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NOVEMBER 2017

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**CLASSIC**  
CAR AFRICA  
www.classiccarafrika.com

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# AGE DOESN'T MATTER

**D**espite a slump in the economy classic motoring is riding an all-time high, with interest in the old 2- or 4-wheeled bangers growing constantly. The magazine sales have seen an increase and judging by the number of mails I get asking about where to look for a classic, a restorer, parts supplier or insurance backer for a new-old toy, our game is no longer just for the 'anoraks' with years of experience. For some, investment is the reason but for the most part it's the stroll down nostalgia lane, the joy of preserving something, a break from the monotony of a modern machine and the camaraderie shared between similar minds.

It struck me just how powerful this bond is at a recent event we hosted with Rim & Rubber. In one corner sat a Model A Ford, a pair of 60-odd-year-old Rolls-Royces and a Fiat 500, while at the other end were a Ferrari 328GTB, Porsche 911, BMW 635CSi and Audi RS4 wagon of much newer vintages. In between there were Beetles, Triumph TRs, MGBs, Minis, Alfa Spiders, BMW 2002s, a behemoth Cadillac and some tastefully built café racer-styled custom bikes. Picking out the owners of each car was not as easy as one would think – they all sat talking the same talk and admiring each other's machines, and just when you thought the older gent would climb into his pre-war machine, he blipped the remote to unlock his old model Porsche. In a similar fashion, the Fiat 500 owner was not old enough to drive his own car – his Dad drove him down.

This youngster, Cameron Jenks, features in this month's Reader's Ride story and we look forward to his second 500 project, which he'll rebuild between school work.

Although unintentional, it seems as if we've gone a bit Italian this month. Apart from Cameron's Fiat, Graeme Hurst also catches up with an insanely beautiful Maserati A6 GCS replica painstakingly built in the Cape, and I take a look at the Alfa name that's on the rise both in a classic and modern sense – the Alfa Romeo Giulia.

Balance is restored to the mix as Sivan Goren gets to grips with the iconic Jaguar XK120, and Mike Monk drives a road-legal CanAm racing-derived McLaren M6BGT as well as a 6.9-litre super saloon Mercedes-Benz 450SEL. Jake Venter conducts a fictitious interview with Henry Ford's right-hand man Charles Sorensen, and to celebrate Isuzu's 80<sup>th</sup> birthday, I find the coolest offering from the brand – no it's not a KB bakkie, it's a Bellett 1600GT.

For the bikers out there, Gavin Foster delves into the small-capacity Kreidler motorcycle history and triggers our racing memories with a feature on the Yamaha TZ racers.

Of course there is all the usual, like our calendar of upcoming events, news, motorsport coverage, shows, model and book reviews and more alongside our favourite section – your letters. Keep these coming, this is just as much your magazine as it is ours.

**Stuart**



## A VIANA 745 CELEBRATION

There was a double celebration at FMM on Sunday 8 October when a group of overseas and local BMW International club members visited FMM to view the museum's exhibits and sample some of the L'Ormarins wines. A surprise for the visitors took place when Paolo Cavalieri performed a couple of demonstration laps around the quadrangle in the legendary Winfield BMW 745i that won the 1985 Group One Modified Saloon Car Championship in the hands of Tony Viana.

The previous day, Paolo had raced the car in the Access Auto Classic Car event at the Power Series meeting at Killarney Raceway, finishing third – but only after a slight coming-together with another competitor in an early-lap multicar melee in Turn 2 caused some slight damage to the left-hand side of the car. The large crowd was certainly thrilled at the sight and sound of the distinctive red-and-white liveried Beemer.

Earlier in the day, FMM workshop manager Lorenzo Farella received a painting of this unique BMW, presented to the museum by Paolo and Alec Cernich, a BMW technician who runs Evolution 2 Motorsport (that restored and maintains the car for Paolo).

Originally built by Viana and Kobus van der Walt, the 745i is powered by an M88 3.6-litre version of BMW's immortal straight-six engine as used in the M1 sportscar and measured at the Reef, the twin-cam 24-valve motor pumps out 262kW at the rear wheels. Peak revs are 7200. The gearbox is a Getrag close-ratio 5-speed with dog-leg first. Together with upgraded brakes and suspension, the 745i stands out as a prime example of successful race car innovation that South Africa has produced over many years.

## A BLOOMING CENTENNIAL TRIUMPH

This year the annual Darling Wildflower Show celebrated its centenary and FMM supported the event by providing a 1917 Triumph Model H that was displayed in the centre of the main hall. Placed on a flower-bedecked stand, the motorcycle stood proud, elegantly twinning its age with that of the show's existence.

Bicycle manufacturer New Triumph Co. Ltd. was founded in 1887 by two German immigrants, Siegfried Bettmann and Moritz Schulte, and a year later began making motorcycles in Coventry, England utilising Minerva-based engines. Subsequently, JAP and Fafnir engines were also used, but by 1905 Triumph was building motorcycles based entirely on its own designs.

Also known as 'The Trusty', the Model H is powered by an air-cooled 3kW 549cc single-cylinder engine linked to a 3-speed gearbox, and was the first Triumph not to be fitted with pedals. Drive to the rear wheel was by V-belt. Engine differences from the previous Model A included a single cam

wheel with two cams replacing separate cam wheels for the inlet and exhaust valves, and a new design of cylinder casting. Valve head diameter was enlarged and the valves were spaced further apart. The Model H was fitted with a Sturmey-Archer 3-speed countershaft gearbox operated by a hand gear-change lever. The Triumph proved reliable in wartime conditions, despite a weakness in the front fork spring, which was prone to break on rough ground, so despatch riders would strap a leather belt around it as a precaution. More than 30 000 Model H motorcycles had been produced by the end of the war in 1918 and a total of 57 000 were built from 1915-1923.



## IN THE GROOVE

Wayne Harley and Jon Lederle were the winners of the penultimate round of the FMM Slot Car Championship in October. Wayne (Audi RS5) beat Philip Monk (69 Ford Mustang) in the magnetised class to lead the category, and likewise Jon (Honda NSX) beat Marius Brink (Mitsubishi Evo) to head the non-magnetised class. Adding to the evening's action, Wayne and Lorenzo Farella did some demonstration laps in their newly-acquired Scalextric limited-edition Maserati 250Fs.



## MUSEUM GATE REOPENED

FMM is pleased to announce that the museum's main entrance gate has now been reopened following recent road construction work. However, for the time being visits remain by appointment only. See 'Where, What Times and How Much' panel below for details.

### 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

As you can see from the scheduled events below, the year is almost done and dusted – but that doesn't mean we are in holiday mode just yet! We need to get the 2018 calendar rolling, so if you or your club want to submit an event date for publication in the magazine, please send details along with an image or two to [stuart@classiccarafrika.com](mailto:stuart@classiccarafrika.com).

### NOVEMBER

4	Xtreme Festival – Kyalami Race Track	Kyalami
4	SA Endurance Series 9 Hour	Phakisa
12-15	SAVVA National and Fairest Cape Rally	Cape Town
19	Century Classic Car Run	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



### JANUARY 2018

26-28	Zwartkops Passion for Speed Festival	Zwartkops
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### FEBRUARY 2018

10/11	George Old Car Show	George
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### MONTHLY MUST DO EVENTS

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

## ALFA ROMEO CONCORSO DELL'AFRICA

The Alfa Romeo Owners Association of South Africa (AROASA) Mall of Africa concours held in Midrand late in September was nothing short of spectacular. It took 10 months to plan the event and the Alfisti didn't let the organisers down, with the early birds already flocking in from 6h30. The parking was soon filled to capacity with a mix of models from the Italian brand. The West Rand club's convoy of fifty-odd cars escorted by six traffic officials was one for the record books.

All in all, some 157 Alfas made the display, ranging from a 1930s Monza to the latest 2017 Giulia, with everything in between. Of course, there was some judging to be done – not an easy task for the 15 judges with so many machines and such an unbelievably high level of quality. TV, radio and former Alfa Romeo employee Roger McCleery broadcast on-site interviews and treated an appreciative crowd to his motoring humour. Interviews were also featured on the Radio Today 1485 motoring programmes.

A well organised and executed event enjoyed by all – we hope this will become an annual fixture.





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# FORMULA FORD TO CELEBRATE 50 AT KYALAMI

Formula Fords from the category's local history will convene at Kyalami Grand Prix Circuit on 2 December to celebrate the formula's 50-year history. The event forms part of the Historic Tour final round and promises to be an action-packed look back at one of the best classes to have graced our land's circuits.

Although the idea of a one-make Ford engine series had been bandied about since the early 1960s, the first standalone Formula Ford race took place at Brands Hatch (England) on 2 July 1967. South Africa was quick to follow, with a few examples arriving in 1968. The formula quickly grew and spawned the Driver to Europe prize, where one top performer each year was sent to compete overseas. A number of our exports excelled, with the most well-known of these being Jody Scheckter, who from there rapidly climbed the ranks to Formula 1 and a World Championship for Ferrari in 1979.



The 22<sup>nd</sup> annual George Old Car Show, driven by Oakhurst Insurance Company Ltd, will take place on 10 and 11 February 2018. The event has proven to be a flagship event not only for George and South Africa, but also for the international market. More than 12 000 visitors flock to George annually to be a part of this quintessential show in the South African old car fraternity. The 2018 show will host a special exhibition of British-manufactured cars. On completion of a tour through the Karoo, a group of pre-1930 Fords (Model N, Model S, Model T and Model A) will make a grand entrance at the show and make up the largest-ever gathering of these oldies on SA soil.

**Date:** 10 & 11 February 2018  
**Time:** Saturday 10:00 - 18:00 and Sunday 08:00 - 13:00  
**Venue:** PW Botha College, York Street, George  
**Email:** info@scocc.co.za  
**Facebook:** www.facebook.com/SouthernCapeOldCarClub/

### Entry Fee

**Saturday:** Adults: R60, Pensioners: R45, Scholars: R25  
**Sunday:** Adults: R25, Pensioners: R20, Scholars: R15  
**Weekend Passes:** Adults: R70, Pensioners: R50, Scholars: R30

Register your vehicle from 1 December 2017 on the Southern Cape Old Car Club website at [www.scocc.co.za](http://www.scocc.co.za). Only vehicles that were registered will be allowed to participate.

**For more information, please contact Klaus Oelrich on +27 76 764 0897.**

## SAVE THE DATE

Keen on regularity rallying from Gauteng, through Swaziland and on to Maputo? Then save the dates for the evocatively-named LM Radio Classic Rally 2018 – 27 April to 1 May 2018. Visit the LM Radio Classic Rally page on Facebook for more information, entry lists, planned route and itinerary.





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# THE HAPPY FACTOR

Work and enjoyment are not words that are often lumped together, but when your passion is classic cars and your work is getting them back into top condition, the pair come together. Sure, there are difficulties along the way, but seeing these solved after careful consideration and the application of a plan and skills is hugely rewarding. Thanks to the intricacies and uniqueness of classic car projects, no two days at **Dino's** are the same.

The projects over the last few months have been challenging. We've worked with fibreglass on a Corvette and BMW 2002 racer. We've had to make up replacement

sheet metal parts identical to the original pressings for a rare Maserati and re-engineer a Chevrolet C10 cab and load bin to fit onto a heavily modified chassis and around a hulking Chevrolet Lumina V8 engine. Add to this the researching of correct colours and the project management of ordering and fitment of upholstery and trim and it's an exciting and enjoyable place to be.

Nothing beats the joy of seeing an owner's face on collecting his or her classic. Well, maybe spotting it on the road, at a show or on the cover of a magazine comes close – like the featured Alfa Romeo Giulia on the cover of this month's *CCA*.



Ready and waiting for the client to collect, this MG TD has turned out really well. It was a sympathetic restoration, meaning that while the body was taken down to bare metal and repainted, the existing chromework and hood were cleaned up and reused. We did however have the seats re-upholstered and the soft top's rear window replaced.



When time permits we are carrying on with our own BMW 3.0CSi. Now painted in a deep black, it is at that exciting stage where parts are going back on. With lights and the iconic kidney-shaped grille back in, it is starting to look the part. The engine bay is coming to life with new brake lines and a fresh brake booster, while the cockpit looks tops with the wood-veneered dash and gauge cluster surround refurbished. We are also on the hunt for the correct tan upholstery material. If anyone has any leads on this, please shout.



The owner of this Mercedes-Benz 220S has brought three Volkies into the shop in the past and clearly has a good eye when it comes to finding solid projects. We've taken it down to metal, and where there was the odd rusted section (as you'd expect on a car of this age), have replaced with fresh metal. Primer and paint is next before the owner takes the car off to hang doors and assemble himself.



This 1965 Mustang is ready for collection and assembly by the client. It had some rust repairs done and panel fitment before a colour swap from silver to black was carried out. We outsourced the interior clean up and think the black-and-red combination looks incredible.



It doesn't come much cooler than a tricked-out Chevy Impala. This one, with adjustable ride height kit, is already cool. But the owner wants it even cooler. It is in for the full treatment so will have the brightwork taken off and revamped and the paint removed and then, when all gremlins have been dealt with, will be assembled – ready to hit the custom show scene.



This rare and very original Dodge Polara arrived a while back and we set about carefully removing all the chrome and trim items before fixing rotten metal. Here it is getting loaded to go for mechanical repairs before it comes back to Dino's to carry out the paint and reassembly. The original trim is being cleaned up in the meantime.



This genuine Porsche 356 arrived as a driving concern in surprisingly good structural and mechanical shape for its age. We stripped off the trim, repaired a few minor areas of concern and are priming it for paint. The original blue colour will be matched using Glasurit's extensive historic paint colour library and then we'll do all the panel fitting, assembly and refit the trim so the client can drive it home.



Regular readers will notice that the Maserati Indy has come on drastically since arriving as a seriously rotten barn find. Dino's has now manufactured new floors, sills, door skins, rear-wheel arch sections and spare wheel well from scratch. Panel fitment is now on the go before the imperative task of surface preparation takes place and a final colour is chosen and shot. The end is in sight.

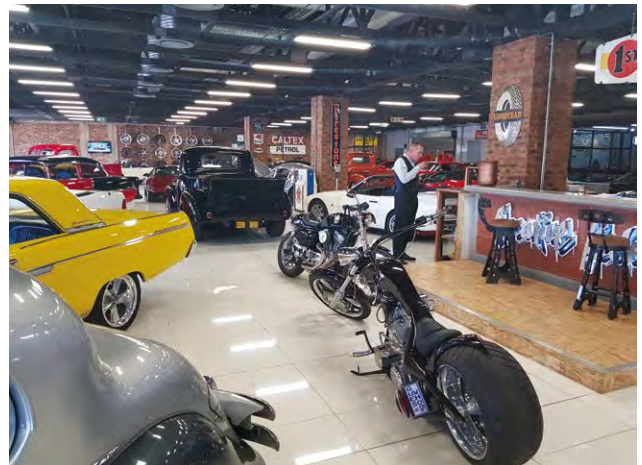
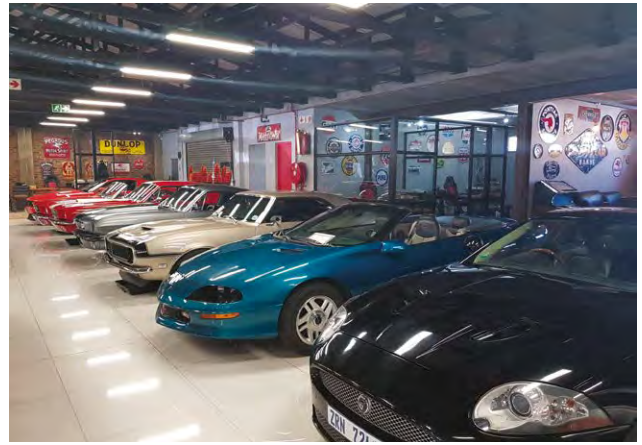


Good progress on this Mercedes-Benz 450SLC has been made in recent weeks. It arrived at the shop as a reasonably sound gold-coloured car and was stripped and taken down to metal, revealing a few problem areas. These were cut out and replaced with new metal before returning it back to its original white. Final assembly is now taking place.



# CREATIVE SPACE

Creative Rides, dealers in American muscle and classic cars, recently launched their new Bryanston showroom. It's a stylish place, decked out with exposed wooden rafters, high-gloss tiled flooring, raw red brick and graffiti. Petronalia like old fuel pumps, enamel signage and the odd jukebox adds to the ambiance and a barista is on hand to serve you your coffee of choice, be it a flat white, cappuccino, or espresso. But the best part is the wide selection of cars on the floor and double-stacked on the storage lifts: Ford, Chevrolet, Dodge, Volkswagen, Alfa Romeo, Maserati, MG and Jaguar, just to name a few. Pay them a visit at corner Posthouse Street and Main Road, Bryanston, Gauteng.





# FAST ARRIVALS

Sportique Collectable Models has just unpacked a new shipment of 1:18 scale models. **Stuart Grant** chooses his two favourites in the batch – a pair of sportscar racers from very different eras.



## CMC Mercedes-Benz 300 SL Grand Prix of Bern, 1952, #18

In 1952, Mercedes-Benz re-entered sportscar racing with the newly-developed Type 300SL (W194). Featuring unusual gull-wing doors, this streamlined racer immediately made its mark with a successful debut at the Mille Miglia. It got better at the Grand Prix of Bern on 18 May 1952 when the 300SLs finished 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> with Karl Kling, Hermann Lang and Fritz Rieß at the steering wheels respectively. The joy of victory was, however, dampened somewhat when the 4<sup>th</sup> 300 SL driven by Rudolf Caracciola veered off the track and into a tree. He was taken to hospital with a broken femur and never recovered sufficiently to get back to racing. What might come as a surprise is that only the Fritz Rieß Mercedes was silver, while the rest were a dark maroon-like red, green and blue. This beautifully presented green #18 300 SL by CMC models is a rendition of the winning Karl Kling car and is limited to just 1 500 units worldwide.

## BBR Ferrari 365 GT/4 BB 24H di Le Mans del 1978

For the 46<sup>th</sup> running of the Le Mans 24 Hour race in 1978 Ferrari didn't enter a works team, and the flying of the prancing horse flag was left up to the privateer operations. Five Ferraris made the entry list. Four of these were 512 BBs and the fifth a 365 GT/4 BB. 24 hours later only one of these was still running – the 365 variant. Entered by the North American Racing Team the #86 car driven by François Migault, Lucien Guitteny and Florian Vetsch came in 16<sup>th</sup> overall and 5<sup>th</sup> in the IMSA class. Although the model's engine cover doesn't open to show you BBR's interpretation of the glorious 4.9-litre flat-twelve motor the rest of the model is brilliantly detailed, replicating the changes to the interior and rear end as seen on the 1975 to 1977 IMSA cars. One thing I haven't been able to establish is why the windscreen sticker, which looks to have Migault's name on it, was covered up with what looks like duct tape. Anyone have any ideas? A total of 2 000 of these models have been released by BBR.

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# LEGENDS DO LUNCH



South Africa's motorsport career is a long and proud one and in recent times steps have been taken to honour it. 2017 has seen the induction of Sarel van der Merwe and Ian Scheckter into the South African Hall of Fame at Sun City but even more is going on to preserve the past, with organisations working behind the scenes. One such operation is the Chequered Flag Museum in Benoni. Spearheaded by Steve Koterba and a dedicated bunch of volunteers, the facility is crammed to the rafters with motorsport memorabilia. Race pictures, posters and programmes adorn the walls, while cabinets are full to bursting with helmets, overalls and leathers from many of our most illustrious drivers and riders. There's a room full of models and a few more filled with the real things, all under the watchful eye of a Trek Quagga.

