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www.classiccarafrika.com

Publisher

Zig Zag Publishing
Tracy Cilliers
tracy@classiccarafrika.com

Editor

Stuart Grant
stuart@classiccarafrika.com

Deputy Editor

Graeme Hurst
graeme@classiccarafrika.com

Art Director

Ronel van Heerden
www.nineninety-nine.co.za

Contributors

Mike Monk, Jake Venter, Gerrie van Heerden, Gavin Foster, Racey Lacey, Eric Ackroyd, Etienne Fouche, Peet Mocke, Eric Fletcher, Roger Houghton, Terry Illman, Stuart Johnson, Sue Vacy-Lyle

Subscriptions & Editorial

info@classiccarafrika.com
Tel: 082 330 3446
Fax: 086 568 0193

Advertising

stuart@classiccarafrika.com

www.classiccarafrika.com

Postnet suite 27
Private Bag X20
Cresta
2194



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SPRING RATES

Welcome to the September 2017 issue! Those of us based in the Southern Hemisphere will be welcoming spring, the season I rate as the best time of the year for classic car ownership. The lack of rain, although very worrying in the Cape right now, means your much-cherished machine and its occupants will stay nice and dry. The abundance of blossoming flora not only brightens up your car photography opportunities but stimulates the olfactory lobes too.

This classic car penchant for the season sees a plethora of events over coming weeks, so pull out the calendar and start making your hit list. This is not to say that the winter days were devoid of any classic action though, as can be seen in our coverage of Concours SA, classic racing from Dezzi, historic rallying in the Eastern Cape, the POMC Pretoria Cars in the Park, a final run to the famed (but closing) Doll House on Louis Botha Avenue and a bunch of youngsters doing a Cape Town to George dirt road dash with an old Land Rover. Not to be outdone Eric Ackroyd, armed with his VW Beetle, took part in the Put Foot Rally and recounts his and fellow classic users' tales from the 10 500km endurance run around Southern Africa.

Although the mercury was in single figures while photographing this month's cover, the soft light of a Highveld sunrise and the beautifully

restored Dino made waking up before dawn worthwhile. It was a similar case when we headed into the countryside to celebrate 70 years of the go-anywhere Unimog. Snapper Etienne Fouche was in his element on both shoots and I fear a trend for pre-dawn wake-up calls has been set. But the truth is that although I may moan, the quality is exactly what we are striving for.

Peet Mocke keeps this quality image theme going with some exceptionally moody shoots of the Citroën 2CV6 in which Mike Monk trundled around the Cape before putting pen to paper. Fellow Cape local Graeme Hurst made the long haul up to Gauteng for Pretoria Cars in the Park and took the chance to put together high altitude reviews on a pair of future classic Mercedes-Benz R129 SLs and a monstrous finned and chromed 1958 Cadillac Sedan de Ville.

On the personality front there's a truly Italian focus: Gavin Foster looks into the life of arguably the most famous pre-war racer, Tazio Nuvolari, Jake Venter conducts a fictitious interview with Italian automotive designer Vittorio Jano, and Mike Monk gets into part one of his Mario Massacurati feature. Massacurati competed throughout Europe before moving to SA and reigniting his driving career here in some exotic vehicles.

Please sit back and enjoy the read, the steadily rising temperatures and the wonders of spring.

Stuart

AROUND THE **BENZ**

A significant event took place at FMM in July when Mercedes-Benz used the L'Ormarins Estate's facilities as part of the international launch of its new X-Class all-terrain pick-up. The event was a major planning and logistics exercise for the combined Mercedes-Benz and museum teams, which included creating an off-road demonstration circuit around the periphery of PlaasPad. No fewer than 196 journalists from around the world took part, and on a single day between 08h00 and 18h00, following an introduction session, each had a turn behind the wheel on the custom-built course and took part in info workshops on site.

Quoting the vehicle's press release, the Mercedes-Benz X-Class unites robustness, functionality, strength and off-road capabilities with Mercedes-Benz's design, comfort, driving dynamics and safety characteristics. General feedback from the journalists was favourable

and overall the launch was a great success. "One of the best we have done," was the opinion of some of the overseas Mercedes-Benz staff.

Market launch begins in November 2017 in Europe, with South Africa and Australia following at the beginning of 2018. Initially there will be a diesel 120kW X220d and 140kW X250d, as well as a 122kW petrol engine in selected markets. The 4MATIC all-wheel drive system features low-range, and optional differential lock on the rear axle. From the middle of next year, permanent all-wheel drive will be available. A top-of-the-range V6 diesel with 190kW will be released mid-2018. There will be three trim levels: Pure is the basic variant catering for classic robust use, Progressive is targeted for higher requirements in terms of quality feel and comfort, and Power is aimed at the high-end variant for urban lifestyles.



IN THE GROOVE

FMM recently held a Scalextric evening at the museum for a few invited guests following a donation of track and accessories by Jon Lederle, nephew of one of SA's post-war motorsport heroes, Neville Lederle. For this inaugural event, a short but challenging two-lane circuit was laid out together with accessories including full Armco barriers and grandstands. In the past, Jon has established numerous club circuits and is a leading light in the hobby. On the night, his prediction to "watch the ladies" proved accurate as FMM's Helene Ruiters beat secretary Karin Ras in the run-off for first place with Mike Monk third, while front-of-house manager Magdaleen Wepener clocked the fastest lap of the day.

Neville Lederle competed in numerous races in the 1960s and achieved sixth place in the 1962 SA GP in a Lotus 21-Climax. Following in his uncle's footsteps, Jon has competed in off-road, racing and rallying.



CONCOURS CIRCUIT

FMM curator Wayne Harley took part in the 2017 National SEFAC Concours held at Montecasino in Johannesburg, arriving in style driving his host Giorgio Cavalieri's Dino 246 to the event. The concours was very well supported and close to 60 Ferraris on display, not all entered in the competition, attracted a mass of spectators. At noon engines were fired up, "which can only be described as one hell of a noise," says Wayne, "a tribute in extreme decibels."

More recently, Wayne was head judge at the Concours South Africa 2017 held at Sun City. CCA editor Stuart Grant was part of the team that included overseas classic car dealer Chris Routledge and Robert Coucher of *Octane* fame. "For 2017 we set the bar very high as far as the judging standards were concerned," said Wayne. "We are steadily taking this event to an international level, and owners/restorers in this country can only learn from the input from our panel, which has vast experience in both local and international concours events."



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) please submit details along with an image or two to stuart@classiccarafrika.com.

SEPTEMBER

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



OCTOBER

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



NOVEMBER

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

DECEMBER

2	Historic Tour – Kyalami Race Track	Kyalami
16	Mossel Bay Wheels Gathering	Mossel Bay

MONTHLY MUST DO EVENTS

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

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CONTACT US

Postnet suite 27, Private Bag X20,
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CHAMPS GIVES MX VETS THE EDGE

With Collin Dugmore breaking his foot last month and being ruled out of the South African MXDN Vets team competing at the World MXDN Championship in the UK next month, Neville Bradshaw has got the call up.

The 34-year-old Bradshaw runs a motocross training school in the UK and races part time. He won a South African national championship in 2000 in the high school class. Since arriving in England in 2003 he has won a pair of British Masters championships, is a three-time winner of the Red Bull Pro National Championship, the British Supercross Champion, a five-time member of South African Des Nations Team and finished in the top three positions in the British MX2 championship on three occasions.

"When we announced that Bradshaw would be in the SA team there was huge concern from the UK and we had all kinds of problems from the organisers, who tried to stop him from riding due to his age," said team manager, sponsor and support rider Gavin Williams. We checked the rules and it clearly said he was good to ride as he turned 34 just in time so we got lucky. With Bradshaw the SA team will be a massive contender."

The SA team departs early in September for the Farleigh Castle event on 16 September thanks to sponsors Motul, RwandAir, Tork Craft, World Net Logistics, Global ASP, SLFC, Adam Duckworth TV UK and 2Wheels TV SA.



Have a classic Volvo? Then October is the month to pack your bags and join the Volvo Club South Africa's 36th annual National Saamtrek to Aldam Estate Resort – just outside Ventersburg. Running from 20 to 22 October it is a weekend of like-minded people and some of Sweden's finest machinery. In order to participate and for further details on the event join the Volvo Club of South Africa at www.volvoclub.co.za.



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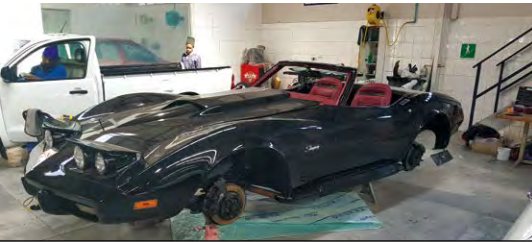


IT ALL COMES TOGETHER... SLOWLY

August has been a good month and a number projects are suddenly looking the part, with final paint applied. It is really rewarding to see all the blood, sweat and tears paying off and even better is the reaction of the client as he sees what was once a rosey bit of kit gleaming again. It can be a slow process as the 'boring' preparation work, which is key to any restoration, take enormous time and patience – but slow and steady wins the race when it comes to quality workmanship.

With these shiny cars almost ready to leave the workshop we have already started lining up some new jobs: there's a

barn find-looking MGB GT, a Beetle from an international client, an MG TD, Porsche 911 Targa and a Dodge Polara (waiting for parts) sitting in the wings. Each brings us a new challenge and something new to sink our teeth into. Each month 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.



This Corvette is starting to look like a legend again. The body was stripped down to the fibreglass, imperfections repaired and the client settled on a black final coat. With all the spare parts and upholstery kits ordered from America having arrived, the assembly is now in full swing and the client will be able to drive it in the very near future.



A classic '65 Mustang, this car suffered a bit in the rust department. It was stripped down and after much cutting and adding in new metal is finally ready to paint. The client has opted to change colour from silver to black. Once done he will take the body away and carry out his own assembly.



Our own BMW 3.0CSi project is getting exciting. The shell wasn't bad and required only minimal metalwork. It was a toss-up between going back to its original colour and this black. Clearly we went for the black, but thanks to Glasurit's Classic Car Colors library we were able to select the exact BMW black as painted by BMW in period.



We repaired a lot of metalwork and repainted this Beetle a while back. The client then took it away, assembled it and refurbished the interior to match. Now up and running, it stopped by for a few minor touch-ups and polish to any areas that were damaged during assembly. The end result is a thing of beauty.



Regular readers might remember a red Alfa Spider a few months back. This is the same one, now in the same correct white hue as when it left the factory. New metal replaced the rotten stuff and the interior has been refreshed with new upholstery for the complete package. Final fitting and getting the new roof to seat properly is on the go, before the proud owner comes to collect.



This E-Type had some metalwork done while on the rotisserie. A new nose has arrived and we are just waiting for the hinges and hardware to come so we can start fitting the replacement part. Although ordered for this particular model, experience tells us that any replacement parts still need a fair amount of fettling to fit just right.



Progress on the super rare Maserati Indy continues. As it is a long-term project, we are coating it in primer as we repair in order to stop any surface corrosion and grease building up. It now has new floors, sills, door skins, rear-wheel arch sections and spare wheel well. There are a few more areas that need attention and they are next on the list.



Although this Mercedes-Benz 450SLC didn't look too bad to start with, we did uncover some gremlins in the boot. It's a regular issue with old Mercs where water often gets into the boot and works its way under the plastic boot lining. We cut out the bad parts and have replaced with metal. The body is being taken back to a level we are happy with before being primed and painted in the original gold. We will assemble this one.



This 440 Dodge Charger came in for a colour swap so not only was the exterior done but also the engine bay and underpinnings. The shell was in reasonable shape but needed a number of repairs before the deep black was shot. Assembly is nearing completion, with only a few bits of trim still on order from the States.

TO INFINITI & BEYOND



Nissan Motor Corporation and premium automotive brand INFINITI have unveiled a sleek, open-wheeled electric retro-roadster prototype at the 2017 Pebble Beach Concours d'Elegance. The car, called Prototype 9, is a celebration of Nissan and INFINITI's ingenuity, artistry and craftsmanship. It represents a reimagining of a 1940s race car with time-honoured production techniques employed to realise its retro design.

Prototype 9 is emblematic of INFINITI's entrepreneurial spirit and passion for stunning design. From humble beginnings as a sketch, to the dynamic example presented at Pebble Beach, Prototype 9 has been brought to life as an after-hours endeavour by a passionate and enterprising team of employees from across the Nissan Motor Corporation.

The car is powered by a prototype electric motor and battery from Nissan's Advanced Powertrain Department. This nod to the future contrasts with the traditional materials and techniques applied for the Prototype 9's manufacture, including panels hand-beaten by a team of Takumi – Nissan Motor Corporation's master craftspeople.



PRIDE OF BIG CATS GOES ON THE PROWL

More than 40 Jaguar XJ220s came together at the Silverstone Classic Saturday (29 July), in a record-breaking reunion to mark the 25th birthday of what was once the fastest production car in the world.

The dramatically-styled, mid-engined, 2-seater supercar was introduced in 1992, with its top speed of 212.3mph making it Jaguar's quickest road-going car – an accolade it still holds to this day.

Just 271 XJ220s were manufactured in tandem with Jaguar's competition partner Tom Walkinshaw Racing between 1992 and 1994 – each priced at an eye-watering £470,000 – and such is their rarity that no more than a handful have ever been seen together until now.

Curated by renowned XJ220 specialist Don Law Racing, the unprecedented display of 42 XJ220s from all around the globe helped to create a spectacular on-track parade led by David Brabham – driving the very car in which he claimed GT class victory at Le Mans in 1993 before being controversially disqualified – with Walkinshaw's widow Elizabeth alongside.

Indeed, all four competition specification XJ220Cs in existence were on show at Silverstone, including the #52 team car which had come all the way from Japan just to be part of the anniversary celebrations.



The eighth annual charity Scottburgh Classic Car Show took place at Scottburgh High School on Sunday 16 July. The weather was good and consequently more than 5 000 people arrived to drool over the 450 pre-1975 classic cars and motorcycles that were on display.

The large variety of food provided by many vendors, the beer tent and renowned Ilala Tea Garden, kept visitors sustained throughout the day. The moving parades included motorcycles and cars of special interest, as well as about 40 Ford automobiles, this year's featured marque. But undoubtedly, the highlight was the Fun & Fashion Parade in which beautifully dressed Stiletto models arrived in magnificent automobiles to pose for the dozens of clicking cameras. The amusement was provided by the Six Plus One cabaret artists who brought much hilarity to the parade with their various song and dance routines.

The two main beneficiaries of the show, Angels Care KZN and Action for Blind and Disabled Children, were present on the show field and have benefitted greatly, together with other local charitable organisations.

Music from the '50s and '60s created a nostalgic atmosphere while the old motor cars brought back happy memories of bygone years. Next year's show will take place on 8 July 2018.

CLASSIC FASHION AT SCOTTBURGH





50 YEARS OF GORDON MURRAY DESIGN

A unique exhibition will gather – for the first and possibly only time in one location – more than 40 iconic and historically significant race and road cars from South African-born Professor Gordon Murray's 50-year career.

This landmark exhibition will celebrate Murray's five decades of vehicle design and engineering. And car and motorsport enthusiasts across the world will be able to take an online virtual tour of the stunning exhibits themselves and hear some of Gordon Murray's comments on some of the most iconic cars.

The collection on display will encompass almost every car that Murray has designed or influenced, including groundbreaking Brabham and McLaren Formula 1 cars, McLaren road-going supercars, lightweight concepts, advanced sportscars, one-off specials and radical city cars. There will also be a host of displays that provide an insight into how these iconic cars have shaped the modern automotive world, as well as the many cultural inspirations for Murray's work over the decades.

A detailed online virtual tour of the exhibition will be accessible through the Gordon Murray Design website (www.gordonmurraydesign.com) shortly after the exclusive, invitation-only

event. Any visitor to the website will be able to explore the various installations at their leisure, reviewing the unique characteristics and historical provenance of each vehicle.

The exhibition coincides with other notable anniversaries for Murray in 2017: the 10th year of operation for Gordon Murray Design, 25 years since the McLaren F1 road car entered production and the 10th anniversary of the innovative and disruptive automotive manufacturing technology, trademarked iStream®.

Vehicles on display will include:

- 1967 IGM Ford Special (T.1)
- 1978 Brabham BT46B 'Fan Car' (T.9)
- 1981 Brabham BT49C Championship Winner
- 1983 Brabham BMW BT52 World Championship Car (T.15)
- 1988 McLaren MP4/4 Championship-winner (T.19)
- 1995 McLaren F1 GTR Le Mans Winning Car
- 1996 McLaren F1 LM
- 2013 Yamaha City Car (T.26)
- 2016 GVT OX (T.34)

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SHOWING CHARITY

The Knysna Motor Show, sponsored by Sanlam Private Wealth and held at the end of April 2017, was a phenomenal success. Not only did it display a high standard of cars and impeccable organisation, but a record crowd of more than 6 000 people attended. This resulted in record-setting takings at the gate, which the Garden Route Motor Club were delighted to donate to some worthy causes.

In total R100 000 went the way of Knysna and Sedgefield Hospice, Knysna Animal Welfare, E-pap (feeding scheme for underprivileged children), FAMSA (NPO specialising in relationship counselling), Epilepsy SA-Knysna, BADISA (Child Protection organisation), Change for Change (NPO looking after destitute families) and the Sea Cadets. This donation came at an opportune time with the area ravaged by devastating fires in June and the nominated charities have been under severe pressure to cope with the demands of the disaster. Next year's event promises to build on this success with organisers already planning for the event taking place on Sunday 29 April 2018.



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The product is available from Castrol Classic, a division of SA Wholesale Import & Exports. Visit www.castrolclassic.co.za for more information.

BOOK YOUR REPRINT

UK-based Veloce Publishing has reprinted eight of its best-selling classic motoring books, so if you've missed out in the past or your original is looking a bit dog-eared, refresh your collection now. Titles on offer are:

HOW TO IMPROVE TRIUMPH TR2-4A

By Roger Williams
ISBN: 978-1-787110-91-5

DIECAST TOY CARS OF THE 1950s & 1960s

By Andrew Ralston
ISBN: 978-1-787111-17-2

MAXIMUM MINI – THE ESSENTIAL BOOK OF CARS BASED ON THE ORIGINAL MINI

By Jeroen Booij
ISBN: 978-1-787111-18-9

SCOOTER LIFESTYLE

By Ian 'Iggy' Grainger
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TINPLATE TOY CARS OF THE 1950s & 1960s FROM JAPAN – THE COLLECTOR'S GUIDE

By Andrew Ralston
ISBN: 978-1-787111-20-2

VOLKSWAGEN – THE AIR-COOLED ERA IN COLOUR

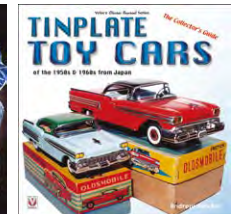
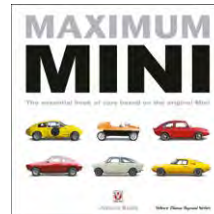
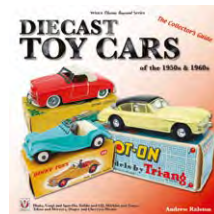
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1988 Jaguar XJSC. 5.3 V12 Auto.
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1982 Ford Cortina LDV 3,0 V6, 28 000km, original never been restored. **R165 000**



1982 BMW 7 Series Manual. A totally original car in immaculate condition. 81,701km R280 000

DOLLY PARTING

Photos by Reuben van Niekerk



After close on 80 years of serving up legendary milkshakes, burgers and slap chips the Doll House roadhouse on Louis Botha will be closing its service hatch for good in September. Even sadder is that, with the area evolving into a high-density living area, it looks as though the existing structure will be flattened and replaced with some sort of characterless multi-story structure. Although somewhat of a

So entrenched is this place in the hearts and histories of the people of Joburg that even most of the old signage has been sold – before the building has even been demolished!

heritage site, demolition papers have been submitted and look likely to be approved. With the (graffiti) writing on the decaying walls *Classic Car Africa* decided to host its August #ClassicShakes Sunday run at the soon-to-be-closing establishment.

The wide variety of cars proved once again that no matter what genre of car we choose to call our own we are all cut from the same motoring-enthusiast cloth. Pre-war cars were parked alongside modern performance machines and '60s saloons looked ready to recreate the old Louis Botha Grand Prix. The Italians gleamed like oiled supermodels in the winter sun, some 1950s Americans in bright milkshake colours looked good enough to eat and the Brits were game to see what all the fuss was about. The parking lot was a hive of activity with tales of the

old days flying and youngsters fascinated not only by the cars but also the serving trays clipped to the classic car windows. So entrenched is this place in the hearts and histories of the people of Joburg that even most of the old signage has been sold – before the building has even been demolished!

While prizes are not the point of these gatherings, one must surely go out to the owner of the Chevrolet CanAm that arrived and departed in true wheel-spinning grand style, and for this we honour him with the Spirit of the Doll House Award. All in all, a fantastic day out and a fitting fond farewell to the icon.

To keep up to date with when and where we will hold future #ClassicShakes or our weekday evening #JoziNightShift gatherings, like the **Classic Car Africa Facebook page** or follow **ClassicCarZA** on Twitter and **ClassicCarZA** on Instagram. 📍

F40 BIRTHDAY TREAT



With Ferrari's iconic F40, the final project overseen by the great Enzo Ferrari, turning 30 years old just days before the Concours SA 2017 event at Sun City, it was perhaps fitting that one of just a handful of these brutally beautiful models residing in South Africa took the show's overall honours.

Owned by Keith Rivers, famous in South Africa for being one of the founder members of the Tiger Wheels organisation and for his exploits in motocross and motorcycle racing, the car is in immaculate condition and set many hearts racing.

