I have been looking into famous South African roadhouses and car meet-up destinations. In Jozi we have the Doll House in Louis Botha and Pretoria has the Lollipop roadhouse at the end of Stanza Bopape (Church) in Colbyn. Those south of Joburg might remember Uncle Charlie's back in the day, while those in Pretoria had The Flying Saucer (somewhere near the freeway intersection now named as such). From what I hear, Durban was all about the Cuban Hat and East London still has the Windmill, which opened in 1946.*

*You wouldn't happen to have any images of the Cuban Hat or any of the above mentioned, Tony? I am desperately looking for help sourcing images and memories of these venues and I reckon Cape Town, Bloem, Krugersdorp or PE must have had a few spots too. If you or any reader has a roadhouse tale to tell, please drop me a line.*  
Stuart



## ALCONI CHARGING

Dear Stuart,

50 years after our family invested in an 1108cc Renault R10 Super it is great to see the Renault pot still boiling in recent correspondence. I was intrigued by your inclusion of the R10 Alconi in the 'Magic motorsport memories' letter in the correspondence section this month. Not only is it a modified R10 but it is arguably *the* ultimate modification of the R10 in that period, being the 1296cc supercharged version which was campaigned successfully against a 2000cc class BDA-engined Escort, a GTA Alfa Romeo Sprint, Group 5 Ford Mustangs and a Galaxie. It is a tribute to South African ingenuity that despite the lack of suitable OEM equipment, a plan was made and the supercharger is actually the cabin blower from a Viscount turboprop airliner of the period! If you look closely you might see the huge air intake lurking just inside the rear right quarter window. I have attached two pictures of the car which I took at a 1968/9 meeting which show some of the detail (and have since found their way into the Internet figurative hall of fame – quite rightly).

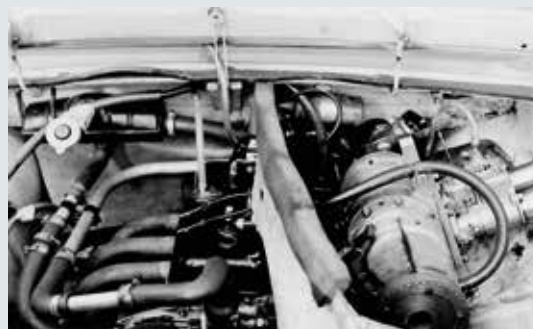
Regards,

**Carvel Webb**



Hi Carvel,

*The Renault pot is really on the boil and I don't remember any other car that we have featured getting as much correspondence as the Renault Gordini. The racing exploits back in the period show just how powerful a marketing tool this avenue can be when done correctly. For those not able to get a Gordini, a regular R8 or R10 was a good step – and then of course there was the Alconi version for the local boy racers. My Renault R10, powered by a slightly down-on-compression 1100cc unit is by no means a rocket ship – your image of a the supercharged Alconi engine bay is now keeping me up at night. Thank you!*  
Stuart



## A SMALL WORLD

Hi Stuart,

I refer to the article by Howard Johnston in the June edition of your magazine in respect of the Bitter CD which he once owned and restored. I do not know if he knows that the Bitter CD which I once owned and which my son now owns in the UK is the exact same car he once owned. This is the car which got the prize as 'Best Coupé on Show' at the London Classic Car Show earlier this year and about which I wrote to you a few months ago.

This is also the same car Mike Monk wrote about in your magazine a few years ago when I still owned the car.

We live in a very small world.

Sincerely,

Ronnie Grace

Hi Ronnie,

Yes this world is small, as is the classic car fraternity. Considering the Bitter is so rare it is amazing to see how often it crops up. Somewhere around 2006 I too stumbled across this very same car when it stopped by our old Bryanston office. John Wessels was the man behind the wheel and I think it was about to undergo a tidy-up or restoration. The car was a metallic light blue at the time.

Stuart



## PRAISING TEAMWORK

Hallo Stuart,

I want to congratulate you and all the people on this June 2017 copy of my favourite magazine. The Gordini story was the best article on this car ever to appear in print. The content, layout and photos were spot-on. A new standard was set and if you can repeat or better this I see no reason why this magazine can't become a world player in the classic car world. Can we have a photo of the writer and photographer?

Regards,

Dawid O'Niel

Dankie Dawid,

Words and letters like this really make the effort worth it – so thank you. Other than holding flashes and moving the car around, I can't unfortunately take any credit for the Gordini article. Credit must go to the writer Carvel Webb and snapper Etienne Fouche. Both are passionate car people that eat, sleep and breathe classics (Carvel mainly a diet of Gordini) and regular readers of Classic Car Africa. Carvel proposed the 50<sup>th</sup> birthday celebration article and when put in touch with Etienne, the pair independently sourced a car, location and even decided the type of photos they wanted in order to best show off the technical

**THE 64 GORDINI TODAY**

Some 200 examples of the 1300cc Gordini were assembled and sold in South Africa, which gave the conception of a car that number of these competitors have never had only a few original examples survive today. Compared to the modern 'hot hatch' its performance is modest but it might be considered a true classic. It is the only car in the world that has a 1300cc engine, a 1600cc gearbox and a 1600cc rear axle and 1300cc top speed was phenomenal – the result of its racing history. About a decade ago it was with the Mini Cooper, Lotus Europa and Alfa GT of the day. Owners today are more concerned with repairs than its potential as a performance car, but this is not to say it is not capable of holding its own in modern company.

Following a spare decade for many years, parts can now be sourced from specialist suppliers in Europe (M&S and France Motorsport), which means that rust remediation and preservation work can be tackled successfully, albeit at a price. With modern metal spray and Mg welding techniques, even many of those period-correct metal fittings that have long since been replaced and brought up to original spec. And if you want more, opt for the upgraded factory 1300cc performance kit which will result in a very sporty performance, even by today's standards, with 0-100km/h times well down into the sub-10 second bracket.

What many owners the world over have done is put the original engine aside on one side and replaced the services of an 80 or 85cc block, crank, conrod and other bits to build a 1000cc 'best-in-class' performance motor. Or they swapped the head and associated parts from the 1100cc Alfa Romeo (Type 102) which looks better to the original 1300cc engine. Engines of up to 1200cc can be built, with normally aspirated power outputs in the 100-120hp range. The sort of build allows Dave Whelan and Etienne Fouche, who in 2015 built a 1000cc engine for the car in 2016.

Another notable engine alternative is the V12 motor. The full running 1900cc engine runs the 200-225 gear box but the reason of the rear-mounted tank and 80mm of a 1.8-litre-mounted motor is necessary.

**GOOD HATCH?**

The car's design is based on a competition high-end interpretation of the 64 Gordini in South Africa compared to many other competitors. One of its local assembly programs and its popularity in local motorsport circles in its home. It is a car that is maintained and conserved through its history. The car's design is a result of our local talent, engineering and building skills.

Not least for what started as a 'hot hatch' conversion.

**ACKNOWLEDGEMENTS**

My love affair with this little blue car would not have been possible without the tireless help, encouragement, advice and support of many people over the last 45 years. Principal amongst these are the following:

Spencer Stubbs, 'Fudger' Adler and the late 'The War' Bruce (son of Adler) who motivated and helped me to begin going through a history of saved gearboxes, broken control shafts, cracked cylinder heads and swapped fuel valves. George Poyne (aka Peter), Barry Whelan who convinced me of the merits of the short-throw 1300cc gearbox, Sid Senior (aka Sid) who introduced me to the classic car world, and the late Gordon (aka Sid) who introduced me to the classic car world, and the late Etienne Fouche (aka Frank) who introduced me to the classic car world. It was the Etienne & Gordon, Paul & Frank, Sid & Barry, and Sid & Barry who got me into this world.

If I have left anybody out I apologise unreservedly and will make it up to the 50<sup>th</sup> anniversary – if I am still around!

www.classiccarafrica.com | 2017 07 | 19

aspects mentioned in the wording. I requested some portrait images of them for you but the truth is that both would rather stay behind the lens than in front of it. I will try to catch them at some stage though.

This publication belongs to you and all the readers as you steer us along the right path. We welcome any ideas, help and contributions as the people's stories are the ones that need telling and the ones that help elevate the publication above the rest.

Thanks for being part of the ride.

Stuart

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## RENAULT ON A ROLL

Stuart, really enjoying reliving my youth and reading *Classic Car Africa* magazine.

I was an enthusiastic racing competitor having graduated with my delivery Mini pickup, Mini Cooper S, Renault R8 and finally, with thanks due to Geoff Mortimer and Renault Africa who gave me a Gordini motor and gearbox at a giveaway price, I had a home-built Gordini. I had no prior knowledge of your featured Gordini article concerning uprated half shafts and reinforced body and roof structure – I just learnt the hard way.

Whilst exiting a corner at Killarney my R8 half shaft snapped and the rear wheel flew off. I struck nothing but my Renault jumped in the air, rotated direction a few times and

hit the tarmac with such an impact that the rear window shattered and the front window fell onto the track. The undamaged roof had moved sideways about 60 centimetres. I now understand your pictorial diagram of the extra roof reinforcement.

Should it be of interest to you, I have followed up this email with a few photos of my Renault behind my hero, Peter Gough, as his rear wheel came off and hit my Renault head-on. My car somersaulted many times end over end but fortunately, based on my previous roof experience, I had installed a roll bar (I have the original negative of these photos).

Regards,  
Robin Borden

Hi Robin,

Glad to hear we have been able to take you on a stroll down memory lane and that, thanks to the structural improvements made by Gordini, you walked away from a 'big one' and can tell the tale. I don't blame you for fitting the roll bar after this though.

I have purposefully left out the last paragraph of your letter as I want to get stuck into researching the racer you mention before letting the cat out the bag on that article – I have done a bit of Googling and it looks likely to be one of the most fascinating personality stories that will cross our pages. We'll be in touch for some more information.

Stuart



## TWICE AS GOOD

Hi Stuart,  
Another great issue!  
Two things though:

- For the past few months I've been receiving two copies and I've only subscribed to one. I pass the spare one on to my neighbour, who will be disappointed when they stop, but he must subscribe too!
- In the 'wanted' column in the Gearbox classifieds, please delete my request under 'BMW 635CSi'. The original request published a couple of months ago worked and I'm now in touch with the current owner – unfortunately he doesn't want to sell!

Otherwise keep up the good work – the best read. I've cancelled my subscription to another motoring magazine after 45 years! Their content is no longer of interest, but yours most definitely is!

**Best Regards,  
Robin Hayes**

*Hi Robin,*

*Thanks for the heads-up on the duplicate copy. I will investigate why this is happening but until sorted please keep passing them on to your neighbour, while at the same time pushing him to subscribe. I will remove your request for your BMW 635CSi's whereabouts. Glad to hear you got some feedback, although sad (for you) to hear the car is not for sale just – yet. Hang in there, you never know.  
Stuart*

## FANNING THE FLAME

Hi,  
Thank you for the wonderful writing on the Gordini in CCA this month. I am a huge fan of the R8. Please let me know how to get the two additional articles mentioned – the one being under the heading 'G for Grief' and the other on the 812 engine.

**Thank you kindly,  
Frans Botha**

*Thanks for the kind words, Frans. The articles you are after are available from Carvel directly so I have sent your mail on to him and he will forward you the relevant documents. We will soon also load them onto our website as a free download because we have been inundated with international calls requesting them. The South African Gordini story is one that hasn't been told in full up until now, and the world is chasing it down. Thank you for support.  
Stuart*



## CAPACITY & CAPTIONS

Hi Stuart,  
I have just finished reading the article on the R8 Gordini in your June 2017 edition of CCA. It brought back so many memories of seeing Jody Scheckter, Geoff Mortimer and Scamp Porter during their racing careers at Killarney as a school boy!

When I left school in 1968 I did not have money for a car but a couple of years later, in 1970, I bought my first car – a 1969 Renault R10, red with black upholstery and 10 000 miles on the clock (photo attached).

To get a bit of extra oomph I fitted a bigger Weber and a branch exhaust manifold, which made a (small) difference though! I would love to have bought a Gordini but my salary did not allow me to.

In the article Carvel mentions that in 1968 the R10 was introduced with the standard 1289cc engine. This is news to me as my car had the 1100cc engine. The other issue that is new to me is the AMW alloy wheels. I can recall that Delta alloys were used. These two types looked identical. I wonder if you can clear these two issues up for me?

As a longstanding subscriber to *Classic Car Africa* I want to congratulate you on the quality of the fantastic articles, and I'm also very pleased to see that (slowly but surely) you are getting more captions added to your photographs! The last time I spoke to you about this was in a letter dated 31 Aug 2015.

Stuart, is it possible for you to forward



a copy of Carvel's article covering the 812 engine assembly essentials, together with Ian's original treatise as mentioned at the bottom of page 57? I look forward to your favourable response. Keep up the good work!!!

**Regards,  
J.Chris Pretorius**

*Hi Chris,*

*Thanks for the letter and kind words. As I am a relative newcomer to the Renault world I have asked Carvel to reply regarding the R10 engine size. All I know is that my R10 is a rather asthmatic 1100cc that has lost some compression over the years. On the caption front we are really trying to get as many informative ones in as possible. I am not always able to add them but have the contributors all on a mission to do so.*

*Stuart*

*I am delighted that our article has triggered so many positive memories to enjoy. But Chris is quite right – just shows that no matter how many times one checks an article – something seems to slip through... The R10 with the rectangular headlights was introduced here in 1968, but it did originally still have the 1108cc engine – my humble apologies for any confusion caused. The 1289cc engine was introduced a bit later at the beginning of 1970, and the model acquired a '1300' badge on the back to distinguish it. Some 633 examples of the 1300 were sold in 1970, and a further 73 in 1971, before it was withdrawn in favour of the new wedge-shaped R12. The rims were built locally to a very high standard by a company in Germiston called Almero Motor Works – hence AMW. They were modelled on the (expensive) imported Deltas – hence the similarity – and were very popular.  
Carvel*



# A SMOKING CHEVY

Is it red, is it green? Rembrandt's Chevy is in between... **Mike and Wendy Monk** tell the tale of General Motors in SA and how some bilingually-branded vehicles from the firm built a business.



To many South Africans, the recent announcement by General Motors SA that it will cease the manufacture and supply of Chevrolet vehicles to the domestic market by the end of 2017 came as quite a surprise. For older citizens, the feeling was likely tinged with shock and sadness because the brand has been an integral part of the growth and development of this country for over 100 years, in both private and commercial applications.

GM first penetrated the local market back in 1913 by importing Chevrolet vehicles into the country. Then in 1925, one of the first representatives of the GM Corporation

in South Africa, Nathaniel Tuxbury, set up a temporary factory in Darling Street, Port Elizabeth. Three years later, the (still operational) Kempston Road assembly plant was established and in just 12 months, 25 000 Chevrolets were built. By 1936, GM SA was also assembling Buick, Cadillac, La Salle, Oakland, Oldsmobile, Opel, Pontiac and Vauxhall ranges in addition to GMC and Bedford trucks. Without doubt, GM's products played a vital role in motorising this country.

As an example of this valuable and significant contribution, 10 years ago *Classic Car Africa* published a feature written by Michele Lupini titled 'The Vans That Built an



Johann's father, Anton, was looking for a way to promote his new Rembrandt cork filter-tip cigarettes and came up with the idea of branding his fleet of delivery vans

Empire', which described the background to the rise of Rembrandt cigarettes in South Africa. The Rembrandt Tobacco Corporation was established by Anton Rupert in 1948, and the first cigarettes were manufactured in an old flour mill in Paarl on 12 June.

In the article, Lupini quoted Franschhoek Motor Museum patron Johann Rupert's speech to a dinner audience celebrating the opening of FMM about how it came to be.

The story went that in the late-1940s money was tight and businesses had little, if any, to spare on advertising. Johann's

father, Anton, was looking for a way to promote his new Rembrandt cork filter-tip cigarettes and came up with the idea of branding his fleet of delivery vans. But not just simply with signage on the vehicles – oh no. Paint them in two colours: the left side bright red with Afrikaans wording, the right side bright green with English lettering, thus creating a bilingual mobile advertising hoarding! The association was simple: Rembrandt plain cigarettes were sold in green packets, Rembrandt filter cigarettes in red packets.

The effect of this pioneering campaign was dramatic to say the least. "People would see a red van going one way and a





green one coming back – or so they'd think – imagining that we had a far bigger fleet than we did," Johann is quoted as saying. "Sales soon picked up and the rest is history. But you'd never believe the effect those red and green vans had on our business."

Chevrolet's post-war model range was essentially made up of facelifted versions of its 1942 line-up and once the world was at peace, Chevrolet immediately resumed its place as America's best-selling brand – 'Well worth waiting for' was the universal advertising tag line. Described as 'conservative in styling and engineering', Chevys were affordable and, as a result, popular. The 1946 Stylemaster was the

base trim level model (Fleetmaster was the upmarket version) and evolved from the 1942 Chev Master Deluxe and was offered in 2-door Town Sedan, 4-door Sport Sedan, 2-door Business Coupé and 2-door 5-passenger Coupé models, as well as the low volume Fisher-bodied Sedan Delivery. (GM's Australian subsidiary Holden produced a pick-up version – locally referred to as a 'ute').

In South Africa, the '46 Chevys were strong sellers and a redesigned grille was the only real change made for 1947, to which a T-shaped vertical centre bar was added for 1948 along with new bonnet and nose emblems. Windows had black rubber

surrounds. Inside, the 3-spoke steering wheel no longer carried a horn ring, and the dashboard was painted.

The engine was a development of GM's 'Stovebolt Six' that first appeared in 1929, which was not big on performance but did boast a more relevant-for-the-time reputation for dependable service. The 3548cc (i.e. second generation, dating back to 1937) cast-iron in-line six featured overhead valves with solid lifters. The conrods were lubricated by using an oil trough built into the oil pan fitted with spray nozzles squirting a stream of oil at the connecting rods, which were equipped with 'dippers' that supplied oil to the rod bearings. The crankshaft ran



in four main bearings. With a single Carter carburettor and running a modest 6,5:1 compression ratio, the motor put out 67kW at 3300rpm and a healthy 236Nm of torque at a lowly 1200. Top speed was around 120km/h.

Post war, the first Chevrolet rolled out of Kempston Road on 19 October 1946 and manufacturing facilities were expanded the following year. But it was only in 1948 that raw material supplies allowed production to get back up to speed. In February that year, no less than 2 795 cars and commercials were assembled during the 23 working days, setting a company record.

In 1976, the Rembrandt Group put out feelers for a 1948 (Series 1500 FJ) Chev

Stylemaster Sedan Delivery to restore as a replica of those first vans, none of which appears to have survived the in-between years. As luck would have it, an abandoned van that had been bought for R100 from a farm just outside Rustenburg was offered and duly purchased. A ground-up restoration was undertaken that included a period Stellenbosch white-lettering-on-black registration number CL 3712. After being used for promotional work for some time by the Rembrandt Museum, the Chevy was moved to the Ruperts' Heidelberg Motor Museum. When the Heidelberg collection was relocated to Franschoek to form the basis of FMM, the Chevy continued to be a star attraction, and 40 years after its rebirth is still going strong.

Fired up and idling contentedly, it pulls with ease and once into the top of the 3-speed column-shift gearbox, it exudes a strong, unbreakable character. Steering is not too heavy, helped along by the big steering wheel, but Rembrandt's

representatives must have developed strong biceps driving these distinctive vehicles around the country. There are individual, leather-upholstered front seats rather than the expected bench, but they are comfortable. The view forward through the split windscreen predominantly over the green side of the bonnet is ample enough, but the small side glass does create a bit of a hemmed-in feeling – must have been a hothouse on long summer journeys. Behind, the cargo space – accessed from the rear by a single left-hinged door – is huge and has a flat floor, but there is nothing to prevent goods sliding forward into the driving compartment.