Once a year, the museum puts on its Legends Lunch, where some of the biggest home-grown names in the sport attend an informal spit-braai. This year, the event was once again a mind-blowing experience with icons from car and bike racing mixing with rally icons. Roger McCleery played Master of Ceremonies, calling on the individuals to recount both on- and off-track racing anecdotes. What was apparent was that the rivalry some enjoyed back in the day continues today in the form of banter.

Like the old Group N Brat Pack there was more than one legend in every corner which made it difficult to recount them all, but here are a few to give an idea: Scamp Porter, Mike Briggs, Deon Joubert, Ian Scheckter, Dave Peterson, Bobby Scott, Basil Green, Sarel van der Merwe, Bunny Wentzel, George Fouche, Charlie Porter, Don Bruins, Brian Rowings, Hannes Grobler and Kevin Hellyer.

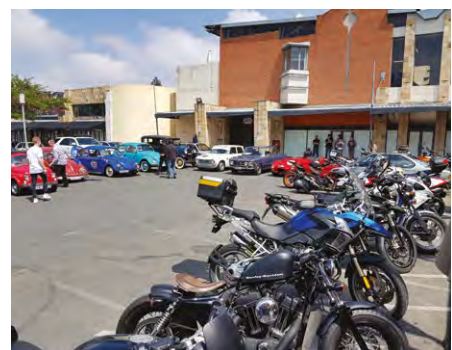
Hats off to Steve Koterba and the team at the Chequered Flag, it is truly a magical place.

## VINT-AGE MIXED POT



Rim & Rubber Assembly (home to great food and a custom bike shop) held its second Vint-Age classic car show in October and packed the parking lot of its new Fourways facility with a wide range of machines ranging from vintage and classic to modern or future classics – once again proving that a motorist is a motorist and we can all get along regardless of our chosen vehicle, brand, age or condition of the steed. Hey, even a number of bikes joined in the party too. Patrons having a bite, sipping coffee or

enjoying a beer voted for their favourites with the top three awards going to a beautiful Mk2 Mini Cooper S, a monstrous Cadillac and a Model A Ford. Conveniently situated at the Buzz Shopping Centre in Fourways, Rim & Rubber is an ideal destination for a breakfast run, top spot to watch the Grand Prix and MotoGP or just have a top-class meal seven days a week. A custom bike workshop also operates from the premises, biking apparel is on sale and there's even a tattoo artist on hand.





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# SHOWBOATING

Capetonians weathered the storm to enjoy the Mother City's biggest motor show.

The second annual Cape Town Motor Show took place at the Killarney International Raceway on Sunday 15 October and was another great success. Heavy early morning rain was threatening to spoil the occasion and when spectator gates opened at 10h00, the rain was still pouring down. Thankfully, though, it lasted only an hour before a storm of spectators started arriving to view one of the biggest exhibitions of motorised machinery ever seen in the Cape. Fortunately, the inclement weather prevented only a few of the 1 000 registered entries from appearing and did not detract from the very impressive array of exhibits. On display was an eclectic mix of new, veteran, vintage, classic, hot rod, street rod, race, customised, heritage and exotic cars as well as motorcycles, tractors and commercial vehicles of all kinds.

Car clubs from all over the Cape supported the event, and no fewer than 23 dealerships had new model cars and motorcycles on view, some available for test drives on a section of the circuit. Electric scooters and electrically-assisted pedal cycles were also on show, along with electric-powered model cars racing on a mini track, while radio-controlled model jets and aircraft buzzed and whooshed overhead.

More than 60 vendors displayed their wares and, being a family occasion, pedal karts, bumper cars, a funfair and a number of gimmicky side-shows were on hand to entertain children. Numerous food and refreshment courts around the circuit kept visitors nourished while eight live bands took turns to provide background music. The 2017 Cape Town Motor Show defeated the weather and gave the thousands of spectators a superb day's motoring activity.





# PASSION FOR SPEED

The 17<sup>th</sup> Passion for Speed takes place at Zwartkops Raceway on 26 and 27 January 2018 and for the 2-wheeled fans there's more on the 28<sup>th</sup>, with the Day of the Champion blasting around the 2.4km motorsport stage.

**Passion for Speed:** Extreme Supercars; Historic Formula Single Seaters; Pre-1974 International Sports Racing Prototypes; Pre-1974 Trans-AM; Pre-1966/68 LITTLE Giants Production and Sports & GT; Pre-1966/68 Le Mans Sports & GT SA; SKF Pre-1966 Legends of the 9 HOUR Production Cars; U2 Production Cars; Pre-1984 Classic Production Cars; Trofeo Challenge; Historic Handicap Series; Pablo Clark Ferrari Challenge and VW Celeb Challenge.

**Day of the Champion:** Kawasaki ZX10 Masters; Bridgestone Challenge; SUB10 Superbikes; Thunderbikes; International Classic TT Superbikes and Historic Motorcycle Group.



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# IN FULL BLOOM



In 1955, a Johannesburg group of friends decided to design, build and then mass-produce a 'special'. This was to be a modern lightweight sportscar which could be successfully raced on the weekends, yet also reliably transport its owner to and from work during the week. Within two years, a prototype had been completed and exhibited to great acclaim, and a proud owner had taken delivery of South Africa's first production car – the Protea MkII.


The Protea did in fact beat the GSM Dart into the history books as the first SA car

and Ian Schwartz's hot-off-the-press book recounts the tale of what, where, when and how. Like the Protea, Schwartz was born in Johannesburg. He completed his national service in the South African Airforce and then studied physics and physical metallurgy while preparing a Renault Gordini and Datsun 160Z for circuit racing. The Renault didn't last long, writing itself off when it came off the trailer on the way to its second race at Kyalami. Since then, it has formed the core of the Schwartz home 'scrapyard' and the backdrop to a Protea rebuild project done together with his daughter Amy.

*Protea – The Story of an African Car* is 160 pages of good reading. Well laid out with masses of previously unseen archive colour and black-and-white images, the book works through from the founders' backgrounds, to the development of an idea, the hassles of design with mass production as an aim, the fire hazards of working with the new fandangled fibreglass technology and dodging the Booyens Reserve feral mine dogs on the prowl at night.

Countless hours of interviews with those in the know, including the lead builder John Myers, see to it that Schwartz covers almost every possible angle. Highlights include notes from Myers' diary where sketches of the chassis and body designs sit alongside cost estimates and invoices for supplies. It's not all anorak though, with Schwartz adding info on South Africa that ties into the Protea tale. Did you know the main straight on the Palmietfontein Circuit is still there but is now the main road through Thokoza, where so many battles raged just prior to the 1994 election? Or that our national flower might only need the smell of burning veld to germinate?

Original owners have been contacted, as well as those that were involved in the building and conceptualising. The whereabouts of a high percentage of the 14 units have been tracked and the motorsport angle gets a look in with the various fibreglass-bodied racers, the aluminium Protea Triumph and Protea Jaguar and the V8-powered Lolette.

It's a must-have book for any local motorist or collector of South African history. Just 1 000 copies have been printed and retail at R300 each. 

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# MY DRIVE BACK TO THE FUTURE

A highlight of last month's stop-in at RockStarCars was the chance to peruse an array of film-related automobilia, which included a magazine insert on 'Cars and the Movies'. And among the classics – such as the Lotus Esprit 'submarine' from *The Spy Who Loved Me* – was a pic of an obscure three-eyed 1940s American car from the 1988 movie *Tucker: The Man and His Dream*. It's a model that most petrolheads may struggle to identify, yet it nearly reshaped the course of automotive history says **Graeme Hurst**, who once enjoyed a stint behind the wheel of 'tomorrow's car today'.



It didn't matter whether you had the keys to a Ford, Chrysler or GM product in post-war America, the car you steered inevitably followed the same formula: a large V8 engine upfront driving a live axle at the back with an auto box in between and plenty of chrome inside and out. But in the late '40s an entrepreneur by the name of Preston Tucker came close to breaking that stereotype with his Tucker 48. Not heard of it? Well, it was a radical design so at odds with Detroit's mainstream that it arguably scared the city's Big Three enough to stop it in its tracks after its 1948 launch.

If you're wondering how radical it was, picture a 4-door saloon with a rear-mounted transverse flat-six that revolved on demand in both directions, had no gearbox and featured instruments on the rear parcel shelf (but viewed in the rear-view mirror). Oh, and a 'duck-down' zone in the front where occupants could take refuge in a head-on collision.

No ordinary stuff in the early post-war era but the car's creator wasn't an ordinary car designer. A born entrepreneur, Tucker started his automobile career as a messenger for

Cadillac but was fired for using roller skates to speed up the job, before going on to design military vehicles. A wartime decree that royalties wouldn't be paid left him empty-handed, but he realised that America's automotive industry's focus on the war effort meant it was going to lack innovation come peace time. And, in Tucker's mind, the lack of safety in the average American car was a chance to be innovative.

His solution was an all-new car design that placed the engine at the back, out of harm's way, and did away with a chrome-festooned instrument panel that was lethal in an accident. He also opted for a triple-headlight arrangement with a central 'cyclops' lamp linked to the steering so it could 'see' around corners, while the front windscreen was secured with a special rubber that allowed it to pop out in an accident. All of this was contained in a monocoque body featuring aircraft-style doors that curved into the roofline to allow easier access.

Mechanically it was equally innovative, with the end of the transverse engine's crank driving a rear wheel through a torque-converter. The prototype was launched to great fanfare with a bevy of showgirls (called Tuckerettes!) holding up cardboard cutouts of all the components the new model did without, along with signs saying 'Don't let the future pass you by'.

But like so many radical designs ahead of their time,

much of the Tucker's technical wizardry didn't make it into production and the model ended up with a Cord preselect transmission and a converted helicopter engine mounted longitudinally behind the wheels, along with conventional instruments. It was still innovative enough to make an impact, but Tucker was cash-strapped and started selling accessories to customers before their cars were off the line.

That led to legal action by the authorities (allegedly lobbied by Detroit's Big Three) who claimed he was selling something he never intended to produce. There was a very public battle which saw Tucker (being a marketer at heart) parading his 50-strong production run of cars outside the courthouse as part of his defence. And although he won the case, the resultant delays in production meant the Tucker company was stopped in its tracks, along with its raft of innovations.

And sixty years later a Tucker stopped me in my tracks when a Waltz Blue example turned up at a London car show a decade back. With my rear-engined experience being limited to Beetles and 911s, the owner's offer to drive 'tomorrow's car today' was a chance too good to miss! With a 5490cc water-cooled flat-six engine hanging out the back of an almost 2-tonne softly-sprung saloon, the experience can only be described as being akin to driving a 911 that's been fed with steroids before being tied down on a sprung mattress... an intriguing taste of a future that (maybe thankfully) never arrived. 🚗

Well, it was a radical design so at odds with Detroit's mainstream that it arguably scared the city's Big Three enough to stop it in its tracks after its 1948 launch





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# WELL-TUNED

BY RACEY LACEY



**W**e all take our car radio for granted these days, but you might be amazed (well, I know I was) to hear that when car radios were first introduced commercially, people flipped out. There were those who thought they were a fantastic idea but there were also those who, believe it or not, tried to pass laws to ban them. According to automotive historian Michael Lamm: “Opponents of car radios argued that they distracted drivers and caused accidents, that tuning them took a driver’s attention away from the road, and that music could lull a driver to sleep.”

There were some who agreed, like the Auto Club of New York, who ran a poll in 1934... and the result? The car radio was deemed a ‘dangerous distraction’ by a whopping 56 percent of participants! But on the opposite side of the boxing ring was the Radio Manufacturers Association. Their (very valid, if you ask me) argument was that car radios were incredibly useful tools and could prove invaluable as warning devices (think bad weather, road conditions or traffic jams) but also serve as a means of keeping drivers occupied and awake rather than putting them to sleep when they were tired.

It’s clear who came out the winner of this fight, and of course today’s cars come complete with radios as a part of the dash. No more having to bend down for 15 minutes to tune the car radio – these days you can easily change stations, skip to the next song or turn down the volume with a mere touch of a button – and it’s often not even necessary to take your eyes off the road to see what you are doing. Modern day driving distractions have also moved on as technology has

evolved, and nowadays your attention could very possibly be elsewhere – and sadly, that place is more than likely the cell phone in your hand. But I digress...

The car radio has come a long way from its humble beginnings in 1922. It was introduced by Chevrolet and although it was a fairly groundbreaking device for the time, it was also incredibly large and impractical (you may as well have been transporting the entire philharmonic orchestra – conductor and marching band included), not to mention hugely expensive.

In 1930, engineer Paul Galvin, recognising the potential of having a radio in a car (and no doubt realising he could make oodles of cash at the same time), developed the first commercially successful radio and named it the Motorola (a combination of the words ‘motor vehicle’ and ‘victrola’). He fitted it into his own Studebaker and then drove almost 1 400 kilometres from Chicago to the Radio Manufacturers Association convention in Atlantic City. As he had not registered for the convention, he did what any normal person would do: he parked the car outside and cranked up the radio... and the orders started pouring in. By 1946, nine million cars had radios.

That was the true beginning of the mainstream car radio. By the time rock ‘n’ roll blasted onto the scene in the ‘50s, the world was well and truly ready. Blaupunkt introduced the first FM car radio in 1952, though AM still ruled way into the 1960s, and Becker unveiled the first car radio to have a fully automatic station-search button a year later. There were also some really bad ideas, like Chrysler’s what-were-you-thinking? design of a small in-dash turntable (yes, really!) that played seven-inch, 45rpm single records. Add a twitchy thing like a record player to even the smoothest of roads and what could-what could-what could possibly go wrong? In an

unsurprising turn of events, it was a dismal flop and was, er, scratched.

When the transistor came along, radios shrank in both size and price tag and by 1963, fifty million cars had radios. This was an unprecedented shift in popular culture – think about this for a minute: up until this time, people had only listened to their radios at home and now over a third of America’s radio listening occurred in cars on the road. Bet those grumpy naysayers were feeling pretty stupid at this point, eh? And what about those proposed anti-radio laws? Though a few were signed here and there, they didn’t go very far.

It was also in the ‘60s that, apart from the ill-fated mobile record player fiasco, the idea of on-demand music first came to the fore. Enter the 8-track tape, and then later cassette tapes and CDs. Each of these came with its own set of quirks; looking back I honestly can’t say what was more infuriating: disembowelled tapes (pencils were really multifunctional tools in those days) or permanently jumping CDs. Incidentally, the last new car to be factory-equipped with a cassette deck in the dashboard was a 2010 Lexus. So mixed tapes, much like handwritten letters, have become a thing of the past – a crying shame if you ask me.

In today’s technological age, it seems to me that we have almost travelled back to a time when there was no radio in cars – except that now radio, cassettes and CDs have been replaced with digital music and podcasts downloaded onto MP3 players, USB sticks and even cell phones. Gone are the days of driving to school listening to a crackly John Berks on 702 (still AM back then) or waiting patiently for your song to play on the radio so that you could hit ‘RECORD’ on your tape deck, then inevitably cursing the DJ for talking over your song and ruining the recording. Kids of today will never know the struggle. But even with all the quirks and headaches, I would go back tomorrow. Just mustn’t forget my pencil. ☑

When the transistor came along, radios shrank in both size and price tag and by 1963, fifty million cars had radios



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## HONDA HERO

Hi Stuart,

In answer to Roy Dunster's letter about who knows more about Honda sportscars than anybody else in this country:

Midmacor (as part of Bonuskor) were the distributors of Honda products in South Africa from 1963. First we had motorcycles and then added power products. As most of the original management in those days were ex-Volkswagen, any cars produced by Honda were brought out in small numbers to have a look-see.

As far as I remember we brought out the S600 and S800 sportscars, but numbers I don't know. Uniquely, they featured 4-cylinder water-cooled all-alloy motors with double overhead camshafts (like an Alfa motor), four carbs and a needle roller bearing crankshaft. They could rev to over 8000rpm with ease. The S600 produced 57bhp and the S800 70bhp at 8000rpm. These were unheard of revs for a road car.

Both models featured a unique chain drive to the rear wheels. The layout of the chain drive models had a diff mounted to the body just behind the two seats. Two driveshafts went out to two chain cases which served as independent trailing suspension arms – ingenious – which also gave the boot more depth. The later S800 models went over to a normal live rear axle drive.

I actually drove the S800 from Cape Town to Joburg after I had opened a regional office on the Reef. I showed it off to a few motoring journalists at the time, like Barry Curtis. He was the first motoring editor of *The Star* and was also a founder member of the South African Guild of Motoring Journalists.

We also brought in a T360 bakkie with a small cab-over-engine layout. This had a gem of a 360cc engine with a similar spec to the sportscars. There was 30hp at 8500rpm on hand (these revs for a bakkie??) and virtually zero torque. The motor lay over at an angle, had four carbs and a bunch of bananas exhaust system. As a motor it was a real gem, as I said. A few were used in our parts department in Cape Town and did well over 200 000 miles.

In 1967 Honda launched a mini people's car, the N360. An example was sent out to South Africa for evaluation. I actually used it as a

company car for over a year in Cape Town. It featured a 360cc cylinder air-cooled engine (Honda himself hated water cooling and 2-stroke engines) which was noisy, vibrated and had fairly heavy torque steer. When it idled, the whole car used to shake. Not a car for this country, although not a bad looker.

Roy Dunster of Westville knows all the rest and is a Honda and Alfa enthusiast – just like me.

**Regards,  
Roger McCleery**

*Thanks for the 'horse's mouth' recollection, Roger. I have passed on your letter to Roy and will keep you abreast of any more Honda S600/800 info that might surface. I have had correspondence from another reader who has found one of the small sporting machines but is reluctant to buy it as it is missing the quadruple carb setup. His homework has revealed that these are nearly impossible to source, and if you do find a set on the Internet they cost a small fortune. Would you know if the bakkie carb setup was the same as on the car? I wonder if any of the local parts department vehicles are still around and if the hunt for one of these might deliver some carbs.*

*Stuart*



## MORE ON MORETTI

Hi Stuart,

Having read a recent publication of *Classic Car Africa* I was interested to see Peter Owen-Smith's letter with regard to Moretti automobiles.

During the late 1950s I attended a motor race meeting at Sacks Circle in Bellville. Being a youngster and not having much money, I could not afford to buy a programme but knew most drivers entered by name. But the Production Car event came up with a few surprises, with all makes of cars participating – amongst them Renault Dauphine, Peugeot 203, Fiat 1100 and Moretti.

Apart from the well-known Emmot Barwell, the Moretti 750 coupé entries were driven by Lupini and Lanteri, each one in rather unusual and attractive two-tone shades which set off the diminutive cars' styling to good effect.

Intrigued, a visit was later paid to Boulevard

Motors Ebenezer Road in Green Point to view these cars up close. Owner entrant Doug Jackson was on hand to chat and opened the bonnet of a Moretti to show me the engine – basically a Fiat item equipped with an OHC and close-ratio gearbox. Interior fittings included a large gearbox housing, bucket seats, large speedometer, rev counter and tortoiseshell steering wheel.

While in the workshop, Jackson pointed out a Brooklands Riley and an Aston Martin DB which I believe belongs to a Dr Verster.

Some years later I was to own two Moretti coupés, one ironically having been the car that Barwell drove at Sacks Circle which had a higher gear ratio for optimum use on the long straight. Performance was good for the small-capacity 750cc engine, the car being able to out-accelerate both the Morris Minor and Ford Prefect side-valve.