From the opposite end of the car design thought process, the second-placed 1968 Shelby Mustang GT350H also tugged at the emotions of many. This unrestored and immaculately-preserved car owned by Dainfern's Ravi Chetty was one of the last special Hertz Rent-a-Car Mustangs produced by Ford and Shelby in 1968, and was imported from America a couple of years ago.

In a somewhat surprising third place was the immaculate 1970 Porsche 911 S model, owned by Porsche expert Tim Abbot of Johannesburg. The surprising aspect of this award was that, alongside many more flamboyant and exotic entries, the little Irish Green Porsche looked remarkably understated.

"We have taken a huge step forward with our second Concours South Africa event," said organiser Paul Kennard. "Not only was the entry well up, but the standard of entries rose exponentially over our inaugural year in 2016. This year we had international presence with guests from

New York and the UK, and we have even bigger plans for next year!"

This year the judging panel, headed by Wayne Harley, curator of the Franschoek Motor Museum, included the CEO of Coys of Kensington, Chris Routledge, and *Octane* magazine founder Robert Coucher.

"In 2017 we have set the bar very high as far as the judging standards are concerned," said Harley. "We are taking this event to an international level, and our car restorers in this country can only learn from the input from our panel, which has vast experience in both local and international concours events."

This year there were some achingly beautiful cars on display, ranging in age from a 1913 Buick to a 1989 Porsche 928 S4. Public favourites were two recent restorations: a 1971 Dino 246 GTB (the small Ferrari) owned by Vic and Gerhard Campher

and Peter Bailey's 1970 Lamborghini Miura S.

Chris Routledge remarked that the overall presentation and setting of Concours South Africa was already well up to the standards of the best events internationally. He said a number of cars at Sun City could compete internationally. "One thing I would like to see next year would be a class for South African home-grown specials, such as the Ford Sierra XR8, the Alfa Romeo GTV 3.0 litre and the Capri Perana, cars that were only available in South Africa and nowhere else."

At a function on the Saturday evening, Concours special guests for 2017 Sarel van der Merwe and Ian Scheckter were inducted into the Hall of Fame at Sun City, with a moving tribute given at the ceremony by racing driver and South African insurance guru Paolo Cavalieri. **C**

CONCOURS SOUTH AFRICA 2017 OVERALL:

First	1989 Ferrari F40	Keith Rivers
Second	1968 Shelby Mustang GT350H	Ravi Chetty
Third	1970 Porsche 911 S	Tim Abbot

CLASS WINNERS:

Class 1B	1939 SS Jaguar 2.5 Sedan	Roger Martin/Fiona Hampson-Searle
Class 2A	1958 Volvo PV 445 Wagon	Vic Campher/Gerhard Campher
Class 2B	1958 Austin-Healey BN6	Ben Gerber
Class 3A/1	1970 Mazda R100 Coupé	Peanuts Fouche
Class 3A/2	1964 Rolls-Royce Silver Cloud III	Gustav Raubenheimer
Class 3B/1	1968 Shelby Mustang GT350H	Ravi Chetty
Class 3B/2	1970 Porsche 911 S	Tim Abbot
Class 4A/1	1989 Ferrari F40	Keith Rivers
Class 4A/2	1989 Daimler Double Six	Steve Koterba
Class 5 Show & Shine	1958 MGA Twin Cam	Neville Conchar
Class 5 Resto Mod	1994 AC Cobra replica	Willem Stieler



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RATTING OUT THE CLASSICS

As usual the Pretoria Old Motor Club's annual meeting (this was the 38th running) brought together an amazing collection of more than 2 000 cars from 100 clubs and attracted thousands of spectators, proving that South Africa's love affair with the motor vehicle is alive and very well.

The Lazarus Motor Group, the largest dealership in Tshwane, used its sponsorship of the very popular Cars in the Park festival to celebrate the company's 60-year history.

Reggie Lazarus founded the company in Bronkhorstspuit, with his son Gerry, in December 1957 and it was aptly named R. Lazarus and Son. Initially it was granted a Mercedes-Benz franchise but this agency

was relinquished in 1961 in favour of the Ford franchise. Colin Lazarus, the current CEO of the Lazarus Motor Group, joined his father in the business in 1979 and moved it to Centurion in 1991. Now his sons Ross and Dean work alongside their father as the fourth generation of the family.


Lazarus Motor Group is now a huge, multi-franchise operation, but Ford was the brand under the spotlight at Zwartkops Raceway on 6 August. The Ford brand is ideal for such an event as it offers an excellent walk through the various eras of global automotive development.

On this occasion, it started at the beginning with a replica of the Quadricycle on display. This was the first car built by Henry Ford in 1893. The model on show

was built by apprentices at the Ford factory in Port Elizabeth in 1974.

The impressive display then moved through T, N, and B models to several of the latest Mustangs. As usual there were scores of other Ford models on display around the track, from an immaculate Prefect to Cortinas, Anglias, Escorts and lots of American Fords.

A notable shift was the attraction of the various 'rat rods' that use decrepit bits of junk welded or chained onto rusty cars or bakkies. Different strokes for different folks!

A special tribute must be paid to chief organiser Frik Kraamwinkel and his team from the Pretoria Old Motor Club who put on such a great event year after year. It is a mammoth task and always runs smoothly. 



1971 Volvo P1800E.
Beautifully restored using all new imported parts from Europe, extremely rare fuel injected model, immaculate. **POA.**



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**



1958 MG A 1500 Roadster
Bare metal repaint. Matching numbers refurbished car with soft top, side screens, tonneau cover. **R395,000**



1984 Mercedes Benz 230 GE Gelandewagen
Tan with Tan interior, immaculate condition, 159,000Km. **R295,000**



1992 Porsche 944S2 Cabriolet
Ice White with Dark Blue interior, 139,000km with books and service history, fantastic overall condition. **R295,000**



1947 MG TC
British Racing Green with Green interior, lovely restored car in excellent overall condition. Comes with many extra's and loads of history. **POA**



1988 Mercedes Benz 500SL
A/C, P/S, Electric windows, CD front loader, ABS. **R695,000**



1962 Porsche 356B T6 LHD Coupe
Cream with brown interior, bare metal repaint and recently completed mechanical restoration. **R1,695,000**



1990 TVR S3 Cabriolet
Dark Metallic Blue with Tan interior, recent rebuild in 2015, excellent overall condition. **R295,000**



1984 Ferrari Mondial QV Spider
Rare RHD, standard with electric windows, A/C, CD player, Fender badges. **POA**



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

**NEW STOCK
COMING SOON:**

1969 Jaguar E Type Series 2 FHC
(in restoration, due September)

1699 VW Beetle Karmann
Convertible (in restoration,
due September)

1973 Jaguar E Type Series 3 FHC

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would love to hear from you. Based in Cape Town, South Africa, we operate locally, nationally and internationally and have a tried and tested network of service providers to assist with all your classic car requirements.

ANOTHER PORSCHE PROJECT

Hi Stuart,

It was great to read the article about the Porsche 'Illegitimate Heirs': the Mercedes 500E and Audi RS2 Avant. Another little-known Porsche hybrid of the time was the Volvo 850 T5-R.

In 1994, Volvo (in conjunction with Tom Walkinshaw Racing) upset the racing world by campaigning the 850 station wagon in the British Touring Car Championship (BTCC) in the hands of Jan Lammers and Rick Rydell. The marketing success from this venture resulted in Volvo launching the 850 T5-R in 1995. The T5-R, based on the existing 850 T5, was available as a sedan and station wagon in either auto or manual and had a limited run for one year only. With input from Porsche, the engine, gearbox, drivetrain and engine management system was upgraded to give 243Hp and 340Nm through the front wheels. The 850 T5-R could sprint to 100km/h between 5.8 and 6 seconds, depending on body type and transmission.

The input from Porsche went further and the interior design of the 850 T5-R featured seats of black leather with Alcantara side squabs, as on the 911 Turbo of the time. There was dark burl walnut wood trim around the cabin, as well as polished aluminium door sills. Externally, the 850 T5-R was given deeper 'lipped' front and rear bumpers, side skirts, a rear spoiler and 17" Titan wheels, similar in design to those on the BTCC car. The car was only available in three colours: Cream Yellow, Black Stone and Dark Olive Pearl.

Just under 7 000 T5-Rs were sold worldwide with only a handful coming to South Africa, all in Cream Yellow. The T5-R was an unexpected sales and image success for Volvo. In 1996, not wanting to dilute the exclusivity of the limited T5-R, Volvo based a new model on the 850 T5-R with further engine upgrades, wider interior and exterior colour choices, and badged this car the 850R. Like the 500E and RS2 Avant, the Volvo T5-R and 850R were the first of their kind in what has today become



the Polestar range of performance Volvos.

Kind regards,
Grant Viljoen

Thanks for the information, Grant. As a massive fan of 1990s Touring Car racing I have always had a soft spot for the racing wagon. I've been on the hunt for one of the road-going 850 T5-Rs for a future story but was unaware of the Porsche link. Having learned of this I am pushing even harder to find an example – those performance figures are impressive for a saloon/wagon, even by today's standards, and it must have been an eye-opener back in the day when a driver of a sportscar was shown a clean set of wheels from the inevitable robot-to-robot dice (imagine the face the Labrador in the back would have pulled).

Stuart

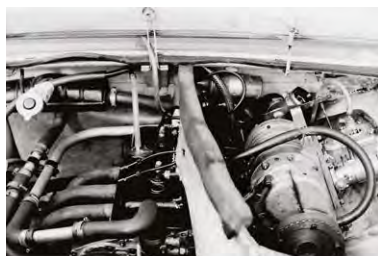
GORDINI STILL CHARGING

Hi Stuart,

I must say I am staggered by the amount of reaction to Carvel's marvellous Gordini article. With all of the discussion over AMW (Angelo's Motor Wheels/Works?) in recent issues, I think it would be a good idea to meet up with Angelo with a view to a story. He is still in Gauteng and John Myers still calls him from time to time. Have you ever chatted to Angelo?

Do you have Carvel Webb's contact details? I have been meaning to give him a call for some years because in the notes I am working through, while penning a book on the locally-built Proteas, John Myers lists a Webb in single quarters in Carletonville I think – surely Carvel's father? I am not sure if he is still alive but remember him from Renault Club maybe thirty years ago.

I was dropping off a Clio at a Renault workshop this morning and saw a shot



of a supercharged Gordini mill on the cupboard door. I had seen Carvel's black-and-white supercharged photo on the web some years ago and could not identify the supercharger.

To my amazement, I see that the shot from the workshop shows a Marshall Nordec which is completely different from the blower in Carvel's image. So it seems there were at least two variants of these supercharged Gordinis. It would be great to clear this up with Puddles Adler or anyone around who might still know.

All the best,
Ian Schwartz

You are right Ian, the Gordini feature has been a real eye-opener when it comes to interest generated. And begs the question why the Renault brand is not as strong in South Africa now as it appears to have been back in the day? Is it the local operation's lack of exciting products, poor marketing, or perhaps customer service? Having driven some of its sporting hatches I can only assume it is not the product department. Maybe it is time for Renault to hit the track again?

I will definitely try and make contact with Angelo – sounds like he did some exceptional things and will have some interesting stories.

Stuart

RANGE ROVER WRITE-UPS

Hi Stuart,

I wonder if you or your readers can help. I have the first two Range Rovers to come to South Africa and am looking for information – magazine articles or press releases pertaining to them. Land Rover don't have anything on record so I am trying the enthusiasts. Both are 1970 models and would look as per the attached images.

Regards,
Andi Rogers

Hi Andi, I have a collection of local motoring publications from the period so will scan through them and see if any articles and announcements about the Range Rovers were printed. We ran an article on a collector of South African sales brochures a while back and I will forward your mail on to him to see if he has any literature he can scan for you. Early Range Rovers have taken off in the classic world, with numerous overseas car dealers making contact with us to try and track them down. You are fortunate to have this pair – hang on to them.

Stuart



THE ABC OF AMW

Dear Stuart,

It is heartening to see that the positive ripples from our Gordini 50 feature in the June edition are still evoking a positive response amongst the readers of CCA. However, in the interests of dotting the i's and crossing the t's in our collective-effort SA Gordini history book, here is another small item of possible interest.

Tony Parsons, one of my friends and fellow 'Gordini Nuts' from way back (1973!), hunted me down after seeing the 'Box of Tricks' article and has pointed out that I got the 'A' in AMW wrong, and that it was in fact Angelo Motor Works. The proprietor's full name was Angelo Pera and he had a workshop in Craighall, as Tony Campbell observed in last month's letters – although the wheels themselves were by all accounts cast at a works in Germiston.

Angelo was also one of the first to get the Gordini 1300 onto the track in 1967 when he and John Myers shared No 36, seen here.

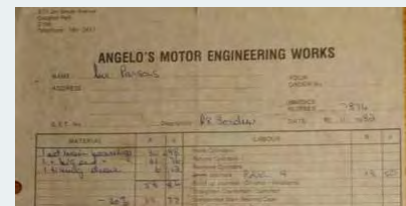
Tony Parsons further writes as follows: "I lived in Buckingham Avenue, Craighall Park all my school-going life. Angelo had his workshop in the left-hand corner shop

in a parking annexe just up from Northmost Building Supplies, which became Craig Hardware. The engineering shop was identified by a large piston suspended at the all-glass shop front, as if he were a barber – or I guess a farrier with a horseshoe! Once I had my Gordini collection underway I would approach that door under the dangling piston with some trepidation as Angelo could be either charming or taciturn, or should I say just plain grumpy (forgive me Angelo!). When chatting on a good day, and pressed about his AMW wheels, he said that he had donated the moulds to the Pretoria Motor Club but they wouldn't follow his explicit instructions and, in his opinion, made a 'vrot' job producing wheels. I always wondered where they ended up, somebody must have them. For interest, and to confirm the name, I include a scan of part of an invoice which was for work needed on my G's engine after an endurance race at the old Phakisa track in 1982 – a legacy of having an unbaffled sump and all the corners – it needed some attention to journals and new big end shells etc."

**Best regards,
Carvel Webb**

Hi Carvel, thanks for keeping us in the loop and please pass on the thanks to Tony for his firsthand memories of Angelo's workshop. It amazes me to see the level of engineering skills and desire to make the best of the best we had back in the day. Let's see if the letter stimulates any other memories and if we are able to track down the moulds.

Stuart



MARCOS MAKING A MARK

Dear Stuart,

A member of the Marcos Owners Club informed me of an article recently published on the 1966 Mini Marcos Le Mans car. Prior to the car being discovered, a replica of the car was being prepared by Marcos Cars/Marcos Engineering, with the intention of it running at Classic Le Mans last year. Sadly, the car was not ready although it should appear shortly.

I have two questions:

1. Would it be possible for me to get a copy of the article for my personal interest?
2. The owners club publishes a magazine for its 300 or so members, and it would be great if we were able to reproduce it for our readership, most of whom are UK-based.

I look forward to hearing from you.

**Regards,
Roger Young**

Hello Roger, thanks for the contact and glad to hear our little magazine trickles over the ocean. We have a few subscribers in the UK, as well as in the USA, Australia, Belgium, France and Germany. I will pass on your mail to Jeroen Booiij (the author of the article). If he is happy to run the article with you I can send the PDF through. I would ask that you credit Classic Car Africa and include www.classiccarafrica.com.

Stuart



BY GEORGE

Ask the average 20-year-old student what they'd like for their first car and it's safe to say the response will probably involve something out of the back pages of *CAR* magazine: an entry-level hatch or maybe a Golf GTi (if their old man is loaded). The more adventurous might ask for a 4WD of some description. And the really adventurous – like civil engineering student Frans Grotepass from Stellenbosch – will ask for an old Land Rover. Not just any old Land Rover but a Series I 88in. One that can do 800km across the Southern Cape while barely touching tarmac, as **Graeme Hurst** recently found out.



David grew up with a 1995 300Tdi his family bought when it was a year old and fresh back from a Cape to Cairo trip

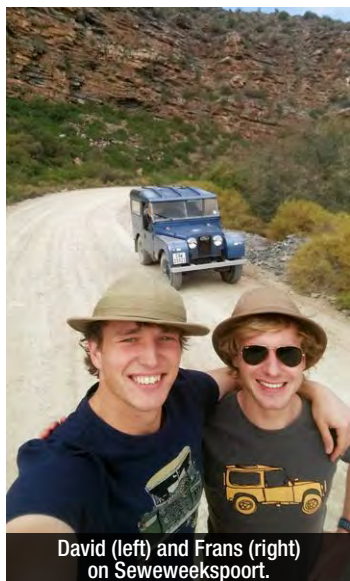
The Land Rover is a curious phenomenon in our hobby. First launched in 1948, it coined the whole concept of the four-by-four and the idea of getting thrills driving off the road and not on it, spawning a whole new automotive sector in the process. And, although the concept's been copied (and seriously bettered) by the competition over seven decades, the original Landy continues to enjoy life-long loyalty from its fans. People who know and accept the model's faults but who appreciate that it's a car like no other. And often those enthusiasts have a

passion that goes back to childhood.

That's the case with Frans Grotepass and his best mate David Griesel. They were both born into families with Land Rover connections. 22-year-old Frans's family have had a Series Ila on their Mpumalanga farm since before he was born. And 25-year-old David, a landscape architecture student from Cape Town, grew up with a 1995 300Tdi his family bought when it was a year old and fresh back from a Cape to Cairo trip. It's a car David became so enamoured with during his upbringing that his family handed it over as soon as he got his licence. He's put both Landy and licence to good use since, covering more than 220 000km around



On forested road on Botmaskop.



David (left) and Frans (right) on Seweweekspoort.



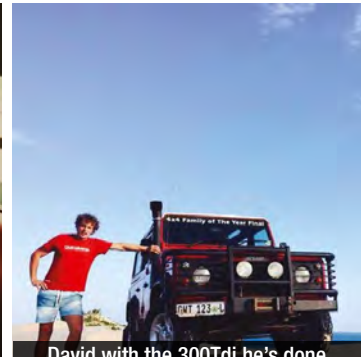
At the junction for Die Hel on the Swartberg Pass.



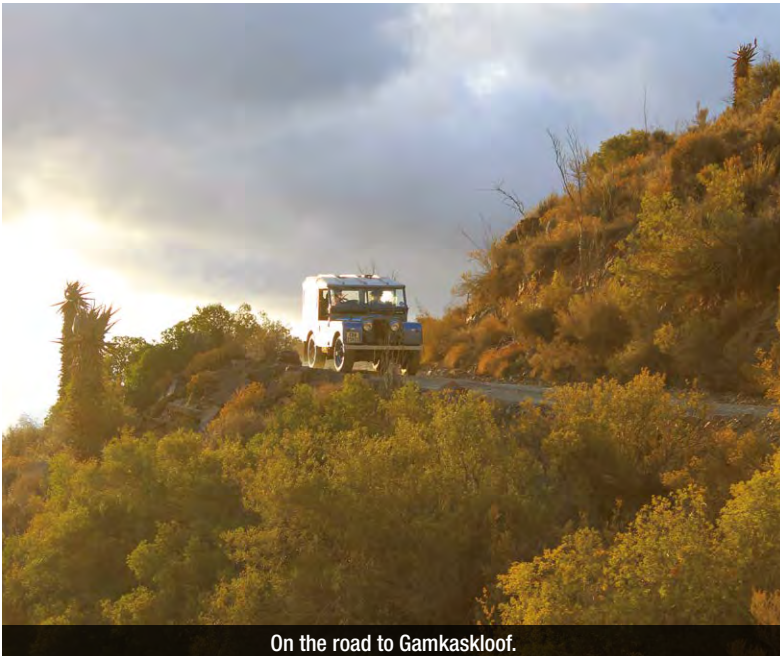
David on his grandfather's Land Rover.



Frans as a kid in the family Series IIa.



David with the 300Tdi he's done 220 000kms with.



On the road to Gamkaskloof.



At the bottom of Gamkaskloof.

Southern Africa over the last six years. Those miles have made David a huge fan of the iconic 4-wheel drive: "There's something about them... they have a soul. At first you don't get it and then, after a few months, it's like falling in love with someone. They are far from flawless but there's no other car with such a sense of adventure."

Landy ownership for Frans came a little more recently, after years of dreaming about a Series I: "My Dad saw one on the road and followed the lady farmer owner until she stopped. He asked if she'd sell

only she wasn't interested, but did agree to exchange numbers." Fast forward a few years and the lady changed her mind. "She called the day before my 20th birthday and my Dad bought it for me!" A rare 1958 Series I (you can spot that by its hasp-and-staple hinges), it has an interesting history. "It was discovered in Angola by a fighter pilot during the border war and he brought it back to SA," explains Frans.