Today, the Rembrandt Chevy delivery van is as visually striking as it was 70 years ago and bears testimony to the contribution these vehicles made in helping to build a commercial empire – one of many. That such potential involvement will fall away next year can only be viewed with sorrow, because Chevrolet has been such a significant player in the development of South Africa. The bow-tie is being put away. 🇳🇸

**When the Heidelberg collection was relocated to Franschoek to form the basis of FMM, the Chevy continued to be a star attraction, and 40 years after its rebirth is still going strong**



**1988 Porsche 928S4**  
Auto, 124,000 miles, Ice white with dark blue leather interior, excellent condition. **R295,000**



**1962 Porsche 356B T6 LHD Coupe**  
Cream with brown interior, bare metal repaint and recently completed mechanical restoration. Call for more info and pricing



**1974 Alfa Romeo 2000 GTV**  
Recent complete repaint in the original colour, original interior, engine rebuilt by local specialist, new wheels and tyres fitted. Lovely condition. **R295, 000**



**1970 Lotus Elan S4 Roadster**  
1600 cc, Lotus Twin Cam, 4 speed manual, hardtop, half and full tonneau covers, matching numbers. **POA.**



**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**



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



**1974 Jaguar E Type Series 3 V12 FHC**  
Cream with dark blue leather interior. Auto, A/C, P/S, wire wheels. Completely restored over 20 years ago. **R1,500,000**



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



**2003 Ferrari 360 Spider**  
F1, 33,000km, immaculate condition. Lots of extras. **R2,150,000**



**2004 Porsche 911 996 Turbo Cabriolet**  
Silver with black interior, rare 6 speed manual, 89,000km with FSH with agents only, Sat Nav. Excellent condition. **R1,150,000**



**1990 Mercedes Benz 560SEC**  
Dark Metallic Blue with Tan leather interior, Full service history and books, recent service. **R250,000**

**NEW STOCK COMING SOON:**

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# THE VETTE SET

*Corvette*  
STING RAY



In May 1961 Alan Shepard Jr. jettied the Mercury-Redstone 3 (or Freedom 7 as he called it) rocket into space, becoming the first American to do so. Although his craft did not achieve orbit, he became the second person in space and the first person to manually control the orientation of his spacecraft. Prior to this event he would arrive at the training base in a '57 Corvette, setting a trend for the ultimate Jet Setters to follow suit. **Stuart Grant** tracks down a local set of the most classic Vettes to tell the story of the iconic car.

Images by Etienne Fouche

Shepard upgraded his '57 to a new 1962 model when General Motors handed him the keys in acknowledgment of his bravery but he wasn't the only inspiration other astronauts needed to get behind the wheel of a Corvette. The real drive came from former Indy 500 winner and GM dealer Jim Rathmann. Rathmann, with his Florida Cadillac-Corvette dealership in close proximity to the Space Center offered the Mercury astronauts 'special' lease terms. Six of the Mercury crew took up the deal. This Astronaut/Corvette public relationship was further enforced by Tom Wolfe's book *The Right Stuff* and more recently the movies *Apollo 13*, *Terms of Endearment* and even *Star Trek*, where a young Captain Kirk nicks a C3 version from a relative.

Calling astronauts part of the Jet Set

might land me in hot water with the science department so allow me to clarify. Yes I'm aware that rocket propulsion differs from the motion caused by a jet engine but the lifestyle image of your average 1950s and '60s astronaut was up there with the class often referred to as the Jet Set (a social group ranging from rock stars to royalty) and exactly who the Corvette was aimed at.

In May 1952 BOAC inaugurated the world's first commercial scheduled jet service, using the de Havilland Comet. From the get-go the London to New York City route became a favourite with the wealthy who travelled continental hoping to take in social activities unavailable to the man on the street. Igor Cassini (under the pen name Cholly Knickerbocker), a reporter for the *New York Journal-American* coined the phrase the 'Jet Set' in reference to these types, and it stuck around until the mid-

1970s, when the worldwide fuel crisis saw airliners going more commercial to survive economically and cramming the masses in. There was a glimmer of Jet Set hope when the Concorde hit the skies in 1976 but it was doomed by its sonic boom, inability to achieve global fly-over rights, a huge thirst for jet fuel and a disastrous crash in 2003.

But I digress... back to Corvette. The story goes back further than Shepard and 1957 though, kicking off in 1951 when Harley Earl, GM's chief designer, drove the Le Sabre concept car to Watkins Glen to watch a race. Regarded as one of the most influential concept cars ever, Earl's studio designed the Le Sabre with cues from jet fighters, and offered a preview of the aircraft styling that would follow in the '50s. It contained some high-tech features like a dual petrol/alcohol fuel system and a moisture sensor, which raised the soft top



if the owner had left it parked and it started to rain.

But this, the Le Sabre, is not the reason for the Vette that followed. No, this honour supposedly goes to the British sportscars that Earl watched at this Watkins Glen event. Rumour has it he fell for the likes of the Jaguar XK120 and the cogs started turning to develop a small American sportscar in a similar mould to that of the Europeans.

The timing was perfect as the GM execs had also picked up on the popularity that small nimble sportscars had with American soldiers returning from Europe. Another well-timed coincidence was when in March 1952, Naugatuck Chemical showed the Glaaspar-built Alembic I fibreglass body to General Motors. Harvey Earl was impressed with the

shape of the car, the potential lightness and practical possibilities of the new technology and headed back to the drawing board at full speed on his sportscar.

By 2 June that year Earl presented his own 2-seater sportscar proposal to the GM decision makers and the go-ahead to have a show car ready for the 1953 Motorama was given. Codenamed 'Opel Sports Car', the pace was frantic. Chevrolet's director of R&D, Maurice Olley, created a sketch for the new sportscar frame, showing locations of radiator, wheels, and body mount points. On 3 July, GM and Chevrolet management teams generated work orders for Motorama fibreglass bodies – one as a test body, and two full-size passenger cars for development and testing of the drivetrain.

Chevrolet was chosen as the GM brand to get the sporting offering as Earl and Chief Engineer Ed Cole had a desire to rev up the somewhat staid and unimaginative image the badge had. The prototype needed a name though and GM wanted something with

a 'C'. 1 500 suggestions, including Corvair, were made and rejected before Corvette (put forward by Myron Scott, employee of Campbell-Ewald, Chevrolet's advertising agency) was settled on – a Corvette being a small, highly manoeuvrable naval escort ship.

### **CORVETTE C1 (1953 TO 1962)**

On 17 January 1953 Chevrolet revealed the Corvette dream car at New York's Waldorf Astoria hotel, as part of the kickoff to that year's GM Motorama. By 30 June 1953, the first production Corvettes (C1) rolled off the assembly line in Flint, Michigan, where production was capped at 300 units – all finished in Polo White paint and Sportsman Red interior. The engine of choice was the 150hp, 3-carb 'Blue Flame' inline-six, drive went to the back wheels (mounted on a solid axle) via a 2-speed Powerglide gearbox and the only options were a heater and an AM radio.

By 1 January 1954 manufacture of the C1 Corvette had moved to GM's St. Louis, Missouri plant and introduced Pennant Blue, Sportsman Red and Black as exterior colour options, with beige being added to the interior choice. The straight-six engine

By 30 June 1953, the first production Corvettes (C1) rolled off the assembly line in Flint, Michigan, where production was capped at 300 units – all finished in Polo White paint and Sportsman Red interior



remained but increased in oomph to 155hp. While the 6-pot stayed around until the end of 1955, it was joined by a small-block V8 with optional 3-speed manual for the more sporting buyers.

In keeping with its theme of reacting fast to situations and moving with the times, the C1 received a rather dramatic facelift in 1956. The earlier version's flared-in headlights were pulled out to stand proud, scalloped sides (that immediately became a C1 hallmark) were added and wind-up windows added a touch of practicality. A year later, the 265 cubic inch V8 was increased to 283 cubes and optional fuel injection and 4-speed manual was added to the mix. In this guise top speed came in at just on 130mph, and as one of the first mass-produced engines to make 1bhp per cubic inch, it was impossible for Chevrolet's advertising agency not to use the 'one hp per cubic inch' slogan for advertising the 283bhp injected option. Other options included power windows, a hydraulically-operated convertible roof, power-brakes and a Delco Radio transistorised signal-seeking 'hybrid' car radio, which used both vacuum tubes and transistors in its operation.

Still known as the C1, the '58 Vette received a body and interior update including a longer nose with quad headlamps, bumper-exiting exhaust tips, a new steering wheel and a dashboard with all gauges directly in front of the driver and reading 160mph on the speedo. It was also the only year to sport bonnet louvres and twin boot spears. This design basically remained through to 1961, when the first use of four round taillights appeared, an aluminium radiator became standard and exhausts no longer exited through the body. With the arrival of the C2 Corvette on the horizon, 1962 saw Chevrolet shoehorn a 327 cubic inch V8 in, which in fuel-injected form was good for 360bhp, making it the most powerful of all C1s, and thanks to bucket-loads of axle tramp under hard acceleration, showed that the solid rear axle was now inadequate.

#### **CORVETTE C2 (1963 TO 1967)**

While the various facelifts seen over the C1's lifespan aren't obvious to the untrained eye, the introduction of the C2 model made sure you knew it was all-new. Gone was the signature

curved windscreen, the contoured lines and exposed headlights – and for the first time a coupé version also joined the lineup. Larry Shinoda was the man spearheading the design but took inspiration from a concept called the 'Q Corvette', which Peter Brock, Chuck Pohlmann and stylist Bill Mitchell had put together – Mitchell is said to have gained his inspiration from a Mako Shark he caught while deep-sea fishing.

Mitchell's 1959 Chevrolet race car, the Mitchell Sting Ray, clearly also played a role in the naming of the C2, which from its launch in 1963 was badged as the Corvette Sting Ray. The visually sharpened Sting Ray featured hidden headlights, non-functional hood vents and an independent rear suspension. In coupé format the '63 car featured a tapering rear boat-like tail

A year later, the 265 cubic inch V8 was increased to 283 cubes and optional fuel injection and 4-speed manual was added to the mix



highlighted with a split window rear screen. Corvette chief engineer Zora Arkus-Duntov and Mitchell fought over the practicality of this screen, with Arkus-Duntov saying it dangerously obscured the rear, while Mitchell was adamant that it was a key part of the entire design. For '64 Arkus-Duntov got his wish and the split window's one-year lifespan came to an end as the coupé Sting Ray rear received a one-piece screen. 1964 saw the increase in power from the 360bhp of '63 to 375bhp, and the addition of optional electronic ignition and the decorative nose vents were deleted.

In 1965 the big block V8 arrived in the form of Chevy's 396 cubic inch L78 engine and the Rochester fuel injection system was dumped, with customers unable to justify spending US\$245 more for 50bhp less, even though the system returned better highway consumption – Corvettes remained void of injection until 1982. In

For '64 Arkus-Duntov got his wish and the split window's one-year lifespan came to an end as the coupé Sting Ray rear received a one-piece screen

1965, 4-wheel disc brakes were added to the mix though. Of course the Sting Ray suspension was now an independent setup, a vast improvement over the beam seen on the C1, and engineers even successfully adapted it to fit the 1965 Chevrolet Corvair, solving the iffy handling made famous by Ralph Nader's damning publication *Unsafe at Any Speed*.

1966 models had options lists that featured Wonderbar auto-tuning AM radio, air conditioning, telescopic steering wheel and headrests. And an even larger 427 cu in big block. The '66 car was the only C2 to not use four red taillights. Reverse lights became standard kit as did a Holley carb instead of a Carter item.

The C2 swansong played out in 1967 with the arrival of the legendary L88 cast-iron big block engine. GM rated it at 430hp but in most independent tests it hit 500hp. Aluminium cylinder heads became an option for the L71 engine, and a dual-master-cylinder braking system was standard. Styling-wise the '67 model featured re-profiled fender vents, less ornamentation, and centrally-mounted rectangular reverse lights. Regardless of the improvements and aesthetic

updates sales had started to taper off, forcing GM to pull the pin on an all-new model only five years into the C2 run. Enter the C3.

### CORVETTE C3 (1968 to 1982)

While the C2's life was a relatively short one, the C3, released in 1968, enjoyed a longer than the norm fourteen-year span, albeit it on what was essentially a C2 carry-over chassis. Sculpted to resemble the 1965 Mako Shark II show car, the real talking point for the C3 was the arrival of the removable panel T-top roof – a firm favourite with the '70s sun seekers and style gurus. A 350 cu in engine replaced the 327 cu in as the base engine in 1969, but power remained at 300bhp.

For 1969 those wanting to strut their stuff could tick the option box for a 427 cubic inch big-block engine listed as a 430hp maker but in reality producing a whopping 560hp and sending the Corvette through a ¼ mile in 10.89 seconds. Not brash enough for the Jet Setter enjoying his summer of '69, he could also order a side exhaust instead of the rear-exiting regulars. 1969 was the year that the Stingray badge returned to the car, this time as scripting above the fender louvres – a single word as opposed to the C2's 'Sting Ray'. The 250 000<sup>th</sup> Corvette, a





gold 1969 convertible, rolled off the line on 19 November that year too.

In 1970 the small block power peaked with the optional high compression, high-revving V8 that produced 370bhp while the 427 big block was enlarged to 454 cu in with a 390bhp on tap. Styling changes were subtle throughout the C3 generation, with the most dramatic being the fender flares in 1970 and the replacement of the front chrome bumper with a urethane moulding in 1973 – the latter being changed to meet new legislation which stated that the car shouldn't injure a pedestrian at a speed of 5mph. A year later the rear got similar 5mph treatment with a two-piece, tapering urethane bumper cover replacing the Kamm-tail and chrome bumper blades.

Rules also led to a change of things under the hood in 1971 with new low-lead petrol necessitating lower-compression rating, which meant less power on tap. When unleaded fuel raised its head in 1975 the C3 was forced to fit catalytic converters, which operate at such high temperatures that the fibreglass flooring had to be replaced with steel panels to provide protection.

The interiors were refined over the years but the coolest aspect had to be the early use of fibre optic lights near the gear shifter.

To celebrate 25 years of Corvette an

Indy 500 Pace Car limited edition and a Silver Anniversary model featuring silver over grey lower body paint were released in 1978, and on a roll the marketers decided to offer all 1979 models with the same seats as the Pace Car edition, and offered the front and rear spoilers as optional equipment. 53 807 were produced in '79 making that year the peak production year for all versions of the Corvette.

In 1980, the ageing C3 was revised with better aerodynamics, resulting in significantly less drag and the engineers managed to chop weight out in both body and chassis weight but sadly, in 1981, manual gearboxes were cut from the range. With production moving from St. Louis, Missouri to Bowling Green, Kentucky the C3 soldiered on, fighting emission controls by returning to fuel injection in 1982 and a final C3 tribute Collector's Edition featured an exclusive, opening rear window hatch.

#### **C4, C5, C6 & C7 (1984 TO PRESENT)**

The C4 Corvette, scheduled for launch in 1983, was the first complete redesign of the Corvette since 1963.

But a keen eye on the dates above will spot that something went wrong with the plan. Quality issues and part delays resulted in only 43 prototypes for the 1983 model year being produced and these (except for one) were never destroyed or serialised to be listed as 1984 examples. To many classic folk the proper Jet Set Vette Set had come to an end.

Like those socialites hanging onto the Concorde idea, so the Corvette hung around for four more generations. And while it went through the occasional slump in this period, it, unlike the Concorde, seemed to take off by returning to its root idea of taking on the Europeans with agile sportscars... just have a look at recent Le Mans 24 Hour race results to see how well the Corvette has done. 🏁

In 1980, the ageing C3 was revised with better aerodynamics, resulting in significantly less drag and the engineers managed to chop weight out in both body and chassis weight but sadly, in 1981, manual gearboxes were cut from the range





# EIGHT-TRACK FOR THE NINETIES

If the 1980s was the era of conspicuous wealth – think Guards Red Porsche 911 Turbos and *Miami Vice*-style Ferrari Testarossas – then the caring, sharing 1990s was surely a time of ‘less is more’ on the automotive front. Certainly that’s what BMW banked on when it unveiled its super coupé offering back in 1989. Boasting captivating but restrained styling, the V12-engined 8-series came packed with technology and epic performance, yet was anything but flash. Only somehow it failed to inspire a successor. Fast-forward 28 years and the famous Munich company has plans for round two, following the launch of the 8-series concept in May says **Graeme Hurst**, who considers the original.

**B**MW’s arguably known as much for its catchy strap lines (remember ‘Sheer Driving Pleasure’?) as it is for its clear model nomenclature. From its 1-series hatchback to its 7-series luxury saloon, the carmaker has long had a product aimed squarely at every driver’s requirement. Traditionally that line-up has included a sporting coupé option – one that spawned the iconic 635Csi of the 1980s. Nearly three decades ago BMW attempted to raise the bar with its 850i, a stunningly beautiful two-door offering packing plenty of leading-edge gadgetry and a V12 engine, which made it the out-and-out talk of the 1989 Frankfurt Motor Show.

Based on a completely new chassis and

the 750iL’s magnificent 5-litre engine, it was a super luxury performer aimed well above the outgoing 6-series and was intended to usher in an era of sophisticated technology. Its impressive spec list included clever microprocessors to control damping and engine performance, along with air quality sensors on the climate control system. All that and the simply beguiling looks of the 8-series – not to mention the promise of a 0-100km/h in 6.9 second performance – made it the show standout with the

Based on a completely new chassis and the 750iL’s magnificent 5-litre engine, it was a super luxury performer aimed well above the outgoing 6-series and was intended to usher in an era of sophisticated technology



automotive media. No surprise then that, by the time it was available on showroom floors in April the following year, BMW's order book was bulging.

Only there were some snags... BMW hadn't bargained on marque enthusiasts' affection for the outgoing 6-series, which had a strong racing heritage and became a benchmark for coupés from Munich. And the company couldn't have anticipated launching a high-end product in the teeth of an economic downturn which made the 850i's £60 000 sticker price (in the UK) a bitter pill to swallow. Consequently just over 30 000 were built over a ten-year production run. A run that ended without a replacement; unthinkable in today's marketing-intense automotive era. Which is why the big V12 coupé has remained a curiosity in BMW's illustrious product line-up until the company revealed its concept for the much-talked-about 2018 8-series at this year's Concorso d'Eleganza Villa d'Este.

The 850i story started five years before its launch and gained traction when BMW developed a V12 engine for its range-topping 750iL saloon. Code-named M70B50, the 4988cc 60-degree unit was good for 221kW

(296bhp) and 450Nm – heady figures for the time. It was essentially a pair of 6-cylinders running off a single crankshaft but with an AluSil alloy block to save weight. It also featured two Motronic 'brains' (one per bank) to optimise its performance.

The rest of the 8-series was essentially a clean sheet design using (then-new) CAD software, with the elegant pillar-less styling by Klaus Kapitza boasting a drag coefficient of just 0.29 – a massive improvement over the 0.39 figure of the 6-series. That shape clothed a chassis sporting an all-new, fully-independent 5-link rear axle with the option of 4-speed automatic or 6-speed manual transmission – the latter a first for the blue-and-white badge.

But the big news at Frankfurt was the technology the coupé packed: onboard computer processors managed the ASC (Anti Skid Control), traction control and damper settings while the throttle was electronically controlled, also known as 'drive by wire'. ABS was standard too while the interior was equally impressively spec'ed, starting with split, side-by-side climate control, a trip computer and electrically-adjustable seats and steering wheel.

Other clever aspects that impressed motoring journo's at that September '89 show included the frameless doors, with the glass designed to retract by 20mm when the door

was opened and lift again when closed to ensure a perfect seal. Also intriguing was the use of CANbus, an electronic engineering protocol that allowed for multiplex wiring, which became an industry standard. Interestingly BMW made quite a fuss in the marketing literature about the 850i being environmentally conscious with top speed limited to 250km/h, even though the model was reportedly good for close on 300km/h unrestrained.

The cars were produced at BMW's Dingolfing plant but, intriguingly, some 24 of them were assembled here in SA at its Rosslyn plant. That was a scheme to circumvent South Africa's (then) punitive import duties and the 850is were built up on the same line where the unique-to-SA 745i had been was screwed together a few years earlier. Some of the older employees at Rosslyn recall that entry to the line was strictly controlled with assembly staff hand-picked for the work.