From what I can gather former racing driver

Angus Huntley, who resides in Gauteng, owns a number of Moretti cars, including a larger 1.5 coupé.

**Kind regards,  
Ian Little**

*Hi Ian,*

*Marvellous Moretti memories, thank you. Other than the Franschoek Motor Museum example, I was unaware of any of the small beauties being in South Africa until I read Peter Owen's letter. It must have been magical to get up close and personal with such rarities as a kid, not to mention seeing a Brooklands Riley and DB Aston in the flesh. I am in contact with some of the Lupini family and am trying to find any pictures of the abovementioned racers. Interestingly, in the August 2017 issue we printed a classified advert selling a later 1970 Moretti GS16 Coupé. I wonder if this would have also been imported by the same agent?*

*Stuart*



## FLOWER POWER

Hey Stuart,

In your October editorial, you ask if there are any other cars with flower names. What about the DAF Daffodil? Yes, really, it did exist! Thanks for an interesting magazine.

Cheers,

Colin Downie

Hi Colin,

I was not aware of the DAF Daffodil. In fact, until reading this I had forgotten that the Dutch-based DAF company produced anything but trucks. It got me researching the Daffodil. It appears that not all markets took to the flowery name – Germany, for example, dropped it in favour of the much more meaningful sounding DAF750, named for its 746cc engine capacity. Thanks for the trigger.

Stuart

## PETAL TO THE METAL

Hi Stuart,

Regarding your September editorial, no, I don't agree to Protea and Lotus being the only cars that share the names of flowers.

I enjoy a challenge, so here are the others:

Aster	France	1901-1910
Aster	UK	1905-1931
Cosmos	UK	1906
Cosmos	Belgium	1911-1914
Flag	Italy	1905-1907
Iris	UK	1905-1915
Lilac	Japan	1921-1930
Magnolia	USA	1903
Rose	UK	1904-1911
Violet	France	1913-1923

All obscure but nevertheless, all part of automotive history. Throw me another one!

Regards,

Rodney Pendleton

*Glad I could offer the challenge, Rodney, and thank you for your time in researching and putting together the list. Of the ten cars listed, I knew of none before I read your letter. Thanks for the information and support.*

Stuart

## BOTANICAL MOTORING

Hi Stuart,

Just back in the UK after visiting South Africa – and I have subscribed to your brilliant magazine! I have also copied in all my car club friends with your subscription link and a recommendation to sign up!

The other car that has a truly floral name is the Dutch DAF Daffodil. I realise you said botanical names, not just flowers, so...

Nissan Leaf

Datsun Laurel

Clan Clover

Datsun Cherry

Triumph Mayflower

Mitsubishi Rosa

Datsun Violet (a flower – could be a girl's name too!)

That's all I can think of at the moment!

Cheers and best wishes,

Chris Dady

*Hi Chris, thanks for signing up with a subscription and passing on the recommendation to your fellow car club friends. Top work on the flower-related car names. For the most part I know the cars you list, so I can only blame my lack of botanical expertise for not thinking of them in the editorial. I do, however, have one car name to the list – although it is only derived from a part of a flower. Toyota Corolla: Petals are modified leaves that surround the reproductive parts of flowers. They are often brightly coloured or unusually shaped to attract pollinators. Together, all of the petals of a flower are called a corolla.*

Stuart



## BREAD, MILK, CHOCOLATE & RACERS

Hi Stuart,

The article and pics of the Protea Triumph brought back fond memories of my childhood. I grew up in Craighall Park, Johannesburg, and used to walk past Angelo's Motor Works in Jan Smuts Avenue virtually every day to buy bread, milk, the daily newspaper and a GI Bar – a chocolate that disappeared many decades ago.

In years gone by you featured Angelo Pera, who was a tuning wizard who raced his own hot Fiat 500. I remember the Protea spending a week at Angelo's being prepared for the Myers/Mason-Gordon entry in the

1959 Roy Hesketh 6 Hour. Another regular sighting at the workshop was the unpainted aluminium-bodied Lotus XI campaigned at Grand Central circuit by Zunia Leibovicus, who entered under the name of Zunia Smith.

Kind regards,

John Rabe

*Thanks for recounting some childhood memories, John. Judging by the number of letters we've had that made mention of Angelo Pera it is clear that his Craighall-based workshop made an impact on many a school boy – perhaps*

*even more than the GI Bar. I recently found the attached image of a Lotus in what looks to be raw aluminium. Is this a Lotus XI? If so, maybe it's the very same one you saw back then.*

Stuart



## MGA TWINCAM REGISTER & TVR

Hi Stuart,

I was very pleased to see your article on the '59 Roy Hesketh 6 Hour, which included my MGA Twin Cam 'Black Mamba'. I keep a register of the MGA Twin Cams which were built in SA and which were imported from the UK – a total of 114 cars, which include 88 SA-built cars and 26 imports. A total of 93 cars are recorded as survivors in one form or another, still mostly in South Africa – a remarkable 82% survival rate. If any readers know of any cars which may still be 'undiscovered', please contact me. I am particularly interested in any details or photos of cars with competition history. Those Twin Cams which have been recorded to have participated in the 6 Hour and 9 Hour endurance races are as follows:

### ROY HESKETH 6 HOUR

**1959:** YM2 554 (No 3, black coupé, Henderson/Mitchell, 3<sup>rd</sup>), YDH5 880 (No 8, green roadster, Mennie/Wright, 2<sup>nd</sup>), YDH5 929 (No 7, white roadster – later green, R Olthoff/Pierce, 7<sup>th</sup>), YDH5 878 (No 6, white roadster, Thomas/Greig, DNF).

**1960:** YM2 554 (No 3, black coupé, Thomas/Caro, 7<sup>th</sup>)

### GRAND CENTRAL 9 HOUR

**1959:** YDH5 880 (No 2, green roadster – modified, Mennie/Wright, 3<sup>rd</sup>) – YDH5 ??? (No 7, red roadster, Sacke/Humphries, 19<sup>th</sup>)

**1960:** YDH5 880 (No 2, green roadster, Ferguson/Mundell, DNF), YDH5 1830 (No 9, green roadster, Cruickshank/Kelsey, 10<sup>th</sup>)

### KYALAMI 9 HOUR

**1961:** YDH5 1480 (No 11, red roadster white hardtop, W Ferguson/Skeen, 17<sup>th</sup>).

All the above cars survive, but the Sacke/Humphries red roadster from the 1960 9 Hour has not yet been identified. Is there anyone with additional information or photos, also from other races?

The feature on TVR is also interesting. Many of the TVR Grantura Mk1s were fitted with the MGA 1586cc or 1622 engine. I test drove a green one for sale in Cape Town in the late 1960s, but it was not for me – it had a VW Beetle torsion bar front suspension. I noticed that a TVR Grantura came 4<sup>th</sup> overall in the 1962 Kyalami 9 Hour. I inspected a red TVR Grantura for sale in London in the early '90s, fitted with an MGA Twin Cam engine (took photos), and

bumped into a person at a recent Piston Ring Swop Meet who had owned a yellow Grantura MGA Twin Cam – apparently they made three.

**Best Regards,  
Bo Giersing**

*Hi Bo, thank you for the kind words and lending us 'Black Mamba' for the shoot. It is really special to be able to experience such historic machinery firsthand all these years later. Period correctness is a crucial part of the classic world and the amount of research and homework needed to rebuild a car such as yours is remarkable. A register is a brilliant initiative and all classic car clubs should be encouraged to do this. Preservation and providence not only increase the value of our classics but also make sure our proud motoring history continues to evolve. If any reader can shed light on any of the MGA Twin Cams I will pass on the details.*

*On the TVR front, I seem to recall the 9 Hour TVR is still in South Africa and resides in the Eastern Cape. I will get on tracing this and will also see if we can track down the MGA Twin Cam-powered one – with such pedigree both are more than worthy of having the story told.*

*Stuart*





## TVR TURN UP

Hallo Stuart,

Thank you for a great magazine and even more so for the very nice piece, 'TVR returns at 70' by Graeme Hurst. Last year, my son-in-law and I were very fortunate to acquire a semi-restored 1974 TVR 3000M No 3247FM in running condition.

2 465 M-series cars came off the production line from 1971 to 1979, of which only 49 were built during 1974. The reason for the low output during this particular year was that TVR was mostly manufacturing 2500Ms fitted with Triumph engines for the US market. The engine had to be detoxed to comply with federal regulations and the 3-litre Ford Cortina engine did not really allow this.

The TVR Heritage in the United Kingdom were very helpful and we could at least establish No 3247 was definitely manufactured during 1974 and sold in the same year as a complete car in metallic blue to Bridge Motors, UK. From here things are unclear and we could only establish that a Mr I. Odendaal had sold the car to George Marais during 1993. During this time, it emerged that the original factory metallic blue was repainted at some stage to an orange-tinged red.

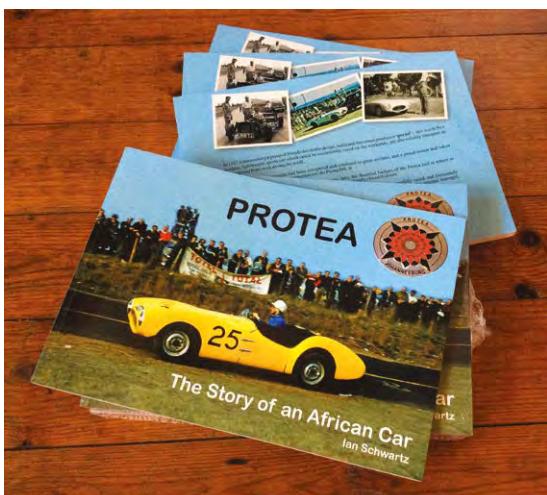
In 2006 Mr Marais was tragically killed when a gun safe fell onto him while he was trying to move it from one room to another. The car was found in his shed in very poor shape, with flat tyres and engine not running due to overheating problems. His son Adri Marais then purchased the car from the estate and in 2011 sold it to Jonny Forbes who had done extensive repairs, including respraying the car to a more attractive Ferrari red.

Since then we have completely restored the original Ford Cortina 3-litre engine and the idea is to do a complete nut-and-bolt restoration. Hopefully we will have her running again sometime next year.

How No 3247 found its way to South Africa is a mystery and our efforts to find more information have got us nowhere. However, we are reasonably certain that this is the only running 3000M in South Africa – unless any of your readers can prove otherwise. If so, we would love to make contact with anyone who might have an M-series car.

We enclose some pictures of No 3247.

**Warm regards,  
Danie Farr and Bartho Siebrits**



**WIN!**

## GET WRITING

We love hearing from you! The writer of next month's winning letter will receive a copy of the new book *PROTEA: The Story of an African Car* by Ian Schwartz. Send an email to [info@classiccarafrica.com](mailto:info@classiccarafrica.com) or if you prefer 'old-school', send us a letter (we love hand-written ones!) to:

**Classic Car Africa  
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Private Bag X20  
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2194**





# THE PURR-FECT ADDITION TO ANY OCCASION





Having the right wheels to drive to your matric dance has increasingly become as *de rigueur* as a designer dress and an after-party at a private club. Ditto with weddings, where a stylish car guarantees a fabulous entrance for a beautiful bride. Thankfully those wheels don't have to be attached to a stretched limo or something modern because classic cars are enjoying increasing appeal, as one Capetonian petrolhead has proved with his classic hire business, says **Graeme Hurst**.





Most classic car enthusiasts have had a passion for cars from a young age. But how many of us actually owned not one, but two classics years before we were old enough to apply for a driver's licence? And how many of us are brave enough to share the passion by renting our cherished classics out for others to enjoy? 31-year-old Quentin Strydom – owner of Classic Cats outside Stellenbosch – is one such individual. “I bought my first car when I was 13 years old,” explains Quentin, who grew up on a farm near Bloemfontein. “I ran a shop on the farm and sold cool drinks and sweets and so on. I managed to save up R8 000 but I knew that the only classic I could afford was a Beetle.”

That was back in 1999, when Quentin had clearly already developed good taste when it came to old cars: the classic he bought was a one-family-owned 1958 VW Beetle with just 72 000 miles on the

clock. “It was owned from new by Alec Krohn who ran a VW dealership in Bloem. He later gave it to his sister in Strand but she found it too slow so he insisted on taking it back.” The Vee Dub’s amazingly original state meant its price tag was a lot more than Quentin could afford, but his passion clearly shone through at that age: “Alec wanted R12 500 but I told him I only had the R8 000 and he let me pay the rest off.” (Quentin still has the handwritten receipt attesting to Alec’s kind gesture.)

Three years on the Beetle was joined by another Wolfsburg icon: a 1968 Type 3 Fastback. “It’s an ex-California car that belonged to a guy who worked for Barons in Johannesburg. He passed away suddenly and his widow advertised it for R17 000 in *Autotrader*,” explains Quentin, who managed to get it for less after his affection for the (also highly original) car won the lady over. “It’s a rare spec with Bosch fuel injection and disc brakes.”

Fifteen years later, following various purchases and sales of other classics, the two immaculate VWs are now part of a broader stable of cars that Quentin rents out for

I ran a shop on the farm and sold cool drinks and sweets and so on. I managed to save up R8 000 but I knew that the only classic I could afford was a Beetle





weddings and other functions under the Classic Cats banner.

Based at Vredenheim Wine Estate just outside Stellenbosch, it's a business he bought four years ago from well-known Cape Town Jaguar enthusiast Jonathan Mayne. "He had the 3.8 Mk2 and a pair of Mk8s then but I could only afford to buy one Mk8 and opted to lease the other." Quentin later acquired the second Mk8 (the burgundy car) and also added another Mk2, which was found in Namibia, to the Jaguar stable. The burgundy Mk8 has been upgraded with XJ6 power steering but the others are largely original, apart from air conditioning which is a must for ensuring that a bride isn't too radiant on her big day in the middle of the Cape summer.

More recently Quentin has added some other family classics to the collection, including his father Clive's Triumph TR2 and a fantastically original, complete with 80 000 miles on the clock, Austin Mini 850. These in addition to his brother's Mercedes-Benz 450SL, for those wanting something a little more modern. "The TR and Mini came

from the same owner in Bloemfontein. He passed away and his wife wanted the cars to be sold together," recalls Quentin.

As with the rest of the cars, the three family additions are all available on a chauffeur-driven hire basis for functions. "Weddings are around 90% of our business and we average between eight and twelve a month," explains Quentin, who prefers to operate locally. "We mainly focus on the Winelands. Generally a booking is three hours – sometimes four if further away – and involves driving to collect the bride to take her to the church and then on to the reception, with a stop for photographs in between." Matric dances usually only involve driving the couple to the venue but require a similar time commitment as the venues tend to be further afield.

Naturally, in this game all the cars in Classic Cats' stable need to be totally 'on the button' when it comes to reliability, which Quentin puts down to regular use and

constant attention: "One thing I have learnt is fix something right away, don't leave it and say 'I will get to it'. The small repairs are mostly cheap and easy to do but easy to neglect."

And has he... er... ever *not* 'got a bride to the church on time'? "We've never had a total breakdown while doing a wedding but I've had a few surprises, including a wet distributor and a blown fuel pump fuse," explains Quentin. "On another occasion we had a brake booster stick on and then there was a case of a battery going flat outside the church, but we have always managed to make a plan!" 📌

See: [www.classic-cats.co.za](http://www.classic-cats.co.za) for more info.

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# THE COMEBACK — KID —

Alfa Romeo's 105 series Giulia, a 4-door compact saloon launched in 1962, was once the chosen weapon for those wanting a practical sporting machine. In a career spanning sixteen years Giulia took families on holiday, won robot-to-robot dices and scooped race and rally laurels the world over. All good things come to an end though, and with the arrival of more modern technology (including Alfa's own 116 Alfetta), the Giulia fell by the wayside, relegated to jalopy status and left to rot while its 'prettier' 2-door 105 GT sibling gained a classic following. But the tide has turned, and as **Stuart Grant** finds out, the Giulia is now one of the fastest appreciating classics around. And what's more Alfa has reintroduced the name, once again applying it to a sporting 4-door.

**Photography by Etienne Fouche**









For those in doubt about the resurgence in 105 Giulia popularity, type the name into a favourite search engine or YouTube and the number of returned hits should bring home the idea. And while searching look up ones for sale. The values pristine examples are reaching is astounding and will have you regretting the day you parked yours up on bricks under a tree or fobbed it off on to your kid as a student runabout. Likely reasoning being that as Alfa GT prices went ballistic, so the real enthusiasts looked elsewhere and settled on the Giulia – which had the potential to deliver just as much driving enjoyment. Specialist firms, already supplying other collectable Alfa series parts, came to the party and now make every conceivable replacement item needed to get the Giulia into as-new or even better nick. Being such capable competition cars there's an almost endless list of performance

accessories that see the Giulia at the front of many a historic racing grid. South Africa's not left out of this equation either, with operations like CTR Racing churning out beautifully detailed, deceptively fast and reliable Alfas at will.

Despite classic Alfas of

all forms leaving our shores at a rapid rate there is, for now, still a reasonable supply of rebuild-ready Giulias locally. Remember, Alfa Romeo South Africa's factory was the main manufacturing operation outside of Italy, and the brand held 4% of the passenger vehicle market locally between 1960 and 1980, making it one of the biggest Alfa markets in the world.

Alfa started its operation here in 1960, initially assembling CKD (Complete Knock Down) kit 101 Series Giulietta cars in Booyens, Johannesburg and then moving to Car Distributors and Assemblers (now the Mercedes-Benz plant) in East London where CKD builds of 101, early 105 Giulia sedans and 106 Series 2600 Berlinas took place. A move up north to Rosslyn was next, and it's here at the Datsun/Nissan plant that a majority of our 105 Giulias were produced – with local content requirements and economics dictating that the CKD process was dumped in favour of near-complete manufacture. A dead giveaway as to Datsun's involvement was in some of the paint colours – these don't match overseas Alfa charts, but park next to a Datsun 1200GX at a car show and you'll see a dead-ringer hue. In gearing up to launch the new 116 Alfetta range Alfa SA moved production to a dedicated plant in Brits, and as the sale of the 116 overlapped that of the ageing

The values pristine examples are reaching is astounding and will have you regretting the day you parked yours up on bricks under a tree or fobbed it off on to your kid as a student runabout





Giulia it appears that 105 (oddly changed to 115 Series in '71) production moved for the third time.

Aside from the Booyens and East London era, recordkeeping seems to have been a bit slack but *Auto Digest Data* indicates that 5 187 Giulias hit SA roads between 1966 and 1977 – with models including the 1600 Super, 1300TI, 1300 Super and 1600 Super Nouva. Whether or not this includes the only-made-in-South-Africa 1600 Rallye and 2000 Rally is not clearly indicated.

True to our country's car building heritage Alfa also brought out some local specials. The 1600 Rallye that was launched in December 1972 according to Mr. Wilkie van Schalkwyk, the then newly-appointed Sales Promotion Manager of Alfa Romeo, was the result of "requests from enthusiasts throughout South Africa to provide a high-performance, yet comfortable sports saloon at a reasonable price". The solution was to slot a 1570cc engine with 125bhp at 6000rpm into a 1300 Super body, add some fully-adjustable seats with headrests, a matt black racing-type side mirror, twin Hella Halogen headlights and most importantly, a limited slip differential.

Pricing started out at R3 195, a touch higher than a 1300 Super at R2 745, but Alfa did throw a line into the marketing

blurb that the 1600 Rallye could be bought off the showroom floor and entered for a rally immediately without the necessity of undertaking any costly modifications to the car. The consensus is that in the region of 40 to 50 1600 Rallyes were delivered.