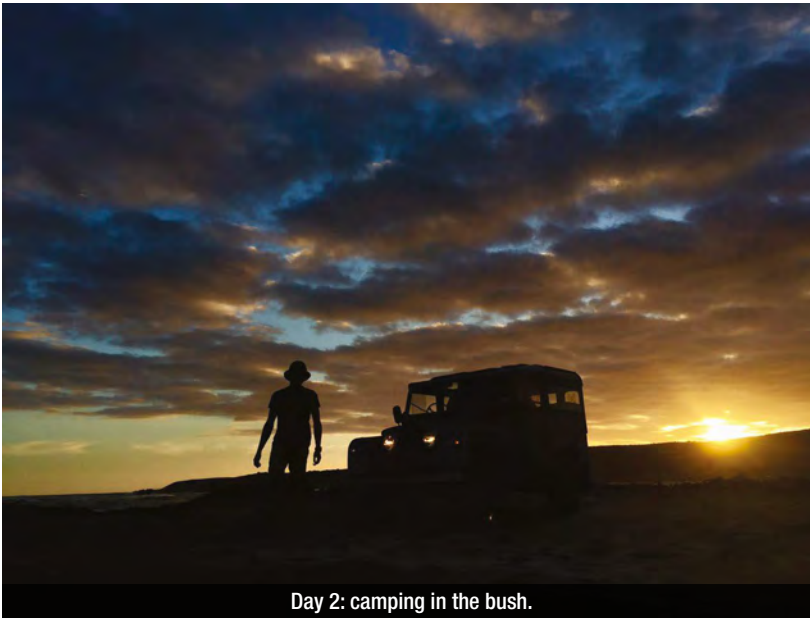
The lady Frans's Dad acquired it from was clearly an enthusiast too – she agreed to part with it on one condition: that his son used it for what it was intended for! Well she'd be happy to know her Landy found the right home after he and David took Winston (the Landy's been named in honour of Winston Churchill, who also had one) from Cape

Town to Frans's family home near George. It's a distance of over 400km along the popular Garden Route but it can be double that if you decide to take in some scenery en route.

The two best mates, who met just two years back on an outdoor adventure, decided to go on the trip when Frans needed to get the Series 1 back home for winter. The route for their four-night trip was determined by a list of scenic places they wanted to see on the way and the gravel roads they could find to take them there. "We had a few ideas of cool towns we wanted to visit and then we connected the dots with gravel roads on Google Maps," recalls David.

Preparations came down to throwing some sleeping bags and provisions in the back before heading out on the only significant tar stretch, the R45 over Franschhoek Pass, so they could get to

The lady Frans's Dad acquired it from was clearly an enthusiast too – she agreed to part with it on one condition: that his son used it for what it was intended for



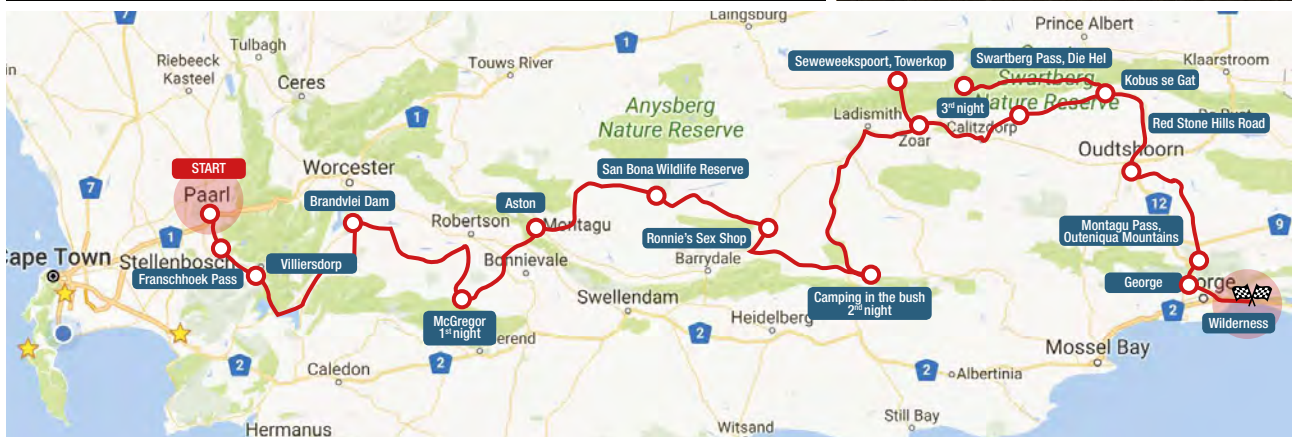
Day 2: camping in the bush.



At Ronnie's Sex Shop.



Giraffe spotting in San Bona Wildlife Reserve.



Villiersdorp and the start of the gravel. The first day's route of 162km took them via the Brandvlei Dam near Worcester, where the pair spotted an early Range Rover at the boat club. This is another bucket-list item for the two of them and they left a note on it asking the owner to get in touch if he wanted to part with it. That same day they were also flagged down along the way by an elderly chap who'd had a Series I for years and wanted to share experiences.

After overnighting under the stars on a farm outside McGregor, the pair steered the Landy towards Montagu and the San Bona Wildlife Reserve, where they used the Landy for game viewing in a bid to spot the Big 5: "We didn't get lucky but we did see buffalo and some rhino tracks," says Frans. "And plenty of giraffe!" The day included a rather different highlight much later on when they briefly rejoined the tar to visit one of Route 62's landmarks – Ronnie's Sex Shop. "It's

actually just a regular shop which the owner added the word 'sex' to in a bid to get people to stop," explains David, who appears to have been amused. "Some visitors have left their bras and panties hanging from the ceiling."

From there the lads headed to Grootvadersbosch, sleeping in an old quarry en route. It would be Winston's longest daily haul: 202km! For the third day they then steered the Series I north via Ladismith to take in the scenic Seweweekspoort and then the Red Stone Hills area – a route that added another 173km to the Landy's odometer. The next day was much shorter (just 85km) but it was the highlight of the trip with a route through Kobus se Gat and on to Gamkaskloof,

also known as Die Hel. This narrow valley (less than 200m wide) in the Swartberg is around 30km long, with a spectacular winding pass to access it.

After overnighting at the foot of the Swartberg, the Landy enthusiasts started the final leg of their journey. They retraced their steps back to Kobus se Gat and headed to Oudtshoorn, taking in the Montagu Pass through the Outeniqua Mountains which brought them out to the Wilderness... 809km later! 📍

For the third day they then steered the Series I north via Ladismith to take in the scenic Seweweekspoort and then the Red Stone Hills area – a route that added another 173km to the Landy's odometer

CITROËN 2CV6 DOLLY





HELLO DOLLY

Rivalling the VW Beetle in concept, France's post-war 'people's car' was, according to **Mike Monk**, an idiosyncratic success on a smaller scale.

Pictures by Peet Mocke & Mike Monk

The Citroën 2CV – Deux Chevaux, or two horses – was France's equivalent of Germany's Volkswagen Type 1 – aka Käfer, or Beetle – inasmuch as it offered basic and, critically in the post-war period, affordable transportation for the masses. And by basic I mean basic: by definition something important or essential serving as a minimum. Adjectively, plain and utilitarian rather than luxurious or fancy also applies. Although the Beetle is more directly comparable with the likes of the Fiat 500 Topolino and Peugeot 202, it shares a little history with the Citroën as we shall see. Similar in silhouette but with opposite thinking in powertrain layout, both were conceived prior to WWII, but mass production only began once hostilities had ended.



After Michelin took over the bankrupt Citroën in 1934, the tyre giant immediately carried out a survey to establish what the predominantly rural French market needed. The result was a design brief to create a strongly-built car capable of carrying four people and 50kg of farm goods over secondary roads to market at 50km/h and using no more than 3 litres/100km. Oh, and the ability to 'drive eggs across a freshly ploughed field without breaking them'. No problem, then...

In 1936, Pierre-Jules Boulanger, vice-president of Citroën and chief of engineering and design, sent the brief to the design team

The result was a design brief to create a strongly-built car capable of carrying four people and 50kg of farm goods over secondary roads to market at 50km/h and using no more than 3 litres/100km

at the engineering department. The Très (or Tote) Petite Voiture, meaning 'very small car', project was to be developed in secrecy at Michelin's facilities at Clermont-Ferrand and at Citroën in Paris by the team who had created the groundbreaking Traction Avant. Boulanger placed engineer and former race car designer and driver André Lefèbvre in charge of TPV development, primarily due to his expertise in suspension and chassis design.

By 1939, 47 different prototypes had been built – all with only one headlight, which was a requirement of French law at the time. The inspiration for Cyclops, maybe? Aluminium and magnesium parts were used in the construction. The suspension system, designed by Alphonse Forceau, used front leading arms and rear trailing arms connected to eight torsion bars beneath the rear seat: a bar for the front axle, one for the rear axle, an intermediate bar for each side, and an overload bar for each side. The front axle was connected to its torsion bars

by cable. The overload bar came into play when the car had three people on board, two in the front and one in the back, to support the extra load of a fourth passenger and 50kg of luggage. Collectively, the setup offered a modicum of self-levelling – seating was by hammocks hung from the roof by wires. With rudimentary bodywork and powered by a front-mounted, water-cooled, flat-twin engine driving the front wheels (traction avant) the TPV was deemed ready for production.

A pilot run of 250 cars was produced and on 28 August 1939 the car received approval for the French market. Renamed the Citroën 2CV, a nod to the taxable rating of 2hp, brochures were printed and preparations made to debut the car at the Paris Mondial de l'Automobile in October 1939. But France declared war on Germany in September, so the launch was aborted.

As the war progressed and Germany came to occupy France, Boulanger went to great lengths to keep the TPV's details secret, burying some of the prototypes and, with the aid of the French Resistance, managed to smuggle the car's tooling



to places around Europe. Apparently, he feared the car would be put to military use, as was done with the Beetle-based Kübelwagen. But in a positive move, as the fighting was coming to an end, he engaged Walter Becchia to design a new powertrain in anticipation of the 2CV being revived once the war had ended.

Becchia produced a 9hp (6.7kW) 375cc air-cooled engine and, for surprisingly little extra cost, a 4-speed gearbox rather than matching most rivals' three. The major benefit of the extra gear was to counter the car's increased weight due to the new body, designed by Flaminio Bertoni, and chassis having to be made from steel rather than light alloy as used for the TPV. Seats now had tubular frames with rubber band springing.

Once peace was established, the 2CV was introduced to the public at the Paris Salon on 7 October 1948; three years after the Beetle had reappeared. UK magazine *The Autocar* described the 2CV as being the work of a designer 'who has kissed the lash of austerity with almost masochistic fervour', but the rural French did not care. It was a bridge between the horse and cart

and the motor car.

Orders flooded in. Within months, there was a three-year waiting list, which soon increased to five. By the end of 1951, a van version joined the line-up and production totalled 16 288. The German *Auto, Motor und Sport* magazine commented that despite its 'ugliness and primitiveness', the 2CV was a 'highly interesting' car. A cautious but steady stream of cost-conscious minor improvements was made to the car's specification. Concurrent slight improvements to the engine's output were also carried out, and in 1955 a 425cc version was offered. The 375 was dropped in 1959, to be subsequently replaced with a 602cc derivative in 1963. Models fitted with the 602 were generally referred to as a 2CV6. The 425 continued until 1973, while a 435cc was also used from 1970 to 1977 – the complexity was to cater for different horsepower tax ratings in export markets.

In December 1960, a 4x4 Sahara version appeared but it lasted only six years. During the 1960s production caught

up with demand, and 1964 was the 2CV's best-ever production year, when a total of 232 551 units were manufactured. The 2CV was used in a number of innovative marketing exercises aimed at young buyers, and even became associated with the famous cartoon character Tintin. 'More than just a car – a way of life' was the advertising slogan.

The car was steadily developed through the 1970s, and in 1974 the highest annual production run of saloons was achieved – 163 143. In July 1975, a base 2CV Special was introduced with the 435 motor and very little by way of trim. It received an upgrade in 1978 that included installation of the 602 engine. Special edition models also began to appear.

Into the 1980s and Roger Moore as 007 drove a 2CV in the James Bond movie *For Your Eyes Only*. The following year, 2CVs

Within months, there was a three-year waiting list, which soon increased to five



were fitted with inboard front disc brakes and the line-up consisted of four models, namely Special, Dolly, Club and Charleston, the latter being an improved version of the Club. It was very popular and as a result, the Club was soon dropped. The Dolly was an upspect Special, and it is one of these that is featured here.

Made in 1986, the Franschoek Motor Museum car is in superb condition with stickers proclaiming it is a Dolly. The additional features amount to two-tone paint, a speedo, an interior light, different door handles and better cloth upholstery. Despite its simple construction, in its own quirky way the 2CV is certainly a distinctive and attractive shape. Again, even though

devoid of any real creature comforts, the interior is welcoming; the seat is soft and comfy and all-round visibility is excellent.

The flat-twin fires up with a characteristic beat and – oh no, that gear lever that protrudes from the dashboard! Developing the knack of pulling/pushing/twisting this lever is a black art that has defeated many a motorist. The gate is slightly odd – fourth is on the dog-leg – but I manage to find first and pull away with ease. Wiggle it a bit into second... yes, found it, and onwards into third. Got it.

The 602 delivers 22kW at 5750rpm and 39Nm of torque at 3500 and takes time to get the near-600kg Dolly up to an easy gait. Steering is light and direct and the ride over the brick-paved roads I am using is so s-m-o-o-t-h. Quickly at ease with the car, I try some spirited cornering that reveals the expected exaggerated body lean, but the skinny 15-inch wheels never leave the ground. An open stretch of road beckons and into top gear, which reveals

itself as more of an overdrive, capable of taking Dolly to 115km/h. With the lower side window pushed outwards and upwards and clicked into place, this is a cool place to be.

But then back into the twisties and a series of no engagement/wrong engagement attempts of finding the desired gear belies my early dexterity. Mentally shouting *Sacré Bleu!* does not help either, but after a swig of Perrier calm is restored and a second run proves far less frustrating. A simple case of familiarity.

Although production in France ended in 1988, the 2CV continued to be built in Portugal for another two years before it ceased altogether. In all, 3.87 million cars, 1.25 million vans and just under 700 Saharas were manufactured – far fewer than VW's Beetle but enough to have rightfully created a place of honour in motoring history. As jazz legend Louis Armstrong sang to promote the 1964 musical, "You're lookin' swell, Dolly, I can tell, Dolly, You're still glowin', You're still crowin', You're still goin' strong..." 🎵

Although production in France ended in 1988, the 2CV continued to be built in Portugal for another two years before it ceased altogether



Dino Service & Restoration
Collection - July 2017



David Piper & Jaki Scheckter at the wheel
of our 250 GTM & 430 GT3 - January 2017

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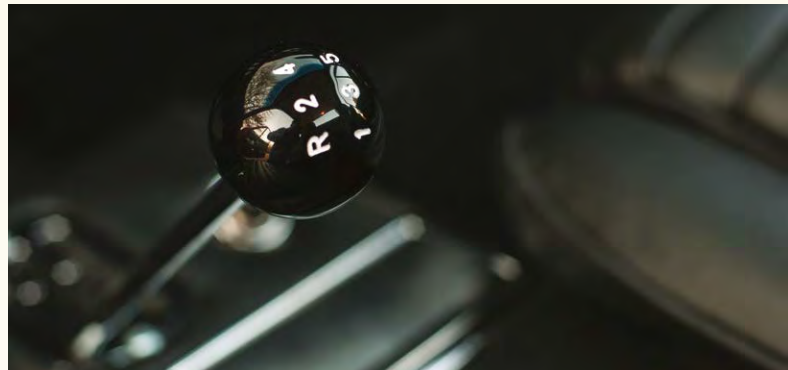
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AGAINST THE GRAIN

Ferrari, a vision of one man. Cars built to win races or top the pile in style and performance with road-going front engine V12 and V8 engines. All have carried the maker's name and all have worn the prancing horse shield borrowed from the fighter plane of Francesco Baracca. Well, almost all. Enter the Dino: a bit of a marketing exercise of offering a lower price entry model into the stable in an attempt to increase sales. This was a deviation for Ferrari, as was the introduction of the mid-engine V6 power unit and total lack of Ferrari badges. **Stuart Grant** takes a stint in a Dino 246GT, a car that once again has turned the Ferrari world upside down – no longer the price-beating entry model but instead one of the most desirable 'Ferrari' models ever made.

Photography by Etienne Fouche





The name Dino, in memory of Enzo's son Alfredo 'Dino' Ferrari (who died aged 24 in 1956 from muscular dystrophy), was first used on the firm's V6 racing cars of the late 1950s. Appropriate naming, as before his death Alfredo had prompted Enzo to use 6-cylinder engines for racing. In road-guise, the name Dino first came into being with the Fiat Dino of 1966. This came about as the Ferrari race outfit needed to homologate a V6 engine to fit in with the Formula 2 race format. New rules required an engine that had a maximum of 6 cylinders, had to be derived from a production engine and could be found in a road car, homologated as a Gran Tourer, of which at least 500 examples had to be built within 12 months. With the small Ferrari factory not

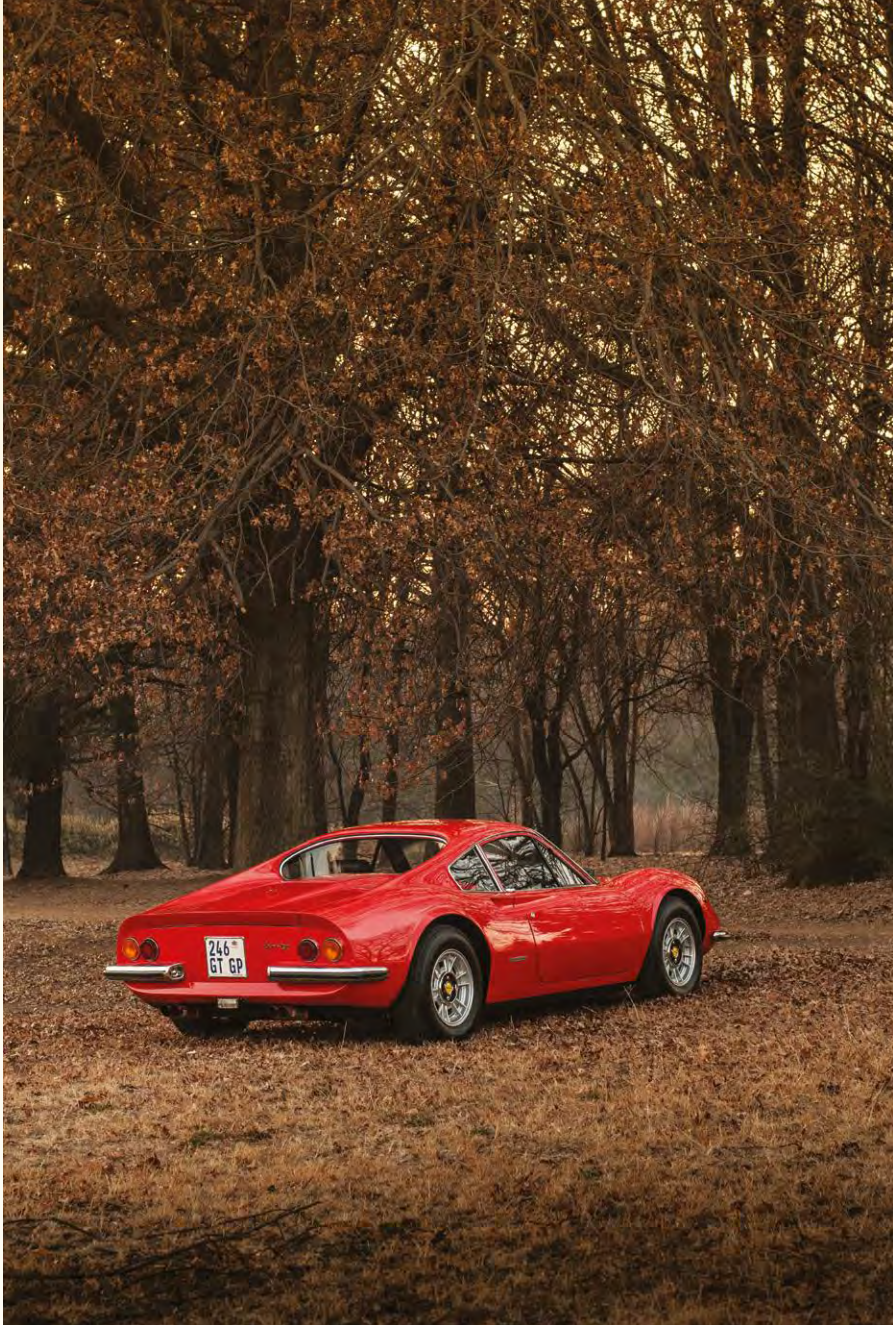
able to produce the required quotas, a deal was done in early 1965 whereby Fiat would manufacture the engines and install them into a GT car. The result was the front-engined Fiat Dino. The engine, set up for road use by engineer Aurelio Lampredi, was based on the unit said to have been designed by Vittorio Jano, and was peculiar in that it made use of a 65° cylinder bank angle rather than the usual 60. It was good for 160bhp and 163Nm at 6500rpm and capable of pushing the Fiat to a maximum speed of 200km/h.

At the time, the recently released 6-cylinder Porsche 911 was selling well (significantly cheaper than a regular Ferrari offering) and was good for 148bhp and a top end

of 215km/h. Whether this well-priced performance seller was the spur Enzo needed to improve the cashflow with a cheaper product is debatable but suddenly, thanks to his Fiat deal, he had the engine with which to do it.

In 1968 Ferrari, through the Scaglietti manufacturing facility, mid-mounted the Fiat V6 transversely into a flowing body design by Leonardo Fioravanti of Pininfarina and

The engine, set up for road use by engineer Aurelio Lampredi, was based on the unit said to have been designed by Vittorio Jano, and was peculiar in that it made use of a 65° cylinder bank angle



the Dino 206GT sprang to life. It featured a lightweight aluminium body, independent suspension and was the first road car sold by Ferrari to use electronic ignition, disc brakes on all four and to have direct rack-and-pinion steering. Of course the power output was as per the Fiat Dino (even though Ferrari claimed an extra 20hp in the propaganda papers) but thanks to the weight reduction and slippery aerodynamics could muster a maximum of 235km/h. A total of 152 vehicles were built through 1968 and into 1969, all of which were left-hand drive.