That was probably due to the sheer cost and rarity of its bespoke parts, which also had a hand in the model's local eye-watering pricing: despite limiting import duties, *Car* magazine's October 1991 issue had both manual and auto versions of the 850i listed at R495 000 which was nearly R170k over an already pricey 750iL and well more than twice the price of an M5. Two years on, the 850i's price tag had shot up to R642 162 – just R100k shy of what it took to get the keys to a Ferrari 348tb.

The cars were produced at BMW's Dingolfing plant but, intriguingly, some 24 of them were assembled here in SA at its Rosslyn plant



By then, overseas buyers had the option of a cheaper V8 version, the 840Ci, which BMW introduced following the launch of its DOHC multivalve 4-litre unit. Performance was only mildly down as the V8 was good for 210kW and 400Nm and there was a later increase in torque when the maker's 4.4-litre V8 came on stream.

But the bigger news came a year earlier in 1992 when the Munich carmaker elected to give the 850i – now badged as the 850Ci to bring it in line with other coupé models and fitted with a revised 240kW V12 – a performance edge with the release of the 850CSI. This was effectively an M8, which BMW had planned but then quietly shelved, in all but name. Following a capacity stretch to 5.6-litres, the CSI's V12 was good for 279kW and featured a chassis packing plenty of performance tweaks to allow added grunt to be enjoyed.

Top of the list were stiffer springs and shock absorbers to reduce the ride height and a 15% sharper ratio in the car's recirculating steering box. Also standard was 4-wheel steering (dubbed Active Rear Axle Kinematics), a limited-slip differential and up-rated brakes, while the model was only available in 6-speed manual form. Cosmetically there were some tweaks too, including revised tailpipes and re-shaped front and rear bumpers, to reduce drag. All that sharpened up performance (with 0-100km/h now under 6 seconds) and handling but the model only rolled off the

lines until 1996 when the engine fell foul of emissions regulations. As a result, just 1 510 CSis were made.

While a stint in a CSI would undoubtedly thrill, a regular 850i still impresses, even before you get behind the wheel: nearly three decades after that Frankfurt debut, the styling on this 1991 Glacier Blue example is still hugely striking. The side profile reveals subtle lines that flow gracefully into one another to give the car its dramatic presence while the use of pop-up lights (ever so early '90s) allows a low and sharp front profile that adds to the understatement yet lends the 850i a slightly menacing air. Even as a coupé, the styling links – specifically the crisp front, flush door handles and chiselled rear end – to the soon-to-be-launched E34 3-series are clear.

The inside is pure '80s and '90s BMW: crisp white-on-black analogue gauges (but with a speedometer calibrated up to 300km/h) and a driver-orientated centre console, complete with integrated BMW Bavaria sound system and that trip computer at centre stage. Back then, being able to scroll through figures such as average speed, distance covered and outside temperature was a novelty although the results for things like average fuel consumption might've been alarming if one got addicted to the V12's grunt.

There are also some amusing '80s touches, such

as the bank of drawers to hold your cassette tapes and the single-post headrests. The seats also feature an integrated seat belt mechanism, another talking point back in Frankfurt as it was reportedly hugely expensive to engineer. Naturally there's plenty of stitched leather in places where you would typically see plastic in cheaper BMW products.

The interior appointments extend to an electrically-operated rear-screen blind and three memory settings (owner, spouse and lover...) for the electric seats. There's also a first aid kit in the upper rear seat armrest, although safety features didn't extend to air bag technology. Surprisingly the luxurious interior feels relatively compact for such a big car; there's plenty of depth to the cabin but the rear seat space is severely limited if either driver or front passenger is approaching 6ft.

The 850i's presence is amplified when you fire the 5-litre V12 up, the unit churning over with a turbine-like whirr before emitting a rich but muted throb from the exhaust – a throb that makes it clear this is no ordinary

The 850i's presence is amplified when you fire the 5-litre V12 up, the unit churning over with a turbine-like whirr before emitting a rich but muted throb from the exhaust



BMW 'six'. Pull away and it feels different to a 6-cylinder Beemer, with discernable girth and heft, although some of its 1 790kg dry weight is down to the strengthening needed for the pillar-less design. The perception changes as the power starts to come on stream while the intelligent damping system means the car's bulk doesn't translate into noticeable body roll; if anything it's eerily level at speed with the 235/40 profile tyres adding plenty of grip.

The 850i's road manners can be sharpened up by selecting 'sport' mode which halves the response time from the gearbox while keeping the revs up in the range: flick it out of 'economy' mode at 120km/h and the revs pick up from just over two thousand to just over three thousand rpm. Another thousand puts you up to the magic 100mph (160km/h) as you surf the V12's tremendous torque and revel in its locomotive-like urge: this car must have been a missile on Germany's autobahns back in the day. And that's where the 850i made sense. The famous blue-and-white badge wasn't trying to make a nimble sports car, it was offering a trans-continental range-topping GT that could combine the potency of Porsche's 928 with the comfort of Mercedes-Benz's 560SEC.

Although the 8-series sold consistently in Europe, there was surprisingly less of an appetite for it in the all-important USA, which took less than a third of orders before the 8-series was removed from that market in 1997. The lack of demand is why plans for a convertible version were shelved and, when the assembly plant ground to a halt two years later, the 8-series had averaged just over 3 000 a year – a pittance for a major manufacturer that ploughed 1.5 billion DM into a product's development.

More than two thirds of the cars were to V12 spec, which is fitting as it was the idea of a sophisticated, über-powerful engine nestling in a superbly elegant body that lent the 850i an aura of its own at the time. A time when conspicuous consumption was seen as being in poor taste and carmakers needed to be seen to be offering environmentally-friendly, safety-driven products. Even if those offers boasted 12 cylinders and close on 300bhp. **C**



## BMW CONCEPT 8-SERIES

Concorso d'Eleganza Villa d'Este sponsor BMW chose the prestigious annual event on the banks of Lake Como over the last weekend in May to unveil its Concept 8-series, which is set to go into production next year in a revised form. With dramatic styling and plenty of presence the carmaker is keen for this to be a range-topper: "The number 8 has always represented the pinnacle of sports performance and exclusivity at BMW," explains Chairman of the Board of Management of BMW AG Harald Krüger. No details on the production version's technical spec were released but it's understood that it will be built on the 7-series platform, which can accommodate everything from the maker's twin-turbo 2-litre 4-cylinder unit to its range-topping 6.6-litre V12 engine. Power plants aside, the company is clear on the intention of the 8-series: "The BMW Concept 8 Series is our take on a full-blooded high-end driving machine," says Adrian van Hooydonk, Senior Vice President BMW Group Design. "It is a luxurious sports car which embodies both unadulterated dynamics and modern luxury like arguably no other."



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# MINI MOVER

**Mike and Wendy Monk** rekindle Mini memories in a 50-year-old Cooper S with an identity crisis.





**W**ithout doubt, the original Mini ranks as one of the world's most influential cars. When it appeared in 1959, it not only made motoring affordable to so many, but in doing so set some trends that invigorated an industry that had only just got back on its feet after the war years. Front-wheel drive with the gearbox mounted underneath the engine, Hydrolastic suspension, a minimalist and spacious interior with a centre-mounted speedo – the Mini was innovative and compact and cute, and destined to become an automotive icon. And, as with many groundbreaking designs, it did not take

long for there to be a desire to make it go faster, a tendency that did not go unnoticed by one of Britain's motorsport heroes, John Cooper.

John was co-founder, with his father Charles, of the Cooper Car Company and became an auto racing legend with his rear-engined chassis design that would eventually change the face of the sport at its highest levels, from Formula 1 to Indianapolis. As a friend of the Mini's creator, Alec Issigonis, Cooper saw the car's potential for competition but Issigonis was initially reluctant to see the Mini in the role of a performance car. So Cooper appealed to the British Motor Corporation's (BMC)



The race-tuned engine featured twin SU carburettors, a closer-ratio gearbox and front disc brakes, a rare feature at the time on such a small car

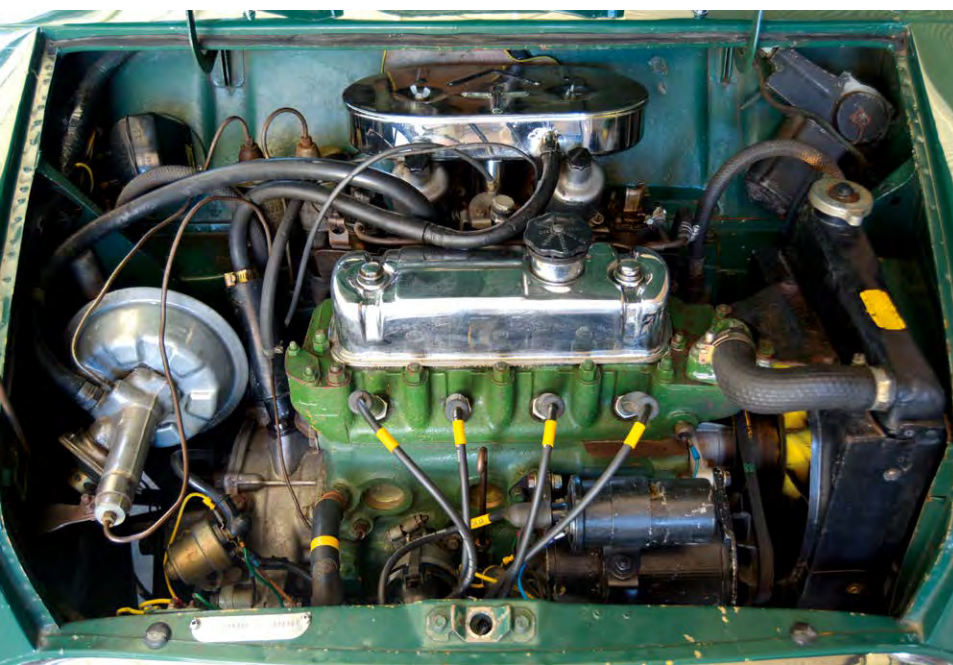
management and in 1961 an agreement was reached that led to the two men collaborating to create Cooper versions of both Austin and Morris versions of the Mini. Austin and Morris badging was dropped in 1969 when Mini became a model line in its own right.

Under the tiny bonnet, BMC's transverse A-Series 848cc inline four was given a longer stroke to increase capacity to 997cc. The race-tuned engine featured twin SU carburettors, a closer-ratio gearbox and front disc brakes, a rare feature at the time on such a small car. Right away the Cooper Minis were winners and in 1962, Rhodesian John Love, driving Ken Tyrrell-run Morris and Austin versions of the Cooper, became the first non-British driver to win the British Saloon Car Championship after seven class wins in the eight rounds

and setting lap records at four of the races. Incidentally, South African Tony Maggs was a team-mate, the pair also racing single-seater Formula Junior Coopers for Tyrrell.

The 997 Cooper appeared in South Africa in 1962 and was only available in Palm Green (which was close to British Racing Green) with a white roof and gold-painted wheels. The instrument panel boasted additional gauges for oil pressure and water temperature and a remote gearshift was fitted. Once again the car was a success from the off, and helped create a bit of SA motorsport history when East London service station manager Des Ally became the first Coloured person to participate in a national race meeting. He won the (standard production) Group N race at Port Elizabeth's St. Albans circuit on 14 March 1964 in a 997 Cooper.

In 1963 the A-Series engine's bore and stroke were altered to achieve a capacity



of 998cc but the following year this, too, was replaced – this time by a 1071cc unit which powered the second Cooper to carry the 'S' suffix. Second? Well, yes, because in the UK there was a short production run of 970cc Cooper S models that preceded the 1071 but none of these came to SA, although some local tuning shops made copycat engines.

The 1071 Cooper S was launched here in July 1964 in both Austin and Morris guises and assembled from Completely Knocked Down (CKD) packs – as opposed to being manufactured – at the BMC (later Leykor, then Leyland) plant in Blackheath, Cape Town. As a concession to Phase 1 of the industry's local content programme that was introduced in 1961, these cars boasted unique, locally-made front bucket seats amongst a few other locally-sourced items. The 1071 lasted just a year before the 1275 Cooper S appeared in July 1965.

Sadly, no records from the Blackheath plant have survived but thankfully one dedicated individual has, over the years, compiled his own records and written an excellent book entitled *A South African Mini Story*. Ryno Verster, SA's 'Mr Mini', is the man we have to thank for compiling a detailed local history of these cars. With his considerable help, we have established that the Franschoek Motor Museum car featured here – body number C-A2S7 892853 and engine number 9F-SA-Y 42820 – confirms it as being built in 1967 as a 1275 Cooper S with the 'smiley' grille and Morris bonnet, boot and steering wheel badging. In all other respects it was the same as an Austin version, and all were fitted with the famed SA bucket seats, wind-up front windows (referred to as 'Australian windows' and

The 1071 Cooper S was launched here in July 1964 in both Austin and Morris guises and assembled from Completely Knocked Down (CKD) packs



introduced in January 1967) and twin fuel tanks, which were standard fare on all 1275s. Other identifying items included the 'wet' Hydrolastic suspension and an oil cooler fitted horizontally behind the grille and in front of the distributor.

According to the UK Heritage records of CKD packs exported to South Africa, twelve 1275 CKD units were dispatched to Blackheath on 15 September 1966 with body numbers ranging from 892844 to 892855 – five Austins and seven Morrisises. This car was actually listed as an Austin, so why it emerged as a Morris is a mystery. From Verster's register of 42 Mk1 1275 units, only five were numbered with the international body prefix code for Morris Cooper S 1275s, namely K-A2S4. All the rest carried the Austin C-A2S7 code. Of the total 264 Mk1 units sent to South Africa, the UK Heritage records reflect 193 were Austins and 71 were Morrisises. All a bit puzzling to say the least...

However, even though this car's credentials are somewhat confusing, the bottom line is that it is a genuine 1275 Cooper S, and has a claim to fame. Sports Car Club of SA badging on the fenders is testimony to the fact that at some point this car achieved 104.251mph (167.775km/h) at a top speed day held at the old

Kyalami. Today, the car still has plenty of go and brings a smile to the faces of everyone who drives it. Although the gearshift is a bit clunky (early Mini remote shifts were renowned for being problematic), frequent cog swapping to keep the motor buzzing is not really necessary. The Mini's legendary roadholding is so good that tackling bends requires only occasional lifting off the accelerator – the Mini's inherent balance is superb. What is a surprise is how relatively soft the ride is on the fluid-based Hydrolastic rubber-cone suspension that was invented by British rubber engineer Alex Moulton. Remember the Moulton bicycle of the '60s?

This car benefits from the period modification of a lowered steering column angle, which complements the small but supportive seats to create a low-down driving position. For anyone with long legs the stance is a bit 'sit up and beg', but it does not really matter. The S goes where you point it, to the accompaniment of a surprisingly raucous exhaust note, and 50 years on is still a hoot to drive. The Mini was voted second (behind the Ford Model T) in last millennium's Car of the Century voting and Cooper and Cooper S derivatives were driven to competition successes around the world. Collectively they created a legacy that is arguably unequalled – a car for the people and a David amongst Goliaths in motorsport. **G**

The S goes where you point it, to the accompaniment of a surprisingly raucous exhaust note, and 50 years on is still a hoot to drive




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# LESS TORQUE MORE ACTION

The late 1970s saw the demise of the small, cheap and cheerful British sportscars that had been a hit for so many years. The Austin-Healey Sprite had long since disappeared and the enthusiasm for the likes of the Triumph Spitfire and MGB was fading rapidly. Triumph kept its foot in the door with the dubiously stylish wedged TR7, but for the most part fans looking for small-capacity sporting fixes had to look to Europe at either the Fiat X19, Lancia Monte Carlo, Porsche 924 or Porsche 914 to enter the market. But wait... **Stuart Grant** almost forgot Japan. Yes, the Land of the Rising Sun had some entry-level athletic solutions too. Datsun waded in with the heavyweight 6-pot 280Z, but in true giant-killing style, Mazda launched its 1146cc RX-7 in 1978.

Racing images courtesy of David Pearson – [www.motoprint.co.za](http://www.motoprint.co.za)



Like the TR7, Mazda went against the Europeans' thought process and steered away from a mid-engined layout, rather opting for a classic long bonnet aesthetic to house a front-engine layout. Of course drive went to the black stuff through the rear wheels. But Mazda took the small capacity aspect to the limit with its tiny mill, punching hard when toe-to-toe against competition weighing in at up to 2.5 litres. This was a marketer's dream – the engine being a rotary rather than the traditional piston type was ignored somewhat; the fact that the swept volume in a combustion cycle of a 1146cc 2-rotor 12A motor was equivalent to a 2.3-litre 4-cylinder was conveniently left out of the sales material. The low torque figures below 3000rpm were also often

omitted, but for once Newtons weren't a factor for the performance-hungry as the high-revving lump could rocket the RX-7 from zero to 100km/h in around ten seconds, and the diminutive proportions of the engine meant less weight hanging over the front end, which resulted in more than adequate handling in the twisty bits.

Ignore the propaganda and the RX-7 was a godsend for Mazda, who was hell-bent on breaking into the American market and elevating the brand from maker of cheap boxes to quality, affordable sports machines. From the outset the media praised its looks and performance and it scooped numerous awards.

The Mazda RX-7 (also known as the Savanna and Efina RX-7 in some

But Mazda took the small capacity aspect to the limit with its tiny mill, punching hard when toe-to-toe against competition weighing in up to 2.5 litres



markets) was launched internationally midway through 1978 as a replacement for the more sedan-like Capella/Luce Rotary models.

While it too made use of the 12A Wankel-licensed rotary, the RX-7 took a step towards the future with a body and interior design that, like flop socks and permed hair, remained fashionable well into the 1980s. South Africans got a hint of things to come in September 1980 when Toyo Kogyo's (manufacturer of Mazdas) Export Manager, Ryoji Yunoki, was interviewed by *Car* magazine about plans for the brand in Africa, and he mentioned that a shipment of RX-7s would be sent to the tip of Africa later that year. They arrived and went on sale through select Sigma dealerships (who also provided full spares backing and services) in early 1981 for R24 950.

Lead designer Matasaburo Maeda (whose son Ikuo later penned the Mazda2 and Mazda RX-8) put down graceful lines that echoed traditional long-bonnet/short-rear sportscar theory but modernised it with pop-up headlights, faired-in bumpers and a frameless, greenhouse-like rear windscreen. Not only was this all the rage at the time but also kept the drag coefficient down to

0.34. This in turn helped the top speed and fuel consumption, and despite weighing in at just over a tonne (well heavier than the Capella), the RX-7 delivered the best Mazda rotary figures to date in these departments. A combined consumption figure of 12.5 litres per 100km was the norm, while top speed was just under 200km/h.

Although we had to wait a bit longer than the other global markets to get the Mazda, this had the benefit that we received the slightly revised version of the RX (the Series 2), which featured plastic-covered bumpers, wide black rubber body side mouldings, wraparound taillights, 5-speed gearbox, disc brakes on all corners and an updated 12A engine – the engine control components were fettled, better lubrication delivered and new tip seals fitted – the latter done with a new process in which electron beam was employed to crystallise cast iron, resulting in a more durable yet low-friction surface. It is worth noting that the vehicle was still fed fuel by a 4-barrel Nikki Stromberg carburettor and not fuel-injected.

Locally-sold cars were also all Special Edition specification, meaning that they featured a whack of luxury items like

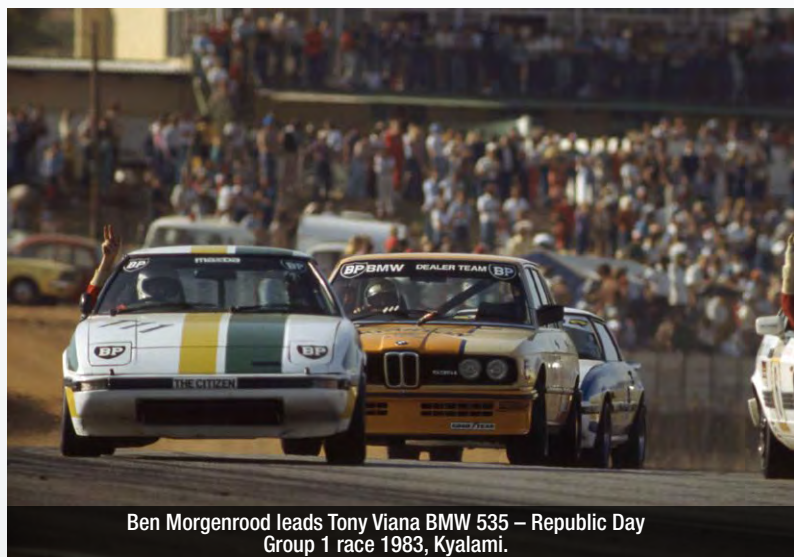




Ben Morgenrood/Willie Hepburn – Castrol 1000 1983, Kyalami.