40 to 50 is also the number range that crops up while attempting to research the Giulia 2000 Rally. And yes, I am equally baffled as to why the 'e' was dropped from this version's naming convention. Facts and figures for these versions are even scarcer – *Car* magazine's comprehensive price list doesn't even yield a return. But word on the street is that in 1974, with the arrival of the Alfetta imminent, Giulia sales took a nosedive (basically halving from the 800 units of 1973) as prospective clients held out to get the latest and greatest Alfa 4-door. Alfa SA needed to create some hype so did

what any true motoring marketer would do and built the ultimate Giulia. This meant raiding the 2000GTV for its 1962cc engine, gearbox and limited differential and slotting it into a Giulia body. And what do you do with the 40 or 50 1600 engines/diffs taken out the Giulia? In another

Giulia sales took a nosedive (basically halving from the 800 units of 1973) as prospective clients held out to get the latest and greatest Alfa 4-door. Alfa SA needed to create some hype so did what any true motoring marketer would do and built the ultimate Giulia



bit of hard selling wizardry, you slot them into the 2000GTV that's just been emptied and call it a limited edition 1600GT De Luxe. Not only did this help to flog off the remaining Giulias but it brought the more up-to-date interior and fittings found in the 2000 GTV to a more price conscious market – in 1975 a 1600 GT De Luxe cost R4 395, while the 2000 GTV hit the bank account at R5 650. Datsun played a role in the De Luxe story, this time donating its De Luxe badge for Alfa to stick to the dashboard fascia.

Enough of this history and figures. Do they really matter? Not if you watch any of the recently made Giulia videos, track sessions or tests. In fact, very little mention is made of engine size or horsepower. Regardless of what is under the hood or being put to the black stuff, the common theme that runs through is just how alive and perky they are to drive – heaps of competent fun when tackling the twists, a comfortable ride on the open road, decent stopping power from discs (only the very early ones were on drums) at all four wheels, ample space for the family (plus luggage) and with a 5-speed gearbox, not overly busy on the highways but more than capable of keeping up with modern speed limits.

Suddenly a 4-door sedan makes sense as a leading light in the classic motoring order. 📌

With such an accomplished history behind the name Giulia, it was not surprising to see at the unveiling of a sporting 4-door in 2015 that Alfa Romeo pulled the name out the archive files. By December 2016 the first few new Giulias (both limited edition Launch and Race units) were shown locally to confirmed buyers, but within a few months the full model range hit the showroom floors.

The sales literature breaks down the line-up into two models: the Giulia and Giulia QV (Quadrifoglio Verde), with the Giulia making use of a turbo-charged petrol and the QV a 2.9-litre V6 Bi-Turbo lump.

The Giulia is further broken down into trim level options with the Base the lowest of the bunch – that said it features a high level of standard equipment such as 16" alloy wheels, dual-zone climate control, cruise control and stop/start technology. Next up the ladder is the Super, which gets 17" alloy wheels, adaptive cruise control (with STOP function), paddle shifts, twin exhausts, privacy glass and decorative aluminium door sills, while the top-of-the-range Stile Pack features all the above but with the addition of 18" alloy wheels, Uconnect 8.4 CD/DVD/MP3/Nav, Sports Pack and Convenience Pack for added uniqueness in the range. A further Sport pack will be added on top of this too.

Only 40 Quadrifoglio Verde models were shipped to SA – and all 40 were sold before they even docked. No surprise when you combine South Africa's historical love for the Giulia name and the fact that the V6 engine delivers 377kW and 600Nm to claim a top speed of 306km/h and a zero to 100km/h in 3.8 seconds. Thankfully, like all good Alfas it has the chassis to handle this incredible power and makes for a very competent 4-door Alfa once again.

Get out there and test drive a new Giulia. Who knows? A few minutes in a 2-litre or QV could see you rediscovering your inner Alfisti. Or take a step back in time and get a 105 Series – there were after all over 5 000 sold here so chances are that there still are some lurking in barns or under trees. The time is right for the Giulia.

**\* Thanks to CTR Racing for supplying the pictured Giulia pair.**



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1957 Jaguar MK1 3.4 Manual. Needs some minor work. R230 000



# COMMUTER CANAM



Buoyed by his success in America's horsepower-fuelled CanAm series, Bruce McLaren planned to take on Le Mans with a sportscar version of the Group 7 machine, but fate dealt a deathly blow. **Mike Monk** gets to grips with a road-going M6BGT.

**Photography: Peet Mocke/FMM**









The original plan was for McLaren to concentrate on building and preparing the works race cars, while technical partner Trojan Ltd built the requisite number of additional M6 GTs to meet the FIA's Group 4 homologation requirements

Fifty years ago Bruce McLaren was a successful car constructor and a driver in both Formula 1 and sportscar racing. While dominating America's 'big banger' CanAm series his thoughts turned to Le Mans. At the time McLaren, aged 32, was in the process of fulfilling a dream of building a purpose-built closed-cockpit car based on the 1967 M6 CanAm machine for use on the road and as a Le Mans competitor. But two events, one technical the other tragic, prevented the dream from being realised.

The original plan was for McLaren to concentrate

on building and preparing the works race cars, while technical partner Trojan Ltd built the requisite number of additional M6 GTs to meet the FIA's Group 4 homologation requirements. However, protracted rule changes for the upcoming season finally led to 50 examples of the race car having to be built, and this late change to the rules brought the project to a halt – McLaren simply did not have the wherewithal to meet this increased demand.

Once the race car programme was shelved, the plan for a production run of 250 M6 GT customer cars with a choice of powertrains was dropped, and it is unclear just how many cars were in fact built – estimates range from six to nine. A couple were said to have been made into road cars, one of which was Bruce's personal





transport, British registration number OBH 500H. Incidentally, one car was bought and campaigned by British driver David Prophet, who had raced in South Africa in the 1963, 1964 and 1965 Rand Grands Prix driving Brabhams.

Then, sadly, the whole McLaren operation was dealt a tragic blow when the talented New Zealander was killed on 2 June 1970 in a testing accident when the rear bodywork of his new M8D CanAm car came adrift at speed along the Lavant Straight at the Goodwood circuit in England. The loss of aerodynamic downforce destabilised the car, which spun, left the track and hit a bunker that was used as a flag station.

But what happened to the M6 GT project? Styled by Jim Clarke at Specialist Mouldings, with input from Bruce and

McLaren's talented F1 designer Gordon Coppuck who did much of the detailing, the resultant 2-door coupé was stunning to look at. The shape was aimed at obtaining maximum high-speed adhesion and stability. Wheelbase and track dimensions were the same as the CanAm car, with which the M6 GT shared many components. Rising phoenix-like from the ashes, the M6 GT project was reborn...

In the wake of Bruce's death, Trojan set about making a run of 'second generation' M6 GTs based on the M6B platform: records suggest that 28 were produced. Other replicas were made and the car featured here, which is part of the Woods Trust collection housed at FMM, was built on a genuine M6B CanAm chassis imported to the UK from America in 1989 and is fitted

with a 5.7-litre Chevrolet V8 mated with a close-ratio 5-speed ZF gearbox. Specialised Mouldings' original M6 GT moulds were used to produce the glass fibre body panels. Once verified by Trojan-McLaren boss Charles Agg, it was given the chassis number M6BGTR50/34. It was classified by Britain's DVLA licensing authority as a 'historic vehicle' and given a 1971 dating with a period-correct registration number MWV 96J, subsequently reregistered as 2 MLA.

One notable mechanical change to the original spec was incorporated into the car's floorpan. Instead of the racing-biased setup of 10-inch wheels up front and 17-inchers at the rear, this car features more practical 16-inch rims front and rear, which necessitated various modifications to the all-round





2 MLA is painted in a rich red with tan leather upholstery and brown carpets. Fully street legal, this wonderful machine has twice been featured in the TAG-McLaren group magazine *Racing Line*

independent double-wishbone coil-over suspension and disc brakes. This task was carried out by Jimmy Potton, who was once F1 champion Mike Hailwood's mechanic in the Reg Parnell F1 team.

The car was invited to the highly prestigious Goodwood Festival of Speed in 1996 and took part in the Mulberry Challenge, during which it tackled the hillclimb course, performed a 20-minute high-speed trial round the circuit, and competed in a timed autotest/wheel change with credible results. Eight years later it returned to Goodwood as a star attraction in the Cartier-sponsored Style et Luxe display.

2 MLA is painted in a rich red with tan leather upholstery and brown carpets. Fully street legal, this wonderful machine has twice been featured in the TAG-McLaren group magazine *Racing Line*, and it also appeared in the Danish *Bilen Motor Og Sport* publication as part of a three-

way test with a McLaren F1 and Ferrari F40. It was also used as the camera car for both the McLaren and Benetton F1 teams in the creation of advertisements for Mercedes-Benz cars and Mild 7 cigarettes.

Approaching the M6BGT, I feel a massive surge of adrenalin at the prospect of driving this machine. I remember going to a lecture given by Bruce when I was a teenager and being awestruck by the man's knowledge and friendliness, reinforcing his hero status in my reckoning. That some 50+ years later I am able to drive a car bearing his name is a privilege.

To lift up the door, remove the steering wheel, step over the wide sill and slide my frame down into the narrow cockpit is easier than it sounds, because the seat is effectively a padded piece of thin foam laid upon the curved aluminium floorpan, shaped as a semi-reclining bucket seat. And that is it – absolutely no adjustment whatsoever. Once squeezed in and having sussed out the pedal placement with my size 9s, I am immediately aware that a





stout, full-width cross member mounted just below the base of the windscreen is digging into my shins, restricting movement around the footwell. The driving position is uncompromising to say the least. It is custom built – just not for me.

Clip the steering wheel back into place, get help to adjust and fit the racing harness and it is time to fire up. Ignition and fuel pumps on, hit the button and the monster V8 blasts into life with surprising ease and settles into a menacing rumble. The clutch is not heavy and first snicks into place without baulking. Raise the revs, release the clutch and this road/race machine pulls away with obvious strength of intent. With so much oomph, getting up to speed is just four more snicks away and, stimulated by the booming Chevy motor mounted just behind my head, it goes quickly – fast. Although there is only about 275kW on offer, the torque is immense, and as the car weighs less than 1 000kg it really starts to hustle as the red line at 5000rpm is approached. Zero to 100

km/h takes around 4.5 seconds and top speed is close to 290km/h. Not brilliant by modern supercar standards perhaps, but remember this is 45-year-old technology.

The ride is firm but thankfully not too harsh; my shins are already bruised without needing suspension jolts to add to the pain. Fortunately, the brakes are reassuringly powerful without needing Herculean pedal pressure. It gets hot inside too, so worth losing a couple of kilowatts by switching on the aircon that was fitted to combat the greenhouse effect engendered by the vast, Triplex-supplied windscreen – another feature unique to this car.

Steering is very direct and the car feels planted to the tarmac. In the corners, the McLaren really is impressive. Strapped-in tightly, I can feel the g-forces building but aware that I am riding on old, case-hardened tyres, I take great care not to pile on the revs too early on the exits to

preclude the risk of spinning off into the barriers. But it is easy to appreciate just how well sorted this car is, based as it is on one of CanAm racing's most successful chassis.

As a practical road car, there is not much going for it. There is an even slimmer passenger seat practically in tandem with the driver's, while storage space is limited to hatches incorporated into its inner rear wheel arches – that will accommodate 'reasonably sized soft bags in each side for weekends away etc' – and, er, inside the doors.

But so what? This commuter CanAm is made for driving... 🏁

Although there is only about 275kW on offer, the torque is immense, and as the car weighs less than 1 000kg it really starts to hustle as the red line at 5000rpm is approached



# BUCKING THE TREND

The kit car scene has grown prolifically over the last 20 years or so and today there's no shortage of options for getting the keys to the likes of a Porsche 356 Speedster or Cobra. Or even a Jaguar D-Type. But what do you do when you want something a little more exotic? Something so valuable and built in such small numbers that there's no way of getting your hands on an original to copy? Well, you go online and buy a set of plans before tapping into some amazing local skills, says **Graeme Hurst**.











Classics don't come much rarer than a Maserati A6 GCS Berlinetta. Hand-bodied by Pinin Farina, just four of these gorgeously styled coupés were originally built in the early 1950s. These closed versions of Maserati's successful A6 GCS series were constructed with the Mille Miglia in mind, after the famous endurance race had been blighted by torrential rain in '53.

As with most exclusive, coach-built Italian cars, each one differed to a degree but all are well documented and in private hands. Were one to sell, it's safe to say that – given their rarity and Pebble Beach grade calibre – the figure would probably be north of R50m. So gaining access to the real deal to take detailed measurements if you have your heart set on a replica is going to be tricky to pull off.

That didn't deter Capetonian Dominik Buss from building one, after he became so smitten with the achingly beautiful looks of an A6 GCS coupé in a magazine feature that he spent nights researching possible sources for information on the model's dimensions. "I

found various companies that can sell you a set of data of precise body dimensions. Most of them are based in Eastern Europe," recalls Dominik. "The data comes from software specialists who use photographs and even scale models to work out the dimensions. All they need is the wheelbase and detailed photographs," he explains. Ironically the specialist it came from turned out to be based in Port Elizabeth.

Twenty years ago, at the height of the kit car scene, such a build would likely have involved a series of moulds and then – if you wanted a pukka aluminium body – a hundred or more hours to reverse-engineer a buck out of sheets of plywood. But now it's possible to feed the body data into a software modelling tool to create a matrix of plywood sections (at 1:1 scale) that, when assembled, form a 3D 'buck' over which a body can be fabricated before it's mated to a suitable chassis. The buck is a bit like a dinosaur model you might have built as a kid.

The end-to-end process is still one heady undertaking but Dominik is no stranger to that. In fact, he has spent the last three decades building Cobra replicas, both in his native Germany and over here, since he immigrated 17 years ago. And around two years ago, his focus turned to the famous Italian trident badge

and the A6 GCS it was attached to in that magazine feature.

If you're not that familiar with '50s Maseratis then the A6 moniker is the title for a series of grand tourers, sportscar racers and single seaters made between 1947 and 1956. They were named for Alfieri Maserati (one of the Maserati brothers, founders of the marque) and the company's straight-six engine.

The A6 GCS series, with the 'G' standing for 'Ghisa' (originally to denote a cast-iron engine block) and the 'CS' for 'Corsa Sport' (racing car), was specifically designed to compete in the World Sports Car Championship, which the series did from 1953 to '55. These were initially in a Spyder configuration (some 52 were built) and known as the A6 GCS/53 series. It was powered by an advanced (for the time) 1985cc 'six' which featured gear-driven twin cams, a 12-plug head (thanks to twin Marelli distributors) and triple side draft Weber carburetors. All of that made it good for 160bhp at at heady 7500rpm. Not bad for the time, especially in a car that only tipped the scales at around 750kg.

Chassis-wise the A6 GCS/53 relied on twin 3-inch longitudinal tubes with a light tubular superstructure to give it strength and carry the body. The front suspension was by unequal wishbones and coil springs, with the rear featuring a live axle and quarter elliptic springs. The A6 GCS/53 was bodied

As with most exclusive, coach-built Italian cars, each one differed to a degree but all are well documented and in private hands





by several famous Italian coachbuilders, including Pinin Farina, Vignale, Frua and Allemano – local metalwork studios that were rich in local skills – skills that were responsible for shaping cars as well as the Italian automotive history.

Then the conditions in that '53 Mille Miglia meant there was a likely demand for a closed version which Pinin Farina latched on to, although the Turin-based coachbuilder had to arrange the order as a private commission from Rome Maserati dealer Guglielmo 'Mimmo' Dei to avoid confrontation with Ferrari, the firm's biggest client.

Maserati made four Series II chassis (numbered 2056, 2057, 2059 and 2060) available to be bodied as coupés, with a further two as 'spares' and a seventh for a barchetta (open cockpit) body. Dominik fell for chassis 2057 which was the prettiest of the quartet as the body it wore was the only one to feature a lower (by 40mm) roof line and a split windscreen. It also has a prettier tail treatment, with the end of the rear wings rounded off (the three others had small fins).

Finished in a striking two-tone blue, 2057 was originally presented at the 1954 Turin Motor Show. However, the closed cockpit idea wasn't a hit with its first owner, Pietro Palmieri of Rome. He entered the car in the Giro di Umbria and found the noise and heat inside so unbearable that he promptly had the body removed and replaced with a

barchetta version.

Fortunately, the coupé shell survived intact and was later mated to one of the extra A6 GCS Series II chassis. Also suffering the same fate was chassis 2060, which was re-bodied by Fiandri, with its original coachwork surviving and ending up on chassis 2089 (the second of the two 'spares'). Chassis 2056 was badly damaged in a fatal accident in the Giro di Sicilia in the 1950s and only restored in the early 1990s by then owner Alejandro de Tomaso. With the two body changes the original four coupés became six, which are all accounted for across various collections today.

With the idea of a replica looking doable, a further Google search quickly showed that the wheelbase wasn't too dissimilar to a Cobra's. "It's 92 inches, which is just two inches longer than a Cobra's," says Dominik, whose experience on the Cobra front made the chassis for the famous Carroll Shelby sports car a logical starting point for creating his replica. The chassis follows the same twin tubular central construction as the original car (but with a 4in diameter, as per a Cobra) to support the running gear and uses a series of square and round tube frames as a superstructure to support the body – much like an Aston-Martin's famed Superleggera construction by Touring.

To fabricate it, Dominik enlisted the help of the Axios School of Skills, a youth

development centre in Faure, just outside Cape Town. "The chassis was welded by one of their staff, Audie Morgan, under my supervision."

While the work was in progress he commissioned Kevin Agnew of Car Body Bucks to construct the wooden buck and José Coetzer of OSI Customcars in Killarney Gardens to in turn clothe it in aluminium – a highly skilled undertaking completed with nothing more than an English wheel and old-fashioned body-shaping hand tools. José also completed details on the chassis to enable it to accept the body. "Not having done it before we had no jig to use, a bit like the case of which came first, the chicken or the egg?" adds Dominik.

As with most replica projects, the car incorporates a few proprietary parts to keep costs and build time down, starting with the front end which features Isuzu KB250 bakkie hubs and callipers. Dimensionally these were a close match to the uprights on the original Cobra design and only required inverting the steering arms – with the arms attached to an MGB rack, as per the original Cobra.

The back end features independent suspension. Normally you'd expect this to be Jaguar's ubiquitous IRS unit (as with the Shamrock and Kit Car Centre Cobras of the '80s and '90s) but Dominik's Cobra replica experience has led him to believe that the standard unit is far too heavy. And





it needed to be massively cut down. "Each side would've needed 160mm taken out so it was actually easier to fabricate new control arms and drive shafts." He made his own hubs in the process which allowed him to run the brake discs on the outside – as per an original Cobra. Technically the brakes should feature 12in drums (which is how the A6 GCS was shod) but I'd personally not be keen to enjoy a high-powered alloy-bodied car knowing I'm relying on a set of un-servo'd drums to outwit today's traffic...

Ah, yes, the power unit. With a twin-plug A6 GCS engine being a tad hard to come by on these shores – as is any Maserati engine for that matter – something else was needed. Something ideally twin-cam and aesthetically similar. Jaguar's famed XK unit was a logical choice. And it's easy to procure. "They're readily available and very reasonable to rebuild... in fact, some local replica builders don't even rebuild; they just use them as is as they have plenty of life left in them," adds Domink.