More power! This is what was wanted and the response came in the form of the 1969 Dino 246GT. The gain in ponies, now 195bhp, came from increasing the capacity to 2418cc (yes, you guessed it, 2.4-litre + 6-cylinder = 246). Along with the larger

capacity, the notable differences between 206 and 246 were that the engine block was changed from aluminium to cast iron, the wheelbase increased from 2280mm to 2340mm, and weight increased by 180kg thanks to the cost-saving use of steel body panels (except for the bonnet) instead of the 206's aluminium. A flush-fitting flap on the left rear side panel and larger bore twin exhaust pipes also separate the 246 from its 206 predecessor.

The Dino 246GT made its official debut at the Turin Show in November 1969, albeit that production had already begun. By the end of the year, 81 examples were completed. The total of this first-generation 246GT (known

as the L Series) finished off at 357 units in October 1970 with the arrival of a lightly revised M Series the same month. While the L Series sported knock-off spinner type wheel nuts, the M wore 5-bolt Cromodora alloys. Other updates included the 'clap-hands' windscreen-wipers, an internal rear boot lid release catch, seat-mounted headrests, the move from Girling to ATE brakes, detail changes to the engine and

The Dino 246GT made its official debut at the Turin Show in November 1969, albeit that production had already begun. By the end of the year, 81 examples were completed



gearbox, and chassis tweaks that saw a 30mm wider track. It was also the first time a right-hand drive version was made for the British market.

An M Series 246GT that was tested by the UK-based *Motor* in 1971 beat the claimed top speed of 235km/h by 3km/h and recorded a zero to 80km/h sprint of 5.5 seconds. This put it ahead of the Porsche 911S in performance but it fell behind in fuel economy (not sure Enzo was that concerned) and pricing – the Porsche retailed at £5 211 and the 246GT at £5 485.

Regardless of this the Dino pushed on with improvements and M production was cut short, ending with a total of 507 cars in

July 1971 when the third Dino variant, the E Series, arrived. Production of this iteration ran through to 1974 (1 431 coupés and 1 274 GTS Targa tops) and again the engine and gearbox were slightly worked. Visual changes included the windscreen wiper parking arrangement moving from central to the right on LHD versions (RHD examples stayed central), the door lock barrels moved from within the scallop to below it, quarter bumpers finished short of the grille opening, the front cooling ducts changed from rectangular openings to circular items, and the rear number plate light changed to a chrome rectangular unit on the rear edge of the boot lid.

That brings us to the pictured 246GT, owned by Vic and Gerhard Campher of Tom Campher Motors. Clapping wipers, right-hand drive, 5-bolt alloys, seat-mounted headrest and the number plate light mounted low down rather than on the boot lid give it away as one of the 507 M Series cars. You can basically halve that number to get how many of these left the line in right-hand drive.

This rarity is only a small part of why this particular Dino features here though, with the larger part being the restoration that has just been completed. No, it's not just the immaculate panel fitment, fit, finish and paintwork done by Carlos de Abreu, one of the finest traditional (Portuguese) panel craftsmen and mechanics with an unsurpassed obsession for detail. It is also the countless hours of research by the Camphers, de Abreu and Australian-based Ferrari expert Sean Brennan that went into ensuring the car is as good as it was the day it left the plant and a true homage to period correctness and accuracy for an M Series. This is no mean feat with a low volume car, where besides the list of changes between generations listed above, various markets had specific requirements both legally and to suit a discerning buyer's palate – for example American market cars differed from the Europeans, with vertical instead of flush-mounted indicator lights in the nose and rectangular side marker lights cut into the front and rear wings.

The car has a well-known history in South Africa, having been owned by Giorgio Cavalieri, the president of the Southern

It is also the countless hours of research by the Camphers, de Abreu and Australian-based Ferrari expert Sean Brennan that went into ensuring the car is as good as it was the day it left the plant and a true homage to period correctness



The 246GT sharing space with some other exotics at a SEFAC meeting.



The latest restoration is not the first for this Dino. Here in the '80s it gets a colour change.



Former owner, Giorgio Cavalieri gives the car a wipe down.



Note the darker red paint colour and incorrect 'Ferrari' badge.



The 246GT stripped down to bare metal in Carlos de Abreu's workshop.



Following thousands of hours the Dino shell looks better than new.



Equatorial Ferrari Automobili Club (SEFAC), so came with heaps of documents (invoices etc) and a pictorial timeline of the car during club events. These documents revealed a colour swap from the original Dino Rosso paint to a deeper red, the addition of an incorrect 'FERRARI' script badge and other updates like a more sporting exhaust.

Intent on putting it right, the restorers tracked down the body colour paint code, and completed the job as per original in 2K paint. The fully rebuilt engine had its cam covers matched to the correct gold magnesium finish and even the sticker on the airbox is as per the day it rolled off the floor. The homework also revealed other nuances relating to this particular car. For example, only after ordering amber indicator lenses to suit the year and RHD market requirements did they find out that this car for some reason (perhaps all that was left in the parts bin) had clear units when new. They duly ordered the clear ones and boxed the ambers. The costly aftermarket Tubi exhaust was also dumped in favour of an as-per-original item and new carpets and trim items were ordered from Italy. Even the famed mouse hair flocking on the dash looks like it did in the 1971 brochure.

Service manuals, books, toolkit, the jack and even the period-correct warning triangle were investigated and if not correct, then rectified. Even the leather upholstery kit came from Luppi Tappezeria in Italy – the very same outfit that supplied the original 470 Dinos with hide in period.

Simply put, this car is a shining example of what a restoration should be – research, impeccable craftsmanship, research and more research. And it all pays off the moment you swing the delicate handle that opens the door. A circular light illuminates the inside of the door. You drop down into the compact cabin and pull the door shut. It closes with a solid thud (not what is expected from a sports car of this era).

Crank the starter motor and once the trio of Weber carburetors has fed some fuel and air through to the plugs, it bursts into life with a glorious audio mix of the chain-driven twin overhead camshafts doing their job and the slightly lumpy idle acoustic being played out the twin exhaust. Press the clutch, select a gear and the sound overload continues with the chink of the metallic H-gate acting as the triangle in the orchestra. It all gets better as the Veglia

gauges (surrounded by brushed aluminium) tell us the fluids are up to temperature and the loud pedal can be pushed that bit further. With fully refurbished suspension and all-new bushings, the 246 soaks up the undulating road without being skittish or jarring but still feels light and nimble. It's all quite civilised and it's amazing to see how the engineers managed to create both comfort and responsiveness from the underpinnings.

This Dino 246GT is truly an exceptional car and an insightful flashback into what driving a factory-fresh one felt like in 1971. And it felt so good, perhaps best summed up by a period quote: "Such mountain-road mastery, combined with knee-weakening, Sophia Loren curves".

It is said the Alfredo 'Dino' Ferrari was the one who, against his father's wishes, pushed for development of a mid-engine road car and a series of small twin-cam V6 engines for the Grand Prix circuit. Was Enzo so against the idea that he chose not to put his own name on the car? Perhaps... but what we do know is that one of the most revolutionary and best Ferraris is not really a Ferrari but rather a Dino. 🇮🇹

TOPLESS
TECHJUNKIE

With a 60+ year continuous history, Mercedes-Benz's range of SLs is rightfully part of our automotive lexicon, thanks to its reputation for built-to-a-standard rather than built-to-a-price quality and upmarket image. But while most models benefitted from quiet evolution, the 1989-launched R129 was an undoubted step change in open-top automotive engineering says **Graeme Hurst**, who sampled a pair of Stuttgart's often overlooked Sport Leicht variants.



As one of the cornerstones of the international automotive show scene, the Geneva International Motor Show – now in its 88th year – has presented some serious showstoppers during the annual March fixture. Jaguar’s E-Type (a car admired by Enzo Ferrari) back in 1961 and Marcello Gandini’s sensational prototype for the Lamborghini Countach ten years on are two standouts that spring to

mind, but there have been plenty of others in more recent years – such as Mercedes-Benz’s R129 SL, which was debuted back in 1989.

With an understated but stylish body clothing a raft of clever technology – including the famous ‘pop-up’ roll bar which made the stated 250km/h performance safe to explore – the Bruno Sacco-styled SL was a break in every respect from the outgoing SL, codenamed R107. In fact, it

was so different that show-goers unfamiliar with the three-pointed star’s SL history could’ve been forgiven for asking if there was perhaps a model in between...

Such an observation might have amused at the time but the reality was that the R129 was an overdue model in every sense, thanks to the R107 having been in production for 19 years – an unthinkable time frame in the modern era but understandable in the late 1970s when open-top cars were



Inside there were plenty of new gadgets, including climate control and 10-way, electrically-adjustable seats that featured clever ergonomic thinking in their operation, which was by seat-shaped buttons as well as memory settings

under threat from US safety legislation. As a result, Mercedes was reluctant to invest in a new model and elected to evolve its already type-approved popular SL with engine upgrades and detailed styling tweaks. But by 1984 the writing was on the wall for the pretty, chrome-laden sportscar (which still featured trailing arm rear suspension) and the engineers in Stuttgart took the plunge for an all-new model based on a shortened version of the new W124 E-Class platform.

Ever mindful of the marque's reputation for automotive safety (it had pioneered the use of crumple zones) the R129's engineers added a raft of driver safety aids including optional ASR (anti-skid control) and ADS, an active damping system. The former

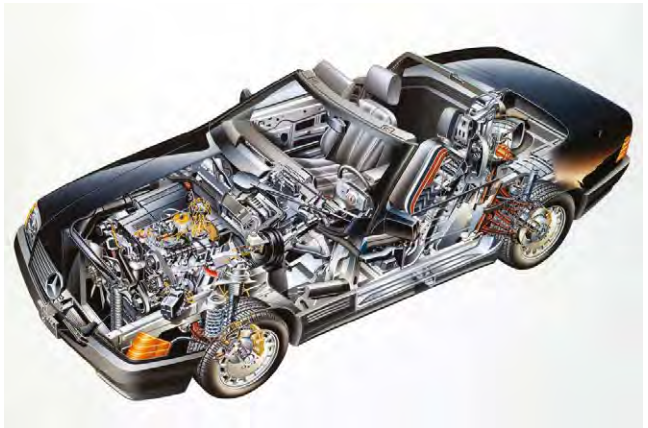
used computer technology to assess throttle inputs and, if necessary, limit them by backing off and momentarily braking the affected wheel. The ADS, on the other hand, controlled the damping rates in response to driving conditions, applying one of four settings between soft and hard while on the move and reducing the SL's

ride height by 15mm as soon as its speed exceeded 120km/h to improve stability and reduce drag.

Both aids may be widely adopted in today's luxury cars but they were leading edge 28 years ago – much like the 'pop-up' roll bar which could be raised on demand or relied upon to automatically shoot up (in a 1/3 of a second) if the roll bar's control module sensed that the car was in danger of turning over.

Also new for the SL range was an electro-hydraulically-operated soft top that could be raised from behind a set of neat, folding body-coloured panels at the flick of a button (while entertaining onlookers). Or drivers could opt to fit the standard aluminium hardtop (as with previous SL models) that transformed the open-top sportster into a snug-feeling luxury GT.

Inside there were plenty of new gadgets, including climate control and 10-way, electrically-adjustable seats that featured clever ergonomic thinking in their operation, which was by seat-shaped buttons as well as memory settings. Another first was the new SL's built-into-the-seat inertia reel seatbelts, which were automatically height-adjustable with the headrest. There was also



a driver's side airbag and an electrically-adjustable steering wheel, while ABS and cruise control were familiar fitments for owners of late model R107s.

But most importantly, the W124 platform that lay underneath provided up-to-date, 5-arm multilink rear suspension, configured to provide anti-lift, anti-squat geometry – all much needed for one of the R129's most impressive features (in range-topping 500SL form): its 32-valve, 5-litre V8. This unit was good for a mighty 245kW and 460Nm! Those numbers were seriously punchy for the late 1980s when Porsche's autobahn-storming 928 S4 boasted 10kW less and BMW's mighty V12-engined 850i was celebrated for its 220kW metric.

Known internally as the M119 engine, the all-alloy unit's impressive output came thanks to its twin-cam design which featured variable valve timing on the intake side. It was a serious piece of engineering that outstripped the marque's already potent 5.6-litre V8 and would also feature in the luxury German carmaker's famous 500E saloon, as well as its S-Class series. And, in heavily adapted, twin-turbo guise, it powered the brand's famous Sauber C9 to victory at Le Mans in 1989.

As with previous SL releases, there was an 'entry level' option in the form of the 3-litre straight-six – the 300SL – which came in two guises: standard 12-valve with 140kW or a 24-valve that was good for an additional 30kW. These were available in 4-speed automatic or 5-speed manual form, unlike the 500 which was auto only.

Well-heeled South African customers only got the option of the full-fat 500SL version initially and *CAR* magazine tested one as early as May 1990, when it was listed at a whopping R525 000. That was around R180 000 more than a Carrera 2 and R220k over the marque's own already impressive 560SEC! Price point aside, *CAR*'s testers were understandably quite taken with all the new technology and the SL's impressive performance, notably its 0-100km/h in 7.1 seconds and 250km/h (limited) ability, together with its perfectly balanced chassis.

Less than two years on, that performance was given a boost when Mercedes-Benz launched the 600SL, powered by a 290kW, multivalve 6-litre V12 – also known as the M120 engine which, in enlarged form, was used in the Pagani Zonda and various AMG products.

In late 1993, Mercedes switched its

nomenclature around and the 500SL became the SL500 while the 300SL made way for the SL280 and SL320, both in multivalve only form. Three years on various styling tweaks followed, while the V8 and V12 models gained a 5-speed automatic 'box and side airbags. And in late 1998 the R129 underwent an engine swap, with the SL280 and SL320 now featuring V6 units and the SL500 a less powerful, three-valves-per-cylinder V8. There were more external tweaks, including a switch to 17-inch wheels, but by and large those changes saw the SL through until 2001 when the R129 gave way to the R230 class (the first SL with a retractable steel roof), by which time more than 200 000 examples had rolled off the production line.

Fast forward 16 years and the R129 still makes a mark, both in terms of styling and metrics on the tarmac, as these two examples owned by collector Arno Taljaard attest: an early (1992) 500SL in Pearl over Ice Blue and a 1997 SL320 in Ruby Red. The pair are part of a wider collection, which includes two R107s (a rare manual 280SL and a 350SL), and seeing them highlights just how radical the R129 was when it was in the limelight at Geneva nearly three decades ago. The two-



tone body panelling is striking, particularly on the early 500 with its distinctive orange indicator lenses, and the smooth styling is typical of the restrained shapes ushered in by the marque in the 1990s.

Getting behind the wheel of either is a reminder of another step change over the outgoing model: interior space is vastly better, even though the electrically-adjustable seats are chunky affairs, and the dashboard infinitely more ergonomic in its layout, with an array of gauges and warning lights in full view. There's a quality feel to the experience, even all these years later, with doors that close with a solid thunk and switchgear that still feels robust. That perception continues on the move; the body has that hewn-from-granite feel to it, without a trace of scuttle shake over bumpy surfaces.

And when on the move in the earlier car you soon become aware of the 5-litre V8's sheer urge – although the length of travel on the organ-like accelerator pedal, which is typical '80s Merc, can make the SL feel a tad lethargic on pull-away. No surprise as this sportster weighs in at close on 1.8 tonnes, thanks to all the componentry. But, be generous with your right foot, and the effortless 460Nm of torque comes on stream very quickly, particularly in 'Standard' rather than 'Economy' mode, when the 4-speed

'box will skip first gear and change up quickly.

That's another feature, common to other Mercedes products of the time as a nod to saving fuel, but given the car's price tag at the time that probably

wasn't a priority, and certainly selecting S makes the big V8 feel decidedly punchier: let the rev counter run towards the redline and it rewards with serious grunt that won't embarrass you if you're sharing the tarmac with more modern performance machinery. And when the going gets twisty the SL remains composed, with the combination of ADS and the wide (225R16) rubber keeping the car stable.

A switch to the 500's smaller-engined, younger brother doesn't disappoint, mind, despite the drop in power; the extra ratio in the 5-speed automatic gearbox keeps the engine in the torque band as you work your way up the ratios. The engine needs more revs before it rewards with pace, but it's no bother as the multivalve engine is happy to spool up easily on demand. What the SL320 lacks in outright urge it makes up for in refinement from the inline 'six' engine. While the earlier 500 is the R129 SL that made the headlines back in Geneva, the later car offers all the quality and enough of the performance to be worthy of the SL name.

With values for earlier SL derivatives rocketing in recent years (Pagodas have long been around the R2m mark, while good R107s are now upwards of R400k) the R129 is arguably the next one on the rise, and the model's long production run and variation in models means there's a sizeable range of values. As a proper modern classic, any good variant offers a lot of innovative technology for fans of the three-pointed star. Fans who, like me, could only ogle at the technical wizardry and price list that made headlines when the covers came off the R129 at Geneva all those years ago. 📌

While the earlier 500 is the R129 SL that made the headlines back in Geneva, the later car offers all the quality and enough of the performance to be worthy of the SL name

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THE FLYING DOCTOR

In the first of a two-part feature, **Wendy and Mike Monk** trace the early career of the mysterious Italian Mario Massacurati, who after an unremarkable record in Europe became one of South Africa's motorsport heroes.

Mario Massacurati had everything – a dashing name, wealth, good looks and a prominent motor racing lifestyle. His early exploits as a racing driver in Europe were far from successful, but relocating to South Africa saw a change in fortune. Dubbed 'The Generous Amateur' by peer and rival Piero Taruffi in the 1930s, while resident in South Africa, Massacurati established the country's first racing team and was one of a group of foreigners who competed in SA's early grands prix and generally helped foster the sport at the highest level. He imported some magnificent (and significant) racing cars that were purchased by local drivers that, together with foreign drivers selling off their cars to help fund their visits to the country, helped raise the quality of local racing in a country that was, geographically, a motorsport outpost.

Mario Mazzacurati (more on the spelling later) was born in Piove di Sacco in the Italian province of Padova on 21 October 1903. His father owned a successful construction company and the family were well off as a result, allowing Mario to develop a love for motor racing – as much an expensive indulgence then as it is today. He reportedly obtained his first competition licence from the Automobile Club d'Italia in 1926, giving his address as the Hotel Bartiani in Grosseto, a city in Tuscany to where the family had moved in order to be closer to where their business's major construction

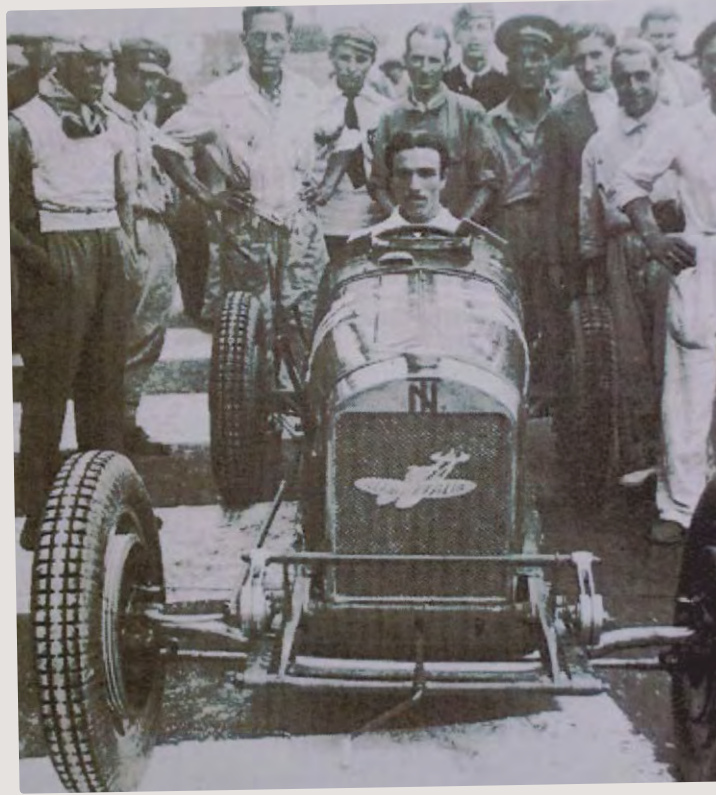
work was taking place. However, records show that he took part in the Gran Premio di Tripoli on 18 April 1925 driving a 1.5-litre Fiat 501S, but did not finish.

He was entered in the II Premio Reale di Roma on 28 March 1926 in a Chiribiri 12/16 but did not start, and on 15 August he retired the car on the first lap of the sixth Montenero Cup race held on the hillside circuit of Castellaccio. He recorded another DNF at the Circuito del Garda on 17 October. Incidentally, Chiribiri cars were built in Turin from 1914 to 1926 and achieved some racing successes, including a few in the hands of the legendary Tazio Nuvolari.

Then we jump to 15 April 1928 and the Moroccan GP held in Casablanca, in which he was entered simply as 'Mario' and finished third driving a 1.5-litre Bugatti. A week later he did not make an appearance for a race on the Circuito di Alessandria.

In 1929 Mazzacurati won the 760km Touring GP from Tunis to Tripoli held on 21 March as a prelude to the Grand Premio di Tripoli held three days later. He drove a 1.5-litre Lancia and finished more than 70 minutes ahead of the second-placed car. This was a good omen for the Mille Miglia run on 14 April in which he shared a

Dubbed 'The Generous Amateur' by peer and rival Piero Taruffi in the 1930s, while resident in South Africa, Massacurati established the country's first racing team



Bugatti T35 with fellow Italian and Nuvolari mechanic Amedeo Bignami, but the pair did not finish. A week later he failed to finish the Coppa Pietro Bordino in Alessandria driving a Bugatti T35C. A T35C?