Willie Hepburn – Group 1 race 1983, Kyalami.



Ben Morgenrood leads Tony Viana BMW 535 – Republic Day Group 1 race 1983, Kyalami.

integrated air-conditioning/heating/demisting, remote releases for the rear hatch and fuel filler, electric windows and side mirrors. The rest of the specification was impressive too with one-piece moulded roof-lining, quartz-halogen headlights, rear windscreen window wiper, folding rear-seat backrests and a fully-loaded centre console and entertainment system.

Seating moved away from the low-backed vinyl offerings of the 1970s to some head-rested, bucket-style units that not only offered good side support but also scored in the fashion department, with a healthy dose of brown cloth livened up with splashes of racy red striping.

Slide down into the seats and turn the ignition on. In a slightly sci-fi fashion, a warning chimes out the dash to let you know the door is still open. Crank it and it quickly fires up into a busy-sounding idle. The lack of engine vibration is noticeable and a blip of the loud pedal has the tachometer climbing quickly – Mazda did advise that although the car wants to rev it is best not to keep it over 6500rpm for extended periods and thoughtfully fitted an audible reminder that sounds when

this mark is reached. With the door shut and the car rolling the cabin space is surprisingly quiet.

Maximum power was quoted at 86kW at 6000rpm and the torque figure at 153Nm at 4000rpm, which makes the way it accelerates impressive – there's not much below 3000rpm, but once you push past that mark it pulls strongly, wheel spinning off the line and on to 60km/h in 4.5 seconds, 80 in 6.7 and 100 in 10.1.

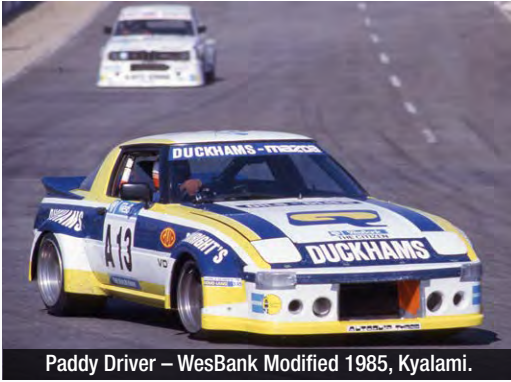
Steering is another feather in the cap, with a well-tuned variable ratio making it easy to operate in the parking lot while at the same time not twitchy at speed. Handling, controlled by MacPherson struts up front and a live-axle with Watt's linkage at the back, and aided by a 50:50 weight distribution thanks to the engine being behind the front axles, is out the top drawer. There's very little body roll (but the ride's not harsh or jittery) with the result that most people tend to drive somewhat more enthusiastically than they should. Thankfully the brakes, which are controlled by a sensitive pedal action, are well

up to scratch. With all these traits, it is no wonder the RX-7 went racing.

A trial run of the new 13B-engined RX-7 entered Le Mans in 1979 and failed to qualify, but by reverting back to the 12A a year later, an RX-7 ran in 21<sup>st</sup> overall. A pair of 13B derivatives returned to the famous endurance in 1982, with one finishing up in 14<sup>th</sup>. Following this, Mazda's Le Mans focus went the way of the prototype class, which resulted in the 4-rotor 787B becoming the first Japanese manufacturer and rotary user to win the event in 1991.

The RX-7 also triumphed in the 1981 Spa 24 Hours with a trio of Tom Walkinshaw-entered cars battling the likes of the BMW 530i and Ford Capri. When the flag fell it was the RX-7 driven by Pierre Dieudonné and Tom Walkinshaw that took the win.

Steering is another feather in the cap, with a well-tuned variable ratio making it easy to operate in the parking lot while at the same time not twitchy at speed



Paddy Driver – WesBank Modified 1985, Kyalami.



Hepburn leads Morgenrood – WesBank Modified 1985, Kyalami.



Ben Morgenrood – Wesbank Modified 1985, Kyalami.

Walkinshaw also prepared the RX-7 that Win Percy drove to win the British Touring Car Championship in 1980 and 1981.

Stateside the RX-7 enjoyed IMSA GTU success, with the highlight being finishing 1 and 2 in the 1979 24 Hours of Daytona and securing the series championship. After that it dominated the class, winning the GTU championship seven years in a row and the GTO championship ten years in a row from 1982.

Allan Moffat took the Mazda RX-7 to victory in the 1983 Australian Touring Car Championship and bagged a trio of Bathurst 1000 podiums, and Peter McLeod drove his RX-7 to win the 1983 Australian Endurance Championship. For good measure, Moffat won the endurance title in 1982 and 1984.

While we are talking RX-7 racing success, we must mention the South African scene. Names that appeared behind the wheel of the screaming rotaries in period included Willie Hepburn (WesBank Modified Champion 1984), Paddy Driver, Dave Le Roux, Ivor Raash and our own 'Mr Rotary', Ben Morgenrood, who took it to the likes of the BMW 535i and 745i, Alfa GTVs and Ford Cortina XR6s in both the Group N and WesBank Modified title chases. Morgenrood lost the Group 1 championship lead midway through 1983 when Alfa

swapped out its 2.5-litre GTV6 for the 3-litre version but made good for Mazda in Modifieds, nabbing the 1985 honours. Even with the RX-7 becoming long in the tooth Morgenrood stuck to his rotary guns, moving on to a 2-rotor-powered 323 Modified and subsequently slotted one of only a few 4-rotor engines in the world into a Mazda MX6.

Sadly, though, all good things come to an end and a rule change saw all WesBank Modified cars (and Ben) moving to V8 piston engines. The next series of RX-7 wasn't officially imported to SA either, and those of us wanting a rotary fix had to wait until the release of the RX-8 in 2002 to get our kicks. This too came to a sad end on Friday 22 June 2012, when the last RX-8 rolled off the production line at Mazda's Hiroshima factory – for the most part because of fuel consumption issues. Despite the relatively small capacity, a rotary just doesn't deliver the same power, torque and economy ratings as modern piston engines.

Whether or not rotary power will come full circle and one day re-emerge no one knows, but what is known is that a Series 2 Mazda RX-7 is a viable classic to find and own in South Africa. The performance ability of these cars saw to it that most of them were properly belted, so a good original is extremely rare. If you have one – or find one – keep it. 🏎️

## THE SA CLASS OF 1981

CAR	ENGINE	0-100km/h	TOP SPEED	PRICE
Alfa Romeo GTV 2000	1962cc 4-cylinder	10.9 seconds	193km/h	R15 000
Datsun 280ZX	2754cc 6-cylinder	10.1 seconds	188km/h	R23 890
Lancia Monte Carlo	1995cc 4-cylinder	10.9 seconds	192km/h	R24 000
Mazda RX-7	1146cc 2-rotor rotary	10.1 seconds	196km/h	R24 950
MGB GT	1798cc 4-cylinder	10.9 seconds	160km/h	R19 500
Porsche 924	1984cc 4-cylinder	11.1 seconds	203km/h	R23 850
Puma Coupé	1584cc 4-cylinder	14.4 seconds	165km/h	R15 995
Triumph TR7	1993cc 4-cylinder	10.7 seconds	175km/h	R20 500
Volkswagen Scirocco	1588cc 4-cylinder	9.9 seconds	185km/h	R17 750



# Silent Design

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



## Silence ... to relive the moment ...



# THE LITTLEST LEGEND OF LE MANS



1966 1000kms of Paris

After years of sleuthing Dutchman **Jeroen Booij** finds the long-lost Mini Marcos that became the darling of the crowds at Le Mans in 1966. The car mysteriously disappeared in 1975 and ostensibly went to Africa. This is the story of its find.

**Words and photography by Jeroen Booij**

This 1289cc Mini Cooper S-powered kit car came home 15<sup>th</sup> overall and was the only British car to finish that year

It's been some fifteen years now since I started researching Mini-based cars and it surprises me to this day that there have been so many Mini derivatives. In 2009 my first book about them called *Maximum Mini* was published, with 60 sportscars, fun cars, race cars, buggies and utilities using the good old BMC A-series unit described. But before it came out I already knew there was a lot more to write about. And so a second book with another 60 cars followed, and even a third one last year with another 400 cars that shared just one thing – their Mini motorisation. There is no doubt that these books describe some real oddities: from 3-wheelers to 6-wheelers; fire engines to drag racers. Some long-lost cars were found during the researching, too, like the sole Mini bodied by Italian *carrozzeria* Zagato, and the first car that McLaren ace Gordon Murray built – the IGM Minbug. But there were still plenty of mysteries to be solved. The Lawther GT, for example, designed and built by helicopter designer Robert Lawther. Or the Saga from the hand of a former Elva engineer; the Gitane GT made by the inventor of the jogging machine or one of the four Butterfield Musketeers built.

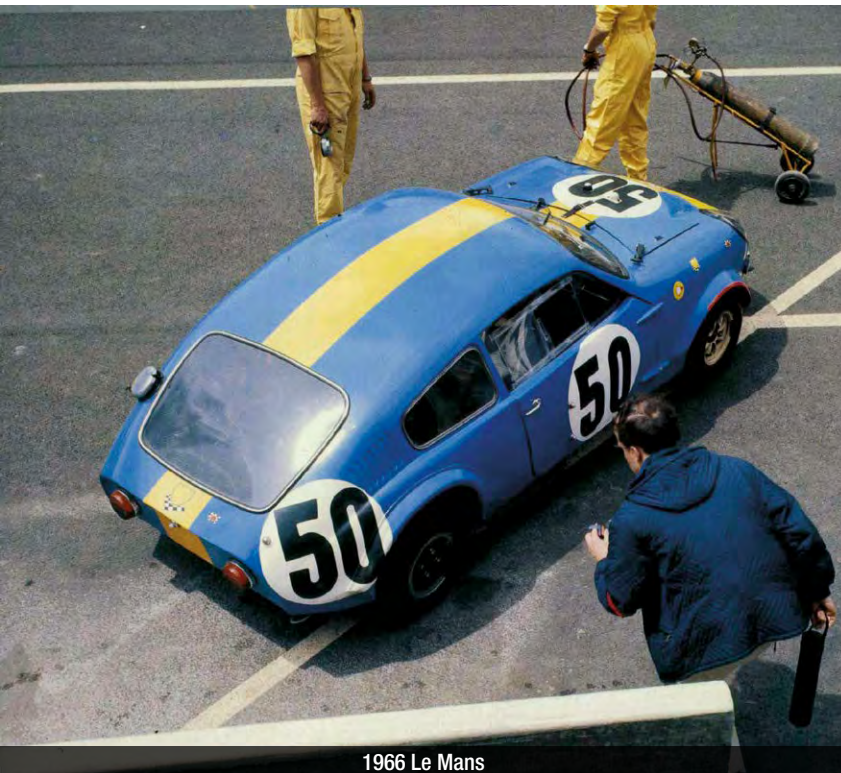
#### THE BLUE FLEA

And then there's the 1966 Le Mans Mini Marcos. This 1289cc

Mini Cooper S-powered kit car came home 15<sup>th</sup> overall and was the only British car to finish that year. A 1967 report said: "Anyone who watched the Le Mans 24-hour race last year on the television, will surely remember the commentator saying on the Sunday that a small kit-built British car had become the darling of the crowds. Right near the end one caught a flashing glimpse of the travel-stained little machine, running like a train towards the end of one of the hardest races in the world. This, of course, was the Mini Marcos."

As a matter of fact, few people expected the little fibreglass-bodied car to last the opening laps that year, let alone run on into the night. But the French team that had privately entered the car improved their lap speeds as the engine settled in. And as car after car ran into trouble and dropped out, the raucous little Mini Marcos wailed on, finishing behind an array of Ford GT40s, Porsches and Ferraris. The car was nicknamed 'La Puce Bleue' – The Blue Flea – and driven by Jean-Louis Marnat and Claude Ballot-Lena.

The latter would return to the endurance race 22 more times and he once said about the Mini Marcos: "When the big cars passed us, you felt a wind movement that almost sucked you off the track. We drove the circuit with our eyes nailed to the rear-view mirror and our right-hand wheels almost in the grass so as not to be in their way."



1966 Le Mans



1966 Le Mans

#### DEAD ENDS

After Le Mans the French team also entered the little racer into the 1000kms of Paris (39<sup>th</sup> in qualification) and 1000kms of Monza (26<sup>th</sup> overall) and even the 24 hours of Daytona, although it didn't make it to the start there. In 1968 the car was sold and a string of owners who raced, rallied and hill climbed it followed over the next couple of years. But on the night of 30 October 1975 the little Le Mans legend vanished off the face of the earth when it was stolen from under the apartment of its then-owner Michel Tasset. Since this disappearance several people, including me, began searching for it. I visited the car's original builder, Jean-Claude Hrubon, in the south of France and wrote about it regularly. Every now and then there appeared to be a lead, but it always turned out to be a dead end.

#### TIP-OFF

But then, on 22 September 2016, a fellow Dutchman and Mini Marcos enthusiast dropped me a somewhat cryptic line, saying: "I've got something I want to discuss with you, but it needs to stay between you and me." Well, why not? I asked him what was on his mind, to which he replied: "I've got a lead on the 1966 Le Mans Marcos. Well, only its body." That got my attention! And this time it seemed serious right from the start. There was a big catch, though. The chap who supposedly

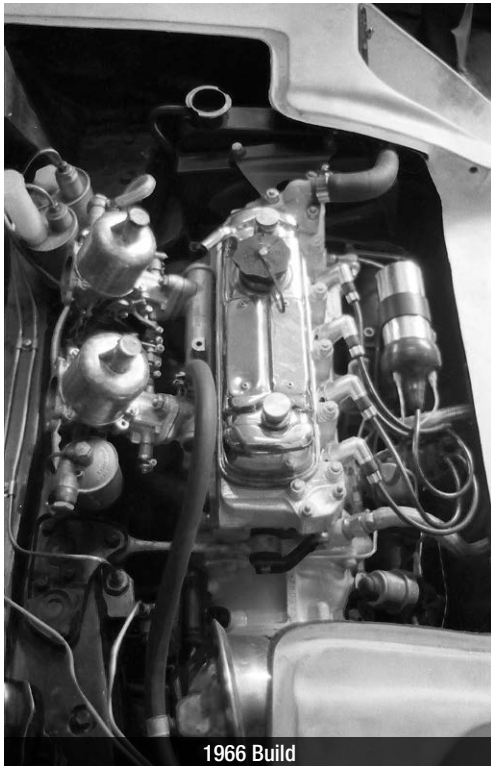
had it was somewhere in Portugal and did not want to show me anything of the car before money was handed over to him... a serious amount of money.

I had no intention of doing this, and several days passed with no evidence forthcoming. We did get in touch with the middleman who dealt with the car on behalf of the owner. He seemed to have researched the Le Mans car well, and was positive he had details to prove that this body was the real deal. But sending over photographs was not going to happen. All we got was the story of how the owner bought it some 10 years ago, only to find out more recently that it was the Le Mans car. And there was no doubt about it being just that, he said.

#### PHOTOGRAPHIC EVIDENCE

Another few days passed and after much haggling we received three photographs – two of which were almost identical. First impression: this could be any Mini Marcos. However, the wheel arches did seem to fit the bill, although the rear ones looked modified. And then there were the holes for the front indicators, again exactly in the spot where they ought to be. At this point I decided to check the historic images in my files, which

But on the night of 30 October 1975 the little Le Mans legend vanished off the face of the earth when it was stolen from under the apartment of its then-owner Michel Tasset



1966 Build



1966 Le Mans



1966 Le Mans Tertre Rouge



1966 Le Mans

turned out to be a good move. Out came a picture of the car, taken some years after its Le Mans adventure, when it was owned by José Albertini in Nice and entered in the 1970 Treffort hillclimb. The car was pictured at the start of the event, with its modified bonnet and single wiper plus a cut-out radiator grille, which were all visible on the photographs from Portugal. One detail jumped out: a mysterious little hole above the right-hand indicator light. That was there, too, in both pictures. Although it was not real evidence, for me it was 99% certain at that point: this was it.

#### MONSTROUS DEAL

Trouble was, the man wanted a huge sum of cash and I needed to go and pick it up in Lisbon, Portugal. Offers were put down but there was no chance of bargaining and he wouldn't make a sales agreement, didn't have any paperwork, refused to get in touch directly and needed a 1 000-euro deposit. He also wouldn't bring the car halfway between Holland and Portugal – or even out of its garage! It was all or nothing, a monstrous deal, and for this kind of money it

seemed insane to be so unsure about the matter. All I had were three sketchy pictures and the word of a middleman whose first name I knew and nothing more. I couldn't even send anyone over to view the body. And then there was also the possibility that the car could have been stolen. Was it legitimate to buy it at all?

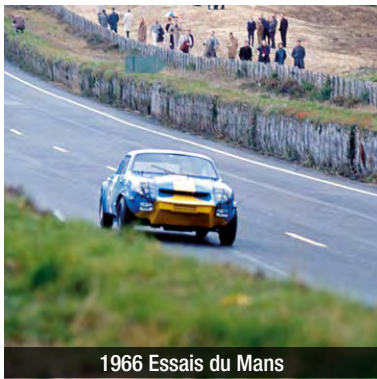
Questions, more questions and no answers. So what to do? I decided to get in touch with Michel Tasset, who bought the car in 1975, and from whom it was stolen. My thinking was that he would be the one who would know if it would be possible to buy the car back and who could also identify it as his old car. Or not. Well, that was the idea as I drove to Paris – the very place the car had vanished from – in October, exactly 41 years later.

62-year-old Tasset also invited his neighbour Jean Paul Bourdilliau, who'd helped him try to find the car following its disappearance. The duo told of receiving tip-offs on the car's whereabouts – thirteen over the years – all of them coming to nothing. Tasset also mentioned that he'd been paid out 7 500 francs by the insurance company, which he considered a fair sum. He thought that the car must have been loaded into a truck or onto a trailer, as starting it would certainly have woken him. He also said that

Offers were put down but there was no chance of bargaining and he wouldn't make a sales agreement, didn't have any paperwork, refused to get in touch directly and needed a 1 000-euro deposit



1966 Essais du Mans



1966 Essais du Mans

# STOLEN

1 Rue Pierre Maury  
28300 Jouy  
France

Dear Colin

Thank you for your letter. I hasten to reply that I was president of the Ecuire Valley Stables when my friend and neighbour Michel Tasset had his Mini Marcos stolen at Puteaux, near to Paris, on the 30 October 1975. A few days before, Mr Dermott was wanting to buy this car (I attach the text of the Telex). Sadly we have had no further news since then. In spite of numerous advertisements in car magazines and journals. But without specifying in the announcements the precise origin of the vehicle, and without indicating that it was stolen.

Thirteen Mini Marcos have been traced but not ours. We could not mistake our own car. Numerous details known only to us allow us to be sure to recognise our car. In a word: it doesn't look like the others! The insurance company paid 7,500 Francs in 1975 as the price of the stolen

vehicle and we are certain to be favoured customers of the insurance company if we find this car, whose last official owner was my friend Michel Tasset (Police d'Assurance).

You will find below the particulars of this Marcos car, and we hope that this information will enable you to place an advertisement, seeking to discover the car, in the English magazine.

Make : Marcos Original  
Reg No : 9846 QW 91, then 9097 PY 28  
Kind : VP  
Chassis No : Secret (but known to myself)  
Owner : Michael Tasset  
Previous Owner : Dominique Mercier  
Reg No : 9846 QW 28

I am at your disposal for all information you can give me. I can recognise the car from photographs in the case of discovery, even if it is now another colour!