He was initially concerned the Jaguar 'six' wouldn't fit: "We were trying to avoid having to add a bonnet scoop. Although one of the cars had one I think it spoils the look." After much trial and error, he thankfully came right

and the engine is located well back to aid handling. It's attached to a 4-speed Jaguar overdrive box which runs through a miniature propshaft (just 500mm end to end) to an XJ6 differential. Inside the Maserati features bespoke floor-mounted pedals, linked to a Ford Bantam servo and master cylinder unit, with the choice dictated by what would fit in the available space.

Instruments are all Jaguar with the layout simple and somewhat spartan – as per the original cars. For the steering wheel, Dominik copied the design from a photo in a book and then had the rim laser-cut before getting it laminated with riveted plywood. "The guy who did it makes knives for a living and I thought if he can do the detail on a knife he can make a wheel." Seats are standard racing bucket designs while other off-the-shelf items include the fuel tank. "It's a standard off-road vehicle plastic range extender tank bought from Makro," he explains. A perfect example of proprietary parts tucked out of sight.


Lighting came thanks to VW Golf headlamps mounted in a surround fabricated by José while the rears are period-style Lucas items, faithful to what a '50s sports GT would've worn. Adding to that look are the simple 'push button' door handles (from the engine lid of a VW Beetle) while other out-of-sight parts such as the hinges that hold the door on are from a Mini.

Something that's definitely very much in sight is the car's grille, with the trident emblem laser-cut to the correct dimensions from

aluminium, while the vanes were hand-shaped. One item that proved a challenge was the front windscreen. "I used the front window of an Alfa Junior but it was very tricky to cut the glass and took three attempts – at R6 000 each!"

The whole build took 18 months and although the body and chassis were outsourced, Dominik put in hundreds of hours sourcing parts and working out solutions to problems. It's an experience that's paid off as he's since had an order from an overseas friend for another which is in build, and is considering building a second version for himself.

Dominik's shown the Maserati off at a few events in Cape Town over the past few months and without fail it's garnered huge attention – and not just because of its beguiling shape. The quality of the finish to the body is simply incredible, with perfect curves and seriously impressive symmetry – in fact the shape is so exquisitely executed that Dominik has spotted a few admirers feeling a wheel arch edge to confirm that the body is moulded fibreglass!

And as with so many kit cars, the quality of the final effort is in the detail. Take a closer look at the window frames and you can see they've been carefully replicated with a pivot catch and slider from photos of the original. Ditto the race-style bonnet catches and alloy quick-release fuel filler. As with the body and chassis, they were all made by talented local craftsmen – just like the originals were in Turin, 64 years ago. Killarney Gardens is clearly well-placed to become the capital of the exotic replica world. 

The whole build took 18 months and although the body and chassis were outsourced, Dominik put in hundreds of hours sourcing parts and working out solutions to problems



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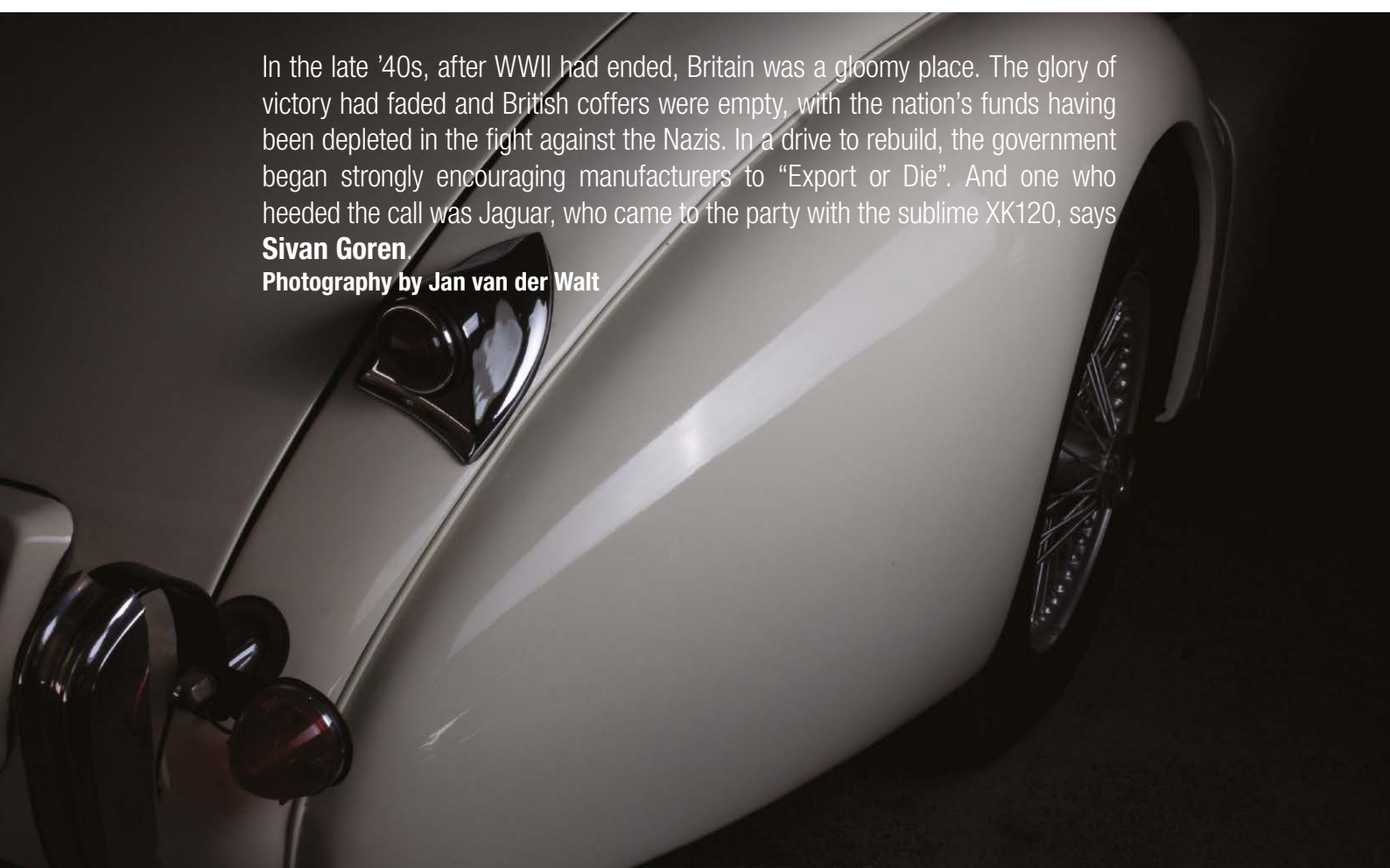




# THE CAT THAT GOT THE CREAM

In the late '40s, after WWII had ended, Britain was a gloomy place. The glory of victory had faded and British coffers were empty, with the nation's funds having been depleted in the fight against the Nazis. In a drive to rebuild, the government began strongly encouraging manufacturers to "Export or Die". And one who heeded the call was Jaguar, who came to the party with the sublime XK120, says **Sivan Goren**.

Photography by Jan van der Walt



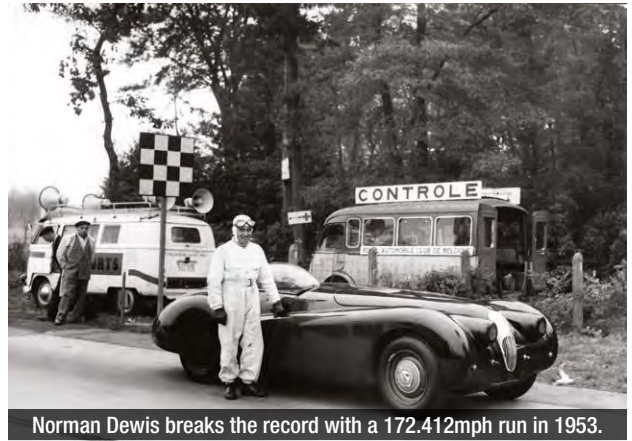








Ron 'Soapy' Sutton at the first Jabbeke speed trial in 1949.



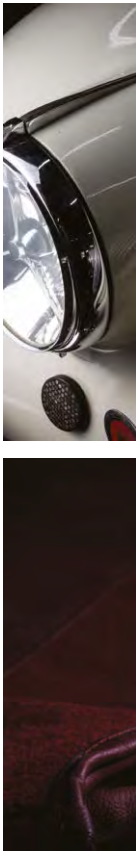
Norman Dewis breaks the record with a 172.412mph run in 1953.



The car driven by Sutton at Jabbeke. Note the tonneau cover and aluminium undertray.



The C-Types lined up at Le Mans in 1951. Car 20 went on to win.



**W**hile WWII had seen the company's efforts shift to war material, and in particular aircraft parts, but factories in Coventry (where Jaguar was based) were frequently battered by German bombs. During the Blitz, William Lyons, the manufacturer's founder, told chief engineer Bill Heynes that if they survived the war, he wanted the company to start producing its own engines instead of buying them from outside suppliers. And even though work for the war effort was the number one priority, Jaguar engineers continued to work on post-war designs whenever they could.

Lyons had an amazing sense of style and a talent for creating cars, particularly sporty ones, with a killer combination of drop-dead gorgeous looks and excellent performance at a reasonable cost. Apart from this, he also seemed to have a sixth sense for predicting trends in design and knowing what would appeal to the general public. His goal was an ambitious one: to create a

car that was not only easy on the eye but that could also achieve 100mph (160km/h), cost less than £1 000 and be fuel efficient to boot, what with petrol being very scarce after the war. An ambitious goal indeed for the time!

The XK120 – badged after its planned top speed – was originally intended merely as a showcase for Jaguar's other great motor show launch – the XK engine: a straight-six, twin overhead cam designed by Bill Heynes and Walter Hassan, with some of the initial design work done under wraps during the war. With the 'X' standing for 'experimental' and 'K' denoting it as the 11<sup>th</sup> in the development series, this famous engine first appeared at the 1948 London Motor Show, with the idea being to test it in the XK120 to prove its durability in preparation for another planned car – the Mark VII. But as the Mark VII was not going to be ready in time for the show, the XK120 was hurriedly conceived as a limited-production model based on a cut-down version of Jaguar's Mk V saloon chassis (to avoid confusion with the Bentley Mark VI, Jaguar jumped straight to Mark VII).

Lyons did not expect to sell more than about 200 and so opted to make

The XK120 – badged after its planned top speed – was originally intended merely as a showcase for Jaguar's other great motor show launch – the XK engine: a straight-six, twin overhead cam designed by Bill Heynes and Walter Hassan





them from readily-available, lightweight aluminium (unheard of at a time when car bodies were made from steel – aluminium was considered flimsy). As was usual for sportscars back then, it was a roadster, with a split windscreen and detachable side curtains, rather than roll-up windows. The car's styling was inspired by the pre-war BMW 328 Mille Miglia but was longer, lower, and more curvaceous than the BMW, with a dramatic beltline dip below the doors. And the result was simply breathtaking.

To say that the XK120 was the star of the 1948 show would be like saying that The Beatles were kind of popular. It caused a sensation; critics were enraptured and orders poured in. The curvaceous two-seater was one of those rare combinations of beauty and performance that struck the perfect balance – so much so that most were willing to overlook its shortcomings. It was like a breath of fresh air: modern, original, sporty and great value for money, and almost overnight the new model became the world's most sought-after car. Following the 120's rapturous reception, Jaguar's plans for a 4-cylinder version (badged XK100) were quietly shelved. And the British government, sensing

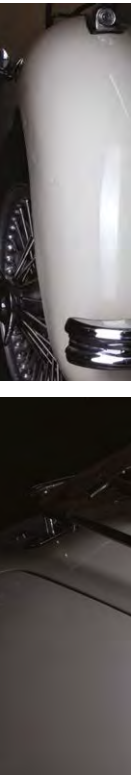
an opportunity to bring in some much-needed cash, saw to it that most XK120s were exported.

Although America had been involved in the war, it hadn't been bombed to bits like Britain and the rest of Europe, and subsequently was far better off financially. Obviously the US was the ideal market for the XK120 as Americans still had plenty of dollars and a willingness to splash out on flashy new cars. The Yanks – especially those who had been deployed in Britain – were already familiar with sporty British cars and were completely bowled over by the XK120. Although Lyons was wary of the US market, feeling it was too risky, eventually about 85% of all XK120s built were left-hand drive and most ended up in America. Even with import costs, the exchange rate made US sales very profitable for Jaguar and the XK120 became comparatively rare in Britain, especially right-hand drive models.

Lyons, being an astute businessman as well as a bit of a showman, ensured that the first American to get

To say that the XK120 was the star of the 1948 show would be like saying that The Beatles were kind of popular. It caused a sensation; critics were enraptured and orders poured in





an XK120 on the West Coast was world-famous actor and car enthusiast Clark Gable, and other celebrities soon followed suit. But interestingly, most XK120s were actually bought by normal people in the upper middle class because the car was extremely well-priced for what you got, especially in comparison with other cars of similar performance.

Production began in 1948, and the first 242 cars had wood-framed open-top aluminium bodies with two seats. The aluminium was, however, dropped in 1950 in favour of steel. The XK120 eventually came in three versions: as an open-top 2-seat roadster (OTS), a fixed-head coupé (FHC) in 1951 and a drop-head coupé (DHC) in 1953.

Yes, the XK120 was gorgeous, but a road test performed by *The Motor* magazine in November 1949 proved it had the sexy

performance to go with its looks. The car that was used was the first prototype built – chassis number 660001 – the very same one that had been the 1948 London Motor Show display model. A top speed of 124.6mph (200.5km/h) was reported, with 0-60mph reached in 10 seconds. That might not seem that impressive by today's standards, but these were simply incredible speeds for the time. As far as shortcomings (yes, it did have some), the XK120's handling was adequate, but certainly no great shakes. Its all-round drum brakes were also fairly inadequate for its weight and speed and although its 4-speed gearbox was sturdy, it was also slow and clumsy. And to say it was cramped inside would be a vast understatement.

In May 1949, Jaguar decided to demonstrate the newly launched XK120 roadster to the press on a stretch of straight autoroute (closed for the occasion) between Jabbeke and Aeltre in Belgium. The white left-hand drive car was the second XK120 built. Jaguar's development engineer Walter Hassan was supposed to drive the car but he got sick,

so Jaguar test-driver Ron 'Soapy' Sutton dutifully stood in. With hood, sidescreens and windscreen removed and the addition of a full-length aluminium undertray, a metal airflow deflector fitted in front of the driver and a tonneau cover fastened over the passenger side of the cockpit, the Jaguar was timed by the Royal Automobile Club of Belgium at 132.596mph (213.393km/h) and was subsequently declared the fastest production car in the world.

This record held until September 1953 when a Z-102 from Spanish manufacturer Pegaso clocked 151.042mph (243.079km/h), breaking Jaguar's record. When he heard this, Lyons immediately asked Norman Dewis, Jaguar's chief test engineer, what he was going to do about it. The Jaguar team headed back to Jabbeke in October with a modified rally-prepared vehicle – by far the weirdest mod was a Perspex 'bubble' cockpit canopy which was bolted down once Dewis was in the car, giving it a decidedly space-age appearance. Amazingly, despite his initial scepticism, Dewis annihilated the Pegaso record with a top speed of 172.412mph (277.47km/h), and the XK120 was once again top dog (or cat).

With performances like these, Jaguar decided it was time to go racing for

**In May 1949, Jaguar decided to demonstrate the newly launched XK120 roadster to the press on a stretch of straight autoroute (closed for the occasion) between Jabbeke and Aeltre in Belgium**





real. In the past, individuals had entered various Jaguars on their own but Lyons agreed to campaign his new XK120 on the racetrack because for the first time he was convinced that his new cars wouldn't "embarrass themselves". And with an already spectacularly successful model, the potential for further prestige and increased sales ensured the decision was a no-brainer.

On 30 August 1949, Leslie Johnson drove the Jabbeke car to the XK120's first-ever victory in a one-hour production car race at Silverstone, with the car having been specially converted to right-hand drive for the circuit. In January 1950, Johnson won the production class race at Palm Beach Shores, Florida, scoring the model's first competition success in the US. That May, XK120s driven by Phil Hill and Don Parkinson finished first and second in the Pebble Beach Cup. These Stateside results only served to fuel demand for the XK120 in the US.

Jaguar allocated six XK120s to drivers Leslie Johnson, Peter Walker, Nick Haines, Clemente Biondetti, Ian Appleyard and Tommy Wisdom. Three of these cars entered the 1950 Le Mans 24 Hours race and the team's relative success convinced William

Lyons it was worth investing in future racing at Le Mans. The XK120 also competed in the Targa Florio, the Mille Miglia and the Tourist Trophy, where three XK120s – one driven by Stirling Moss on the eve of his 21<sup>st</sup> birthday – drove to team victory. Lyons' daughter Pat and her husband also won the Alpine Rally in 1950 and 1951 in an XK120 – the famous NUB120 (its registration) which still belongs to Jaguar today.

But although the XK120 was a capable sports car, Lyons realised it would need to be seriously modified to be truly competitive on the world circuit. In 1951, Jaguar introduced the XK120C, or C-Type – the 'C' standing for 'competition'. It had a more aerodynamic aluminium body, a tubular steel frame, rack-and-pinion steering, and other performance features. And so it was back to Le Mans...

Jaguar entered three XK120Cs in the 1951 race. Peter Walker and Peter Whitehead were the eventual winners and were also the only Jaguar team to complete the race. 1952 was not a successful year for the C-type after Jaguar modified its aerodynamics to increase the top speed; the rearrangement of the cooling system made the cars vulnerable to overheating and all three retired from the race.

In 1953, though, everything changed.

Jaguar engineers had been working in conjunction with Dunlop on a completely new type of brake that had only ever been used on aircraft. The high-tech new invention was the disc brake and was the ace up Jaguar's sleeve that year. The C-Types could decelerate at the end of the Mulsanne Straight from speeds of 240km/h with complete confidence and leave their braking far later than the competition. Duncan Hamilton and Tony Rolt won the race at 105.85mph (170.35km/h) – the first time Le Mans had been won at an average of over 100mph (161km/h).

But all good things must come to an end and in 1954 the XK120 made way for its successor, the XK140, which offered much-needed interior space but was compromised styling wise. Today the XK120 is extremely desirable – arguably more so than its successor – particularly the rare aluminium-bodied version. And though years have passed, the game-changing sleek feline lives on. Not only did the XK120 usher in the dawn of Jaguar's legendary XK engine, which was in production for four decades, but it also set the scene for the marque's legacy of timeless design and styling – attributes that are echoed in the lines of today's Jaguars. 🏁









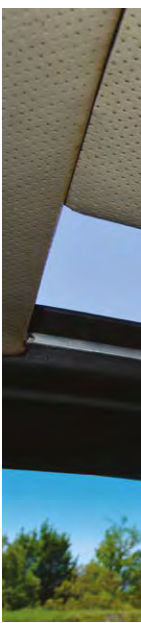
# THE CALM BEFORE THE STORM

Every car enthusiast will know that nowadays AMG produces a performance version of every Mercedes-Benz model line. It all began 50 years ago, and as **Mike Monk** discusses, back in the 1970s the Stuttgart manufacturer was already into hot-rodding.

**Pictures: Mike & Wendy Monk**

**F**ifty years ago, Mercedes-Benzes were generally considered to be rather posh, rather expensive and rather sedate. The top-line S-Class was a benchmark in mass-produced automotive luxury and often used by dignitaries around the world. But typical of the evolution of the motor car, someone always wants to go faster, and while a fledgling tuning house called AMG looked to racing, Mercedes-Benz engineer Erich Waxenberger put the company's powerful 6.3-litre M100 V8 (as used in the luxurious 600 limousine) into a W109-series 300SEL body. Surprisingly perhaps, conservative Mercedes-Benz liked the concept and launched the car at the Geneva Motor Show in March 1968, and at the time of its release it was the world's fastest 4-door car. Built until 1972, some 6 500 were sold.