Well, on 12 March Mazzacurati had purchased – on an installment plan – a supercharged 2-litre Bugatti T35C from Nuvolari. Nuvolari, who contemporaneous reports claim was Mazzacurati's cousin, had bought two T35Cs from the factory in the spring of 1928. He began scoring victories with one car but in a bold move, he engaged Alberto Massimino to work with his mechanics Decimo Compagnoni and Bignami to convert the other into a single-seater – a monoposto.

The chassis was narrowed but retained the original axles and suspension, although the shock absorbers were remounted.

Where possible, the body was made up from the original panels and the driving position was slightly offset. The distinguishing Bugatti horseshoe radiator was replaced with a simpler, wider item with vertical sides, and 'TN' lettering replaced the oval Bugatti badge. The engine's

power output was upped slightly and the rev limit increased. But when Nuvolari tested the car he was disappointed with the handling and wrote to Massimino telling him it needed adjustment to improve stability. Now some confusion sets in.

Only two outings are recorded for a T35C monoposto. First was a DNF in the Rome GP on 7 June 1931 when Tazio entered the car as a Tazio Nuvolari Special and appeared with a 'Wings of Italy' seaplane badge on the radiator. Sadly, it is reported that one of Nuvolari's mechanics was killed while testing the car on the Littorio Circuit in readiness for the GP. The car in the photo taken when Mazzacurati bought his car also has the seaplane on the grille but a central driving position. This practically confirms that Nuvolari actually built two monopostos because on 2 June Mazzacurati entered his T35C in the 25-lap race at the Circuito del Pozzo in Verona but retired from second place after five laps. Naturally disappointed, on 28 June Mazzacurati wrote to Nuvolari claiming the car's engine was damaged at the time of purchase and felt he should not have to pay for the repair.

The second monoposto T35C appearance was the 1934 Klausen Hillclimb in the Swiss Alps held on 5 August when it was entered

The distinguishing Bugatti horseshoe radiator was replaced with a simpler, wider item with vertical sides, and 'TN' lettering replaced the oval Bugatti badge



by Balertrero and driven by a G. Palmieri. This must have been Nuvolari's original offset monoposto.

Sadly, DNFs were fast becoming synonymous with Mazzacurati – he recorded another one at the Circuito del Pozzo in Verona on 2 June – but the disappointments clearly did not dampen the privateer's enthusiasm. A Bugatti with no driver named appeared on the entry list for the Spa 24-Hour race held on the famous Belgian circuit on 7 July. It has been said that it was Mazzacurati, but in any event the car appears to have been a non-starter.

Mazzacurati and Bignami entered the 1930 Mille Miglia held on 13 April in a Bugatti and, once again, the team did not finish. Seven days later his return to the Moroccan GP as 'Mario' yielded another blank, this time in a Fiat. For the following weekend a result site lists Mazzacurati finishing fifth (no car given) in an event in Oran, Algeria but other results given for the Oran and Algerian GPs held at the time cast doubt on this result. But then a second place in the Bugatti in the 9.5km Trieste-Opicina Hillclimb on 15 June heralded a change of fortune for the wealthy amateur. On a historical note, Nuvolari in an Alfa Romeo P2 GP car won the event in his first drive for Scuderia Ferrari.

The T35C was retired after five laps in the Coppa Ciano Montenero in Livorno on 30 August and from this point there is a hiatus of reported race entries and results for Mazzacurati. A report that he raced in the Monza GP on 7 September 1930 is unfounded; his name does not even appear on the entry list. He did get married during the year and when he was not racing he was working for the family business as well as taking a degree course in geology at the University of Bologna and becoming Dr Mario Mazzacurati. He only re-emerged on the sporting scene in 1935 – in South Africa.

But he was lured to the country more for the construction contract opportunities that existed and he is associated with such projects as the building of the south breakwater in Hout Bay Harbour and the resurfacing of Sir Lowry's Pass. But the family also had tin mining interests in Swaziland and when a rich vein of gold was found on the site, apparently the Swaziland government made the Mazzacuratis a purchasing offer they could not refuse. Mazzacurati also changed the spelling of his name

Mazzacurati also changed the spelling of his name to what he felt was an easier version for locals – Massacurati – as they appeared to have a problem with pronouncing it




to what he felt was an easier version for locals – Massacurati – as they appeared to have a problem with pronouncing it. Mind you, even overseas his name was routinely misspelt!

To digress a little, at the time international motorsport events were for the most part unheard of outside Europe, so there was some surprise (and likely trepidation) when Edward ‘Brud’ Bishop, motoring editor of the East London *Daily Despatch*, campaigned for the staging of a motor race around the city. Initially it was to be a race for locals run under the title Border 100, but so widespread was the support that it soon developed into a national event. Then Bishop’s overseas publicity efforts led to entries from abroad, raising the status to international level, and it became the South African Grand Prix. It took place on 27 December 1934 and while no exact attendance figure exists, estimates range from 42 000 to 65 000 spectators, at the time said to have been the largest number ever to gather for a single sporting event in the history of the Union. South Africa’s grand prix history was underway, and Mario was set to play a starring role in it.

Although Massacurati did not take part in the inaugural event, his racing spirit must have been reignited. Now resident in the Cape Town suburb of Claremont, he began competing again, although when he actually started is

unknown. And pronouncing Massacurati must have still been problematic because going forward he would usually adopt the pseudonym ‘Mario’. In the *Cape Argus* of 8 October 1935 that reported on the second Kimberley 100 race it was said: “Mario was seen in action with a newly-landed 1-litre Bugatti and (Doug) Van Riet with a Studebaker Special. The Bugatti is capable of well over 100 miles per hour on the straights and is exceedingly sweet to handle. It seemed glued to the road, the car bumping over crossings without any tendency to leave the ground. The manual oil pressure started to alarm Mario when it became aflame. After several spanking circuits Mario indicated waning pressure and finally drew into the pits with a broken valve spring. Mario showed that he has an excellent chance for South Africa against international quality at the South African Grand Prix in East London. His record shows considerable racing experience in Italy in hill-climbing, road racing and track work.” In a follow-up article a week later, the *Argus* stated: “He is, therefore, a man to be watched.”

How prophetic those words were as we shall see next month, when Mario’s South African adventure starts with victory in the SA GP and ends with being shot at while trying to escape across our border. The Eagle (Racing Stable) had landed... 

The authors wish to acknowledge info referred to in articles in *The Autocar*, *Classic & Sports Car* and *Auto d’Epoca* and research by Derek Stuart-Findlay.

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WHEN MADE IN AMERICA WAS GREAT

America has a rich automotive history spanning back to the birth of the automobile but much of it was arguably defined by the daring car designs of the 1950s. That was the decade when Detroit's Big Three went head-to-head on an annual basis to give the motoring public a taste of the future says **Graeme Hurst**, who samples one of the era's most memorable offerings – a 1958 Cadillac Sedan de Ville.



Ever wanted to spin the Tardis and relive an automotive era? Going back to the late 1950s in the good ol' US of A would give me a thrill... back to an era where the boldness of car designers was only outstripped by the desire of the customer to entertain the outrageous and seemingly jet age-inspired products that came off their drawing boards. A time when marketing was the new buzzword in the automotive economy and Detroit's Big Three engaged in a form of phallic brinkmanship to see who could add more chrome, more curves and – most importantly – bigger fins to their respective arrays of luxury models.

And by far the most daring was the succession of Cadillacs penned under the

guidance of the great Harley Earl, the man who arguably shaped modern automotive America more than any other and propelled the Cadillac name to a level where it's about as American as McDonald's or Coca Cola. And the marque's 1958 offering of its Series 62 is one of the most memorable in my book, thanks to the generous use of chrome and the imposing four-headlamp front – along with those fins on the rear. Yes, the '59 Caddy that replaced it is famous for its double rocket lights and even taller fins but the rest of the body was more restrained as Detroit started to usher in the sharper look of the 1960s. The '58, on the other hand, was the tail-end (excuse the pun) of letting it all hang out; it's the epitome of an era of both automotive excess and the buoyant belief in the American dream.

Singling out a year of production might seem pedantic but rewind six decades and Cadillac – and indeed America's automotive – history was being created year by year. This was the start of the baby boom generation in an era of sustained economic growth that would lead to

the space race. An ambitious era when the public believed in (and wanted) a taste of that dream. And no other aspect of society epitomised it more than the automobile.

With the Big Three – GM, Ford and Chrysler – each home to several famous labels that had been variously acquired in the pre-war era, there was huge competition to outdo each other, particularly when it came to premium offerings which needed to be refreshed annually to stay ahead in the game. Ford had its Lincoln Continental model and Chrysler had the new 300 letter series and its Imperial, but GM was arguably at the top of the tree with its Cadillac range. A prestigious nameplate that rode on the back of the decadence of the pre-war, Great Gatsby era but ended up being symbolic of the excess of post-war America.

Of course, most petrolheads know that Cadillac's origins go back to those days when it fathered the magnificent V16. But its history actually goes back to Henry Ford's early career when he pulled out of his own Henry Ford Company in 1902. The assets were due to be liquidated but an engineer by the name of Henry M. Leland convinced

A time when marketing was the new buzzword in the automotive economy and Detroit's Big Three engaged in a form of phallic brinkmanship



the company's liquidators to allow him to use his own single-cylinder engine with the Henry Ford Company designs to create a new product.

His effort was named in honour of French explorer Antoine Laumet de La Mothe, sieur de Cadillac, who had founded Detroit just over two hundred years before. Like most of the competition's offerings of the time, the Cadillac models were simple horseless carriage designs but the marque soon gained a reputation for reliability, through precision engineering and luxury fittings which would set it apart from the competition. That reputation was successful enough for General Motors to buy out Cadillac in 1909 to ensure it had a premium brand.

And GM went on to develop Cadillac's reputation. The step change in the marque's performance came in 1915 with the adoption of a V8 engine which would become a hallmark for the brand and which gave 65mph performance. Three years on, the company pioneered a dual-plane crankshaft for its V8, along with 'clashless' synchromesh for a manual gearbox. Other firsts included the development of

that famous 7.4-litre, V16 engine in 1930. By then the marque's eminent brand position was being directed by Earl, who headed up GM's newly-formed Art and Colour division two years earlier. A decade on, that label on his studio door would be changed to 'Styling', which heralded the start of modern car design as a profession.

GM bosses got the first taste of Earl's penchant for pushing the design envelope with the 'Y' job of 1937. This was Earl's first 'dream' car, based on a Buick, and his efforts eschewed traditional running boards and upright design for a flowing shape with wraparound bumpers and a power-operated folding roof. After the devastating impact of the Great Depression on Detroit, which lost several famous makes and nearly saw the closure of Cadillac after its sales plummeted by 84%, Earl's 'Y' was a welcome taste of the future.

Fast-forward a decade and that future started to arrive in the form of Cadillac's Series 62, which featured tail fins. Allegedly inspired by Earl's fascination with

the twin-tails on Lockheed's P38 Lightning fighter, this styling addition was a fairly discreet 'up turn' to mark the end of the car's flowing wings. Discreet it may have been, but it signalled the start of a design trait that would increasingly become the brand's trademark. And the appetite for that trademark was fuelled by Earl's other area of expertise: marketing.

Earl increasingly knew that his outlandish concepts would only fly if the public had a chance to see what lay in store for them... and so he came up with the famous Motorama show. This was an annual premium motor extravaganza held in New York's Waldorf Astoria. But, unlike previous motor show formats, the Motorama's focus was on creating a theatrical spectacle,

His effort was named in honour of French explorer Antoine Laumet de La Mothe, sieur de Cadillac, who had founded Detroit just over two hundred years before



complete with music and elegantly attired models (rather than listing technical specifications) as a backdrop for unveiling seemingly outlandish and exotic concept cars, which thrilled the public in every way. The Corvette would famously emerge from Earl's Motorama efforts, while other memorable creations included the '53 Buick Skylark and '55 Chevrolet Bel Air.

But the real showstoppers were ultimately his efforts with Cadillac, starting with the '53 Eldorado – a name coined to showcase the finest luxury offering, with a vast two-door (convertible and coupé) body that featured a wraparound windscreen and special paint finishes. Four years on Earl's team would add another name to their marketing repertoire: the Brougham. This time the top-end production Cadillac – the most prestigious since that V16 – featured a daring stainless-steel roof and twin headlights. It was inspired by the Motorama's Park Avenue creation and simply dripped with automatic driver aids, from automatic headlamp dipper and cruise control to a signal-seeking radio and electric door locks. And that was in addition to 44 trim and colour options and lashings of brightwork. Oh, and a pair of

distinctive tail fins. It was this model that marked the height of GM's cold war with rival Chrysler which by then had another styling genius, Virgil Exner, on board. From then on Chrysler appeared to attempt to out-fin and out-chrome GM with every new model.

While the Eldorado wowed the public, its \$13 000 price tag meant few made it out of the showroom. But it paved the way for the styling of the '58 model Cadillac, still part of the Series 62 design. A '58 model range included a Convertible, Coupe de Ville and Sedan de Ville – which is what we have here, courtesy of owner Scott Lederle. It's one of two identical models in his stable and is resplendent in Lake Placid Blue Metallic.

Although not original (it was Daphne Blue, which is a flat colour) it is a period-correct Cadillac hue – one of 36 customers could select from. This Caddy's fresh out of a recent restoration which Scott undertook before he repeats the exercise on the other example: a car that's been in his family for over 50 years. It was also originally Daphne Blue but (rather curiously) was re-sprayed black by its first owner as a token of respect following the assassination of Prime Minister Verwoerd in 1966.

Political affiliations aside, 1958 was actually a good year for South Africans keen on the keys to a Cadillac as the USA's economy was briefly in recession. After the US auto industry enjoyed significant bull run during the 1950s, with overall car sales of 2.7 million

cars (of which 146 841 were Cadillacs) for '57, the Big Three started taking strain and looked to the export market to boost sales. 1958 was also the year in which our government relaxed import duties, and so it was a bumper period for Cadillac sales over here.

Back then this colossal Sedan de Ville must have been quite a sight on the roads – all 5.72 metres and 2.2 tonnes of it, to be exact. Gliding down Eloff Street with the 6-litre, 310bhp V8 rumbling along among a sea of run-of-the-mill British colonial marques would've had heads swinging before they even clocked the daring two-tone interior and pillarless design... and, of course, those fins! With seating for six, this was surely the ultimate set of wheels for a young guy to make out with the girl next door at the drive-in in its heyday. But in all likelihood, it would've been out of his league pricewise; a Caddy like this was probably owned by a well-to-do businessman or farmer, keen on something that could ferry a family of six to church on a Sunday and haul a caravan down to Durbs at the end of the year.

Certainly in the US a Sedan de Ville's \$5 497 price tag made it a premium offering at a time when the average salary was around \$3 600 a year. And that price was before options such as air-conditioning (a whopping \$474 extra), six-way electrically-adjustable seats (\$103), air suspension (\$214) and a remote lock for the 'trunk' (\$43) – just a handful of the 20 options listed in the marketing literature – literature which gave buyers a taste of the future in a jet age-inspired era. 🇺🇸

Certainly in the US a Sedan de Ville's \$5 497 price tag made it a premium offering at a time when the average salary was around \$3 600 a year

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TO PUT FOOT & BACK

BY ERIC ACKROYD



“Why are you people driving these funny cars?” I have just been stopped at a roadblock in Malawi. “You can go, but when you come back you leave the car here. I like it.”

Driving a classic car through Africa opens doors and hearts. Having a Put Foot sticker on your car’s door helps you make friends. Once an official knows what the Put Foot Rally is all about they become more human, more reasonable and friendly. Visiting a country to do good makes the

country welcome you.

Looking back I realise that taking my family on the Put Foot Rally in a 42-year-old classic car, bought for R3 000 (before improvements), is like taking a pocketknife to a gunfight. We got through it all, but it could have been a lot easier in a new Land Cruiser. It is, however, the ‘realness’ of classic car motoring that makes the best memories.

In theory the Put Foot Rally is supposed to be easy. Prepare the car well. Pack what you need. Drive to the start in Cape Town. Drive through Namibia, Botswana, Zambia and then to the finish in Malawi. Drive home

through Mozambique and Zimbabwe. Don’t get lost, don’t get ill and don’t break down. Easy.

Preparing for the trip was almost more fun than going on the trip. I was convinced that I had prepared the Beetle well. After all, new king and link pins, new bearings, reconditioned gearbox, new shocks, new steering damper, new 8 ply commercial tyres, lots of work on the carburettor, electronic ignition, new plugs, leads, rotor, dizzy cap – you name it. I had this misplaced confidence in a classic car, but I knew that they did break down... even the best of them.





A night on the Makgadikgadi Pan near Nata, Botswana.

Wednesday 14 June and our family of three set off from Johannesburg in our 1975 1600 twin port Beetle for a 30-day, 10 000km adventure through Southern Africa. Whilst we tried to keep our weight down the Beetle was packed with two spare wheels, jerry cans, canned food, inflatable mattresses, a double duvet and even Celeste's electric blanket. We met up with Jenny and Eddie, my sister and brother-in-law in Bloemfontein. They proved to be invaluable co-travellers in their 1998 first-generation Corsa bakkie. The Beetle ran beautifully all the way to Cape Town, where

the Put Foot Rally starts. The rally runs over 18 days with five checkpoints in five different countries. Each crew plans their own route between the checkpoints but inevitably end up staying with fellow Put Footers. At each checkpoint the Put Footers meet and have a good meal and a theme party.

We chose to visit the Fish River Canyon, Sossusvlei and the Namib Naukluft. I had been warned about the road from Solitaire to Walvis Bay and hence I came well prepared with 8 ply commercial tyres. The Corsa was not so lucky, and after losing three tyres we were forced to leave the car

in the desert overnight and make our way to Walvis Bay, with Jenny and Eddie getting a lift with fellow Put Footers. Upon returning with fresh tyres the next morning, we found that the Corsa has been ransacked and our camping fridge and stretchers stolen. By now we were delayed such that we missed the first checkpoint.

Our route meant that we covered more than 1000km on dirt roads. The dusty gravel road took its toll, not only on our exhaust but also on our lungs and sense of humour. In preparing the car I had not replaced the exhaust and, let's face it, who carries a





Heading for camp on the Orange River near Vioolsdrift.



Beautiful views at the Fish River Canyon, Namibia.



Teams Smart Hippies, CharityBeepBeep and General Lee Outrageous on the Makgadikgadi Pan.

spare one? We got the exhaust welded in Swakopmund and headed north towards the Angolan border. As we neared Ngepi Camp on the Okavango River in the Caprivi Strip, it felt as though we had a headwind

WHAT IS THE PUT FOOT RALLY?

“The Put Foot Rally is an epic road trip adventure where incredible people from all over the world come together to explore and experience the very best of Africa! Crews in a wide variety of whacky vehicles meet up at checkpoints located at the heart of each country for awesome parties and loads of giving back through hands-on charity work.”

the whole time. Notwithstanding having the most beautiful view from our Ngepi treehouse over the Okavango River, I had my dinner in the Beetle’s engine bay that night, changing parts. We had a wonderful stay at Ngepi, to the sounds of fish eagles calling and hippos grunting.

The headwind was to carry on for another 1000km and I had to get used to travelling at 70-75km/h. Our route took us from Ngepi into Botswana and on to Maun for the next checkpoint. I bought and fitted new sparkplugs at Riley’s Garage in Maun but the headwind persisted. One of the highlights of our trip was spending a night on the Makgadikgadi Pans near Nata. At least 60 cars, if not more, camped on the pan with an endless sky, a bonfire, a prepared meal and even enclosed bush toilets.

Of all the border crossings the Kazungula

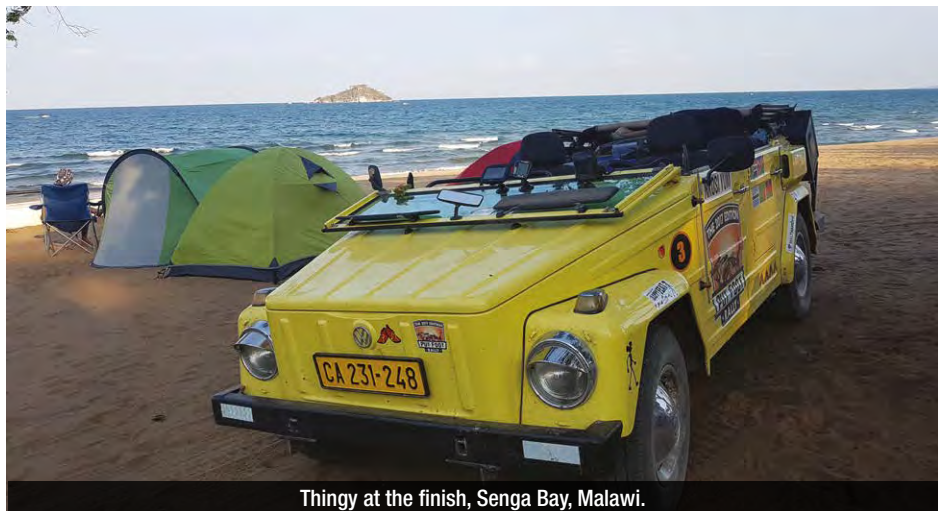
(Kasane) crossing into Zambia is my least favourite. Whilst the ferry over the Zambezi is fun it is chaos, with runners everywhere and everyone giving instructions. The ferry may not be around for much longer as the bridge over the Zambezi is nearing completion. Together with a number of Put Footers we travelled to Livingstone in convoy as night was falling, and checked in at the Safpar Zambezi Waterfront. We were a day ahead of schedule and we had three days to sort out the Beetle, have a checkpoint party and do a shoe-drop at a nearby school.

COUNTRIES VISITED

- | | |
|----------|------------|
| Namibia | Malawi |
| Botswana | Mozambique |
| Zambia | Zimbabwe |



Boarding the *Sea Lion* on Lake Kariba.