Thanks in anticipation.  
Yours sincerely  
Jean Paul Bourdillau



1966 Le Mans weighbridge



Box-out 1967 Le Mans



1970 Rallye Monte Carlo Junior

a man had wanted to buy the car three days before the theft took place, to put on display in a British motor museum. He produced a telegram confirming this and I was amazed to read the name of the man who sent it – Harold Dermott.

Dermott took over the Mini Marcos production project in early 1975. Tasset suspected him, but couldn't make much of the Portuguese photographs.

### FRENCH BUREAUCRACY

I returned home with a stack of copies of old insurance papers and photographs and a plan to contact the insurance company. I had asked Tasset for help in this, but his reaction was a negative. It was not easy. The insurance office still existed, but the man who was now running it advised me to contact the head office in central France. They told me that the case was barred, refused to put anything on paper and sent me over to the local police, who advised me to call the local council. The council said I needed to speak to the insurance company... all pretty depressing.

Next port of call was some classic car insurance experts, but no luck. It was only when I spoke to a French colleague, the author Enguerrand Lecesne, that the light at the end of the tunnel shone through. He

himself had been searching for the Le Mans car for years and explained to me that a case like this would be barred after 10 years. He'd had to deal with a similar case with a Mini Cooper that was stolen years ago and even managed to get the original registration back. Hope after all!

### TRANSACTION ABORTED

A short while later I received a new photograph from Portugal showing the car's original blue and yellow of Le Mans under layers of paint. Now nothing stood in the way of getting it. Well... almost.

First, there were issues with getting to Portugal. The first date was postponed, much to the annoyance of the Portuguese. Then there was a problem with making a payment to secure the deal. The middleman wanted 1 000 euros in advance. I was happy with that, but asked for an address. His reply stunned me: he said that I should never have asked him such a thing and that the transaction was cancelled and he never wanted to speak to me again. But I really wanted the car and decided – in a stroke of madness perhaps – to pay him the money on his terms.

But as soon as I did, the money was paid back to me immediately, with no further reply. Blast! A few days later, things calmed

## THE AFRICA CONNECTION – INFORMATION WANTED

Although nothing about the Le Mans Mini Marcos's history between late 1975 and 2016 is definite, the story goes that the car was in Africa during most of this period. According to the previous owner, it came from a former Portuguese colony there. Two months after having secured the car, I received a message from a Spanish person who wrote: "I'm still working on gathering clues as nothing is reliable to publicise at the moment. But as far as I am aware it was in Africa, and everything points to Angola, but information is scarce."

Any more information would be highly appreciated. When stolen, the car's colour was maroon with a vertical yellow stripe over its full body, but it was then painted bright red over that. Does anybody out there remember it? If so, please get in touch through *Classic Car Africa*.



Michel Tasset 1975



Michel Tasset 2016



In Portugal



In Portugal

down and the go-ahead for the transaction was given. This time it was accepted and all I needed to do was to find a good car to pick up the Mini Marcos in Portugal. A neighbour with family in Portugal and a long wheel base Ford Transit came to the party. We made a wooden buck to see if the Marcos shell would fit into the van and came to the conclusion that, with the passenger seats removed, it could work.

#### POLICE CONTROL

We headed for a street in Montijo, just near Lisbon, at 5am on Sunday 4 December. The address had been sent just a day before. After a pleasant journey, we stopped at Aveiro in central Portugal to sleep over at my neighbour's family's house and then completed the final 270 kilometres to the Avenida da Olivença – the address the middleman had given.

His instructions were: "Stop at the arena and I'll find you. I drive a black Audi A4." On arrival we realised there would be no possibility of stopping, what with a lack of parking spots and high kerbs, and in the next street traffic was stopped for a police roadblock. Eventually we found a street where we could stop. I dialled the middleman's number

and to my great relief he answered. Five very long minutes later he arrived – not in a black Audi, but in what has to be the shabbiest VW Polo in Portugal!

#### EVERYTHING FITS

We followed said Polo to a house that looked like all the rest in the street, with a side drive leading up to a small garage. Outside was a fierce looking dog that was barking. The owner of the dog (and the Marcos) warned us to be careful. As the garage door opened I spotted the Marcos parked in a corner, but it was hardly accessible due to a mountain of stuff stored in front of it: crates, boxes, bags, tools and parts. What I spotted immediately, though, was the spot on the roof where several layers of paint had been rubbed off, as seen in the photo. And there were more places where the paint had been sanded down to reveal the original Le Mans blue. The maroon paint it had worn during Michel Tasset's ownership was also visible, as were the other colours it had been painted with over time.

With the boxes moved, a proper inspection was possible and it all tied up: from all the paint layers, to holes used to mount the lights that illuminated the race numbers and the small ones for the rear lights, to the big petrol filler cap hole. The

We made a wooden buck to see if the Marcos shell would fit into the van and came to the conclusion that, with the passenger seats removed, it could work





As found in Portugal in 2016.

80-litre long-range tank was also still there and corresponded with the stories from Jean-Claude Hrubon, who had welded it himself.

#### AFRICAN BACKGROUND

Naturally, I wanted to know how the car had ended up there. The owner told me that he had bought it 10 years back from a man in Aveiro for 3 200 euros, thinking it was a regular Mini Marcos. The Aveiro-based owner had purchased it from a man who had acquired it in a former Portuguese colony in Africa. Having no paperwork, he decided to restore it himself, but this took a detour when our middleman (Mini parts specialist) visited one day, and noticed a roll cage and an unusually large petrol tank. Fascinated, he searched for information on Marcos racing cars on the Internet and stumbled across my stories.

#### CLASSIC LE MANS

The historic body fitted into the van – a good thing as the 2500km trek home would have been uncomfortable with the rear doors open. We mulled over the oddness of the entire transaction as we drove. Carrying that much cash made us uneasy and the meeting place was not ideal. We weren't even offered a cup of coffee and the gate at the end of the driveway was locked – the

owner's mother had apparently gone out and taken the key with her – and in the end the four of us had to lift the Marcos shell over the fence. A risky move, and I was adamant that if it dropped and broke the sale would be off.

At the Spanish-French border we were stopped and the hurdle of non-existent paperwork was tackled; the return of La Puce Bleue to the track was now one step closer. Back home a full restoration back to Le Mans guise was planned, with the end goal being to see the car back on the Circuit de la Sarthe as part of the Le Mans Classic festivities. 🏁

### THE OTHER AFRICAN LE MANS MINI MARCOS

There was another Le Mans Mini Marcos that also ended up in Africa. After the success of the privately-entered French car in 1966, Marcos boss Jem Marsh decided to enter a works car for '67. Marsh teamed up with Le Mans veteran Christopher Lawrence and Tim Lalonde, but the race was troubled and the car retired with a broken engine just thirteen laps in. However, Marsh came 10<sup>th</sup> overall in it at the Coppa Citta di Enna in Italy in August 1967 and 15<sup>th</sup> overall at the 9-hour race at Kyalami in South Africa in November that year. After the Kyalami race, the works car remained in Africa and was campaigned by a string of owners and drivers, among them Brian Raubenheimer, Peter Kat, Nolly Limberis, Guy Tunmer and John McNicol. It was found in a sorry state in the late 1990s and restored in Zimbabwe by its current owner, Bruce Glasby.



# LADY LUCK

Japanese car manufacturer Nissan decided to try its hand at building a sportscar as a competitor to the nippy European offerings of the likes of MG, Triumph, Fiat and Alfa Romeo and although the SPL212 and SPL213 that were launched in the early '60s were rather attractive little models, their performance never quite matched their sporty looks. But Nissan finally got it right in 1962, with the Datsun Fairlady SP310 says **Sivan Goren**.

In 1959 it launched the Datsun Sport S211, based on the Datsun 211 sedan, which proved a popular exhibit at the Los Angeles Imported Car Show.

Designed by Yuichi Ohta, who had previously designed the Datsun DC-3 and the prototype to the S211, the A80X, it had a 988cc straight four that produced 27 kW. Both the A80X and S211 featured fibreglass bodywork, influenced by the Chevrolet Corvette, which would make sense when you consider that Nissan was trying to break

into the US market at the time. However, only 20 units of the S211 were ever built.

In 1960 came the SPL212 – this was the first Datsun sportscar to be imported to the US ('L' stands for left-hand drive). The SPL212 was based on the Datsun 223 truck and had steel bodywork, with an 1189cc straight-four engine producing 35kW and a 4-speed manual transmission. But it was only the later SPL213 that would be the first vehicle to bear the 'Fairlady' name. And why Fairlady, you ask? Well, in 1961, when

Nissan was planning to launch the SPL213 in North America, the then president of Nissan, Katsuji Kawamata, was in the US when he heard about the Broadway musical *My Fair Lady*, which was a long-running smash hit at the time. The President thought it would be a good idea to name the car 'Fairlady' in the hope that it would enjoy the same success over many years. The SPL213, produced in 1961 and 1962, received a dual-carburettor engine which pumped out 44kW – rather a large increase in such a small and light car.

# DATSUN SPORTS *Fairlady*



Like the SPL212, the SPL213 was based on the Datsun 223 truck. Both were originally used exclusively for export.

The name Fairlady appeared on the domestic (Japanese) market with the launch of the Fairlady 1500 SP310 in October 1962 (these cars were named for their engine displacement overseas so in America they were known as Datsun 1500s). The new Fairlady was a significantly better car than its predecessor. Like the previous Datsun sportscars the new SP310 was based on

the mechanicals of another car in the range, but this time it was the 310 series Datsun Bluebird sedan. The 310 Bluebird was a giant leap for Nissan in mechanical sophistication. While the older sedans were all rather crude, the 310 Bluebird had a purpose-built chassis with double-wishbone front suspension, and a heavily-modified version of this setup was used on the Fairlady. Significant alterations were also made to the rest of the chassis to strengthen it.

Earlier Fairlady's used the same engines

as the sedans they were based on, which meant they used the 1189cc E and E-1 engines. The SP310, however, was fitted with the 1488cc G-series engine from the 30 series Cedric sedan, which apart from being a substantially bigger and stronger engine than the E-series, also featured a cylinder head with four intake ports instead of the two on the E engines. The SP310 also had a single side-draft Hitachi carburettor, which was very similar in design to the British SU carburettor. And it would seem that the



Miss Fairlady's – Fairlady 1500 SP310.



Sports 1000 S211.

Fully equipped for all-weather driving. It is unique in its class and price range. The instruments are arranged so that they can be instantly read without distracting the driver's attention.

For ease of entry, forward-hinged doors open wide. Each of the adjustable bucket seats in the newly designed interior is upholstered in best quality leather, guaranteed for appearance and enduring quality.

Gears are selected by a short control gear lever which is conveniently positioned from engine operation.

**Sports Car Performance**

**Plus Family Car Convenience**

**With Small Car Economy**

The sports convertible that actually becomes a compact 4-seater family sedan.

The elegance of its outer line is nicely matched by the all-round excellence of its interior finish.

carburettor was not the only similarity – the body of the SP310, some say, is uncannily reminiscent of a certain MG Midget...

The Fairlady SP310 was pretty well-equipped too: a small centre console under the dash housed a transistor radio and vent controls and other features included tonneau cover, map lights and a clock. The first SP310s also had a unique sideways third seat in the rear. This impractical and cramped little seat sat higher than the front seats and placed the passenger's head above the height of the windscreen, exposing it to the wind and making for a bugs-in-the-teeth ride in the truest sense of the word. Thankfully, though, this peculiar

And it would seem that the carburettor was not the only similarity – the body of the SP310, some say, is uncannily reminiscent of a certain MG Midget

feature disappeared in 1964, when the car was replaced by the two-seater Fairlady SP310.

But it wasn't only the design of the car that received attention – the marketing department was apparently also frenziedly working behind the scenes. To coincide with the 1964 Summer Olympics, Nissan established a gallery on the second and third floors of the San-ai building, located in Ginza, Tokyo. A competition was held where five beautiful women were selected to become showroom attendants. Called 'Miss Fairlady's', they were used to attract visitors and became the marketers of the Datsun Fairlady 1500 SP310.

In 1964 an updated model of the SP310 – the SP311 – was first shown at the Tokyo Motor Show, but it was only launched in May 1965. It was equipped with a 1595cc R16-powered engine and a 4-speed full-synchromesh transmission. It featured 14-inch wheels

and minor exterior changes, the engine produced 71kW and front suspension was independent. Badging was 'Fairlady 1600' for the Japanese market and 'Datsun Sports 1600' for the export market. In 1968, in line with new safety legislation, the SP311 was updated with a new body featuring a taller integrated windscreen with an integrated rear-view mirror, a padded dashboard with non-toggle switches and lifting door handles. In the US the engines were also fitted with new emissions controls. Production of the SP311 continued through April 1970.

In March 1967, the powerful 2000 series was added to the Fairlady lineup. Produced from March 1967-1970, the SR311 had a 4-cylinder 1982cc engine producing 99kW and offered a 5-speed manual transmission. It was equipped with twin Solex carbs and had a top speed of 205km/h – the best in Nissan's history at the time. The 2-litre engine meant, however, that Japanese versions were regarded as expensive, specialised sportscars due to the annual road tax.



# LICENSED TO THRILL



Image: RM Sotheby's.

Late May saw the passing of celebrated actor Sir Roger Moore at the grand old age of 89. And, although his acting career spanned close on 70 years in several iconic characters, he is most likely to be forever known for his role as agent 007 in seven James Bond films. A role that thrilled as much for his suave character and tongue-in-cheek humour as it did for the cars the world's most famous secret agent drove, says **Graeme Hurst**.

**A**ny petrolhead is likely to have a few standout movie influences that got the octane flowing through the veins. As a child of the '70s and early '80s, those moments for me were the release of the latest Bond movie which guaranteed plenty of thrills, thanks to dramatic car chases and an array of hugely exciting secret 'gadgets' as the fictitious James Bond – aka MI6 agent 007 played by Roger Moore – pursued

and outwitted villains across our local Ster Kinekor screen.

The news that a new Bond movie was out was followed by much school playground speculation as to what car the world's most famous spy would be getting the keys to and, crucially, what clever devices it would pack. And sitting in the cinema seat to see it for real always had me excitedly anticipating the inevitable: "Right, now pay attention 007", as MI6's Q gave Bond a run-through of the latest gadgets

that would help him out of a sticky spot.

That excitement was only topped when the other essential ingredient in any Bond film kicked off: the inevitable high-speed car chase and the sitting-on-the-edge-of-your-seat anticipation as to which of Q's gadgets 007 would employ to see off villains such as Jaws once and for all.

Here are *Classic Car Africa's* highlights from Moore's time behind the wheel as James Bond and other car-related roles he was famous for.

## LOTUS ESPRIT

Although the character of 007 has become synonymous with Aston Martin and specifically the 1964 DB5 that first featured in *Goldfinger*, it was arguably the Lotus Esprit in *The Spy Who Loved Me* – the tenth Bond film and Roger Moore’s third as 007 – that most wowed cinemagoers. And that’s because it did what no other Bond car had done before: turn into a submarine in order to outrun a helicopter. Complete with elevator fins, a periscope, a bank of propellers and – not to forget – sonar and underwater missiles, quite simply no Bond car had ever been so outrageous.

What added to the astonishment was that the Lotus was one car that Q didn’t give Bond a demonstration of, so the Lotus’s aquatic abilities came as a complete surprise shortly after 007 asks Bond girl Anya Amasova (played by Barbara Bach): “Can you swim?” before driving off a pier into the sea. And, as it plunged below the surface, rows of utterly captivated kids were amazed to see the wheels of the Giorgetto Giugiaro-styled coupé fold away to reveal those underwater fins!

The metamorphosis followed several minutes of high drama on tarmac as Bond outruns a gun-toting motorcyclist, who unleashes an explosive-packed sidecar in an attempt to destroy the Lotus – and then a high-speed pursuit by Jaws, who’s firing from the passenger seat of a Ford Taunus (Cortina Mk4 to South Africans).

And the Esprit’s undersea antics are no less thrilling as Bond takes out the helicopter with a below-surface-to-air missile before blasting at a group of submerged frogmen with a raft of underwater mortar rockets. That’s followed by Anya Amasova hitting a switch to release an underwater mine – a feature she recalled from seeing the plans for the Lotus back at MI6 headquarters! The Esprit’s nautical role ends with Bond driving out of the waves onto a beach, to the astonishment of beachgoers, before pausing to hand over an errant fish from the car’s interior and then blasting off into the distance.

The choice of an Esprit car for the 1977 movie came after Lotus left an un-badged example of the recently-launched supercar outside Pinewood Studio. It caught the attention of producer Albert Broccoli, who was keen to up the ante of the Bond brand after *The Man with The Golden Gun* received mixed reviews. The car’s submarine role paid off, and the Lotus Esprit was again the Bond car of choice in the 1981 release of *For Your Eyes Only*.

This time round it was a Turbo variant, although the movie features two examples with the first example (in white) only demonstrating one gadget-cum-weapon: a self-destruction anti-theft device that blows both thief and car to smithereens! When Bond catches sight of a copper-coloured Esprit (his replacement) while at MI6 he remarks: “I see you’ve put the Lotus back together.” Complete with ski-racks, the replacement Esprit quickly topped the playground list of coolest-looking Bond cars.



Image: RM Sotheby’s

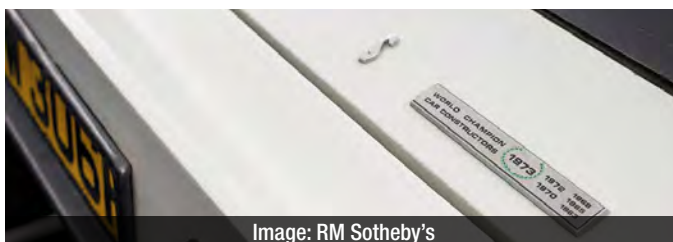


Image: RM Sotheby’s

### INTERESTING FACTS

The underwater version of the Esprit in *The Spy Who Loved Me* was nicknamed ‘Wet Nellie’ and piloted by a former navy seal (breathing through an aqualung) while the stream of bubbles was created by using effervescent medicine tablets. The car was used extensively for publicity after the movie but was later abandoned in a New York lock-up garage, only coming to light when the contents were sold off at a blind auction in 1989. Fully restored, it sold at auction in London four years ago for £616 000 (R10.2m!).

## CITROËN 2CV6

Compared to the supercar image of the Esprit, the bright yellow 'Deux Chevaux' that Bond used to escape (after the Lotus exploded) in *For Your Eyes Only* was a polar opposite in the performance and handling stakes, but that simply added to the entertainment value.

The Citroën was character Melina Havelock's car and one that she and Bond used to outrun a pair of (clearly faster) Peugeot 504s packed with gun-slinging henchmen. Although the location was somewhere close to Madrid, the filming on heavily-forested winding roads was done on the island of Corfu.

The Greek village of Pagli is where the car famously turns over after being peppered with machine gun fire. After being righted by local villagers, Bond takes the wheel and proceeds to trash the 2CV in a hilarious sequence that includes 007 racing the car backwards and pulling off a dramatic handbrake turn before going off-piste. The car then rolls over through the forest and lands back on its wheels, and Bond and companion roar off in the now heavily-reshaped Citroën.



### INTERESTING FACTS

It's probably no surprise to learn that the 2CV used was quite heavily tweaked, starting with a bigger (4-cylinder) engine from a Citroën GS and special anti-roll bars to limit the standard 2CV's dramatic roll levels. The 5-minute chase sequence was hugely thrilling for audiences and Citroën took the opportunity to capitalise on the exposure by launching a special-edition model in the same yellow livery – complete with 007 logos on the doors and stick-on bullet holes!

Although the producer Albert Broccoli had several AMC stunt cars at his disposal, the dramatic corkscrew jump was done in one take



## AMC HORNET

If you're the wrong side of 50 then you might just be old enough to remember one of the most spectacular car stunts in silver-screen history: the AMC Hornet that Bond corkscrewed in a dramatic bridge jump in the 1974 Bond film *The Man with the Golden Gun*, the precursor to *The Spy Who Loved Me*. The epic jump followed an earlier sequence in which Bond – in a bid to chase assassin Francisco Scaramanga – steals the hatchback from an AMC dealership in Bangkok, making his exit by crashing through the showroom window.