In 1972 the W116-series S-Class was introduced and, buoyed by the success of the 300SEL 6.3, at the 1974 Geneva Motor Show launched a 6.9-litre version of the long-wheelbase 450SEL

In 1972 the W116-series S-Class was introduced and, buoyed by the success of the 300SEL 6.3, at the 1974 Geneva Motor Show launched a 6.9-litre version of the long-wheelbase 450SEL as the flagship model of the range. The 6834cc engine was a cast-iron V8 with an aluminium cylinder head housing a single overhead camshaft per bank operating sodium-filled valves with hydraulic lifters. Fuel was supplied by Bosch K-Jetronic electro-mechanical injection and the motor's peak outputs were 210kW at 4250rpm and 549Nm of torque at 3000. Dry-sump lubrication was employed. Each hand-built unit was bench-tested for 265 minutes, 40 of which were under full load.

Taking drive to the rear wheels was a W3B 050 3-speed auto transmission, unique to the 6.9, and a ZF limited-slip differential was standard. Final drive was a high 2.65:1 for relaxed cruising. Road test figures of

the time realised a top speed of 237km/h and a 0-100km/h time of 7.8 seconds. Fuel consumption was given as 16.2l/100km freeway and 23.2l/100km urban.

Production began in limited numbers in 1975 and, then as now, Mercedes-Benz used the S-Class to introduce some new technology into its armoury. In this case it was hydropneumatic self-levelling suspension, unlike the 600 and 300SEL 6.3 that used air suspension. Similar to the Citroën system, the benefit was said to be more progressive springing. The more the enclosed air in the suspension is compressed, the more difficult it is to compress, thus the suspension rate changes in proportion to the load. Instead of conventional shock absorbers and springs, the system used a combination of fluid-filled struts and nitrogen-filled accumulators, and was pressurised by a hydraulic pump driven by the engine's timing chain. Ride height could be altered by a fascia-mounted knob under the speedometer that raised the car an additional 50mm for increased ground clearance. The 6.9 was shipped with hard





rubber emergency dampers that served as temporary springs, which allowed the car to be driven in the event of hydraulic failure.

In addition to the self-levelling suspension, in 1968 the 6.9 was offered with (optional) electronically-controlled anti-lock 4-wheel disc brakes, one of the first cars to feature this groundbreaking Bosch development.

But despite the monster V8 under the bonnet, this is no testosterone-driven overgrown muscle car. Far from it, in fact. Apart from the 6.9 badge on the boot lid and slightly bigger wheels than standard, this car is indistinguishable from any other W116 S-Class. This is a Q-car limousine. Inside, there is nothing extra special either; there are electric windows, but seats and exterior mirrors have to be adjusted by hand. However, a clever Chrysler-developed climate control system adds a touch of luxury, and the fascia is a classy burled walnut veneer.

Approaching the Franschhoek Motor Museum's 1980 6.9, the overriding understatement is readily apparent. It looks

like any other period white S-Class. Inside, the feeling is the same. The car has been standing for a while, so switch on, pull the knob and wait for the near 2 000kg body to rise to the occasion. Start up and the V8 slips into operation with little more than a murmur. Pull the shifter into 'D' and drive away.

Totally effortless. Acceleration-wise, it is the same as a modern E200 but this is a car designed to eat up kilometres with minimum fuss. The seats are comfortable in that 1970s 'hard but supportive' style, and with its long wheelbase (2960mm) there is plenty of room. Slender pillars and a deep glasshouse allow plenty of light to infiltrate the cabin, and it is easy to imagine tackling any long distance without any qualms. An electric sunroof is available to provide a touch of *al fresco*.

Maximum engine revs are 5300, but with so much low-down torque there is no need to reach for the red line. The

Apart from the 6.9 badge on the boot lid and slightly bigger wheels than standard, this car is indistinguishable from any other W116 S-Class





suspension is superb, providing a ride that is cushioned without being soft. And body roll is not an issue. But do not think of the 6.9 purely as a boulevardier: one featured prominently in a high-speed car chase in the film *Ronin*. And almost certainly a 6.9 with a camera mounted on the front bumper was the actual car used by Claude Lelouche in his high-speed drive through Paris in the 1976 movie *C'était un rendezvous*. (The Ferrari 275 GTB soundtrack was added afterwards.)

While the specification of the 450SEL 6.9 pales against that of today's Mercedes-AMG S63L, the fact that five decades ago both companies started fitting big V8s into Mercedes S-Class models is perhaps more than a coincidence. Since then both their fortunes have risen dramatically and since 2005, as a wholly-owned subsidiary of Mercedes-Benz, AMG's influence has become increasingly significant. 📌

## AMG MILESTONES

- AMG was founded in Burgstall in 1967 by Hans-Werner Aufrecht and Erhard Melcher as 'engineering office, design and testing for the development of racing engines'. The letters stood for Aufrecht, Melcher and Großaspach – the birthplace of Aufrecht.
- In 1971, AMG became famous overnight when a red-painted 300SEL 6.8 finished second overall and won its class at the Spa-Francorchamps 24-hour race.
- The plant in Affalterbach was founded in 1976. In a newly-constructed building, the race engine workshop evolved into a manufacturer of sports saloons and coupés.
- In 1984, Melcher independently developed a 4-valve cylinder head that was fitted to a 5-litre V8 used in the Mercedes-Benz 500SEC. The principle of 'one man, one engine' was valid from the outset.
- From 1986, the new cylinder head was used not only in the AMG version of the S-Class but primarily in the saloon and, later, the coupé of the mid-size W124.
- From 1988, AMG built the 190E racing cars and was also responsible for their competing in the Deutsche Tourenwagen Masters (DTM) championship.
- Collaboration with Mercedes-Benz began in 1990, and a year later AMG embarked on the development and production of sports versions of Mercedes-Benz vehicles.
- The C36 AMG, launched in 1993, was the first vehicle on the market to result from the collaboration agreement. With sales of 5 000 units up to 1997, it became the first best-seller. In 1996, the car was the first official Formula 1 safety car.
- With effect from 1999, DaimlerChrysler owned 51% of Mercedes-AMG.
- In 2001, the newly-developed 5-speed automatic transmission in the C32 AMG was paired with the 3.2-litre supercharged V6. Innovative touch control allowed the gears to be selected manually.
- In 2005, Mercedes-AMG became a wholly-owned subsidiary of Daimler AG.
- Unveiled in 2009, the Mercedes-Benz SLS AMG was the first vehicle to be developed entirely in-house by AMG.
- AMG branched into motor racing with the SLS AMG GT3 in 2011. At the same time, the car heralded the entry of Mercedes-Benz into exclusive customer racing sport.
- Unveiled in 2014, the Mercedes-AMG GT was the second sports car to be developed entirely in-house by Mercedes-AMG in Affalterbach.
- With its entry into the compact segment and its 43 series vehicles, AMG widened its portfolio while winning new groups of customers.
- With almost 70 000 units, Mercedes-AMG set a new sales record in 2015 – thanks not only to the newly-launched 43 series but also to the performance versions of the C-Class, SUVs and compacts.
- In 2017, with almost 100 000 units delivered, Mercedes-AMG heads into the year of its 50<sup>th</sup> anniversary, on the back of a new sales record.





# 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 ...





**B**efore getting into the swing of it let's briefly look at the Isuzu tale... The company's roots can be traced back more than a century to 1916, when the Tokyo Ishikawajima Shipbuilding and Engineering Company Limited was formed and started building trucks under licence from British company Wolseley. Various acquisitions and mergers occurred through the 1930s and '40s, resulting in the eventual formation of Isuzu Motors Limited – Isuzu also being the name of a Japanese river. Translated into English it means 'Fifty Bells'.

Isuzu established a diesel research committee in 1934 and poured its energies into the development of diesel engines, a technology that had not yet been commercially established, even in the advanced nations of Europe and North America. In 1936 it introduced the air-cooled 5.3-litre DA6 diesel engine, followed three years later by the DA4, which went on to serve as the foundation of all later generations of Isuzu diesel engines. These were Japan's first commercial diesel engines and marked a breakthrough in the history of diesel engine development. Since then, the company has supplied industrial engines for various types of applications including construction machinery, generators and even snow vehicles for expeditions in the harsh and precarious conditions of the South Pole, maintaining a strong reputation among industrial machinery manufacturers, both in Japan and overseas.

On the South African front, the Isuzu story







It's a year of celebration for Isuzu Motors Limited of Japan as it commemorates the establishment of the company in April 1937. But while the company has a strong reputation as a manufacturer of rugged and reliable commercial vehicles, it did delve into car manufacture along the way. **Stuart Grant** gets behind the wheel of a Bellett, one of the coolest 1960s saloons, and wonders why so few Isuzus fight it out in the passenger market.





In 1953 Isuzu started producing the Minx, a carbon-copy of the Hillman version sporting the same name, thanks to a licence agreement with the British Rootes Group

started in the early 1970s with the launch of the Chevrolet LUV (Light Utility Vehicle), in essence the first Isuzu 'bakkie', which was imported from Japan. Local production of the LUV commenced in 1972 at the Kempston Road plant in Port Elizabeth, and in 1973 Isuzu-based trucks were introduced for the first time. The KB nomenclature which is unique to South Africa was first introduced when the facelifted LUV was released in 1979, but this time branded as an Isuzu KB. The following year saw the South African introduction of the Isuzu KB40, the first petrol- and diesel-powered 4-wheel drive pick-up from Japan. Now in its 6<sup>th</sup> generation, the Isuzu KB continues the legacy established by the LUV.

While the press seems to relegate Isuzu to the commercial/utility sector, it does in fact have a reasonable passenger car-making history. In 1953 Isuzu started producing the Minx, a carbon-copy of the Hillman version sporting the same name, thanks to a licence agreement with the British Rootes Group. This remained in production through to 1962, with the arrival of Isuzu's own first car, the Bellel – naming done by taking the English word 'bell' and

combining it with the Roman numeral 'L' to mean fifty bells.

Not only was the Bellel the first Isuzu but it was also the first Japanese car to make use of a diesel power plant. This came in the form of a 40kW 2-litre diesel lump that initially ran alongside a 1500cc petrol engine and then later a 2-litre offering. Despite its European styling and scooping the 1962 Japan Society of Mechanical Engineers Prize, sales were not exactly stellar for the mid-sized saloon, with the only real fans being the local taxi industry who recognised the fuel consumption benefits given by the diesel variant. In total 37 206 Bellels hit the road before being replaced by the Ghia-penned Isuzu Florian in 1967. The Florian enjoyed a 16-year production span, again offering petrol and diesel variants in both sedan and wagon format. A pretty Giorgetto Giugiaro-designed coupé based on the Florian underpinnings and badged as the 117 Coupé was also offered. This wasn't the company's first coupé or sporting attempt though, with these honours going the way of the Isuzu Bellett GT of 1964, a natural addition to the Bellett sedan range launched in '63.





With the Bellel filling the mid-sized sedan requirement, the smaller Bellett was aimed at the more diminutive sub-compact set and – you guessed right – the name Bellett was meant to indicate a smaller Bellel in the same way as cigarette versus cigar.

In June 1963, the Bellett began life with a 1.5-litre SOHV 4-cylinder petrol and 1.8-litre diesel option. By April 1964, a 1.3-litre mill borrowed from the Isuzu Wasp bakkie joined the party and a 3-door van/wagon version called the Express showed the intent to cover a wide range of the market requirements. In January 1965, the Bellett became the first Isuzu to be exported to Europe when 1 000 units were shipped to Finland. The Swiss and Swedish market opened up after showing off the Isuzu at the 1965 Geneva Salon and Canada followed suit in March that year. South of the Equator, the Bellett was assembled and sold in New Zealand and Rhodesia (Zimbabwe).

In 1958, BMC opened a Zimbabwe assembly plant in Umtali (now Mutare) but it soon diversified and churned out Citroën DS 19s, Daihatsu 1000s, Cheetah (BMW/Glas) and the Isuzu Bellett 1500 4-door.

While there's not much sporting about the

4-door Bellellet, the Japanese newcomer had a few tricks up its sleeve in the form of a 2-door GT in April '64. Not only was it lower than the 4-door but it also received a 1.6-litre single overhead camshaft motor and a set of twin carbs that enabled an impressive top speed of 160km/h, which together with disc brakes up front was enough to scare the likes of its Ford Cortina GT competitor. Try this on for size:

	<b>MK1 FORD CORTINA 1500GT</b>	<b>ISUZU BELLETT 1600GT</b>
<b>Capacity</b>	1498cc	1579cc
<b>Power</b>	78bhp	89bhp
<b>Torque</b>	120Nm	128Nm
<b>Mass</b>	869kg	939kg
<b>Specific output</b>	52.1bhp/litre	56.3bhp/litre
<b>Power to weight</b>	66.9 watt/kg	70.6 watt/kg

Ah, yes Ford fans will of course counter this by adding the Mk1 Lotus Cortina. Isuzu had an answer, though, in the form of the 1969 Isuzu Bellett GT-R or GT Type R:

	<b>MK1 LOTUS CORTINA</b>	<b>ISUZU BELLETT 1600GT-R</b>
<b>Capacity</b>	1558cc	1584cc
<b>Power</b>	110bhp	118bhp
<b>Torque</b>	145Nm	142Nm
<b>Mass</b>	905kg	970kg
<b>Specific output</b>	70.6bhp/litre	74bhp/litre
<b>Power to weight</b>	90.6 watt/kg	90.7 watt/kg

In January 1965, the Bellett became the first Isuzu to be exported to Europe when 1 000 units were shipped to Finland









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# VEE FOR VICTORY

Jon Ekerold on his TZ in 1981, wearing the world championship No 1.

The 1960s and '70s were two very special decades in motorcycle Grand Prix racing. In the '60s the Japanese big four manufacturers, all grimly intent on achieving domination in the burgeoning motorcycle market, were engaged in a technology war that resulted in truly formidable Grand Prix machines like Suzuki's 200km/h 14-speed 50cc V3 and 12-speed 125cc square four, Honda's 4-stroke 5-cylinder 125 and 6-cylinder 250cc racers, and Yamaha's 125 and 250cc vee-four 2-strokes. That all ground to a standstill towards the end of the decade when the FIM changed the rules to limit the 50 and 125cc machines to but one cylinder, while the 250s could have two and the 350 and 500 class bikes a maximum of four pots. All were also limited to a maximum of six gears and the aggrieved Japanese manufacturers, who'd spent a fortune developing the multi-cylinder technology that was now outlawed, withdrew their factory teams from GP racing.

**By Gavin Foster**





**T**his, on the other hand, helped make the '70s very interesting because the blokes at Yamaha had a very big ace up their sleeves. While their racing department had built the high-tech and very expensive GP bikes virtually by hand, the factory had for some years offered a parallel series of over-the-counter twin-cylinder 2-stroke production racers based upon their road bikes, which had in turn been inspired by the very successful German Adler twins of the 1950s.

These sporting Yamahas were aimed squarely at the USA, because the AMA rules at the time dictated that motorcycles raced in the American domestic championships had to be based upon production machines. The Japanese manufacturer, with its new machinery and modern factories commissioned after the mayhem of WWII, could churn out the relatively uncomplicated production racers quickly and cheaply on high-volume production lines – and did so from 1963.

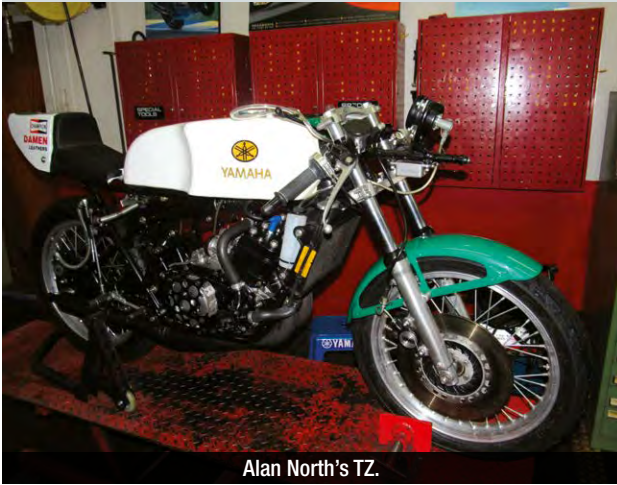
The first of these, the 250cc TD1, was

based upon the road-going YDS2, with which it shared a frame, crankcase, and bore and stroke dimensions. The bike, fitted with lights and other appurtenances for homologation and marketing purposes, weighed 114.5kg on the showroom floor and its twin-cylinder 2-stroke engine was good for 22hp, which gave it very lively performance for its day. It cost around US\$1 000 and could be quickly converted to a properly focused race machine by taking off all the unnecessary bits and fitting new barrels, cylinder heads, expansion









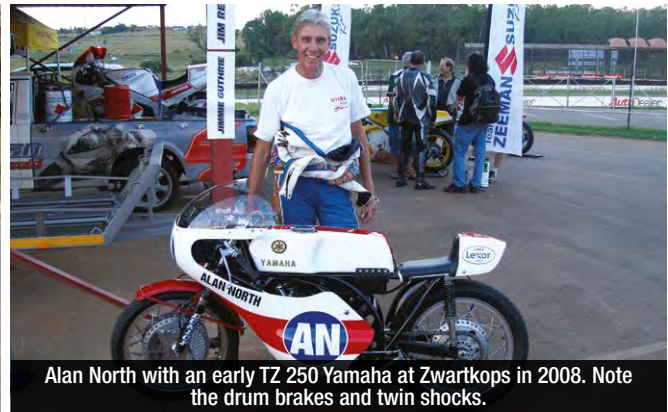
Alan North's TZ.



Alan North with his recently acquired and restored '77 TZ that he raced that year.



The road-going 1973 RD 350 provided the basis for the TZ.



Alan North with an early TZ 250 Yamaha at Zwartkops in 2008. Note the drum brakes and twin shocks.

did things strangely. The first models, the TZ250A and TZ350A, had massive four-leading-shoe drum brakes up front and twin shock absorbers at the rear, and it was to be three years before these gave way to monoshock rear suspension and hydraulic single disc brakes front and rear. I bought an RD 350 road bike for R1 050 brand new in 1974, and it had a front disc brake then, two full years before the GP-capable racebike got one. Not only that, but when the TZ eventually did get a disc brake, it used exactly the same rather heavy components as the road bike.

One of the biggest advantages the TZ twins offered was their simplicity. Anybody who knew one end of a spanner from the other could soon learn how to strip and rebuild the motor, which was just as well because they often needed attention. Alan North, who raced them very successfully in GPs for nine years between 1975 and '83, says that he replaced the crankshaft's main and big-end bearings, as well as pistons and rings, after every race. "You never knew when a big end would go," he says. "I'd build up a spare crank beforehand using a little press in the back of the van, squash it all together, and knock it about with a copper hammer.

The night before the race I'd strip the motor, replace the crank, pistons and rings, and check everything over. It was quick and easy – I could replace the crank after practice in about two hours. Jetting was also critical. If it was too rich it wouldn't go, and if too lean it would start detonating and burn holes in the pistons."