Thingy at the finish, Senga Bay, Malawi.

After having had every Put Foot mechanic and advisor in the engine bay, we were able to narrow down the problem to somewhere in or around the cylinder head. I found a mechanic near the Zambezi Waterfront who confirmed that we had a cracked cylinder head. He also confirmed that he was going fishing and that I would have to leave the car under a tree, abandon the rally and either ship parts from South Africa or come and fetch it with a trailer. This was devastating; talk about making a grown man and his family cry!

I had accepted our fate and had asked the managers at the Zambezi Waterfront to help me find a rental car and a tree for the Beetle. There were no rental cars available to drive across borders. "Job had a Beach Buggy in his yard!" exclaimed one of the Waterfront managers. True as Bob, we found a mechanic called Job in Livingstone with a 1600 twin port cylinder head

SOME OF THE CLASSIC CARS PARTICIPANTS

Car	Year	Team Name
Beach Buggy	unknown	Lost on Purpose
VW Thing (T181)	1974	Nkosi Yum
VW Baywindow Autovilla	1978	Raptors
Land Rover Series 2A	1965	Men@Work
VW Baywindow Kombi	1974	Smart Hippies
Suzuki Jeep	1988	Jimny Eat Africa
Mercedes 230E (W123)	1984	Dulux (Farr Canal)
VW Kombi – Lowligh Baywindow	1971	General Lee Outrageous I
Opel Rekord	1989	General Lee Outrageous II
Dodge Monaco	1969	Betty
Land Rover Series 2	1964	Crusty and the Rust Buckets
Ford F100	1978	The Pot Belly Pigs
Toyota Land Cruiser	1984	Lost Pirates
Mustang Mach 1	1973	Sally
VW Beetle	1976	CharityBeepBeep



On our way to a shoe-drop near Livingstone.



The Canyon Roadhouse.



that he could fit within two days – and he could weld the exhaust, again!

From headwind in the Caprivi we went to downhill in Zambia, all the way to Lake Malawi. We felt so free.

Another highlight was our stay on Lake Malawi at Eagles Nest at Chembe, Cape Maclear. Chembe is reached via a twisty road through a forest and hills which then descend into a mystical valley on the lake. We spent a rest day on a yacht watching fish eagles feed and then went snorkelling in the shallow water of a nearby island.

We reached the finish line at the Sunbird Livingstonia Hotel at Senga Bay on 6 July, 18 days after leaving Cape Town. We had made some great friends and

so had the Beetle. We met Thingy the VW Thing, Poundhog the Ford F100 and Crusty the 1964 Land Rover, as well as our companions, team General Lee Outrageous 1 in a Lowlight Baywindow Kombi.

From the finish line in Senga Bay we were homeward bound, taking the beautiful Golomoti road which carves its way out of the Rift Valley. After chugging up the mountain for 40 minutes the Beetle sputtered to a halt. Suddenly the Golomoti mountain pass was not so beautiful anymore. Our carburettor problems had started. This one was easy to fix. I left the Beetle to chill and to make the 'pit stop' go by quicker, we went to visit a nearby family village where the locals make carved wooden tractors, cement trucks and earthmoving models. The therapy worked and upon our return the Beetle started first time. We were off again, this time to Mozambique.

This year the Put Foot Rally avoided going through Mozambique. Renamo and Frelimo had been shooting each other around the Tete Corridor. Kingsley Holgate was ambushed in the area during July

2016. However, in May 2017 Renamo said they would stop shooting at Frelimo, indefinitely. We thought it would be a good idea to drive from Malawi, through Mozambique's Tete Corridor, to Zimbabwe. We were planning to drive during the day and sleep over in Tete. Needless to say, the Beetle put a spanner in the works. It was late afternoon when the carburettor problems descended upon us again. Eventually Eddie and Jenny, our loyal travel companions, decided it was time to hook the Beetle onto their 1300 Corsa bakkie and tow it to Tete. Tete was 100km away and the sun was setting faster than we could tow the Beetle. To make matters worse, a big bang followed and we watched in horror as the Beetle's bumper and tow hook got ripped off and disappeared into the yonder, together with the Corsa.

Having regrouped, we decided that we had no choice but to find a friendly village and ask if we could move in for the night, be they Renamo or Frelimo. Fortunately we found a family village near a church not far from Zobue. Eddie, Jenny and Celeste, who are all Madeiran, quickly befriended the villagers in Portuguese. The villagers insisted that we have night-time church with them in their native language (for two hours) whereafter I stripped the Beetle's carburettor and Eddie replaced the bumper and indicator lights that (we) had inadvertently ripped off. We

CHARITYBEEPBEEP SPARES CARRIED

- | | |
|--------------------------|------------------------|
| Fan belt | Fuel pump |
| Fuel filters | Clutch cable |
| Spark plugs | Accelerator cable |
| Ignition leads | Duct tape |
| Distributor cap | Globes |
| Rotor, condenser, points | Fuses |
| 2 x spare wheels | General nuts and bolts |
| Electric wire | Insulation tape |
| Wire | Fuel hose |
| Cable ties (lots) | |



So many Baobabs in Malawi.



Job came to our rescue in Livingstone.



The Ackroyds travelling through Sossusvlei, Namibia.

pitched one tent that night and all five of us slept in it together, or rather, did not sleep much in it together.

Fearing that the Beetle wouldn't start in the morning, my only thought was that it is at least four days' drive to Johannesburg and by the time I got there and back with a car trailer it would make more business sense to push the Beetle off a cliff. We could then take a taxi to Tete and find a bus home from there. Alas there were no cliffs around and by now everyone loved the Beetle anyway.

The Beetle fired into life in the morning. We exchanged gifts and songs of praise with the villagers and, without asking if they were Frelimo or Renamo, we headed off. We had booked to board the Lake Kariba ferry on the morning of 10 July and then sail the length of Lake Kariba overnight. We had lost precious time and would have to get to Harare by nightfall if we still wanted to catch the ferry. Thankfully we made it to Harare that evening and ended up camping on the veranda of a mansion in Borrowdale, not far from Robert Mugabe. He, however, wasn't camping.

Whilst our trip was coming to an end, it was far from over. We reached Kariba on time and almost drove into an elephant in town. Zebra were hanging around on the streets and that night a hippo strolled through our camp as if invited to the braai,

just four metres from my unsuspecting son Daniel. We woke up to the sounds of the hippo grazing just metres from our tent.

Early on 10 July we loaded the Beetle and another 12 vehicles, mostly Put Footers, into the hull of the Kariba Ferries' *Sea Lion*. She looked as old as she was and so did the captain. The *Sea Lion* was built in 1973, just like my wife Celeste (who has aged far better). The 24 hours spent sailing on Lake Kariba was a highlight. We made new friends on the ferry, slept on the deck, I took the kids to take the helm and steer the ferry

and we went to the engine room to see the four diesel engines making things happen.

At 8am on 11 July we docked at Mlibizi on the other end of Lake Kariba. We disembarked and headed home. Other than many more police stops, more carburettor trouble near Bulawayo, oil leaks (in puddles) and a broken exhaust, it was plain sailing all the way home. When we got home, everything looked so clean and orderly, the shower so inviting and the bed so comfortable. I think we will stay home for a while. 🇸

PUT FOOT RALLY 2017 IN NUMBERS:

5	Number of checkpoints and countries on the rally
7	Number of Put Foot Rallies to date
8	Age of youngest Put Foot 2017 participant
15	Number of classic cars entered (depending on definition)
>70	Age of oldest Put Foot 2017 participant
144	Number of vehicles entered
128	Number of vehicles that finished
>400	Number of participants
> 2 500	approximate pairs of shoes distributed
8 000	Put Foot Rally distance (excludes getting to the start and getting home from the finish)
970 138	Funds in Rands raised on GivenGain platform by Put Foot Rally 2017
>1 000 000	Total funds in Rands raised by Put Foot Rally 2017 including corporate donations





THE INCREDIBLE HULK

There are few vehicles where the basic DNA laid out by designers decades ago remains untouched. Sure, they might have evolved with the pressures of modern life but in spirit they have stayed true to their often humble beginnings. Think of Porsche's 911, Fiat's entry-level 500, Mercedes-Benz's Geländewagen, the Rover Minis of the 1990s and various Morgans in both 3- and 4-wheeled format. And there's a common aspect that seems to ensure this kind of longevity... form followed function when it came to their birth. As **Sivan Goren** discovers, by taking functionality to the max, the heaving 70-year-old Unimog has settled in for the long haul.

Photography by Etienne Fouche





The Unimog was, in fact, intended as a farm vehicle – truth be told, a tractor. The inventor of this intended agricultural vehicle was Albert Friedrich, former head of aero-engine design at Daimler-Benz AG. He had already begun conceiving a design for a compact tractor years earlier and in 1945, after World War II had ended, he began developing the Unimog. He surrounded himself with a team of development specialists, amongst them his former colleague, Heinrich Rößler, who had also worked in Daimler-Benz engine development before the war. Rößler had been making ends meet as an agricultural worker after the war, and so was able to contribute a great deal of valuable experience.

Friedrich made contact with the American occupying forces and was able to obtain a rare 'Production Order' or operating licence. The chosen development and production partner was the gold and silversmithing company of Erhard & Söhne (Erhard and Sons) in Schwäbisch Gmünd. Development began in January 1946 and the first prototype was ready by the end of that same year.

Initial sketches by Friedrich describe a

'Motorised Universal Working Machine for Agriculture'. The Unimog was designed with six speeds up to 50km/h, four equal-sized wheels, 4-wheel drive, a mounting bracket in front for agricultural implements, a hitch in the rear, loading space in the centre and operation of three power take-off points at the front, centre and rear – the idea being to make it a multi-purpose vehicle that farmers could use in the field and on the road – a truck, tractor and agricultural machine rolled into one. The prototype was equipped with a petrol engine, because the development of the diesel engine had not yet been finished, but by the time production began a 25hp diesel engine became standard. Being a vehicle intended for farm labour, the original track width of 1.27m was equivalent to two rows of potatoes. And just in case you forgot it was a vehicle aimed at agricultural use, the Unimog's original symbol was an ox head with u-shaped horns, a reminder of its use for ploughing.

The Unimog name was derived from UNiversal-MOtor-Gerät, Gerät being the German word for device (also in the sense of

machine). Göppingen-based toolmaking company Gebrüder Boehringer began production in 1948 and made 600 units of the 70.200 series Unimog because Erhard und Soehne did not have the capacity to build them. But in late 1950, Daimler-Benz purchased Gebrüder Boehringer and the production was moved to Gaggenau. Daimler-Benz started the series production in May 1951. Initially, the Unimog model number was 2010 but it was changed to 401 in 1953. The compact, 3.5m-long vehicle continued to make do with 25hp and other features also remained unchanged. Initially, the Unimog 401 was made in the Cabrio

Being a vehicle intended for farm labour, the original track width of 1.27m was equivalent to two rows of potatoes. And just in case you forgot it was a vehicle aimed at agricultural use, the Unimog's original symbol was an ox head



version only but the closed cab model called Froschaug (German for frog-eye) was introduced in September 1953. The 402 followed, which was a longer wheelbase model, and eventually both the 401 and 402 were succeeded by the Unimog 411, which was available as both a long- and short-wheelbase model.

In production and sales, the Unimog now moved ahead at a quicker pace. The sales outlets taken over from Boehringer were gradually integrated into the sales organisation of Daimler-Benz, for whom tractors were a new field of activity at the time. More rationalised production in the vehicle plant helped to reduce costs and increase sales. Nonetheless, the Unimog was only allowed to wear the Mercedes three-pointed star in its radiator grille from 1953, and it was not until 1956 that the Mercedes emblem replaced the previous ox head trademark.

In 1955 the Unimog marched into a new

role: that of a military vehicle. Enter the Unimog 404 S series. The primary customer of the 404 S was the Bundeswehr, the West German Armed Forces, which was created in the mid-1950s in the era of the Cold War. This Unimog was created as a mobile cross-country truck rather than the agricultural tool its predecessor had been. Between 1955 and 1980, 64 242 units were produced.

Over the years the Unimog changed shape, in direct relation to its intended application. Various body types emerged as well, and later several model sizes were introduced too. There were the 'workers', which had equipment bolted on all around the vehicle, and 'carriers', the longer-based vehicle, used in the military.

By 1966, 100 000 Unimogs had rolled off the line and by 1977, this number had reached 200 000. Today, some 400 000 of these highly specialised vehicles have been produced and sold around the world.

In the modern Unimogs, there is the facility to have both left-hand drive and right-hand drive in the same vehicle. Due to their off-road capabilities, Unimogs can be found in jungles, mountains and deserts as military vehicles, fire fighters, expedition campers, and even in competitions like truck trials and rallies. In Western Europe, they are commonly used as snowploughs, municipal equipment carriers, agricultural

implements, forest ranger vehicles, construction equipment or road-rail vehicles and as army personnel or equipment carriers. They are even popular as overland travel vehicles for tourists wanting to travel down from Europe through Africa.

Unimogs have a history in South Africa too. In the early 1970s Unimogs served as ambulances and special field vehicles in the South African military. And later, the Unimog chassis was used to produce the famous Buffel, an armoured fighting vehicle, for the South African Defence Force. Unimog chassis and powertrains were imported into South Africa and were married to the armoured driver's cab and separate armoured troop compartment of the Buffels. The driver's cab was situated on the left with the engine compartment on the right. Later models used the locally-produced ADE (Atlantic Diesel Engines) diesel engine in place of the Mercedes-built diesel engine. The 401 and the 411 were nicknamed 'Baby-Mogs' locally because of their smaller size, and were widely used in forestry and on the railways. More recently, two Unimogs were used for shunting on the Gautrain.

The Unimog is a vehicle with a rigid frame but flexible nature; one that has held its ground under the most arduous conditions, in a world with ever-changing needs. For seventy years it has adapted with the times... and something tells me it will be around for many more years to come. 🇿

In the early 1970s Unimogs served as ambulances and special field vehicles in the South African military. And later, the Unimog chassis was used to produce the famous Buffel, an armoured fighting vehicle



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 ...

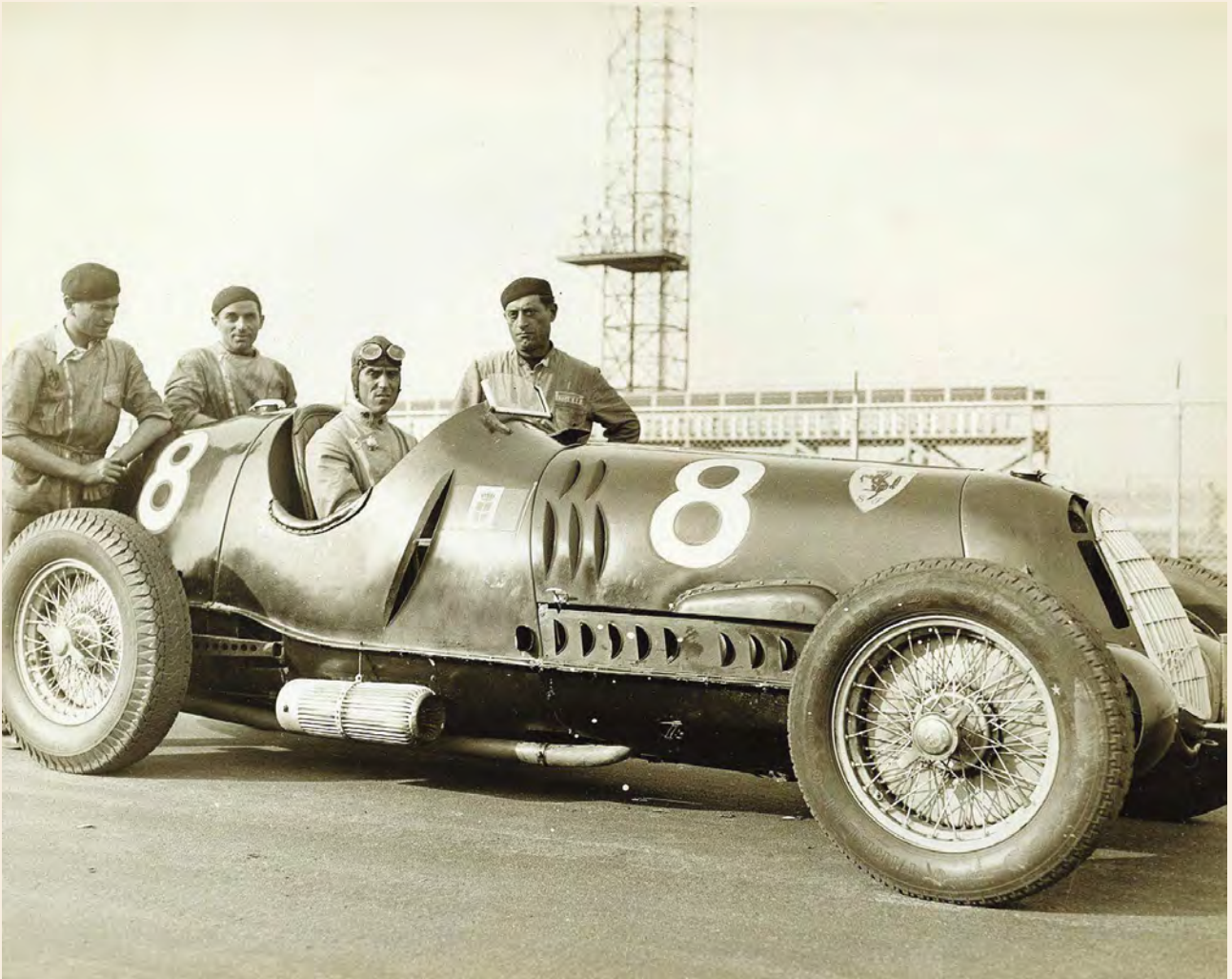


THE FEARLESS MAESTRO

Tazio Nuvolari was arguably the most talented combination of a motorcycle and car racer ever, despite having his career bracketed and interrupted by two world wars. Born into a relatively well-off farming family, he only began competing on a motorcycle in 1920, at the age of 28, thanks to the 1914-1918 war.

By Gavin Foster





When Europe struggled back to its feet and motorsport recommenced he threw himself wholeheartedly into the fray, racing both cars and motorcycles. Already married with a young son, he achieved mediocre results at first but in late 1922 things started coming together and he won a national championship race on a borrowed 1000cc Harley-Davidson, of all things.

Heartened by this success, he went into 1923 with a personal stable of three racing cars – including two Bugattis – and six motorcycles, and on his own private Norton won the Italian 500cc championship. That set him on the road to success and offers started to roll in. For the next year the pint-sized rider with the clownish face accepted an invitation to race the new works double-overhead-camshaft Bianchi 350cc racer

that emulated the British trend of using a small frame and lightweight construction for nimble handling rather than adopting the American bigger-is-better philosophy. An old friend that he'd recruited to his stable, Achille Varzi, who also later went on to become a top car racer, was likewise in the running for the Bianchi ride. But despite being the 1923 Italian 350cc champion, he lost out to Nuvolari when the time came to sign the contract. This was the beginning of a 25-year rivalry between the two that ended with Varzi's untimely death in an Alfa Romeo while practising for the 1948 Swiss GP.

Despite both being exceptional racers, Nuvolari and Varzi had totally opposite riding styles. Varzi, 12 years Nuvolari's junior, stuck to neat, precise

Heartened by this success, he went into 1923 with a personal stable of three racing cars – including two Bugattis – and six motorcycles, and on his own private Norton won the Italian 500cc championship



racing lines and his riding was as smooth as silk, while the older racer was much more aggressive and rode like a man possessed, adopting lines that would have sent less talented riders head-first into the nearest wall or ditch. The same traits were evinced by the pair in their car racing years. Varzi was ice cold and clinical, while Nuvolari was prone to throwing his car sideways into corners, beating the sides of the cockpit with his fists and bellowing like a wounded bull. Varzi was invariably neatly turned out, while Nuvolari habitually wore an old blue jersey and a tatty sleeveless jacket, along with a spare drive chain and leather tool bag slung around his waist during motorcycle races. Despite his slap-dash appearance Bianchi's new star achieved excellent results, winning the Italian 1925 350cc TT at Lario while lapping the 35km circuit with its 300 bends at a brisker pace than the winner in the 500cc race. This feat he repeated in 1926, '27, '29 and '30, with the last two years' wins also recorded as overall victories because he'd also trounced all of the 500cc riders, including Varzi.

In those days the European championships (effectively world championships) for all the classes were decided by a single race, the European GP at Monza. This was enormously important to Bianchi as a manufacturer,

and their contract with Nuvolari sensibly stipulated that he could not participate in any motorsport activities besides those he contested for them during the season. When he was invited by Alfa Romeo to test their race car at Monza a few days before the crucial motorcycle GP meeting at the same circuit, though, they generously waived that clause for the day, and off he went to try earn a drive for the next season in a top quality works car. There were a number of potential Alfa drivers vying for a single slot created by the death of Alberto Askari in the 1925 French Grand Prix, but when Nuvolari went out after everybody else had finished he set the quickest time on his second lap before crashing, writing off the car and suffering severe injuries and lacerations all over his body. Legend has it that the doctors who treated him after the crash decreed that he'd have to be kept immobile for at least a month, but Nuvolari didn't agree with that. Some reports say that he called his own doctor to the hospital, while others claim that he summoned the hospital's doctors back to his bedside and gave them detailed instructions about making up a leather truss that would hold him in a racing crouch. This, he figured, would allow him to be lifted onto his bike and held up at the start for the big race the next weekend. This was done, and he discharged himself to start from a propped-up position at the back of the grid for the 300km race – in the rain. When he crossed the line to win almost two and a half

Varzi was ice cold and clinical, while Nuvolari was prone to throwing his car sideways into corners, beating the sides of the cockpit with his fists and bellowing like a wounded bull



He proved exceptionally adept at racing powerful cars and won the 1932 European championship as a factory driver for Alfa Romeo

hours later he kept going until he reached his crew, who plucked the exhausted rider off the bike as it rolled to a halt. Nuvolari's recorded as afterwards saying that in the last few laps there were some moments when he couldn't see the track. "I hallucinated and feared to faint," he said. "I had to retire, I thought. I resisted not for the fear to fall off and break my neck. I resisted because I feared that if I turned off the engine with my heavy bandage and bust I would risk falling and remain immobile on the track as a target for my pursuers."