### INTERESTING FACTS

Although the producer Albert Broccoli had several AMC stunt cars at his disposal, the dramatic corkscrew jump was done in one take and its success was put down to computer modelling by the Cornell Aeronautical Laboratory, which specified the exact weight of the car and driver, the angle of the ramp and the launch speed needed to make a precise, predetermined gap.



## VOLVO P1800

Roger Moore might be famous for his role as a licensed-to-kill MI6 agent but it's arguable that he only got that role thanks to his success as Simon Templar in the television series *The Saint*. This mystery spy thriller ran from '62 to '69 and centred around Templar's role as a modern-day Robin Hood, robbing criminals (but keeping the cash!).

Producers ITC were keen on fitting *The Saint* out with a Jaguar E-type or MkX but, in what is unthinkable in today's world of product placement, the Coventry car maker refused to put ITC at the top of the waiting list for either! In the end the film company settled for the recently-launched Volvo P1800 but, even then, the car had to be purchased outright.

Complete with the fictitious ST 1 number plates, the stylish, upmarket coupé was the perfect complement to Templar's debonair character and helped make the programme a huge hit in the USA. That wasn't lost on Volvo, which insisted on later supplying cars at no cost to ensure that Templar's example boasted the latest 'updates'.



### INTERESTING FACTS

The first P1800 supplied (number plate 71 DXC) was registered in Moore's name and he is alleged to have used it on weekends between filming. One of four P1800s to ultimately feature in the series, it was discovered rotting in a Welsh barn in 1991 and has since been restored by a leading P1800 enthusiast in the UK.



Image: Bonhams.



### INTERESTING FACTS

Aston Martin was happy to supply a car free of charge but it didn't want to disrupt the waiting list for the new V8 version of the DBS and so badged a regular 6-cylinder DBS Vantage up as a V8 model, complete with GKN alloy wheels in place of the 6-cylinder car's chrome wire wheels. Although registered PPP 6H, the DBS wore the borrowed private plate BS 1 throughout the series, apart from one episode in which the original plate was accidentally left on! The Bahama Yellow DBS was restored in the late 1990s by Aston Martin's Works Service and was sold for £533 400 (around R8.9m!) at auction three years ago.

## ASTON MARTIN DBS

Despite taking on the Bond role seven times (a record only matched by Sean Connery), Moore never got the keys to an Aston Martin. In hindsight that may seem very un-James Bond but Aston's re-association with the 007 brand has only picked up again in more recent releases of the spy thriller, which occasionally feature a classic DB5 alongside the latest Aston model.

Moore who retired as James Bond in 1985 did, however, have a role defined by the famous English sports GT brand in the 1971 television series *The Persuaders*. This ITC production featured him as crime-fighting English aristocrat-cum-playboy, Lord Brett Sinclair. In the series he is blackmailed by a retired judge into teaming up with Danny Wilde, a working class, rags-to-riches Bronx boy (played by Tony Curtis) to bring criminals who escaped justice to book.

The pair are fitted out with an Aston Martin DBS V8 and a Ferrari Dino 246GT, with the decidedly exotic cars reflecting the character of Moore and Curtis's respective roles. The 24 episodes of *The Persuaders* were shot in exotic locations along the French Riviera, with the plot invariably hinging on an epic car chase along scenic roads. 🏎️

# APPY DAYS

BY RACEY LACEY

In these times of ever-evolving technology it is hard to even remember a time when we didn't have our smartphones permanently glued to our hips. Life as we know it has changed completely – and for the better in a lot of ways. A great example of a game-changing technological evolution is that of the app. 'App' is a word that is bandied about in just about every conversation nowadays (along with words that make me physically wince, like 'bestie') and unless you have been living under a boulder in Uzbekistan, you will know that app is short for application – a modern take on the word software – which mostly relates to mobile devices. In the modern age there is an app for just about everything and because a cellular device of some description is never too far from reach these days, apps have become part of everyday life.

There are those apps, such as WhatsApp and Skype (bank balance-battering overseas calls are a thing of the past), that in the space of a few years have radically transformed the face of communication and when it comes to getting around town, no one in Joburg would ever be caught dead without the latest craze, Waze, which is described as a traffic and navigation app.

The difference between this and other navigational apps is that it has a social networking element and allows you to share real-time traffic information, receive alerts reported by other users and meet up with friends who are also using the app. Of course the fact that the whole point of this app is to find routes that avoid traffic/roadblocks/goats gambolling across the road also means that you might wind up taking some rather dubious detours and arrive at your destination feeling jetlagged – as though you have driven to Fourways via Croatia – with all the roundabouts, twists and turns. Just the other day, thanks to one of these inventive routes, I wound up driving through a slightly less-than-savoury neighbourhood where even the cops looked somewhat nervous. But when Janet, as I have nicknamed my bossy know-all navigational voice, tells me to turn left – hey, I'm not arguing with her.

So anyway, all this stuff got me thinking about what apps could be used to help us deal with issues that we encounter as drivers and enthusiasts of classic cars. And because, as we know, classic cars have their own common quirks, I had to really think outside of the (tool) box to come up with a few ideas that might be useful.



## THE TORCH APP

How many times have you broken down or had a flat tyre while driving at night, only to realise that you have either left your trusty

Of course the fact that the whole point of this app is to find routes that avoid traffic/roadblocks/goats gambolling across the road also means that you might wind up taking some rather dubious detours

torch behind or the battery has gone flat? Never fear! Provided your phone is around you can use it to shed a little light on your problem. Some phones have built-in torches (along with the usual calculator and camera) but if not, simply download one of the many free apps available, and – ta-da! – you will see the light.

#### **SPEEDOMETER APP**

A common problem with older cars is a lack of functioning gauges (amongst other things). This makes driving interesting, but particularly when it comes to trying to adhere to the speed limit on highways or national roads. Luckily there are apps out there that use your phone's built-in GPS system not only to show your current, maximum and average speed but also direction, total distance, and time travelled. And if you enjoy doing a lap or two on the race track with your classic, there are apps that can measure your lap time and speed, along with a whole lot of other useful stuff (depending on how much you are willing to spend).

#### **PETROL STATION FINDER**

And on the topic of gauges of questionable reliability, when your fuel gauge is about as dependable as a perforated nappy, even just driving around town becomes a risky business. I have lost count of the number of times I have had to collect The Driver, who is morosely waiting on the pavement,

having yet again run out of petrol. To be fair, though, it's bound to happen when you have not only one faulty fuel gauge but several (admittedly in four different cars). His excuse is that it's easy to lose track of how much petrol is in each of his cars, but I think he secretly harbours a weird aversion to stopping for petrol. So if you, like him, find yourself in dire need of fuel, it's great to know that there are apps that can helpfully point you towards the nearest garage. And hopefully it's within walking distance...

#### **UBER**

Of course, there are those times when your classic car will come to an untimely stop (this may or may not be due to the aforementioned running-out-of-petrol scenario) and no amount of begging, pleading, bargaining or swearing at it will make any difference. If your car is well and truly going nowhere and the nearest petrol station is miles away, the Uber app could come in handy. Traditionally beloved by party animals everywhere who use it to get home after a night on the town, Uber is an app that connects you with a driver who is in the area and can take you where you need to go. All you need to do is to download the app and register, which includes submitting your credit card details. That means that when the need arises, even if you are stuck without your wallet, all you need is your phone to get home. Sorted. 📱

# FAST AND THE FEMININE

The first cars were usually driven by men because the social climate of the time favoured male domination, but the first long trip in a car was actually undertaken by a woman. **Jake Venter** looks at the motorsport exploits of the fairer sex.

**B**ertha, the wife of Carl Benz, who built the first petrol-driven car, set off early one morning in August 1888 with her two boys on a trip of just over 100km to show the world that her husband's newly-invented car deserved its attention. It took her the best part of the day to get to her destination – and the German press certainly took notice.

In the early 1890s, when motor racing first started, few women dared to enter. They were sometimes refused entry, but one or two have made their mark. The first woman to enter a motor race was Baroness Hélène van Zuylen van Nijvelde van de Haar (1863-1947). She married Baron Etienne van Zuylen, the president of the Automobile Club de France, and he encouraged her to enter the 1898 Paris-Amsterdam-Paris Trail under the pseudonym 'Escargot' (the French word for snail). She later took part in the 1901 Paris-Berlin event but dropped out on the first day with mechanical problems.

I've chosen to celebrate some of the more interesting female drivers from the world of racing, record breaking and rallying.

In the early 1890s, when motor racing first started, few women dared to enter. They were sometimes refused entry, but one or two have made their mark



## — CAMILLE DU GAST —

Marie Marthe Camille Desingé du Gast (1868-1942) achieved most of her fame after her husband died. She was one of the richest women in France, and indulged in ballooning, parachuting, fencing, tobogganing and skiing, as well as rifle and pistol shooting. She was also known as a singer and a concert pianist, and in her spare time she trained horses.

She was the second woman to enter a motor race, finishing her first race – the 1901 Paris-Berlin event – and also completed the 1902 Paris to Vienna race.

In 1903 the famous (at the time) De Dietrich company asked her to drive one of their 5.7-litre cars in the Paris-Madrid event. She started in 29<sup>th</sup> position and by the time she reached the outskirts of Bordeaux she had overtaken 21 cars. She then stopped to give first aid to the Englishman Phil Stead (in another De Dietrich) who was trapped under his car. By the time she reached Bordeaux she was in 77<sup>th</sup> place. The race was then stopped because of numerous accidents.

In 1904 the Benz factory offered her a car for the Gordon Bennett Cup, but by then the French government had banned women from competing in motorsport. She turned to motorboat racing for excitement, but made one trip to Britain and took part in the inaugural Brighton Speed Trials.

Her daring, ambition and feminist pioneering meant people either admired her or hated her – and unfortunately her daughter belonged to the latter group. She kept pestering her mother for money and



eventually sent some ruffians to kill Camille in the middle of the night so that she could inherit. Camille confronted them and they ran away.

This happened in 1910, and the sadness of this betrayal changed Camille and she became far more sedate. She got involved in charity work and was elected president of the French SPCA. During WWII she provided healthcare to disadvantaged women and children until her death at the age of 74. The rue Crespin du Gast in Paris is named after her.

## — GWENDA HAWKES —

Gwenda Mary Hawkes (1894-1990) worked as an ambulance driver during WWI in Russia and Romania. She was awarded the Cross of St. George as well as the Cross of St. Stanislaus for these efforts.

In 1920 she married Colonel Sam Janson but found post-war life boring. She then took to motorcycle racing, began competing in events at Brooklands and established a new 1000-mile motorcycle record in 1920, as well as a Double Twelve Hour record in 1922 at this venue.

She developed a close relationship with Colonel Neil Stewart, who worked for the company that supplied her racing motorcycles, and she divorced Janson and married Stewart.

The pair then moved to France because the circuit was more suitable for record breaking. Once established, she broke the world 24-hour motorcycle speed record on a Terrot-Jap machine. There she met Douglas Hawkes, a director of the Derby Car Company that produced a series of small cars at a factory near Paris from 1921 to 1935.

Gwenda asked him to help prepare her vehicles, hired a workshop under the Monthéry banking, and used it as a base to attack records both long and short on motorcycles, 3-wheelers, cycle cars,

production cars and racing cars.

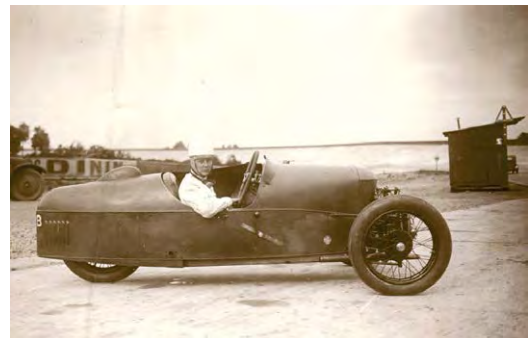
In 1930 Douglas Hawkes imported a 1.5-litre front-wheel-drive Miller racing car from the USA to use as a mobile test bed for his front-wheel-drive experiments. Gwenda's fastest and most famous exploits were in this car.

The car started life as a Miller, but Hawkes took it in hand and made so many changes that when it was later raced as a Derby-Miller it was far more Derby than Miller, and the engine capacity was closer to 1.7 litres.

Gwenda's fastest lap at Monthéry with this car was a fraction under 240km/h. She also took it to Brooklands, where she competed against Kay Petre (see below) in a 10.5-litre V12 Delage, for the fastest lap by a woman. She won at a speed of 218.8km/h. During another attempt at Monthéry she lost control of this car at 240km/h and was lucky to escape with minor injuries.

She twice competed in the Le Mans 24 Hour with a Derby fitted with a Maserati engine, without any success. She divorced

Stewart sometime in the '30s and married Hawkes in 1937. During WWII she worked in a munitions factory as a lathe operator. After the war she retired with her third husband to the Greek island of Poros, where she died at the age of 96.



## — KAY PETRE —

Kay Petre (1903-1994) was born in Canada, came to England in her 20s and married the aviator Henry Petre in 1929. In the early '30s Henry bought her a red Wolseley Hornet Daytona Special. It wasn't fast but she entered it in a few races and was bitten by the racing bug. She started to race at every available opportunity and bought a Bugatti for circuit racing.

She often raced Rileys in sportscar races, and partnered with Dorothy Champney in a Riley for the 1934 Le Mans event (they came 13<sup>th</sup>). The following year she partnered with Elsie Wisdom at Le Mans in another Riley, but the engine didn't last.

From 1934 to 1936 she took part in most of the major British races at Brooklands, such as the 500 Miles and the Double Twelve, using either the Bugatti or a 10.5-litre V12 Delage. She raced at other circuits in sportscar events, and often partnered with famous drivers like Dudley Benjafield and Prince Bira of Siam. She also

competed in hillclimbs and rallies and held the ladies' record at the famous Shelsley Walsh for a while.

In the years 1934-35 she caused a sensation by battling with Gwenda Hawkes (1.7-litre supercharged Derby-Miller) for the women's outer circuit record at Brooklands. She drove the Delage, and in October 1934 she lapped the circuit at 208.6km/h, but in August of the next year Gwenda lapped faster. Kay responded the same day with 216.9km/h but three days later Gwenda set the record for all time by lapping at 218.8km/h.

In 1937 the German Auto Union team came to South Africa to publicise the amazing 2-stroke DKW cars they were selling here. They competed in three handicap events and Kay came over to race a Riley. She came sixth in the Grosvenor GP in Cape Town but failed to finish in the other two.

She was often seen in the company of Bernd Rosemeyer, the famous Auto Union driver, and his wife Elly Beinhorn, a famous German aviator. It is rumoured that while in SA she became the only woman to have been allowed to drive one of the Auto Unions during practice.

Later that year at

Brooklands, a car driven by Reg Parnell stalled on the banking during practice and slid into Kay's car. The car rolled on top of her and she was in a coma for several days. She recovered, but a part of her face was permanently paralysed. She never raced again, but took part in few rallies.

Reg Parnell had his licence revoked, but Kay did not believe it was his fault and she succeeded in persuading the club to give Reg his licence back.

She later worked as a motoring journalist and died at the age of 91.



## — PAT MOSS —

Pat Moss (1934-2008) started to drive under the watchful eye of her more famous brother Stirling Moss, at the age of 11. She was initially more interested in show jumping, and was good enough to be a member of the British show jumping team, but Ken Gregory, Stirling's manager, introduced her to rallying.

She started her career in a Triumph TR2 but after a few rallies ended up spending seven years in the BMC team. She became the European Ladies' Rally Champion in 1958, 1960, 1962, 1964 and 1965, but her most famous victory was the 1960 Liège-Rome-Liège event that she won outright in an Austin-Healey.

She later joined the Ford team and in March 1963 she married the famous Saab driver Eric Carlsson and they subsequently teamed up to rally for Saab. Her final move was to Lancia where she drove a Fulvia but with very little success – she did not like this car's strong understeer. The couple had a daughter in December 1969, after which Pat had less time for rallying. She retired in 1974, and died at the age of 73.



## OTHER FAMOUS DRIVERS

### DESIRÉ RANDALL WILSON

Desiré (born 26 November 1953) is one of only five women to have competed in Formula One. She was born in Brakpan, South Africa and entered the Formula One world in a non-works Williams FW07 in 1980, but failed to qualify. That same year she became the only woman to win a Formula One race by winning the Aurora F1 event at Brands Hatch, and a grandstand was even named after her.

She also raced in the American CART series, in sportscars, and entered the 1982 Indianapolis 500, but did not qualify. She is married to Alan Wilson, another South African, and they are now living in the USA.



### SABINE SCHMITZ

Sabine (born 14 May 1969) races for BMW and Porsche and is the first woman to have co-driven a winning car in a 24-hour race. This happened at the Nürburgring 24-Hour in 1996, as well as in 1997. Sabine grew up in the shadow of the 'Ring, and is famous for having lapped that circuit more than 30 000 times. She owns the Nürburgring-based Sabine Schmitz Motorsport, which offers advanced driver training and a 'Ring Taxi' service for passengers.



### SUSIE WOLFF

Susie (born 6 December 1982) progressed from karting to Formula Renault as well as Formula Three and ended up taking part in the very competitive German DTM production car races. Last year she was signed by the Williams Formula One team as a development driver but has enough free time to keep racing in the DTM series.



### JUTTA KLEINSCHMIDT

Jutta (born 29 August 1962) is a well-known competitor in the Paris-Dakar series of long-distance off-road racing events. She was born in Cologne and raced for the first time in the Paris-Dakar in 1988 on a BMW motorcycle. In 1994 she switched to driving cars, and won the event in 2001. She is still the only woman to have done so.



### MICHÈLE MOUTON

Michèle (born 23 June 1951) was born in Grasse, on the French Riviera, and started rallying in 1974. For the next 12 years she dominated the feminine side of international rallying, winning four rallies outright, achieving nine podiums and winning 162 stages.

She became the first president of the FIA's Women & Motor Sport Commission in 2010 and the FIA's manager of World Rally Championship in 2011. That same year she was made a knight of the Légion d'honneur (Legion of Honour) by the then French President Nicolas Sarkozy. 🇫🇷



Brooklands, near Weybridge in Surrey, and Montlhéry, about 30km south of Paris, are two banked ovals that were extensively used in pre-war days for racing and record breaking. They both still exist, but are no longer suitable for racing.

The 1.7-litre Miller, that was just as fast as the 10.5-litre Delage, had a straight-eight centrifugally-blown twin overhead camshaft engine designed by the American racing legend Harry Miller. It was built for track racing and represented a far more modern design approach than the old Delage. The Delage was built in the early '20s in order to break the World Land Speed Record and it went fast enough in July 1924 at Arpaçon in France by achieving a speed of just over 230km/h, but the attempt was not officially recognised. This did not matter, though, because a week later the famous aero-engined Fiat called Mephistopheles went faster, and this was ratified by the officials. After changing hands a few times the Delage was acquired by the famous Brooklands-based Thomson and Taylor Engineering Company, and they allowed Kay Petre to exercise it from time to time.

Sabine grew up in the shadow of the 'Ring, and is famous for having lapped that circuit more than 30 000 times



# STUNT TRIPLE

He was one of South Africa's most popular motocross racers, but he's been set alight more times than he cares to remember. He's been hurled off helicopters and aeroplanes, people paid him good money to crash their motorcycles, and he's blown up and crashed many more cars than he's owned. **Gavin Foster** asks movie stunt coordinator and double SA motocross champ Tyrone Stevenson the questions.

**F**alling off a fast-moving motorcycle in the heat of battle can be exhilarating, but it's rarely fun. Doing it on purpose is difficult to imagine. I ask Tyrone how he tackled the task the first time he was asked to do it for the camera. "It was for a bike movie – I can't remember the name – when I was about 18. I had to ride a 4-cylinder Honda down the road and crash it when the hero I was doubling for got shot. I'd never crashed a road bike before, so I took it out the day before and tossed it away – pitched it sideways at about 120km/h. I wore lots of padding under my clothing and it went fine. I usually end up sitting on top of the bike as it slides along on its side!"