Another advantage was that the little Yamaha was such a good racebike for relatively little money. With a good rider on board and properly tuned it was easily capable of beating most of the 500cc and 750cc racebikes available on all but the longest circuits. Don Emde won the prestigious Daytona 200 in 1972 ahead of a field of top racers, mostly on 750cc machines, on an air-cooled Yamaha 350 – the first time a 2-stroke had won at Daytona, the first ever win for a Japanese manufacturer there, and the smallest bike ever to claim victory at Daytona. Emde had cobbled together a last-minute deal with Team Motorcycle Weekly to sponsor his race. The following year Jarno Saarinen decimated the high-class field to win on a factory prototype liquid-cooled TZ350.

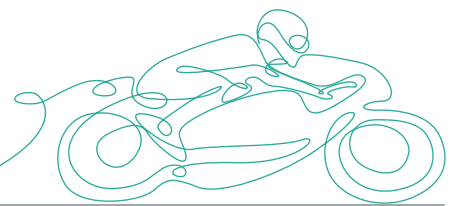
The Yamaha TZ twins went through nine upgrades between 1973 and 1982 involving

dozens of improvements aimed at elevating their performance and reliability, with the 1976 TZ 250 C and 350 C models offering the biggest and most visible changes – disc brakes and monoshock rear suspension. Then along came Kawasaki, Honda, Suzuki and Aprilia in the early '80s with race-winning bikes and the party was pretty well over for Yamaha's privateers. They had won a plethora of grand prix races on their relatively low spec production bikes, but the championships usually went to the factory's chosen riders on faster, lighter factory-provided bikes – Jarno Saarinen, Giacomo Agostini, Johnny Cecotto, and Takazumi Katayama were the most successful. Our own Jon Ekerold claimed the 1980 350cc World Championship as a privateer with virtually no help from Yamaha. He used a Bimota frame and an engine fettled by him with the help of several brilliant tuners, mainly Harald Bartol and Helmet Fath. Ekerold thereafter took great pains to point out to everybody who would listen that Yamaha had had very little to do with his championship win. This was the only time ever that a privateer took the 350cc title, and he'd worked his way up to that achievement on a succession of racebikes based upon Yamaha TZ twins. **Q**





The legendary Barry Sheene.



# THE SMALL-CAPACITY KING

Back in 1971 an up-and-coming motorcycle racer called Barry Sheene competed in two 50cc Grand Prix races, winning the first at Brno and finishing fourth in the Swedish GP later that year, both on Kreidlers. **Gavin Foster** talks about the often forgotten pocket rockets.





Jarno Saarinen.



Jan De Vries.



Barry Sheene – Jarama GP, 1971.



Jan de Vries – Kreidler 50.

Sheene, the cheeky and much-loved character who went on to be a double 500cc world champion, remains in perpetuity the only rider ever to win world championship GPs in both the 50cc and the 500cc classes, neither of which exist at GP level today. The 20-year-old didn't enjoy the little German single-cylinder 2-stroke motorcycle much on first acquaintance, though. "When I came to practise on the mini-Kreidler I found it to be a very strange proposition. The placing of the gear lever and brake pedal confused me, there seemed not enough room to tuck my knees in and I was bloody sure the tiny tyres wouldn't hold the bike on the road in the pouring rain," he wrote six years later in *The Story So Far*, the book that covered his life leading up to his first world championship.

Sheene plugged away in practice and qualifying, eventually managing second place on the grid. Then on race day he overslept and had to rush to the start. "I was still half asleep but I buzzed around as quick as I could in the wet with my head thumping and my teeth chattering with the cold. When the 'GO' sign (*from his pit crew*) came up I hurried past Nieto for a win. I would have suggested that was impossible after my first practice ride on it but the winning margin was over a minute and a half. It was ridiculous the way things went with me and that bike!" Another all-time great who raced a Kreidler was Jarno Saarinen, who like Sheene contested just two 50cc GPs, also in 1971, picking up a second and a sixth place.

Kreidler, like so many other motorcycle manufacturers, was born of World War Two. The Kornwestheim factory that previously

Kreidler, like so many other motorcycle manufacturers, was born of World War Two. The Kornwestheim factory that previously supplied non-ferrous tubing, sheet and wire began churning out 50cc mopeds post-war when money was tight



# ANGEL NIETO'S DEBUUT OP VAN VEEN-KREIDLER



Angel Nieto's Kreidler debut.

supplied non-ferrous tubing, sheet and wire began churning out 50cc mopeds post-war when money was tight and cheap transport much in demand. The products were excellent and Kreidler soon became Germany's leading manufacturer of ultra-lightweight motorcycles and mopeds.

After a few years some of the factory workers decided to go racing – as men do – and with the blessing of the company's owner, Dr Alfred Kreidler developed a race bike based upon the popular 50cc Kreidler Florett, with its pressed steel frame, Earles forks and a few engine modifications to pep things up. Most of the marque's early successes – and there were a lot of them – were in dirt racing, but in 1961 Kreidler, who had by then taken over 50% of the German motorcycle market, shifted focus to road racing and captured the West German 50cc championship.

The first factory-backed bike, developed for the newly-fledged FIM Coupe d'Europe series, evolved throughout the year and by mid-season had dropped the piston-port induction system in favour of a dual rotary-valve setup

with two Dell'Orto carburettors, producing 8bhp at 11000rpm. That was a whopping 160hp per litre, from a single cylinder, which was good enough to win what was in effect the world championship. Then, in 1962, the F.I.M. introduced a 50cc class for world championship grand prix racing and the Kreidler team got stuck in to create something really competitive. The new GP bike shared little with the Florett-based machine other than the crankshaft, which came straight out of the road version. The cylinder was heavily finned for cooling and the Dell'Orto carburettors were dumped in favour of a pair of very expensive specially made Bings.

The biggest problem with 50cc race bikes was the lack of torque, so the narrow power bands had to be made accessible through gears – lots of 'em. The Kreidler had an internal 4-speed box with an external 3-speed overdrive for a total of 12 gears, and keeping the crank spinning in the 9500 to 11000rpm powerband could be a nightmare for the uninitiated. The bike weighed in at around 55kg dry, and with the rider aboard needed to top the scale at least 115kg, with any shortfall compensated for with added ballast. Kreidler's Hans Georg

That was a whopping 160hp per litre, from a single cylinder, which was good enough to win what was in effect the world championship





Don with his Kreidler.



Don Bristol's home-built Kreidler.



Neat and tidy – the Kreidler is about as skinny as skinny gets.

Anscheidt finished second to Suzuki-mounted Ernst Degner in the inaugural 1962 world championship, with the German factory riders taking two wins along the way. And so it went, with Kreidler fettling the single-cylinder 2-stroke engine to produce 12hp in '63 and 14hp in an all-new 160km/h bike in '64.

But the Japanese factories were just getting into their stride, and Honda and Suzuki both came up with twin-cylinder bikes with 165km/h top speeds in 1965. Kreidler had designed a twin, but decided that the costs would be too high and withdrew from 50cc GP racing at the end of '65 after winning eight races but no championships in four years. Their decision could have been motivated by the news that Suzuki was working on a 50cc triple, so it must have hurt that the German company's star rider, Hans Georg Anscheidt, immediately defected to Suzuki and won the next three 50cc world championships on the trot – riding the twins.

With GP racing out of the way Kreidler set off to the Bonneville Salt Flats in Utah, USA, where they set a new 50cc world land speed record, at a 131.25mph (211km/h) average over two runs with a streamlined version of the race bike. In late 1967 they

also introduced the legendary Kreidler Florett RS, a sporty 50cc single-cylinder piston-port 5.3hp street bike that held the reputation of being the quickest 50cc road machine that money could buy – until production was shut down in 1981.

The factory also offered a racing kit that lifted power to 9hp and top speed from about 100km/h to 130. A number of independent tuners got to work on the bikes, with the Dutch company Van Veen being the most successful. They squeezed 16hp out of the little engines, while revs escalated to more than 16000rpm and top speed rose to 200km/h. With the F.I.M. changing the rules to limit world championship 50cc GP bikes to one cylinder and six gears from 1969, Van Veen, working with Kreidler, built an all-new factory race bike with a water-cooled rotary valve engine, dishing up 17.5hp for 1971. This, tucked into Van Veen's new trellis frame with Marzocchi front forks and a Fontana front drum brake, brought Kreidler the success it had long sought. All in all, Kreidler riders won the 50cc world championship eight times between 1971 and 1983, when the class was discontinued. The Kreidler motorcycle factory also closed its doors in 1983, with the championship-winning bike that year being





Don Bristol with another of his creations, a 4-cylinder Kawasaki 1000cc 2-stroke.

badged as a Krauser.

I know of only one South African who ever raced a Kreidler 50 internationally – Rhodesian-born professional racer Gordon Keith, a reticent man who plays down his considerable road racing achievements.

In 1964 he won the 250cc Manx GP on a Greeves and he raced in 17 Isle of Man TTs, earning a couple of 5<sup>th</sup> places. He also contested a few GPs and picked up a 4<sup>th</sup> in the 1968 Nations 250 GP on a Yamaha at Monza. Gordon has the distinction of earning Velocette's last-ever Grand Prix world championship point, in the '70 Spanish 500 GP, so you could say he knows his motorbikes.

In 1970, just before he returned to Africa, he got to race a Kreidler. "At Tubbergen in Holland the organisers asked if I would ride

a 50cc Kreidler in place of one of their national Dutch team members who had been hurt in an accident the week before. This thing was possibly the most highly developed racing bike I ever experienced in any class, as the rider is so much

part of it. Hell, if you lifted your head an inch to see over the screen you lost 1000rpm. Slipstreaming was much more important than usual and the gears were on the wrong side and reversed in action, but it made me wish I'd competed in this class from the very beginning in Europe. My weight was perfect for the 50s. Believe it or not, in Belgium down the Masta straight at Spa they were seeing over 120mph (190km/h). My ride was hampered only by my inexperience on a 50, and the upside-down and left-side gear change were opposite to those on the 250 and 500 I raced on the same day."

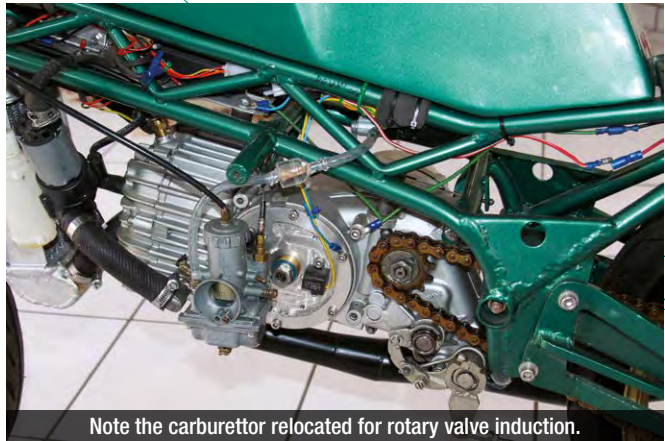
Back in the 1980s the Bristol family was famous in South African motorcycle racing circles. Don Bristol prepared racing bikes for his two sons, Warren and Danny, who were both Natal champions and frontrunners in 250 and 600cc nationals. Danny won two SA championships, but Warren was tragically killed while racing in East London in 1990. Early on in their careers Don built a pair of Kreidler 50s for the boys to race. "I'd bought Danny a scrap one and rebuilt it for him to go to school on," he says. "Then we went to Europe to watch a few grands prix. There was a 50cc class then and we were very impressed, so we

I know of only one South African who ever raced a Kreidler 50 internationally – Rhodesian-born professional racer Gordon Keith, a reticent man who plays down his considerable road racing achievements





The rev counter only begins to stir at 8000rpm.



Note the carburettor relocated for rotary valve induction.



Bristol's dry clutch conversion.

ended up going to the factory and buying one of the race kits." It consisted of a left-hand-side crank case, a barrel, a cylinder head, piston, rings, exhaust, a 6-speed conversion, a dry clutch, an ignition system, water pump, radiator, carburettor and a few other bits, all at a cost of R1 700 – half the price of a new 750cc motorcycle.

Don did the conversion, ending up with a 6-speed water-cooled rotary-valve motorcycle that put out 16hp compared with the 6.25 or so of the standard 5-speed bike. He had a tubular frame built by the legendary Syd Stacey and the bike was unbeatable. Warren had raced an air-cooled version earlier, breaking Kork Ballington's long-standing 50cc lap record at Roy Hesketh by one second, and Danny later took the water-cooled bike with the factory kit around the same track six seconds quicker than that. "Everybody came around to our pits to see what 125cc engine we'd fitted, it was so quick," says Don. "It would pull 182km/h down the straight." Dave Emond, who went on to win the 1988 SA 250cc title, remembers that bike well. "It would come onto the straight and pull away from us like a good 125," he says. Using the factory kit as a guide, Don then converted

another Kreidler piston-port air-cooled engine to rotary-valve liquid-cooled specs, but retained the 5-speed gearbox. "Trevor Crookes took it over when I moved up to 125s," Danny says.

Those two Bristol Kreidlers have since gone wherever old race bikes go to retire, but Don had a spare air-cooled engine lying around. Earlier this year the temptation became too much. This time he built his own frame from 19mm mild steel tubing, working from Van Veen factory plans downloaded from the Internet. The front forks are shortened units from a Suzuki 125, and a Kawasaki AR50 provided the wheels. Don had a mould from the original Kreidler fairings, so that was a cinch, and he made his own petrol tank and expansion-box exhaust. The barrel, cylinder head, piston, rings, connecting rod and bearings all came new from the factory in Holland, but Don balked at paying R25 000 for the dry clutch, so he made his own by modifying the original. "This would be a bike from the early '70s," says Don. With him now being 78 years old, and 54-year-old Danny living in Australia, we're not going to see a Bristol racing the Van Veen Kreidler replica any time soon, though! 📷



# STAND BY —ME—

Henry Ford put the world on wheels. Cast-iron Charlie helped him do it. In the next of his fictitious interviews, **Jake Venter** talks to Charles Sorensen.

**K**nown throughout the industry as ‘Cast-iron Charlie’ because he was Henry’s right-hand man, Sorensen was a superb foundry man. He was one of the few people who stood by Ford almost from the beginning, right until Henry was forced to retire. Consequently he was in a better position than Henry to explain engineering details.

Henry Ford (30 July 1863 - 7 April 1947) introduced the modern mass-production system and was the prime mover in the design and introduction of the Ford Model T, the almost more beloved Model A and the side-valve V8. The Model T sold in such numbers that in 1920 every second car in the world was a Ford. The total output of 15 million vehicles of an unchanged design was only eclipsed by the Volkswagen Beetle well after WWII. (The Toyota Corolla has outsold the Beetle, but this doesn’t count as there have been many major technical changes over the years.)

Henry was born on a farm in Greenfield, Michigan. His father was Irish and his mother was the daughter of Belgian immigrants. He disliked the drudgery of farm work and left in 1879 to become an apprentice machinist in Detroit. He moved around from company to company, gaining experience, and by 1893 he was promoted to chief

engineer at the Edison Illuminating Company. This gave him enough time and money to experiment with petrol engines. He founded the Detroit Automobile Company in 1899, but it failed. Undeterred, he founded the Henry Ford Company in 1901, but left after an argument with the directors. (Henry Leland, to be interviewed later in this series, took control and changed it to the Cadillac Motor Company.)

The present Ford Motor Company was founded in 1903. I decided not to interview Henry because he could not really be called a design engineer. He could not read an engineering drawing, or perform engineering calculations, but needed the object in his hands to evaluate a design. This did not stop him from having incredible engineering insight, with the result that he could inspire engineers and cooperate with them to produce first-class designs. He was the driving force and the ‘ideas man’ but relied on the engineers on his staff to carry out his wishes.

I caught up with Cast-iron Charlie in May 1944, soon after he retired from the Ford Motor Company, on a beach in Florida where he went for a break before taking over the leadership of Willys-Overland. It was a sunny day, so we chose a shady spot for the interview.

**JAKE:** I believe you started with the Ford Motor Company as a patternmaker but soon were given other duties as well.

**CHARLIE:** Yes, I joined in 1905 and was employed in the foundry, but it was typical of Henry that you could be given all sorts of odd jobs. A number of people who originally joined the company in very low positions later ended up in top positions because Henry liked their personalities and they habitually made a success of whatever task they were given. This explains why by 1906 I was also helping out on the production side, and remained a part of his inner circle until I left.

**JAKE:** By all accounts Henry Ford was a very difficult man to work with, but you managed it. How?

**CHARLIE:** He was unorthodox in thought, ruthless in getting his own way and very cruel to many people, including Edsel, his only son, but he could be kind to people who needed help. I think I survived working with him for 39 years because I soon learned

how to oppose him without upsetting him. His mind did not deal with ideas, but with images. There was no point in arguing with him about some of his wild ideas, so I resorted to building wooden models that would show whether the idea was feasible. The fact that I was a patternmaker certainly helped, because the wooden patterns we make as part of the casting process are possibly the highest form of wooden craftsmanship.

**JAKE:** Most of my questions will be about engineering matters, so that we don’t have to dwell on the negative aspects of his life.

**CHARLIE:** I’m glad to hear it. I have the highest respect for his drive and engineering intuition. None of us in the Ford Motor Company would have got very far without him.

**JAKE:** Henry Ford has been called the father of mass production. Would you agree with that assessment?

**CHARLIE:** No. I would call him the first large-

scale user of the system. Mass production is characterised by the production of interchangeable parts and their assembly in an ordered procedure. The Venetians built their ships that way more than a thousand years ago, and here in America the arms industry adopted this system long before we did. At Ford, we started to experiment with the idea of making the assembly line moveable as far back as 1908, even before Model T production started, but the complete system was only introduced in 1913. The line was set to move at a pace that allowed each worker to complete his task without stopping the line. This, as well as large-scale conveyer belt transport of parts and material, resulted in the production of cars sometimes exceeding 10 000 units per day in the 1920s.

**JAKE:** The conception and production of the model T must be one of the most exciting success stories of the century. How did it start?

**CHARLIE:** Towards the end of 1906 we got





Harry Ferguson, Henry Ford, Edsel Ford, Charles Sorensen, George B. Sherman, J.L. Williams, and Eber C. Sherman.

the first hint that Henry was thinking of the car that would become the Model T. He asked me to block off a room in a corner of the plant and install a few machine tools and two large blackboards. Joe Galamb, a Hungarian engineer that Ford engaged the previous year, was going to work with him on a new project. He wanted it to be kept secret, so the door was kept locked and very few people were allowed inside.

**JAKE:** Did he tell you what he had in mind?

**CHARLIE:** Yes, he wanted a car that would be large enough for the family, but small enough for the individual to run and care for. It would be constructed using the best materials, but be so low in price that no man making a good salary would be unable to own one.

**JAKE:** At the time most components were made from low-tensile steel. Where did Ford get the high-grade steel needed to ensure the car would outlast practically all other cars?

**CHARLIE:** We were lucky. Early in 1906 we were visited by Kent Smith, a British metallurgist, who brought samples of a newly-developed British vanadium steel. Its tensile strength was nearly three times that of the steel we were using at the time. Henry was very impressed, and we immediately started to experiment with the new material. We forged many parts from it and checked qualities such as machinability and batch repeatability until we were satisfied that we could use the new steel in our mass-production processes. Many of the critical parts in the model T were made from this steel.