Within a couple of years Nuvolari had made enough money from motorcycle racing to safeguard his family wealth while he raced cars at the highest level. Aged 38, he won the Mille Miglia ahead of Varzi in 1930 and experienced his last two-wheeled victory at the Lario race that same year. The rest, as they say, is history. He proved exceptionally adept at racing powerful cars and won the 1932 European championship as a factory driver for Alfa Romeo. After Alfa withdrew from Grand Prix racing he drove for Enzo Ferrari's Scuderia Ferrari team that used Alfa's cars semi-officially. He won 150 races in all (72 major events) that included 24 Grands Prix, a Le Mans 24 Hour, two Mille Miglias, two Targa Florios, a Vanderbilt Cup in the USA, and a European GP Championship. Ferdinand Porsche once described him in glowing terms as "the greatest driver of the past, the present and the future". In 1930 came one of his

best-known victories when he beat his then teammate, friend and arch-rival, Achille Varzi, at the Mille Miglia. In the late stages of the race, approaching Brescia, darkness had set in and Nuvolari was nibbling away at Varzi's lead. He knew that his teammate would up the pace if he knew he was being hunted, so he turned off his Alfa's headlights and crept up to tuck in closely behind him. The two cars sped through the night at up to 160km/h, and as they approached the finish Varzi relaxed and slowed down a little, confident that he'd left all the opposition behind. That's when Nuvolari accelerated, switching on his lights as he blasted past to take the win.

There are myriad stories about Nuvolari's daring exploits, many apocryphal and some, no doubt, exaggerated over time. He was apparently fearless, and according to one tale, at the age of 20 he bought a dismantled Bleriot aircraft that he found in Milan in 1912 and took back to the farm for reassembly. Once the task was completed he tried to fly it but couldn't get it to leave the ground, so he hoisted it onto the roof of the house, secured it with rope while he built up the revs, and then signalled a friend to let slip the tether. The aircraft plummeted onto a haystack below, which caught alight when the petrol tank disgorged itself onto the hay. His father reportedly watched out of a sense of morbid curiosity as the crowd of spectators surged

There are myriad stories about Nuvolari's daring exploits, many apocryphal and some, no doubt, exaggerated over time



forward to rescue Tazio from the conflagration. Tazio later told biographers that it was his father who'd instilled his fearlessness from a very young age. "When I was five I was badly kicked by our horse," he said. "Three or four days later my father threw a silver coin between the horse's legs and told me to pick it up and keep it for myself. I got it all right and the horse didn't move. This was my very first lesson never to fear danger, and to tell the truth I have never known the meaning of fear."

He may not have, but others have. In 1932 Nuvolari won the European championship by winning two of the three grands prix that counted and placing second in the remaining one. He also won the Monaco GP and his second Targa Florio. Racing wasn't for sissies back then. Grand Prix races were between five and ten hours long and the Targa Florio sportscar race for that year would take in 572 high-speed kilometres. Nuvolari knew he was going to work very hard for the win, and asked Enzo Ferrari to please give him the smallest, lightest mechanic available to accompany him in the Alfa Romeo 8C 2300 – a travelling mechanic was mandatory for the event. After the race was over Ferrari asked the mechanic whose services he'd volunteered, Paride Mabelli, how the race had gone. Paride replied that he had no idea – he hadn't seen anything. "Before the start,

Nuvolari told me to go down on the floor of the car every time he shouts, which was a signal that he went to a curve too fast and that we needed to decrease the car's centre of mass. I spent the whole

race on the floor. Nuvolari started to shout in the first curve and wouldn't stop until the last one." They had won, but the poor mechanic had spent all seven hours and 15 minutes on the floor!

That race also took a well-deserved place as part of the Nuvolari legend. After it was over one of Tazio's friend, a famous poet and writer called Gabriele d'Annunzio, gave the driver a small golden turtle badge that he adopted as his talisman and attached to his cars and racing outfits thereafter.

Nuvolari's finest moment, though, came in 1935, when he won a race that nobody considered was possible for him to win. He hoped to drive for Auto Union that year, but Varzi was their top driver and didn't want Tazio in the team. Tazio was then offered a drive in the Scuderia Ferrari team in the German Grand Prix in an outdated 265hp Alfa Romeo P3, against the five 375hp Mercedes-Benz and four 375hp Auto Union Tipo B cars in the hands of the best drivers money could buy. The Nazi leadership was there amongst 300 000 spectators to see a victory for the Third Reich, and nobody imagined that the 43-year-old Nuvolari, who was still recovering from recent racing injuries, had a chance in the underpowered Italian car. They were, of course, wrong. After a hard-fought battle Nuvolari took the lead on the last lap and swooped to victory.

Nuvolari eventually drove for Auto-Union in 1938, and then retired until after World War II ended in 1945. He came back to make a couple of appearances between 1946 and 1948 but his health was poor, and he finally died in bed in 1953 after suffering two strokes in nine months. 🐢

Nuvolari's finest moment, though, came in 1935, when he won a race that nobody considered was possible for him to win



— THE TRIPOLI AFFAIR —

In all his years of racing, Tazio Nuvolari's name was only dragged into controversy once – but that was a big one. According to the grapevine, he and Achille Varzi conspired to rig the results of the Tripoli Grand Prix in 1933. The North African race had been run sporadically since 1928 as a part of the Italian national championships. An Italian journalist, Giovanni Canestrini, came up with the bright idea of invigorating the race for 1933 by running it as part of a lottery based upon the example of the Irish Sweepstakes. Punters would buy lottery tickets linked to individual drivers, and after all the tickets were sold a week before the race a winner would be drawn for each of the 30 or so drivers. The lucky 'owners' of the first three drivers at the end of the race would win a chunk of the fortune raised by selling the tickets. The idea took root and the plan was approved by Benito Mussolini himself. What could possibly go wrong?

By April 1933 more than a million tickets had been sold at 12 lire apiece. The person who'd drawn the winning

driver would walk away from the racetrack with 3 million lire, second place would earn two million and third would pocket a million. A little more than a million would go to the organisers, and about 550 000 would be used as prize money for the drivers. That still left a few million unaccounted for, but it seems that nobody asked too many questions... In all, the equivalent of millions of dollars in today's terms were there for the taking.

On the day of the race Varzi in his Bugatti and Nuvolari in an Alfa Romeo fought fiercely for the win, swapping the lead backwards and forwards until the last lap. In the end Varzi beat Nuvolari by just 0.2 of a second.

But there was a problem. Only a handful of drivers had enjoyed any real prospect of winning the race – Nuvolari, Varzi and Borzacchini. The three 'winners' who'd drawn their names were chuffed as hell until they wondered how the high stakes on offer would affect the results. The drivers could blow up their cars' engines or drive each other off the track or crash out of the running because of

the fortune involved. They urgently contacted 'their' drivers and called a meeting, along with their lawyers and a notary public. 'The Six', as they came to be known, signed an agreement that no matter who won, all of them would share the prize money equally. That way they had a better chance of ensuring that the race was won by one of the top three rather than an outsider, and they'd all be pretty wealthy. Their agreement became common knowledge and there was nothing illegal about it, although its morality was questionable. Problem was, after the race was won and the money divided, the rumours started. The drivers had decided beforehand who would win, they said. Nuvolari and Varzi had tossed a coin to decide which of them would win, they said – quite possibly correctly, because there was still a certain amount of prestige attached to the win. Newspapers and motorsport magazines all ran with wildly conflicting versions of the story, and till today people still argue over what really went on in Tripoli in 1933...



ALL HANDS ON

This month **Jake Venter** continues his series of fictitious interviews with a 'chat' to Vittorio Jano (1891 - 1965), one of Italy's most prestigious engineering designers.

Vittorio was born on 22 April in 1891 at San Giorgio Canavese, near Turin, and qualified as an engineering draughtsman after leaving school. He had no further institutionalised training, but must have observed and read a great deal because he is most likely the most talented of all the great designers. He was, in fact, a hands-on engineer, not a theorist. The amazing string of pre-war Alfa

Romeo successes in GP and sportscar races is almost entirely due to his genius. He believed that roadholding was more important than excessive power, and his small 1750 and 2300cc cars proved this on many occasions – against far bigger opposition.

I interviewed Jano just before the Italian GP at Leghorn in September 1937. His quiet and introspective personality made him shy away from publicity, but his new

V12 Alfa was due to race the next day and friends tipped me off that he was in a talkative mood. He was very reluctant to be interviewed but I persuaded him to relent, stressing the fact that he was fighting a lone battle against the German teams without government grants, and that his ideas should get a wider audience.

We met at a restaurant near the track and ordered espressos.

JAKE: I feel very honoured to be able to talk to you – thank you for being so kind.

JANO: It's a pleasure, but you must know that most engineers dislike the press because we think they often twist the facts. I've been told that you are an engineer and will understand what I'm saying.

JAKE: Yes, and I'll ask questions if I don't.

JANO: That's fine with me.

JAKE: I believe your parents emigrated from Hungary sometime before you were born. Do you regard yourself as Hungarian or Italian?

JANO: I'm the Hungarian János Viktor at home but become the Turinese Vittorio Jano the moment I step outside the door. My parents settled in San Giorgio Canavese and spoke to me in Hungarian, but Turin has embraced me and transformed me into an Italian. I'm sure you know that most Italians are loyal to their childhood town first and to

Italy second. The feeling is so strong that some of my friends initially avoided me when I went to Alfa in Milan instead of staying with Fiat in Turin.

JAKE: You spent your early years at Fiat, at a time when they employed some of the most talented engineers in the industry. Did the experience influence your future designs?

JANO: Certainly. After studying in Turin I joined Rapid, who used to make cars and trucks, but in the middle of 1911 I joined Fiat as a junior draughtsman under Carlo Cavalli. He was very kind to me and I learned far more from him than from any book. He roped me in to help with the organisation of the 1914 GP team, because he said I was more methodical than most Italians. The cars were not successful but in 1922, when a team under Cavalli designed new 2-litre racing cars, it was a different story. They were faster than any of their competitors and won a number of races.

JAKE: Did you base any of your designs on this engine?

JANO: At the time, this 6-cylinder twin-overhead cam engine was regarded as the pinnacle of engineering. I was one of the draughtsmen on the team, and obviously knew the engine design intimately. I certainly copied some ideas in my subsequent

designs, but my engines differed in many other respects.

JAKE: In 1923 you were team manager for the racing team, but you left Fiat rather suddenly. I hesitate to ask, but did you go willingly or were you pushed?

JANO: (laughs heartily) You're very polite – for a journalist. It's a long story.

JAKE: I'm sure it will be fascinating.

JANO: It happened because at the French GP in 1923 my friend Luigi Bazzi, who was a brilliant engineer, had a row with Ing. Fornaca, Fiat's general manager. Bazzi was friendly with Enzo Ferrari, who was driving for Alfa Romeo at the time, and Enzo persuaded him to move to Alfa. Bazzi and the chief engineer Merosi formed a team to design a new racing car that later became known as the P1, but was not fast enough. Nicole Romeo, who owned the company, was keen to put Alfa's name on the racing map and asked the team to produce a new car. Bazzi persuaded Romeo that I was the best man to design the new car, and Ferrari was dispatched to negotiate with me.

JAKE: Were you happy to go?

JANO: No, not at first. When Ferrari arrived at my house I was out. My wife said I would never leave Piedmont, (the province surrounding Turin) and when I turned up I wasn't sure if Ferrari had the authority to

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appoint me. I then asked Nicole Romeo to contact me personally, but the next day his assistant turned up. He told me that I was to be given a free hand to design a new racing car, and I immediately signed on the dotted line.

JAKE: How did you get on at Alfa?

JANO: The first few weeks were a nightmare. Moving my wife, my son and the furniture was traumatic enough, but Milan was like a foreign city and I was a complete unknown to the Alfa engineers and technicians. But, I was able to pick a 10-man team consisting of Luigi Fusi and others from Alfa, and four engineers from Fiat, to design what became known as the P2 Alfa Romeo. I started on the design in October 1923, and by June the next year Antonio Ascari won the P2's first race at Cremona.

JAKE: How did you manage to get everything done in such a short space of time?

JANO: I had a very good team. My co-workers will tell you that I have a Germanic sense of discipline. We often worked over weekends. Fusi and I just about completed a cross-section of the engine in one day – and it was a Sunday. The first engine was bench-tested after only four months.

JAKE: This car, which was the first one to bring you fame, won the inaugural European Championship in 1925, as well as 14 GPs or major races in the next five years. This must have upset Fiat because their GP cars were completely outclassed.

JANO: They were stunned. They sent the police around to look for Fiat drawings at Alfa, and were red-faced when none were found.

JAKE: Well, the P2 engine must have incorporated many features that were similar to the Fiat GP engine.

JANO: Yes, they were similar in layout but at the time the Fiat was an example of best practice and it would have been stupid to deviate too much under the circumstances. It was also a 2-litre to conform to the GP formula, and it was also a straight-eight.

JAKE: After your first success you produced a number of famous engines that were all related in one way or another. Please tell me how this came about.

JANO: One of the things they all have in common is overhead camshafts. I was on the team

that designed some famous side-valve Fiat production car engines, and this made me aware of how inefficient such a layout is. By the time I was made chief designer at Alfa in 1926, responsible for cars, trucks and aero engines, I had already finalised the design of a 1.5-litre single-overhead cam six to be produced in quantity, and as soon as this went into production we started looking for ways to improve the performance. The first step was to produce a twin-cam version of the 1.5-litre engine, and this was soon followed by 1750cc versions with either single or twin-cam layouts. These engines, used in various 6C derivatives, can best be described as detuned P2 engines, but using plain shell crankshaft bearings instead of the very expensive roller bearing construction that we used on the P2 engine. Over the years they were available in blown as well as unblown form.

JAKE: These sportscars were amazingly successful, winning both the Spa 24-Hour race and the Mille Miglia three times running, as well as most of the British sportscar races at least once. What's the secret?

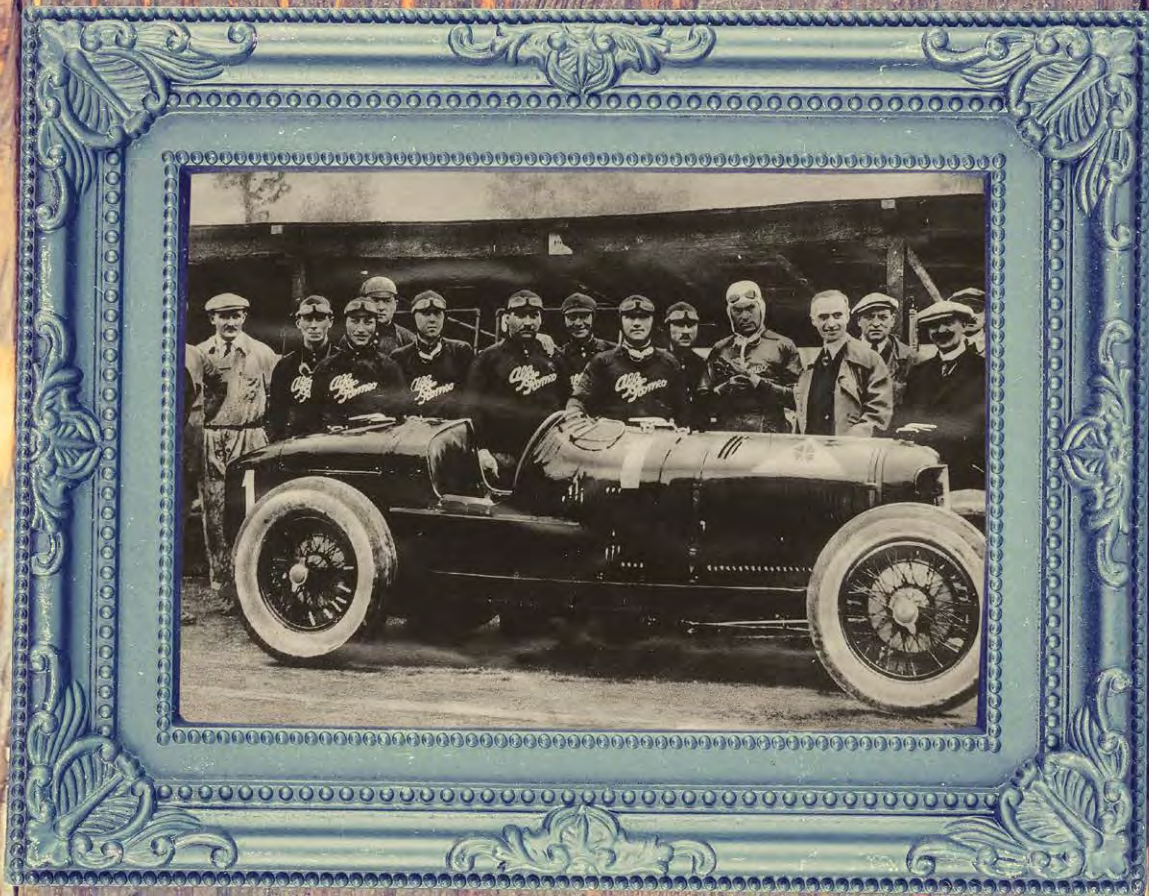
JANO: I don't know for sure, but I can guess. The engines were based on a racing design, and were very reliable. They had to be for the likes of Nuvolari and Varzi to dice each other for over a 1 000 miles, which happened more than once in the Mille Miglia. The cars were light, and every chassis modification was tested on the race track by our team of top GP drivers.

JAKE: Your next racing engine was the Monza. Was it related in some way to the 1750 engine?

JANO: Yes, it was effectively a straight-eight version of the blown twin-overhead cam 1750, using the same bore and stroke (65 x 88mm) to give a 2.3-litre capacity as well as the same valve layout. It differed from the P2 engine by incorporating a gear train between cylinder four and five to drive the camshafts, as well as a single blower on the right-hand side of the car. Straight-eight engines tend to have very long crankshafts. This makes them weak in torsion but this arrangement is effectively the same as having two 4-cylinder crankshafts. In fact, the engine consisted of two 4-cylinder blocks joined by the central gear train.

JAKE: This model was not much faster than the P2, but was unbelievably successful as a sportscar.

I was on the team that designed some famous side-valve Fiat production car engines, and this made me aware of how inefficient such a layout is



It won at Le Mans from 1931 to 1934, as well as countless other races. Did it form the basis for the P3?

JANO: Yes, the P3 engine was essentially a Monza unit, with the stroke increased to 100mm to give a capacity of 2.65 litres. I fitted a blower to each 4-cylinder unit and designed a special twin-prop shaft rear-wheel drive to reduce the unsprung mass that a normal beam axle would introduce.

JAKE: Please tell me more about the drive shafts.

JANO: The differential unit was just behind the gearbox and from there I angled a prop shaft to each wheel, where the drive was transmitted via a bevel gear and short shaft. The wheels were joined by a light hollow tube. I've always believed that superior roadholding is more important than an excess of power, and this layout has proved to be the best alternative to independent rear suspension.

JAKE: Was the P3 engine developed any further?

JANO: Yes, the capacity was increased to 2.8 litres for the Monoposto 8C type C, as it was officially known. It was also produced as a detuned 2.9-litre engine for a series of sportscars.

JAKE: Can you tell me something about the V12 that's racing tomorrow for the first time?

JANO: It was designed to compete with the German teams, but that's all I can tell you at the moment. I'm sorry, but it's still on the secret list. In any case, it is time to go. Thank you for reviving some pleasant memories.

JAKE: It's been an eye-opener and a pleasure. Thank you. 🇮🇹

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WHAT HAPPENED NEXT...

1. Jano's V12 was hurriedly prepared and the rear axle failed. He was sacked after a typical Italian raising of voices and replaced by the Spaniard Wilfredo Ricart. Jano left Milan and returned to Turin to work for Lancia as the head of their experimental department.
2. It is not known how much influence he had on pre-war Lancia models, but he was the head of the engineering department when the famous V6 Aurelia was introduced.
3. Jano certainly had a hand in designing the brilliant D50 Lancia GP cars that were given to Ferrari to race.
4. Sadly he could not face a lingering illness and consequently, on March 13 1965, he shot himself and died instantly.

THE CINDERELLA OF TEAM MEISSNER



During the second half of the sixties, saloon car racing was on a high. Not only was a national championship up for grabs but also the category championship titles. There were four categories: Class W for cars up to 1000cc, Class X for cars up to 1300cc, Class Y for cars up to 2000cc and Class Z for cars over 2000cc. **Gerrie van Heerden** takes up the often forgotten tale of another trick Ford offering from local tuner Meissner and its pilot Clarry Taylor.

Ford had already acquired the ex-John Fitzpatrick Broadspeed Anglia. The little Anglia was to be piloted by Gordon Briggs in Class W. For Class Y there was the Peter Gough Escort, and in Class Z the thundering Ford Fairlane – the car that replaced the monster Galaxie – driven by Bob Olthoff. To complete the line-up Team Ford needed a car to compete in Class X in all categories. The usual talks took place between Ford SA and Willie Meissner, whereafter a little green Escort arrived at the Meissner workshop. This car would be driven by Clarry Taylor.