Tyrone, now 61, got into motorcycle racing as a youngster. "I had a 50cc road bike, and then got hold of a 100cc Zundapp that I converted into a dirt bike. A friend's

father helped me get going, and my dad bought me a Honda Elsinore 250 that I began racing on. I also rode a Montessa for the Mercury Outboard Motors team – my teammate was a tough Hollander who put me in hospital twice." Tyrone, who won the SA 250cc championships in '74 and '79, and was awarded Springbok colours in 1980, also raced a works Kawasaki 250, of which there were but four in the world, in the '70s. "Lester Miller who headed Kawasaki was a real go-getter and he organised two bikes from the factory. They were very light and very lekker, but they broke a lot because they were fragile. One race I felt something hitting me in the back as I came off a berm, and I found that the frame had snapped in half. I ended the season with that motor in a stock KX frame, which was horrible – like sticking a Formula One engine in a Nissan 1400 bakkie."





A mutual friend from Tyrone's racing days tips me off to ask about the bent Kawasaki crankshaft he once showed his mates. When I do, the man who's spent more than half his lifetime coordinating and performing stunts for movies looks blank and then chuckles. "Ja. That was for a movie a long time ago, and it wasn't my doing. There were these guys in a cargo aircraft and they had to ride out of the door on KDX 200s – about four of them. Once they were out the door they kicked the bikes away and pulled their ripcords. The bikes had their own parachutes linked to altimeters so they'd open automatically, and one didn't work." When the bike hit the ground it stopped pretty well dead, but the crankshaft ripped out of the casings and headed off south at high speed. "I knew that the stunt guys had rigged it to fail so they could see what happened, but they never admitted it."

What got Tyrone into stunting? "I started semi-professionally in the '70s, when I was about 18," he says. "I remember at movies in the Adelphi in Johannesburg seeing a newsreel of a guy doing a wheelie on a motorcycle, which was unheard of in those days. I thought that was incredible so I decided to practise. I became very good at it and won many wheelie competitions afterwards." Next came the 'jumping over cars on a motorcycle' thing. "That was stupid kamikaze stuff," remembers Tyrone. "Gary Bergstrom and I ended up in the army's motorcycle squad. Our Sergeant Major loved us because we raised things to a new level in the SADF. Right in the beginning he called us over and said "Hey – can you jump over something for me?" and we told him we could, so he brought out a car. We sent him back for a couple more and in the end we were jumping over ten or 15 at

Gary Bergstrom and I ended up in the army's motorcycle squad. Our Sergeant Major loved us because we raised things to a new level in the SADF



a time. We used to travel all over the country doing shows.”

In South Africa you have to be a good all-rounder to get enough work to survive in the stunts and effects game. “Luckily I’m very good with my hands – for many stunts and effects you have to develop mechanical aids to get things looking right while being safe. You also have to rehearse everything beforehand because you don’t have much time on set.”

If he had to pick a favourite field of his craft it would be that which invariably attracts small boys of all ages – pyrotechnics. “I enjoy doing fire and explosions because it’s very creative, very controlled. When I blow a car up I spend hours preparing, cutting it up

beforehand, and if you saw it afterwards you’d swear it had been bombed. I use black powder and petrol, and there are usually my stunt people standing close to the explosion, so I have to get it right.”

Getting thrown around,

set alight, beaten up and crashing cars and bikes so often must bring a fair bit of pain. Do you get used to it? Tyrone reckons it’s not too bad, and you try to minimise it. “You sometimes just have to have the confidence to do what you have to do. You may take a battering but it goes with the job – you can’t only do the nice stuff. You can’t wear very much protective gear because you have to dress like the person you’re doubling for, but you wear protective pads under your clothing, and you learn how to fall properly. At some point, you’ve done so much that you start feeling invincible. I’ve never really been hurt too badly, although I was once quite badly burnt when a fireball ricocheted off a window before the glass could shatter as it was meant to.”

I ask him what stunts have been most memorable. “Well, there was one where I had to have a fight with somebody in a seaplane as it was taking off. He had to punch me and I was to fly out of the door. I thought in my mind that when he hit me I’d kick straight back and hit the water on my back, skidding across the surface to reduce

You sometimes just have to have the confidence to do what you have to do. You may take a battering but it goes with the job – you can’t only do the nice stuff

Then there was a stunt where I had to fall from a chopper flying about 45 metres high. I was hanging underneath it from the skid with the villains trying to kick me off, and the idea was for me to toss a hand grenade at them and bail off. That's like 14 stories up, and I fell wrong and hit the water hard



the impact. We were only about two metres up but the plane was moving fast, and as I exited the cabin the slipstream and the propwash spun me around so I hit the water headfirst. It was like hitting concrete and I cartwheeled for quite a way. Then there was a stunt where I had to fall from a chopper flying about 45 metres high. I was hanging underneath it from the skid with the villains trying to kick me off, and the idea was for me to toss a hand grenade at them and bail off. That's like 14 stories up, and I fell wrong and hit the water hard – I lost track of what was up and what was down, and you can see in the footage that when I was about 10 metres up I looked down and I thought 'oh shit!'. I spent a couple of days in intensive care after that."

Tyrone has stunted, coordinated stunts and produced special effects in more than 100 films, working with some top actors and producers – he was the special effects guru for *Lords of War*, which starred Nicolas Cage. "Some of the stars' attitudes towards everybody is a joke. They're treated like absolute kings, and they honestly do very

little for the huge money they earn. I've done a lot with the BBC with unknown actors, though, and I enjoy them more because they're so much easier to live with."

These days he's rolled off the throttle a little and the last major production he worked on was *Mad Max: Fury Road* starring Tom Hardy and Charlize Theron and filmed in Namibia over five months in 2012. Tyrone was the South African stunt coordinator for this movie, generally acknowledged as one of the finest action movies of all time. "I don't go out looking for work these days but if anything comes up I'm still around," he says.

But let's go back to wheels and sport. After Tyrone retired from motocross he raced cars for some years, winning a South African Formula Vee championship and being a front-runner in Formula GTi. His passion is now mountain biking and he took a South African Masters Class championship some years back, making him an SA champ in three very different sports. 🏍️

After Tyrone retired from motocross he raced cars for some years, winning a South African Formula Vee championship and being a front-runner in Formula GTi



Lee Rose/Elvene Coetzee – Ford Escort RS. Photo: Johan Niemand

# FORDomination!

Old school rules! The battle cry of the Ford RWD Brigade the world over will understand. The passion for old Fords was in the spotlight again on the 2017 Secunda Rally in May as Lee Rose/Elvene Coetzee powered their Escort RS2000 to not only a Classic Class victory but also, unbelievably, the overall event. The pair's hat-trick of Classic wins sees them holding a clear lead in the championship standings.

**By Terry Illman**



Etienne Malherbe/Matt Kohler – Datsun SSS. Photo: Johan Niemand



Hubi von Moltke/Terry Illman – VW Golf GTi. Photo: Johan Niemand

In an event where the passion for the older rally cars was clearly evident amongst spectators and the crews, the spirit over the weekend was good to experience – like in the old days, the spirit kicked off on the Friday morning, ran through both days and culminated in an old-style ‘all are welcome’ after-party where it proved difficult to curb the enthusiasm of the ‘old’.

Stories and quotes flowed – like this gem from Etienne Malherbe, who brought his magnificent Datsun SSS from George to the party: “We were treated like a works team in Secunda, from accommodation, to servicing, to after-party – all with exceptional rally passion.”

With unseasonal rain falling in the area a week before the rally, many locals made huge contributions to ensuring that the roads would be driveable. Much of the Secunda terrain consists of turf – a simple name for a black loam soil that turns to a gelatinous black, sticky, cloying mess that can be as treacherous as black ice. Ask Natie Booysen/Rudolph Pretorius (Ford Escort MK1) and Lune Snyman/Edward Strydom (Toyota Conquest) about the dances they enjoyed in SS11. Natie, who finished third in the Classic Class, could well have ended his rally right there but like Snyman recovered the situation and both finished unharmed. Well done.

The water splashes in the Quarry stage presented a magnificent spectacle for the many spectators who lined the rim, as well as a huge headache for some of the competitors. The Quarry stage was 28km long, presenting grassy tracks, rocks, mud, turf, jumps and the notorious water splash. Nico Nienaber/Gert Janse van Rensburg (Toyota Corolla), pushing hard while in second place in the Classics, had their clutch fail 200m from the flying finish board, but they managed to push the car over the line and got back to service with enough time to change the clutch. Unfortunately in SS8, the Corolla got stuck in 4<sup>th</sup> gear, ending a valiant effort.



Hubi von Moltke/Terry Illman – VW Golf GTi. Photo: Sue Vacy-Lyle



Nico Nienaber/Gert Janse van Rensburg – Toyota Corolla. Photo: Sue Vacy-Lyle



Etienne Lourens/Louis Venter – Ford Escort Mk1. Photo: Johan Niemand



Etienne Malherbe/Matt Kohler – Datsun SSS. Photo: Johan Niemand

The Hubi von Moltke/Terry Illman event ended early on Saturday morning, with the GTi shearing the clutch centre hub clean out of the driven disc 8.6km into the Quarry stage. It was not possible to get back to service to change the clutch and the crew had to wait until after the second running of the Quarry stage before being towed out. So much for fitting a new clutch for the event...

TW Stene or Quarry was the downfall of a number of the top NRC class contenders, with dirty water causing severe vision problems, misfiring engines and generally reflecting that water represents a hazard worthy of caution. Watching the videos and observing Lee Rose's cautious approach to the water splash, his experience in East

Africa was evident. Many rallies in Kenya and the EA countries are run in the rainy season when water and flooding can play a big factor. Lee seemed content to push a small bow wave ahead of him rather than storming in where angels fear to tread.

Etienne 'Mal'erbe', as he refers to himself, added to the challenge of the dirty water by asking his co-driver to try to clean the windscreen at one stage, but having only a bottle of Energade in the car resulted in their attempt being an epic fail.

There were two other Escort Mk1s entered at Secunda but regrettably not entered in the NRC Classic Class – the cars of Ashley Mackenzie/Les Mackenzie and Etienne Lourens/Louis Venter. Roelof Coertse's Escort was in town, parked on the floor of Eastvaal Ford. Roelof, who is currently second in the championship, lives abroad and can't make it out for every event.

The roads were good and the stages were good. The Casino stage was very busy, with co-drivers calling instructions

almost without pause. The 3.5km Kosie Super Special provided the drivers with an opportunity for some controlled aggression *mano a mano*, as it were, with two cars going head-to-head on the hard-packed turf. The Lake Umuzi stage, which has become the traditional final stage, remains a favourite with spectators. The cars enter a 'bowl' via a right-hand hairpin and are visible for the last 1000m of the stage. Photographers and specics with cameras are afforded four good angles from which to shoot.

None of this would be possible without the considerable support from the landowners, businessmen and residents of Secunda who allowed the use of their properties, graded and prepared roads and ensured that drainage channels were dug where necessary, ensuring that the event was again a huge success.

The next NRC event is to be held in Port Elizabeth on 21/22 July. The Longmore Forest stages are on the menu once again, as are the Baywest Mall and the Volkswagen Pavilion.

See you in the Baai. Rally on! 🇿

The 3.5km Kosie Super Special provided the drivers with an opportunity for some controlled aggression *mano a mano*, as it were, with two cars going head-to-head on the hard-packed turf



Lee Rose/Elvene Coetzee – Ford Escort RS. Photo: Johan Niemand

## DRIVER PROFILE – LEE ROSE

Lee Rose: farmer, family man and multiple rally champion.

Originally from Kenya, Lee relocated his family to the White River area in 2010, where he farms macadamia nuts. His father, John, is also a keen motorsport man, having competed in several East African Safari Rallies and SA Motocross during the early 1970s. And the competitive streak continues, with Lee's son Jake already competing in Motocross.

Lee started in the dirt and gravel world of Motocross, working his way up the ranks to be crowned Kenyan National Intermediate and Senior Motocross Champion on several occasions between 1985 and 1994. He then turned his hand to rallying.

His pedigree is robust; having competed in more than 83 rallies all over East Africa, Lee won 18 of them and finished on the podium on more than 50 occasions. He won the Kenyan National Rally Championship several times, competing in serious cars such as Subaru Impreza WRX, Mitsubishi EVO 4 and Mitsubishi EVO 9.

As previously mentioned he now campaigns a Ford Escort Mk2 RS locally, a car he debuted on the Classic Rally in 2015. The Escort is powered by a Ford Cosworth BDG engine



– originally the RS ran a 1600 BDA but over time it evolved into an 1800cc unit and became the BDG in later years. The 1998cc aluminium block BDG was the ultimate rally engine of its era and the speed and sound emanating from this naturally-aspirated beast can only be described as awesome.

Highlights of Lee's career were winning the 2008 and 2010 Safari Rally outright. But his Escort antics are worth seeing too – his style is quick, charismatic and spectacular to watch and he is the sort of competitor that will have spectators coming back for more.

# STILL OFF THE BEATEN TRACK

A few issues back we put out a request for any information pertaining to the South African-built Trax. We also asked for any leads on where we could track down an example for photography purposes. While nobody has been able to point us towards a surviving vehicle, a number of ownership letters confirmed that the Trax is more than a mythical beast. This month, with the help of reader **Hendrik Nell's** motoring archive, we were able to dig that little bit deeper into the Trax, and with some excerpts from sales literature and magazine articles found out that there was more than just a single model behind the badge.

## INTERSTATE INTRODUCTION

Never heard of Interstate? Neither had we. What follows is an introduction to the operation and its Trax, as taken from a sales brochure.

*The Interstate Motor Vehicle Company is part of a major group with an automotive history going back half a century. At the height of the great depression, in 1932, William H. Patterson founded the coachbuilding company that still bears his name. The company expanded and diversified, acquiring various automotive franchises, embarking on manufacturing activities in the automotive and construction industries and acquiring extensive property interests – all under the umbrella of the Patterson Corporation.*

*In 1968 this substantial group of companies instituted a development programme, embracing research and engineering, and culminated in the formation of Interstate in 1974 – a company that designs and manufactures specialised vehicles in low volume for both military and civilian use.*

*The 100 000 square foot manufacturing assembly plant is involved in the current manufacturing programme comprising the production of the Trax series' sophisticated all-purpose on- and off-road vehicles, and the Carryall – a multi-purpose prime mover to lift and haul, carry and dump, in farming, industrial construction and horticultural applications.*

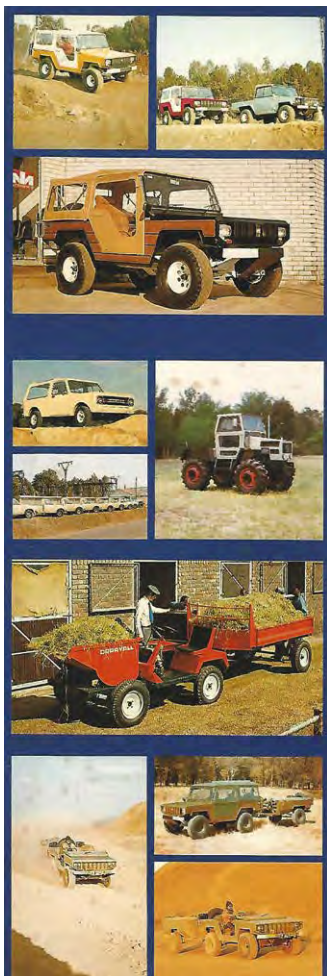
*Trax – leader in the new select consumer hi-duty 'multi-utility' market. Trax is a multi-purpose vehicle, each model excelling all round. It is a basic utility hauler, equally capable of carrying lumber, a brace of motorcycles, or a load of gravel. Seating capacity can be traded for cargo space. It draws much of its appeal*

*from its forthright appearance. Its design states unequivocally that it is built to work hard and endure rough circumstances. No amount of decoration can detract from the fundamental integrity of its lines. Trax is honest, hard-hitting and strong. Moreover, it is aesthetically correct and functionally satisfying. The Trax market consists of adults to whom 'special utilities' have become a new status symbol, of stylish utilitarianism. Professional businessmen drive sport utilities to their Country Club, and may frequently use their Trax as an automobile substitute and relish the automotive comforts available, but think of it foremost as a working vehicle.*

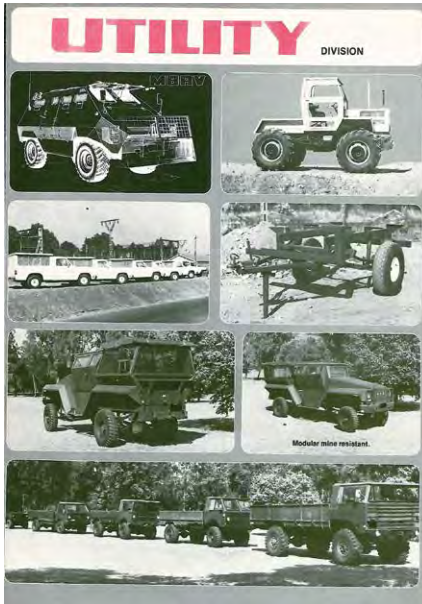
*When there is work to be done, there must be no compromise.*

*Trax owners may never go bouncing up rocky trails, or haul lumber and sheet-rock to build a new home, yet they can enjoy the thought that they COULD; having a Trax enlarges their choice of how to live. Driving a Trax, moreover, is a lot more fun than driving an automobile. The Trax has character, and it has power; it stokes the ego. From the high, comfortable, secure seat, the driver can look down – literally and figuratively – upon the humdrum swarms of automobile on the freeway and feel set apart from the crowd. Despite the 'macho' image of the Trax – or even because of it – women are increasingly driving Trax vehicles.*

WIDE CONTACT TRAXion IS OUR BUSINESS







## WHAT THE PRESS SAID

### SA MOTOR MAGAZINE – FEBRUARY 1978

"We like to think of ourselves as the Monteverdi of South Africa." That's the rationale behind the Interstate Motor Company, makers of the Trax 3-7, the latest entrant into the off-road vehicle field.

The Trax was conceived and designed by David Patterson, one of Pretoria's two Patterson brothers, and development director of Interstate. And it was David who likened the company to Peter Monteverdi's Swiss operation. Monteverdi makes very special cars for very special people – those who are loaded! His cars are very expensive, most exclusive, and well built.

"We aren't making the Trax for everybody," said David. "It's very much an exclusive car, a gentleman's second vehicle if you like. We don't want to enter the mass market. We are currently producing two vehicles a day, and that's plenty to be getting on with."

Managing director Tom Edmond revealed that the company would limit dealerships to a maximum of 30. "Only the best will be accepted by us. In fact, we are looking to the BMW-type franchise holder, someone whose existing stock will complement ours."

Attention to detail, especially in the finish, is a hallmark of the Trax. David Patterson, a wildly energetic man who literally gushes ideas, personally supervises the production line to make sure everything is top notch. And since he designed the whole of the body chassis and much of the suspension, you can be sure everything is sorted. He has for years been a design consultant with General

Motors, and has designed many, many of South Africa's special military vehicles, latest of which is the Ribbok anti-mine vehicle.

He travels the world in search of new ideas, having recently returned from a round-the-world trip done in literally 30 days. Trax is potentially the best off-road vehicle in South Africa at the moment, with a powerful well-proven six-cylinder engine and superb balance from a weight distribution of almost on 50-50.

In a short run with David Patterson, I rode in conditions I would have never dared try in a full four-wheel-drive vehicle and the car just did its job without any problems. Indeed, Tom Edmond tells a story of the Pretoria dealers, racing driver Roy Jeannes and his experience with the local Land Rover Club.

They went along to a sloshy, muddy place, and the Trax was sent along into the gooey stuff, followed by a Land Rover. The Land Rover got stuck and the Trax, which everybody thought would have ended up bogged down to the axles, had to pull it out!

The Trax has the highest local content of any vehicle manufactured in South Africa, and, says David Patterson, has already reached 92 percent.

The chassis (hot zinc coated for durability), body, and some suspension parts, are made at Interstate's Pretoria West facility, and the 3.7-litre Chrysler Valiant engine, gearbox and rear axle dropped in.

Standard equipment includes fully-reclining bucket seats with headrests, low-

level windscreen wipers, a fully instrumented dash, lockable glove box, rubber mats, two jerry cans, and wide wheels fitted with all-terrain tyres.