The Briggs Anglia was powered by a Cosworth MAE engine. These Cosworth engines, with their downdraft inlet ports, were known as screamers as they used to rev to 11000rpm. A 997cc MAE engine was good for 110bhp – MAE engines were so popular that Cosworth only supplied kits. Tuning wizards like Ralph Broad (Broadspeed), Allan Mann, Holbay and Brian Hart all used the MAE to build many trick motors. MAE-powered cars won a whack of races in

Formula 3, Formula Junior, Sportscars and Saloon cars.

Willie Meissner had decided that the Cosworth MAE was the route to go for the Taylor Escort and got all the bits and pieces from Cosworth. The 5-main bearing crossflow engine was removed and in its place came a 3-main bearing Ford 109E block bored out to 1300cc. Laystall Engineering supplied the all-steel crank and rods. Special steel bearing caps also made their way into the motor. The rocker shaft received the all-steel treatment and the standard Ford timing chain, tensioner and sprockets were all binned. Special steel sprockets were fitted to the crank and camshaft. The crank drove the camshaft by means of an intermediate gear mounted on an extended main bearing cap and a high pressure/volume oil pump was driven off the front of the camshaft and partnered with a dry sump system. An oil cooler was a must-have item as well.

The head was a work of art. The horizontal side-inlet ports were neatly blanked off and new ports were drilled in from the top. Looking down these ports one could see the valve stems and valve

To complete the line-up Team Ford needed a car to compete in Class X in all categories



heads. Mounted on top of these ports was a set of IDA Webber carburetors. The Lucas distributor was fitted with Mini Cooper S points as the standard points would bounce once the revs went up.

In keeping with the modifying theme the exhaust manifold was somewhat unusual. It was a 2-into-1, 2-into-1 and a final 2-into-1. The crank and water pump pulleys were replaced by steel items and a toothed belt, while an all-steel flywheel was mated to a racing clutch which in turn was mated to a 4-speed ZF close ratio gearbox with a final drive handled via a 4.444 LS differential.

Suspension was set up just like Y151, keeping both back wheels on the ground but lifting the inner front wheel. The standard Escort front brakes were replaced by Cortina Mk2 discs and callipers but at the back Willie and his machinist Bill Steyn made their own disc brakes.

All this allowed the motor to spin to 9000rpm (and more if required) but for reliability and safety, gear shifts were done at 8200rpm. Clarry Taylor tells of a motor that never let go in all the years that the car was raced. Details of the cam profile are no longer available but it must have been well

designed as Clarry was able to circulate in close company with Fred Cowell in the ex-Basil van Rooyen Mustang at the old Kyalami.

As time went by, Willie would constantly tinker with X134 and the car got faster after every race. Finally, it was painted in the same blue colour with white panelling down the side as the rest of the Team Ford cars. The driver's name was displayed on the rear wings with the blue oval logo next to it, and Firestone stickers completed the appearance. Both Y151 and X134 had 'Meissner Escort' painted on the white panelling. In fact, the two cars looked so similar that many average racing fans never realised that there were two Escorts in Team Meissner.

To make life easier for the time keepers and mechanics, the front panel of the Taylor car was painted white for easy identification.

Taylor recalls that both Escorts, the turbocharged Y151 and 'Cinderella', went back to Ford in PE. The turbocharged Y151 went drag racing, blew up its motor and changed hands a few time in

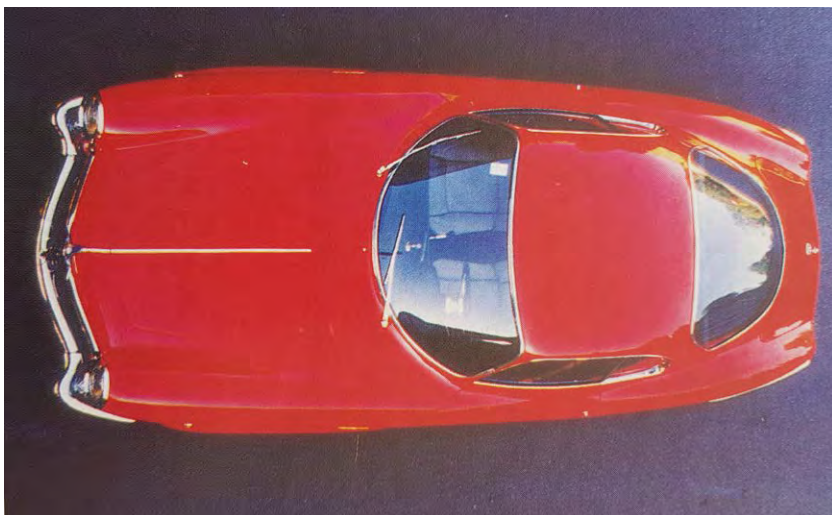
SA before moving back to the UK, where it still lives. At the same time that Cinderella graced the race tracks, another Escort in white battle dress was having ding dong battles with her. This Escort was driven by the late Koos Swanepoel. The engine was pretty much the same in terms of head and cam drive designs. Holbay Engineering supplied all the bits and pieces. It would be safe to assume that the valve sizes, porting, combustion chambers, timing and cam profile would be Holbay trade secrets. Koos did not fancy the two downdraft IDAs and made up his own inlet manifold which curved over the top of the tappet cover. He then bolted two side-draft Webbers onto the new manifold. Koos later moved up to Class Y when he fitted a 1640cc engine.

What happened to Cinderella and the Swanepoel car? Maybe someone out there knows... 📷

To make life easier for the time keepers and mechanics, the front panel of the Taylor car was painted white for easy identification

HAVE THE FLOWERS ALL GONE?

In a slight deviation from our regular Reader's Ride section, **Eric Fletcher** delves into some magical local car potting memories and asks the question: where are they now?



If we travel back to the 1970s there were some fascinating exotics to be seen regularly in and around Johannesburg.

Forgive me if I start with my own Alfa Romeo 2600 Berlina. I would never have thought that this was an exotic, despite sharing its 2.6-litre twin OHC engine with both the Alfa 2600 Coupé and convertible Sprint. The Berlina did not sell well and with only 2 038 built, compared with the 6 999 Coupé versions and 2 253 Sprints, today it is the rarest of the three, with few surviving. There was one feature of the Berlina that was different from any other car that I have owned, but was probably common to the other 2 600 Alfas, and that was the fact that it had large 'handed' brass wheel nuts that tightened in an anti-clockwise direction on the left-hand wheels and in a clockwise direction on the right-hand wheels.

Staying with Alfa, only 112 Guilia TZ1s were built, and one was owned by my friend Robin Ellis. In the 1960s we both drove Morgan +4s on Marievale Gold Mine but one day he spotted a TZ1 in a driveway in Bryanston and bought it from its owner's widow for R1 600 – half the price of an Alfa GTV at that time.

I sold the Berlina to the organiser of the

annual Electra & Mining Show that was held at Milner Park. His name escapes me but I do remember that he had a collection of Alfas and that his daily drive was an Alfa Giulia SS – one of only 1 400 produced.

A visit to Giv Givannoni's (he of Racing Mini fame) workshop across from the then-John Vorster Square police headquarters would allow a feast of a bevy of Reliant Scimitar GTEs, and if you were really lucky you would spot the only Scimitar GTC (convertible) in the country. While more than 4 000 GTEs were produced, only 442 GTCs left the factory. And yes, these only started to leave in the very late 1970s so our GTC was not really seen until the early '80s.

Certain shopping centres seemed to act as magnets for exotic cars – and one of these was Dunkeld Shopping Centre. Two regular visitors there were a Jensen Healey and a BMW M1. The Jensen was a 2-seater sports car with a Lotus 2-litre engine, of which just over 10 000 were produced, but only a handful made it here. BMW only made 453 of its 3.4-litre straight-six M1s and most were used in a one-make supporting race to the Grand Prix, so the one in Dunkeld was indeed rare. If you had visited a car showroom in the centre of Krugersdorp you would have seen

an even more rare BMW – a 3.2-litre BMW 507 V8 – one of just 252 produced.

Meanwhile in Germiston, a regular street-goer was a Lamborghini Miura (7 864 manufactured) and visitors to Hyde Park Shopping Centre could see a Lamborghini Espada (1 217 units) on a daily basis. The owner of this oddity was the founder of Edgars and was more often than not in Johnny Viz's Gym. Viz was a Ferrari man and shop-goers could also see his yellow Dino 246, of which there were 2 294 others the world over. In the same car park, a Lancia Flavia Zagato Coupé (3 700 made) could also often be spotted.

If you went north to Bryanston's Hobart Shopping Centre, a regular visitor was what I call an American Exotic: a Chrysler 300 D Coupé. This used a 6.4-litre Hemi V8 and only 618 were produced, which makes it an exotic in my eyes. If you kept going north you would arrive at the small Sloane Centre Shopping Centre that often played host to one of 7 260 built De Tomaso Panteras. This Ford 5.7-litre V8 produced an enormous throaty roar when leaving that would often alarm many of the ladies shopping in the butcher's shop.

Way out east, in the then-Leslie, opposite



the township on Standerton Road was a rundown petrol station. Peering through its dirty windows one could see an even dirtier, but extremely rare Toyota 2000GT – one of just 351.

Back in Johannesburg there was a frequently-seen Ferrari around the Selby area. It was a Ferrari 365 GTB/4, better known as a Daytona, and one of 1 284 such Ferraris. And in keeping with the Italian theme I started with, let me end with the Italian Maseratis that include perhaps the rarest of the rare to ever be seen in South Africa. A Boksburg car showroom gave pride of place to a Maserati Mistralé 400 Coupé, one of only 827. Later it could sometimes been seen driving around Braamfontein.

Basil Read (of Basil Read Construction) lived near Zoo Lake and if you were lucky you might also have seen him driving his Maserati 3500GT Spyder – 245 of these Vignale-bodied 2-seaters were made. The Shah of Iran was so delighted with his 3500 that he prevailed on Maserati to build him a coupé using the famous Maserati 450S engine. This became the Maserati 5000GT that was shown at the Geneva Show, and so delighted was the Shah that he ordered a second one. This one, with chassis number

103090 and named the 'Scia di Persia', was shown at the Salon di Torino where it was seen by Basil Read, and as a result he bought it. All in all, 33 5000 GTs were built but they differ from the first two in that they have only two headlights instead of twinned pairs and lack the distinct positioning of the Maserati badge in the grille between them.

These two cars lived in a four-car garage at Basil Read's home. They shared the space with his wife's MKII Jaguar (which he maintained was only good enough for going shopping in) and a Ford Zodiac station wagon, which was his preferred holiday transport. He would only use the 5000GT when guaranteed of secure underground parking because people touching it dented its aluminium bodywork, although he did often drive to Cape Town in it.

Remember the Pete Seeger song 'Where Have All the Flowers Gone?', later adapted by The Kingston Trio and then the Peter, Paul & Mary outfit and even Marlene Dietrich (in English, French and German)?

Well today it rings in my ears, only as 'Where have all the wonderful cars gone?' 🚗

The Shah of Iran was so delighted with his 3500 that he prevailed on Maserati to build him a coupé using the famous Maserati 450S engine



The Megan and Oliver Verlaque VW Golf in full flight.

All eyes were focused on Port Elizabeth and Uitenhage as Round 4 of the 2017 NRC Classic Class Championship moved to the Eastern Cape motor manufacturing centre and the home of the main rally sponsors, Volkswagen South Africa, for the weekend of 21 and 22 July 2017. **Terry Illman** was sidelined with mechanical issues but lived vicariously by reporting on the action.

Significantly, at a time when the larger motor-related sponsors seem to have diverted their energies away from motorsport, this was the 35th running of the Volkswagen Rally. Kudos to VW for assisting the very well supported Algoa Rally Club in an Eastern Cape presently taking strain in the wake of the General Motors notice of withdrawal from the region.

As a documentation, scrutineering and start venue, The Volkswagen Auto Pavilion at the factory takes some beating. Some spirited live radio coverage provided throughout the day by Luister FM, driver and crew interviews, interviews with the organisers and officials and an interactive audience meant that the 'jam' was pumped up from early until the last car had departed.

Two mixed surface short stages took place after dark at Baywest Mall, with noise and colour and controlled FX explosions keeping the crowd enthralled and involved.

With eight Classics entered in this first

year of the Classic Class as the new main NRC support class, and a number of Gauteng challengers not making the trip, the current potential seems to be 13 entries – and growing – with a number of crews building or buying or rejuvenating some interesting machinery.

A full house of Verlaques and the Mackenzie father and son team, together with some local talent, ensured that the Classic flag was flown high. Lee Rose travelled all the way down from White River to ensure his continued support of the series. Roelof Coertse, Natie Booysen, Jose de Gouveia and Nico Nienaber did not make the trip from Gauteng but I am confident they will all be seen in action again in Bronkhorstspuit.

Local man Bryan Heine, together with brother Keith, opted to only enter the regional event as he was not happy with the SSS, otherwise nine entries would have made the official start in 'die Baai'. Bryan's call turned out to be the correct one as he came past our stricken Golf in SS1, already spluttering

and jerking badly. To have continued would have only caused worse damage.

Andrew Heine turned up with his newly completed Toyota TRD Liftback and showed good pace on day one. Western Cape driver Warren Kohler participated in his first event in the series in a Toyota Corolla, which also went out with a blown engine on the first day. Iddo Steyn, another local, also entered his first event in the series in his Escort Mk1.

Lee Rose in the BDG started out strongly, finishing fourth overall on SS1 and beaten only by the NRC R2 cars of Guy Botterill, Richard Leeke and AC Potgieter. Following closely in second place in the Classic Class Andrew Heine proved that his Liftback was capable of some pace, while the inimitable 'Mal'erbe' held third.

Showing his usual flamboyant style and extreme pace, Lee very unfortunately broke a diff during SS2, which was a repeat of the infamous tight, twisty and rough Jachtvlakte stage. Having spent a large part of the night changing the diff in the stage, and making it



Warren Kohler/Roxanne Bartle Toyota Corolla.



Andrew Heine/Lloyd Brady Toyota Corolla Liftback.



Lola Verlaque/Eddie Verlaque Volkswagen Golf.



Lee Rose/Elvene Coetzee Ford Escort RS.

to Parc Ferme in the morning to run under super rally rules, Lee and Elvene were very unlucky to then break a sideshaft in the repeat of the Culturama stage on Saturday morning, putting them out of the event.

The younger Heine in the Liftback put up good times all of Friday and led the field at the overnight Parc Ferme. The first casualty of Saturday was unfortunately Andrew as they ran bearings on the liaison section from the overnight Parc Ferme to the first stage on Saturday, rather closer to Parc Ferme than to the day's action.

Following the demise of Andrew Heine and Lee Rose on Saturday, Etienne Malherbe from George proceeded to win Stages 6, 8 and 9 and led the class all of Saturday for a well-deserved win. Etienne and Robbie will tell you it was not all plain sailing though. In SS1, the pair broke front suspension links on the Datsun in the very rough Jachtvlakte and lost considerable time with repeat front suspension issues in SS2.

The MacKenzies were steady all weekend and Iddo Steyn, despite breaking a sideshaft before stage 5 and running with only one rear brake drum for stages 6 to 9, reached the Classic podium.

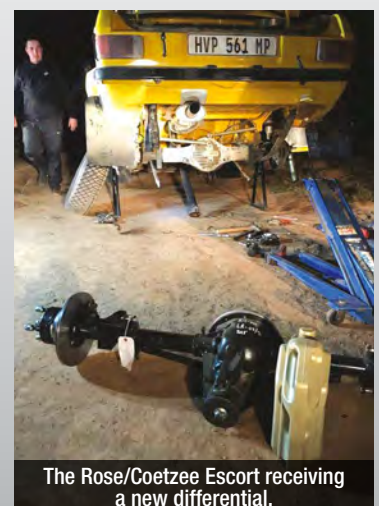
MTO can all feel very very proud of the brave face that the Longmore stages put on given that more than 80% of the forest was destroyed in the recent devastating fires. Culturama and all of the MTO stages were beautifully prepared but it was very sad to witness the devastation, which will take generations of recovery.

The prize-giving dinner at the Summerstrand Hotel was a spectacular finale to a wonderful weekend of tough Eastern Cape rallying. Very well done to all involved. 🇿🇦

MTO can all feel very proud of the brave face that the Longmore stages put on given that more than 80% of the forest was destroyed in the recent devastating fires



Etienne Malherbe/Robbie Coetzee Datsun SSS.



The Rose/Coetzee Escort receiving a new differential.

AD NAUSEAM

BY RACEY LACEY

One are the days of solid, sturdy cars that, more than anything else, were made to get you from A to B rather than to conform to some almost unattainable combination of looks, safety and comfort. Modern cars are glossy, generic and disposable – like a syndicated women’s magazine – and one can pretty much be substituted for another of a similar class. In fact, even a so-called entry-level vehicle comes standard with every button, lever and Euro NCAP-endorsed, SABS-approved gadget a driver could possibly want or need. No coincidence then that car advertising has moved to a flashier, status-driven level. But my problem with all that is this: there is simply no *feel* anymore.

When I was growing up, all I wanted was a yellow-and-white Citi Golf – one of the three colour options available when these cars were launched. These primary-coloured, uniquely South African ‘pocket rockets’ exploded onto the scene at a time when a new normal was being born. They alluded to a certain lifestyle that although was aspirational, was relatively attainable and thus engaged the minds and imagination of everyday South Africans

attainable and thus engaged the minds and imagination of everyday South Africans. Even as a young girl, these cars affected me on a visceral level and I vowed that one day I would drive one. (Of course at the time I also wanted a pet unicorn, a house made out of Kit Kat and to marry Rob Lowe, but still.)

The advertising campaign for these Citi Golfs was simple yet brilliant, with its catchy line: ‘Red, yellow, blue – NOT green!’ And although at least 30 years have gone by since, the lyrics of this entire television advert are indelibly etched into my memory – obviously stored in the part of my brain reserved for retaining random jingles heard over the years, most of which will aggravatingly play on an endless rotation in my head when I have a bout of 2am insomnia (♪♪♪ Matchmaker, matchmaker, match me some paint...♪♪♪).

A string of adverts followed from VW over the years that won awards and captured hearts because they reached right in through your chest and twanged those heartstrings, like Eric Clapton playing an intense guitar solo. They appealed not just on an intellectual level but they were emotionally engaging too, showcasing so effectively the link between a car and family, friends, memories – life.

In a world obsessed with what Rihanna

They alluded to a certain lifestyle that although was aspirational, was relatively attainable and thus engaged the minds and imagination of everyday South Africans



wore (or didn't) and what happened on the latest episode of *Game of Thrones*, it's safe to say that things have changed since I was a child. Celebrities come and go faster than Jody Scheckter round Kyalami and what was an absolute must-have yesterday is 'like, soooooo last season' today. There are more options than ever before and the public's attention is fleeting and fickle at best. The adverts of yesteryear would be considered twee and, let's face it, probably pretty corny by today's standards. But think about it: when last did a commercial make you feel anything other than irritation? (Luci Hirsch, anyone?) For me the answer is simple – not since I was a kid.

There is one in particular that comes to mind immediately when I think back; one that instantly fills me with nostalgia, puts a smile on my face and to this day makes my heart burst with pride for this country. It is an advert by tyre manufacturer Dunlop that depicts a dog race – but not an ordinary dog race, because in amongst a line-up of sleek greyhounds appears a most unlikely contender: one squat, grinning little Staffie. The combination of clever voice over, emotive *Chariots of Fire* soundtrack and beautifully shot visuals, culminating in the stocky little pooch beating the champion

racing dogs and taking a running leap into the finish line tape, made for an ad that has stood the test of time. It brought out our innate tendency to root for the underdog and proved that dogged tenacity and never-say-die attitude will get you everywhere, even when you are up against the best of the best. So, you know, good old-fashioned human values, ideals and emotions wrapped up in a simple yet ingenious campaign idea. This advert, for me, remains the perfect example of the most effective way to connect with a market – something that today's flash-mobbing, hash-tagging creatives seem to have forgotten.

I never did get that yellow-and-white Citi Golf, but my dream and memories are kept alive every time I spot one of these tenacious local legends trundling or zooting (depending on its condition) around town. And when I'm lying awake in the middle of the night, I just smile nostalgically and sing along with the jingles playing in my head. It keeps Rob Lowe awake sometimes, but he's used to it. 🐶

It is an advert by tyre manufacturer Dunlop that depicts a dog race – but not an ordinary dog race, because in amongst a line-up of sleek greyhounds appears a most unlikely contender: one squat, grinning little Staffie



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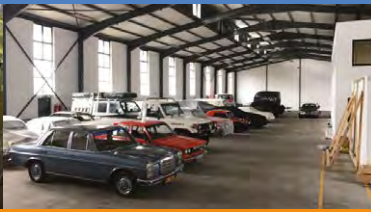
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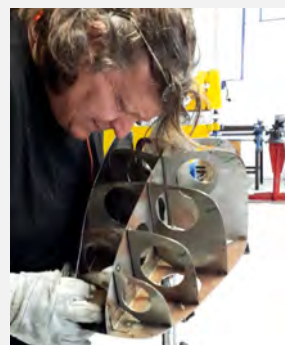
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Thoroughbred and Classic Cars (UK)	13
Car (SA): ranging from 1968-2016	48
Encyclopaedia of Super Cars (UK)	120 (complete set)
Road & Track (USA)	31
Car (UK)	2
Autosport (UK)	4
Grand Prix International (UK)	5
Classic American (USA)	2
Autocar (UK)	1
Performance Car (UK)	1
Porsche Panoramas (USA)	271
Excellence (Porsche) (USA)	45

Contact Philip at 082 816 4270 or philip.vanrooyen@dpw.gov.za.



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