An 83-litre fuel tank is fitted as standard with the option of an extra long-range tank if required. The Trax comes complete with a weatherproof nylon hood, fold-down windscreen and 'fiddle brakes' – handbrakes which operate on each rear wheel and thus transfer all the power to the other to extricate the car from a tricky situation.

Suspension is torsion bar front, drums rear.

"I decided to fit automatic transmission as this enables much smoother transfer of the power than a manual box," David explained over a cup of coffee after we had toured the small factory where the cars are 'Craftsman Custom Built'.

Certainly first impressions revealed that the power is there aplenty. The ride in particular was very impressive, with saloon-car comfort without losing out on any durability, thanks to those well-proven Valiant Rustler torsion bars up front.

Interstate has concentrated its efforts on giving the buyer excellent value for money, and all vehicles are given pre-delivery service by the company before they are released to the dealer.

Options available at the moment include a full hardtop with solid door, while fully-fitted rubber floor coverings are under evaluation.

The Trax retails at R6200.



**SA AUTO – APRIL 1979**

Totally indigenous to South Africa is the Trax, a utility vehicle now making inroads in several overseas countries. It took Australia by storm and conquered Cyprus. Greece is bowled over and Germany took it to its heart as 'Offroad vehicle of the year'.

No Timothy, I do not blame you for never having heard the name before. I am also convinced that Interstate Motors is rather alien to you too. Do not despair, dear Timothy, I too was completely in the dark and I am supposed to be a motoring editor.

I have known about Trax and Mr. David Patterson for close on a year now. I knew he had designed a vehicle, initially called the Pug, to be renamed Nomad. I have also known for some time that Mr. Patterson threw his hands up in horror when he saw what GM had done with his brainchild.

The fact that he then gave GM the Rhodie sign and built his own utility vehicle was also known. But the scale of his operation and the brilliance of design; the fact that 70 models are available

to choose from was news to me too.

I paid a very brief visit to the Interstate Motor Company in Pretoria early in March and came out a converted man. Next month I will bring you a comprehensive road test on one of the models plus a far more comprehensive story.

But to whet your appetite here are a few facts:

A very highly respected German newspaper searched the world for the best off-road vehicle in the world. They paid a visit to South Africa recently to present this honour to the Trax.

A factory is currently under construction in Australia to build the Trax under a licence agreement. The Australian magazine Off Road raved about it.

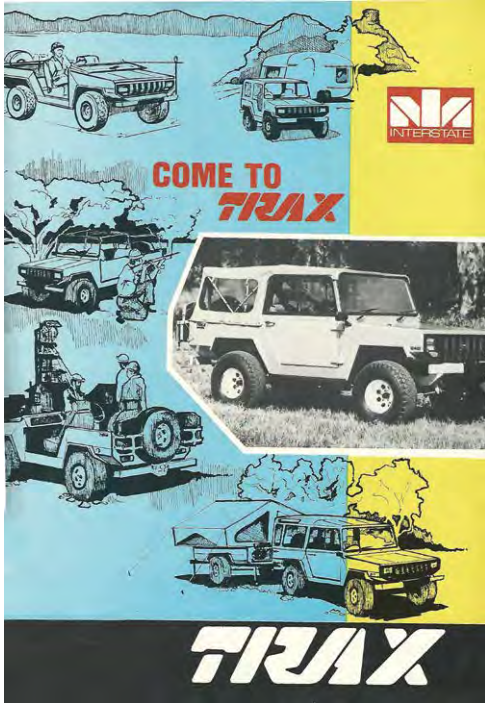
A company in Cyprus signed a licence agreement and placed a firm order for 150 units.

Several other foreign countries are now chasing Mr. Patterson to sign licence agreements.

A total of eleven engine options are now available including the Mercedes 2.3 and the 2.4 diesel, and the 2.8. Datsun 280 engines and the Ford V6 3-litre power plants are further options.

As rugged as anything built anywhere in the world the Trax offers riding comfort almost unheard of anywhere in the world. It could be likened to a better type Land Rover offering the comfort of a Range Rover.

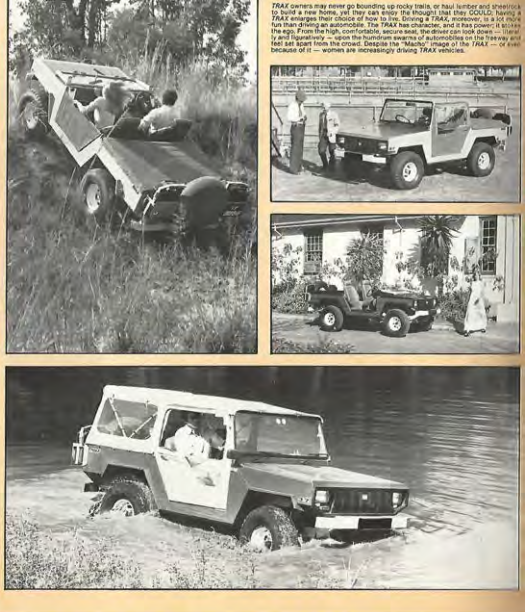
I knew he had designed a vehicle, initially called the Pug, to be renamed Nomad. I have also known for some time that Mr. Patterson threw his hands up in horror when he saw what GM had done with his brainchild



**TRAX ADDS LIFE**



**TRAX HAS AN UNFAIR ADVANTAGE**



TRAX owners may never go bounding up rocky trails, or haul lumber and livestock to a new home, and they can't enjoy the thoughtless fun that comes from a fun day driving an automobile. The TRAX has character, and it has power. It takes the edge off the high conventional, severe stress of automobiles in the TRAX way and let us start to see the joy of driving. Design the TRAX - or of all vehicles of it - yours are increasingly using TRAX vehicles.

Orders from both local and international sources were there but tracking one down today is nigh on impossible. Why is this the case?

**CROSSING BORDERS**

If the press reports are to be believed, the Trax was a vehicle that had the impressive ability of crossing the borders between passenger vehicle, workhorse, utility toy and even military machine. Orders from both local and international sources were there but tracking one down today is nigh on impossible. Why is this the case? With such good press and PR was it a case of smoke and mirrors, or was it really that good at what it did? We have a letter from a previous owner mentioning its diabolical and even dangerous traits but the press seemed not to have encountered these issues at all.

Are there any of these vehicles left in South Africa – or do we need to follow the reported export route to Greece and Australia? Did these units actually make it out of the country or did sanctions cut the project short?

Surely somebody knows – and someone out there has to have a surviving example. Or is this South Africa's ultimate motoring unicorn? ☑

INTERSTATE MOTOR VEHICLE COMPANY  
TRAX VEHICLES

ACCESSORIES (INSTALLED) - PRICE LIST - INCLUDING G.S.T. MARCH 1979

		RETAIL
Canopy Metal (Panel Van)	Long Wheel Base	R495.00
Canopy Metal	Long Wheel Base	R560.00
Canopy Metal (with Pull Bear door)	Long Wheel Base	R575.00
Canopy Metal (with sunvisor)	Normal	R495.00
Canopy Metal with spray combat hatch		R560.00
Canopy Metal Curved upper sides glasses		R560.00
Canopy Metal with sliding roof		R560.00
Canopy Metal with sliding roof and upper glasses		R695.00
Canopy Metal with sliding side windows		R575.00
Flare glass canopy (FRP) with sunvisors		R495.00
Metal doors with sliding windows x 2		R420.00
Springs upgraded		R 45.00
Half doors metal with soft removable top x 2		R420.00
Quartz (hood off lamp and globe)		R175.00
2 Seats rear SWB		R 87.00
3 Seats rear LWB		R112.00
2 Seats rear		R 96.00
3 Seats rear		R 48.00
Roll bars		R 31.00
Mud grille		R 85.00
Trail light bush covers	Set	R 21.00
Bush antenna		R 18.00
Quartz (hood off lamp and globe)		R 35.00
Strip tyre extra per tyre		R 45.00
Rice washes		R160.00
R 30.00		
R 45.00		
Cigar Lighter		R2095.00
Tow hitch and harness complete		R 50.00
Trailer without spare wheel		R565.00
Extra carrier with spare wheel and Jerry cans		R671.00
Motor cycle carrier		R750.00
Camper top and Tonneau cover		R 35.00
Camper top and Tonneau cover and Additional Tent		R175.00
Motor cycle (Honda Dax)		R160.00
Quartz rolling fog/drive lamps - each		R 98.00
Heater demister		R 65.00
Ladders and brackets x 2		R375.00
Holi bar		R 60.00
Air conditioner		R 98.00
Seat belts 3 Point		R285.60
Seat belts roll up		R 40.00
Tilt Steering with Lock		R 48.00
Custom Wheel Cover		R 48.00
Windscreen washer		R 85.00
Combat Hatch		

		TRAILER CIVILIAN	ARMY TYPE
With extra carrier, spare wheel,			With grip tyres and full tent
Jerry cans, paraffin stove (2 burners)			
and Honda law motor cycle			
		R2775.00	R3016.00

TRAX 99 SERIES 2475mm (LONG WHEEL BASE)

	Multi Wagon Executive	Multi Wagon	Panel Van	Pick-Up FRP Top Metal Dr	Chassis Cab
Driver Seat Only					X
Two Front Reclining Seats		X	X	X	X
Conventional Wheels			X	X	X
Conventional Tyres				X	X
Soft Top (UV Type)					X
Soft Doors		X	X	X	X
Traction Pnabes		X	X	X	X
Wide Rim "off Road" Wheels		X	X	X	X
Super Traction Tyres		X	X	X	X
Metal Doors + Sliding		X	X	X	X
Fresh Air Vents		X	X	X	X
Rearview Bumper		X	X	X	X
Roll Bar		X	X	X	X
Roll Bars		X	X	X	X
Safety Belt Conventional C		X	X	X	X
Hydraulic Lift Jack		X	X	X	X
Space Wheel Carrier		X	X	X	X
Hard Top 6547 R.P.	X	X	X	X	X
Cruise Control		X	X	X	X
Master De-icer		X	X	X	X
Adjustable Steering Lock		X	X	X	X
Windscreen Washer		X	X	X	X
Rear Seats (Loose)		X	X	X	X
Cigar Lighter		X	X	X	X
Reverse Lights		X	X	X	X
Vacuum Gauge		X	X	X	X
Bumper Fog Lamps		X	X	X	X
Driving Lamps		X	X	X	X
Tinted Glass		X	X	X	X
Air Conditioning		X	X	X	X
Thumper Bumpers		X	X	X	X
Safety Grille		X	X	X	X
Safety Tenders		X	X	X	X
Flush Reclining Front Seats		X	X	X	X
Door Panels		X	X	X	X
Parcel Tray & Grab Handle		X	X	X	X
Push Bar		X	X	X	X
Radio Vape Deck		X	X	X	X
Rev Counter		X	X	X	X
Hand Throttle		X	X	X	X

TRAX SERIES 99  
PRICE LIST MARCH 1979  
EXCLUDING G.S.T.

MODEL		CYL.	ENG. CAP.	PRICE
200	Pick-up FRP Top Metal Doors	4	1993	R7885
230	" " " " " " " "	4	2320	R8120
240D	" " " " " " " " M.B. Diesel	4	2304	R10251
280	Pick-up FRP Top Metal Doors	6	2753	R8501
300	" " " " " " " "	6	2994	R8771
350	" " " " " " " "	6	3500	R8370
410	" " " " " " " "	6	4093	R8411
410	" " " " " " " "	AT6	4093	R8489
200	G.P. Panel Van	4	1993	R7918
230	" " " " " " " "	4	2320	R8159
240D	" " " " " " " " M.B. Diesel	4	2404	R10284
280	G.P. Panel Van	6	2753	R8534
300	" " " " " " " "	6	2994	R8204
350	" " " " " " " "	6	3500	R8409
410	" " " " " " " "	6	4093	R8444
410	" " " " " " " "	AT6	4093	R8522
200	Chassis Cab	4	1993	R8740
230	" " " " " " " "	4	2320	R8961
240D	" " " " " " " " M.B. Diesel	4	2404	R9105
280	Chassis Cab	6	2753	R7350
300	" " " " " " " "	6	2994	R7026
350	" " " " " " " "	6	3500	R7211
410	" " " " " " " "	6	4093	R7266
410	" " " " " " " "	AT6	4093	R7344
280	Multi Wagon	6	2753	R8921
300	" " " " " " " "	6	2994	R8591
350	" " " " " " " "	6	3500	R8980
410	" " " " " " " "	6	4093	R9131
410	" " " " " " " "	AT6	4093	R9209
410	Multi Wagon Executive	AT6	4093	R1121

TRAX SERIES 88  
PRICE LIST MARCH 1979  
EXCLUDING G.S.T.

MODEL		CYL.	ENG. CAP.	PRICE
200	Base Vehicle (General Purpose)	4	1993	R6487
230	Base Vehicle " " " " " "	4	2320	R6728
200	Utility Pick-up Fabric Top & Doors	4	1993	R6816
230	" " " " " " " "	4	2320	R7057
200	Pick-up FRP Top Metal Doors	4	1993	R7199
230	" " " " " " " "	4	2320	R7440
240D	" " " " " " " "	4	2404	R9565
280	" " " " " " " "	6	2753	R7818
300	" " " " " " " "	6	2994	R7685
350	" " " " " " " "	6	3800	R7690
410	" " " " " " " "	6	4093	R7725
410	" " " " " " " "	AT6	4093	R7803
200	Ranch Master Soft Top Metal Doors	4	1993	R7854
230	" " " " " " " "	4	2320	R7895
240D	" " " " " " " " M B Diesel	4	2404	R10020
280	Ranch Master Soft Top Metal Doors	6	2753	R8270
300	" " " " " " " "	6	2994	R7940
350	" " " " " " " "	6	3800	R8145
410	" " " " " " " "	6	4093	R8170
410	" " " " " " " "	AT6	4093	R8258
200	Ranch Master (FRP) Hard Top Metal Doors	4	1993	R7669
230	" " " " " " " "	4	2320	R8190
240D	" " " " " " " " M B Diesel	4	2404	R10115
280	Ranch Master (FRP) Hard Top Metal Doors	6	2753	R8565
300	" " " " " " " "	6	2994	R8235
350	" " " " " " " "	6	3800	R8440
410	" " " " " " " "	6	4093	R8475
410	" " " " " " " "	AT6	4093	R8553
200	Ranch Master Wagon (Metal Top) Metal Doors	4	1993	R7984
230	" " " " " " " "	4	2320	R8225
240D	" " " " " " " " M B Diesel	4	2404	R10150
280	Ranch Master Wagon (Metal Top) Metal Doors	6	2753	R8600
300	" " " " " " " "	6	2994	R8270
350	" " " " " " " "	6	3800	R8475
410	" " " " " " " "	6	4093	R8510
410	" " " " " " " "	AT6	4093	R8586
410	Ranch Cruiser	AT6	4093	R8948
410	Ranch Cruiser Executive	AT6	4093	R10762

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SILVER SHADOW**

In magnificent condition. Difficult to find one like this these days. They are so collectible but more importantly, one can enjoy it as a true blue-blood classic. We have just completed an engine overhaul. Mechanically sound and drives like a dream. Picnic tables and goblets included. Enjoy the outing and have a glass or three. Let time stand still and smell the roses – just enjoy it all like yesteryear.

**R450 000**



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**POA**



**1992 ROLLS-ROYCE  
SILVER SPIRIT.**

A very unique colour combination for this fantastic car. The paintwork is exceptional, the interior very good indeed. This car also has the privacy tinting to the windows. The Spirit II has slightly more rear legroom and of course the fuel injected motor. A dream to drive and one of the last Spirit II vehicles made. Overall an exceptional vehicle and a true enthusiasts vehicle.

**R450 000**



**2005 MERCEDES  
BENZ S600 L**

This car is in magnificent condition. We have just performed a major service with a clean bill of health from a franchise dealer. What utter luxury! This car oozes sophistication. The rear seats have ventilation, heating and recline. Apart from the many creature comforts, the twin turbo V12 engine is smooth and responsive, giving you quiet "rocket-like" power. A legend and certainly a future classic.

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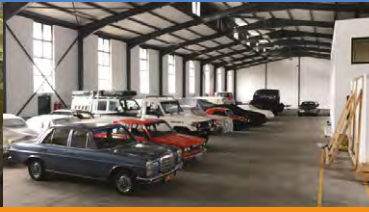
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# EAT & GREET



Each month we do a night run where giving your classic car and bike a short burst with like-minded people is the order of the day. It's a midweek evening chance to get together, take in some awesome machinery, talk about the ups and downs of our hobby and enjoy some refreshments in a no-frills environment. Everyone taking part is encouraged to pull out a camera and spread the word on social media about just how great our South African niche is. This month **Christo van Gemert** was the man of the moment, snapping some great images and walking away with the prize of one year's subscription to the hardcopy magazine, as well as a hamper that includes a cap, workshop gloves, Fuel Stabilizer, Valve Expert and Tyre inflator, courtesy of Motul.

In May we hit the historical Doll House roadhouse in Louis Botha Avenue. American muscle was represented in the form of a pair of Chevrolet Belairs, Ford F150 truck, Mustang and Studebaker. The Germans came to the party with the likes of Mercedes-Benz, Porsche, Audi and BMW examples present, while the Italians saw both old and new Fiat 500s and a host of classic Alfas. France wasn't left out entirely thanks to a lone Renault, while the Brits were out in full force with offerings from MG, Triumph and a beautiful Aston Martin DB6.

The company was top drawer and the refreshments weren't bad either, with the consensus being that the Benny (a toasted sarmie filled with egg, bacon, tomato and cheese) with a side of slap chips was the clear winner on the night – best washed down with the Doll House's legendary Horlicks milkshake.

For more information on upcoming #JozinNightShift get-togethers follow *Classic Car Africa* on Facebook, Twitter and Instagram. [C](#)





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# HEATING UP ACTION

**A**s winter set in properly, the fifth round of the 2017 Inland Championship showcased at Midvaal Raceway in June.

The premier race category on the day, the Midvaal Historic Car Club, delivered on all expectations. Seef Fourie Senior (Datsun 160Y) put his car in pole position after qualifying ahead of Shawn Smidt (Datsun 160Y) and Eugene Gouws (Chevrolet Can Am). As the race kicked off Fourie took the lead, with Gouws on his heels. Frank Davis (Ford Escort Mk1), Brendon Parker (Datsun GX Coupé) and Rene van Rensburg (Ford Escort Mk2) followed in hot pursuit. It took Gouws all of five laps to get the V8 past Fourie, and he held steady to take the chequered flag,

half a second clear of Fourie. In the process Gouws won the Class A race, Fourie Class D and Parker, with a comfortable third ahead of Van Rensburg, notched up Class E. Finishing in fifth overall Davis took the Class F win while Johan Swanepoel (Alfa Romeo Berlina) and Johan Venter (VW Jetta) secured the Class G and H honours respectively.

The second race saw a determined Gouws starting from pole, but with Fourie snapping at his heels he was forced to retire a lap in with mechanical issues. This handed the win to Fourie. Davis got the better of Parker to come in second and secure Class E. Anton Vos (Datsun GX Coupé) won Class G after just beating Swanepoel home. Venter scored a double in Class H.

The Historic Single Seater Association joined in the day's fun and put on an almighty tussle for race one laurels. Thanks to some last lap slipstreaming and a daunting overtaking manoeuvre, Stuart Greig (Lotus 22) managed to pass both Chris Clarke (Titan Formula Ford) and Pat Dunseith (Merlyn Formula Ford) for the race one win. Race two saw Ryan Budd (Dulon Formula Ford) cure his first heat misfire and come good, joining in the Clarke/Greig/Dunseith tussle and eventually taking the flag ahead of Clarke and Dunseith. Alan Grant scored the Index of Performance win with his recently restored Protea Triumph.

The Inland Championship will next head to the popular Zwartkops Raceway on 29 July. **C**



Alan Grant – Protea Triumph.



Ryan Budd – Dulon Formula Ford.



With a large field, the Midvaal Historics proved to be the premier race category on the day.



Eugene Gouws (Chevrolet Can Am) leads the historic saloon field.



Jackie Morrison – Ford Escort Mk2.



Seef Fourie Senior – Datsun 160Y.

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