**JAKE:** The most unusual part of the Model T was the epicyclic transmission. Why not use an ordinary gearbox?

**CHARLIE:** In the early days, long before the introduction of synchromesh, gear changing wasn't easy or silent – especially for the millions of people who had no experience of handling machinery. It

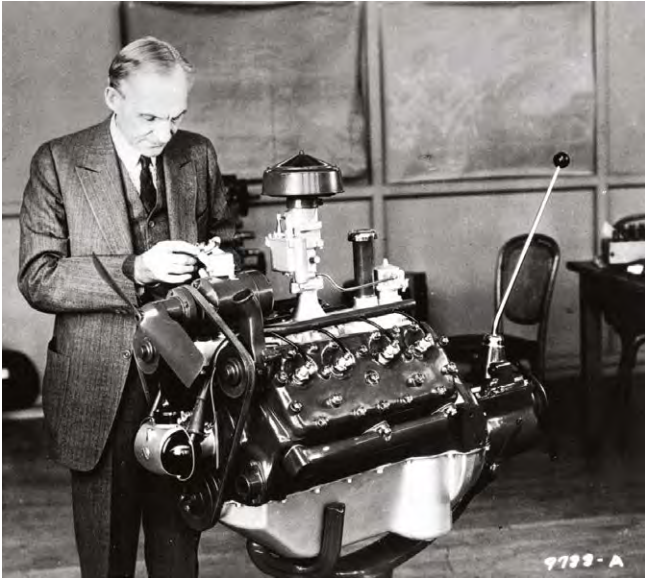
was very easy to strip gears by being clumsy or inattentive. Henry therefore insisted that we develop a gearbox that was very easy to operate. He chose the epicyclic principle, and I initially made all the gears out of wood so that we could experiment with sizes and gear ratios. When Henry was satisfied, he gave the parts to the draughtsmen to make proper machine drawings.

**JAKE:** I believe the Model T gearbox is constructed like a modern hydraulic automatic, except that the bands and clutches are operated by foot pedals instead of hydraulic valves or an electronic system.

**CHARLIE:** Yes, that's true, and we were proud

He chose the epicyclic principle, and I initially made all the gears out of wood so that we could experiment with sizes and gear ratios





when many other companies later adopted the epicyclic principle. We tried many different ways to operate the gearbox but the final design employed just three pedals. One pedal engages reverse, another applies the brakes and a third engages first gear while it is depressed, and top gear when it is released (only two forward speeds).

**JAKE:** Which Model T component gave you the most pleasure to help develop?

**CHARLIE:** While Joe Galamb toiled away on the transmission, Eugene Farkas (another Hungarian) and I developed the cylinder block and head. These must be my favourite components because I was directly involved as a foundry man.

At the turn of the century most engines were built up by adding single- or twin-cylinder barrels to a one-piece cast crankcase. In most cases the cylinder head was part of the casting so that there was no need for a cylinder head gasket. Henry was determined to cast the 4-cylinder Model T block as one unit. He felt that this would make the engine more rigid and speed up the assembly process. This meant that we had to learn

how to produce a large casting at a rate of thousands a day without incurring a high percentage of wastage due to blowholes and other problems. It had never been done before and it took us more than a year to get it right. Another problem was the fact that a one-piece cylinder block could only be cast if there were openings at each end. This meant there had to be a detachable cylinder head and this required a suitable gasket. The correct material was only found just before production started.

**JAKE:** This means that the Model T was the first car to have both these features.

**CHARLIE:** Sure. At the time we didn't know of any other engine constructed this way.

**JAKE:** The flywheel magneto was another unusual idea that looks weird to modern eyes.

**CHARLIE:** (laughs) Yes, but in the early days most cars had very unreliable ignition systems employing dry batteries that had to be charged at home or replaced very often. By mounting 16 copper coils on the flywheel we had a direct-current generator supplying electric sparks as long as the flywheel rotated.

**JAKE:** You must have done a lot of road testing before Henry was satisfied.

**CHARLIE:** A number of prototypes were sent out to be driven by as many different drivers as possible, but Henry usually came out with me. We spent many weekends driving

all over the eastern parts of the USA. When the car was finally introduced to the public towards the end of 1908 we knew that it was strong and reliable.

**JAKE:** The next success story is the production of the Model A. What sort of problems did you experience during its development?

**CHARLIE:** Technically, it was plain sailing. We changed to a normal gearbox, conventional coil and distributor ignition, modernised the brakes, and made the car competitive by introducing the fittings and extras that people wanted towards the end of the 1920s. Our biggest problem was to persuade Henry to allow us to build the car. He could not face the fact that his ideal car for the masses was no longer a sales success. We showed him the figures. In 1924 Ford sold six times more cars than his nearest rival Chevrolet; two years later only twice as many Fords were sold. By 1927 unsold cars were piling up all over America. After many arguments and disagreements with his staff, he finally stopped production of the Model T on 26 May 1927. The first Model A was produced on 20 October 1927 and was an immediate success, but Ford was not happy with all the modern features. In fact, he was starting to become a grumpy old man.

**JAKE:** I believe Edsel Ford had a lot to do with introducing the Model A.

**CHARLIE:** Yes, he was made president of the company as early as 1919, but never had any real power. Edsel was more interested in styling and had constant arguments with Henry about making the cars more

By 1927 unsold cars were piling up all over America. After many arguments and disagreements with his staff, he finally stopped production of the Model T on 26 May 1927





attractive. His nagging persuaded Henry to let him have a hand in designing the Model A body. His ideas also influenced the styling of later Ford models.

**JAKE:** To my mind, the next technical breakthrough was the introduction of the V8 engine.

**CHARLIE:** Yes, I must agree, because it was another of my personal triumphs. Up to that time, V8 engines had only been produced in small quantities at great expense. Henry knew there would be no point in introducing it unless it could be made cheaply. We again opted for a monobloc design, and again we were forced to do a lot of experimentation, but our greatest breakthrough was the adoption of a cast-iron crankshaft. Traditionally crankshafts were forged, because the high-tensile steels demanded by the high stress values were not amenable to casting, but this was a slow and expensive process. We found a suitable cast iron and a suitable casting process after many months of experimentation.

**JAKE:** I think we've almost come to the end of my questions and I'm sure we've spoken enough about automotive design, but I would like to ask you about the two or three assembly plants whose design you've been involved in.

**CHARLIE:** The company started in 1903 in Detroit and produced the first cars in the Mack Avenue plant. By the time I joined them they were in the Piquette Avenue plant, and this is where the Model T was born. I was then part of the team that planned the Highland Park plant where mass production came to full fruition. In

1918 I had a hand in planning the Baton Rouge plant that took some years to complete. In this plant iron ore entered on one end and complete cars came out the other end, sometimes at the rate of over 10 000 a day, as I mentioned before. Finally, in 1941/42 we (Edsel and I) oversaw the building of a plant in Willow Run to

produce B-24 four-engined bombers at the rate of one every hour, and by the time the war ended we had built 9 000. I consider that to be my greatest achievement.

**JAKE:** Thank you very much for being willing to talk to me and for your frank answers.

**CHARLIE:** It's been a pleasure. 📺

1. Henry succeeded in his primary goal of making it possible for even low wage earners to own a new car.
2. He failed in the game of life because he alienated his son and many of his co-workers. From about 1935 his staff found it difficult to make any technical changes – with the result that practically all the positive features of later models were incorporated, in spite of his objections.
3. By the late 1930s Henry was becoming senile and left most of the management to Edsel but when the latter died of cancer in May 1943, Henry again took over the management. It was obvious that he could not cope, with the result that the US government wanted to take over the company to safeguard Ford's aircraft and other wartime production facilities, but the senior staff persuaded President Roosevelt that Edsel's son Henry II should be allowed take over. This aim was finally achieved in September 1945 after a series of meetings arranged by Edsel's widow.
4. This interview could not possibly cover even a small portion of Ford's activities. He was also involved in tractor, truck and aircraft manufacture, to name just a few. I tried to cover what I consider his main technical achievements.
5. One of Ford's non-technical achievements that needs a mention is his decision to double the minimum wage of his workers overnight. It happened in 1914 because Ford wanted to improve the lot of his workers. He was also concerned about high staff turnover. Most people thought the company would go under, but the result was that they could pick the best workers, and more of them could afford to buy the product they were making. Vehicle output and profits soared.
6. Henry died of a heart attack in April 1947.





# MY FIRST LOVE

From the time Chris Jenks was a child, he had a deep love for the 1960s classic Fiat 500 'Cinquecento' and had always wanted to purchase one to restore it. It took him until 2003 to find a 1962 Fiat 500 fit for restoration, which he purchased. The operation started and soon after, his 4-year-old was bitten by the bug. Now aged 16, **Cameron Jenks** takes up the story of Bella and Luigi.





I was four when Dad first introduced me to his 1962 Fiat 500. The restoration wasn't my focus as all I was interested in was the finished product. My father was extremely excited to get going on the project that he had been dreaming of for so many years. For a grand total of R3 000 the car was stripped of its parts, existing paint removed, rusted panels replaced and a full respray was done in a magnificent red that was matched to a box of Courtly cigarettes. When the final gloss coat was applied, this once oxidised relic was on its way to having a breathtaking revival.

After lighting and trim parts were ordered from Italy and seats and door panels were upholstered in Coral red leather, the parts

and seats were wrapped and put into storage. As happens with many projects of this nature, this project was classified as a 'work in progress'. My father's business pressures took attention off the car and she stood untouched and longing for completion for ten long years.

When I was in Grade 8, aged 14, it became evident that I was adopting my father's love of cars. I had become a complete Fiat 500 fanatic. I managed to persuade Dad to finish the project he had always wanted to complete. During the restoration process,

For a grand total of R3 000 the car was stripped of its parts, existing paint removed, rusted panels replaced and a full respray was done in a magnificent red that was matched to a box of Courtly cigarettes





I adore every second that I am with her. Driving with the sunroof down and the windows open, revving through the gears and double clutching

Dad was impressed by how I was always eager to see the progress of the car. I was thrilled when he told me that this iconic Italian classic was officially my first car. I named her Bella (Bellissima). When Bella was on the road, legal and driving, I felt like a child in a candy store, knowing we had brought her back to life.

The 500 is 17hp, runs on two cylinders and 12-inch wheels, and has an astonishing 0-60 time of roughly 56 seconds. When I drive my Fiat 500 with my father, I am always so happy and feel as if I am on top of the world. I adore every second that I am with her. Driving with the sunroof down and the windows open, revving through the gears

and double clutching, it really feels as if I have been taken back to the '60s, on a windy mountain pass somewhere in Italy.

I spend an inordinate amount of time searching through vintage and veteran websites and recently I found a 1958 Fiat 500 N online. I instantly fell in love with this 500 as it also has suicide doors and the original slits on the nose. The car was a rust magnet but the rare 479cc engine was still sitting under thick layers of sand and leaves in the back of the car. With three wrong wheels, no seat frames, no petrol tank and just about half of a usable body, I thought there was no chance of getting the car when Dad said, "Cameron, this 500 looks like it was pulled out of a river." But to my utter surprise, he agreed that if I bought the car





he would pay for the restoration – done deal!

I have named my second Fiat 500 'Luigi'. Sandblasting has been done and parts have been ordered for Luigi, and the restoration is to begin shortly. If you would like to follow this restoration, you can do so on my Instagram page @classic\_fiat\_500sa.

One of reasons why I adore the classic Fiat 500 is that unlike similarly aged VW Beetles or Minis the Cinquecento is so unique and a real head-turner. When I see people hooting and laughing as they pass it makes the adventure even more enjoyable. The only rule I have is that there are no bad attitudes allowed near these cars but to be honest, I don't think this is even possible.

Without a doubt, my first love will always be Bella, my 1962 Fiat 500. 🇱

When I see people hooting and laughing as they pass it makes the adventure even more enjoyable. The only rule I have is that there are no bad attitudes allowed near these cars but to be honest, I don't think this is even possible



# CAPE THRILLER



Overall winner Johnny Gemmel/Carl Peskin (Porsche 911).

Caledon brought the crowds out for Round 6 of the NRC R2 Championship/NRC Classic Class Championship in September and, as **Terry Illman** recounts, nobody left disappointed.

## Photography Sue Vacy-Lyle

**F**riday morning started out a little misty and the day got progressively colder, as only that part of the Cape can. The wheat and canola fields provided a stunning backdrop to what has to be the fastest rally in SA. One of the considerable pleasures of rallying in the wheat fields is that, unlike KZN where one is constantly suffering a tunnel effect caused by the sugar cane, the wheat ensures that the cars are visible almost all of the time and the crews are also able to see the lie of the land and exactly what is going on around them.

It is almost certain that the appearance of Johnny Gemmel/Carl Peskin in their immaculately prepared Porsche had a large part to play in the number of spectators that turned up and the interest in the rally in general. The prospect of a head-to-head

duel with the equally immaculate Escort of Lee Rose, and the two classics doing battle against the modern, light, highly developed main national class S1600 R2s whetted the appetite of connoisseur and newer generation alike.

Johnny's start to his first foray into the NRC Classic Class could not have been worse; the car stalled in SS1 and it took some time to get it restarted, losing almost a full minute to Stage 1 winner AC Potgieter.

SS2 overall went the way of the Lee Rose/Elvene Coetzee classic Ford Escort BDG and Gemmel's romp to 4<sup>th</sup> overall meant he jumped to second in the Classic Class.

In the two night stages at the Caledon Sports Ground Gemmel blitzed through the short stages, winning SS3 by more than 2 seconds and SS4 by 1.8 seconds – there could be no question that the old fox was back. The gaps between the cars behind him (2<sup>nd</sup> to 3<sup>rd</sup>: 0.1 seconds; 3<sup>rd</sup> to 4<sup>th</sup>: 0.4 seconds; 4<sup>th</sup> to 5<sup>th</sup>: 0.6 seconds; 5<sup>th</sup> to 6<sup>th</sup>: 0.2 seconds and 6<sup>th</sup> to 7<sup>th</sup>: 0.1 seconds) speak volumes about the size of Johnny's... um... fearlessness.

Winning stages 3, 4, 5, 6, 7, 8

and 9 saw him reduce the lead by overall frontrunner AC Potgieter from Secunda to just 14.5 seconds. Rose maintained station in 2<sup>nd</sup> place in the Classic Class, under no threat from the Roelof Coertse/Barry White Escort MkII. Potgieter snatched SS10 victory from Gemmel by 0.7 seconds, with Johnny responding in SS11 to take another 15.1 seconds out of AC's lead, reducing the deficit to only one second. AC, possibly trying a little too hard in SS12, finished down in 4<sup>th</sup> position having hit a wall and lost the event overall by 1 minute 32 seconds.

So, a second overall victory to a Classic Class car in 2017.

Fourth in the Classic Class went the way of Lola Verlaque/Eddie Verlaque (Volkswagen Golf), Ashley Mackenzie/Les Mackenzie (Ford Escort MkII) followed and locals Warren Kohler/Raz Rykklief (Toyota Corolla 1600) came home seventh. 📍

### NRC CLASSIC CLASS RESULT

1. Johnny Gemmel and Carl Peskin  
– Porsche 911
2. Lee Rose and Elvene Coetzee  
– Ford Escort RS MkII
3. Roelof Coertse and Barry White  
– Ford Escort MkII

One of the considerable pleasures of rallying in the wheat fields is that, unlike KZN where one is constantly suffering a tunnel effect caused by the sugar cane





Lola Verlaque/Eddie Verlaque (Volkswagen Golf).



Etienne Malherbe/Robbie Coetzee (Datsun SSS).



Warren Kohler/Razley Rykklief (Toyota Corolla).



Lee Rose/Elvene Coetzee (Ford Escort).



Andrew Heine/Lloyd Brady (Toyota Corolla Liftback).



Roelof Coertse/Barry White (Ford Escort).

## DRIVER PROFILE – ROELOF JACOBUS COERTSE

Roelof Coertse was born on 10 October 1963 and grew up in Pretoria. Roelof's education started at Monument Park Primary School and then Afrikaanse Hoër Seunskool, followed by a solid tertiary education in that same city. He is a mechanical engineer by profession, studied a BSc Computer Science at the University of Pretoria, and followed that up studying Motor Vehicle Engineering at the Technical College of Pretoria. He rounded this off by doing compulsory training as an instrument maker.

Roelof's interest in motorsport was sparked at a very young age when he accompanied his father to many race meetings at places such as the iconic old Kyalami, Zwartkops, Grand Central and Roy Hesketh circuits. During his time at the University of Pretoria he was introduced to, and became a member of, the Tuks Motorsport Club. Here his love for motorsport, in particular rallying, blossomed. He and two friends built up a Ford Escort MkI and competed in regional events. They also participated in gymkhanas, treasure hunts and various other club-level events.

Roelof extended his involvement in rallying by volunteering as a marshal at national rally events, and also helped to prepare rally cars and service at national events for drivers such as Enzo Kuhn and Dicky Klaver. He started his career in the motorsport industry in 1988 and quickly moved from semi-privateer teams to employment with a professional manufacturer team in 1990. Employment stints included VW

Motorsport Dealer Team, Toyota Motorsport, Ford Motorsport, BMW Motorsport, John Abbott Kyalami and Apex Motoring. His continuous employment with professional teams contributed to multiple podium places as well as championship winning performances being achieved by the teams.

In his spare time, he prepared his own rally car and competed in regional and national rallies such as the Tour Natal, Sasol and Castrol Rallies. His biggest achievement during this period was winning the Total Tara Rally overall in Namibia in 1993 and 1994 with a Ford Sapphire Cosworth. Roelof left the motorsport industry and joined Oman Cables in 2008. Even though no longer involved in motorsport on a professional basis, his passion for the sport continues. He and a dedicated team completed the new build of a Ford Escort MkII just in time for the Sasol Rally in 2016, where he finished second in the Classic Class.

In 2017 Roelof competed in four National Classic Championship events and has finished second in the championship despite the fact that there is one remaining event still to run this season.





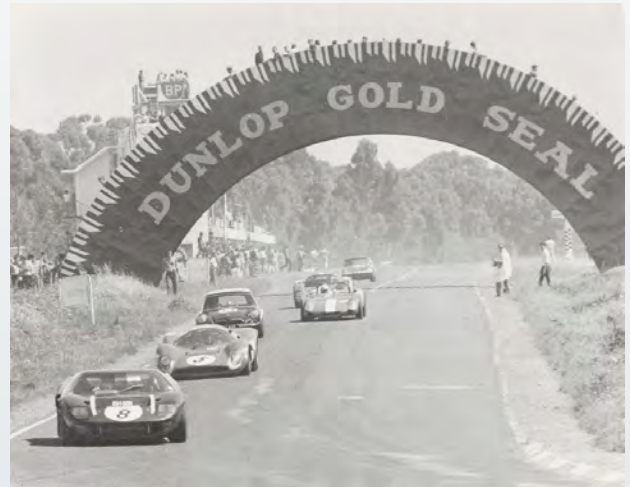
# PLATINUM CELEBRATION

**Mike Monk** joins the party and celebrates 70 years of Cape Town's Killarney race circuit.



The front row at the start  
 { No 5 Wolfgang von Trips (Lotus 18 Climax)  
 { No 11 Jo Bonnier (Porsche 718 RS16)  
 { No 7 Stirling Moss (Porsche 718 RS16)

2<sup>nd</sup> CAPE GRAND PRIX  
17/12/60



In September, coincident with National Heritage Day, Killarney International Raceway celebrated its own heritage and 70 years of racing with a breakfast for more than 100 invited guests having strong connections with the circuit's proud history.

In 1947, the Cape Divisional Council bypassed a section of the Malmesbury Road and allowed the Amateur Automobile Racing Club (AARC) to use it for motorsport. Soon after, the Metropolitan Motorcycle and Car Club (Mets) took control and organised speed trials on the stretch of road. The Mets purchased 51 hectares of adjoining land in September 1950, and with the considerable help of club members set about creating a race circuit. A roughly triangular layout about 1km in length was made, which was soon increased to 1.85km with the addition of a straight. In 1954, the straights were lengthened to increase track length to 2.687km.

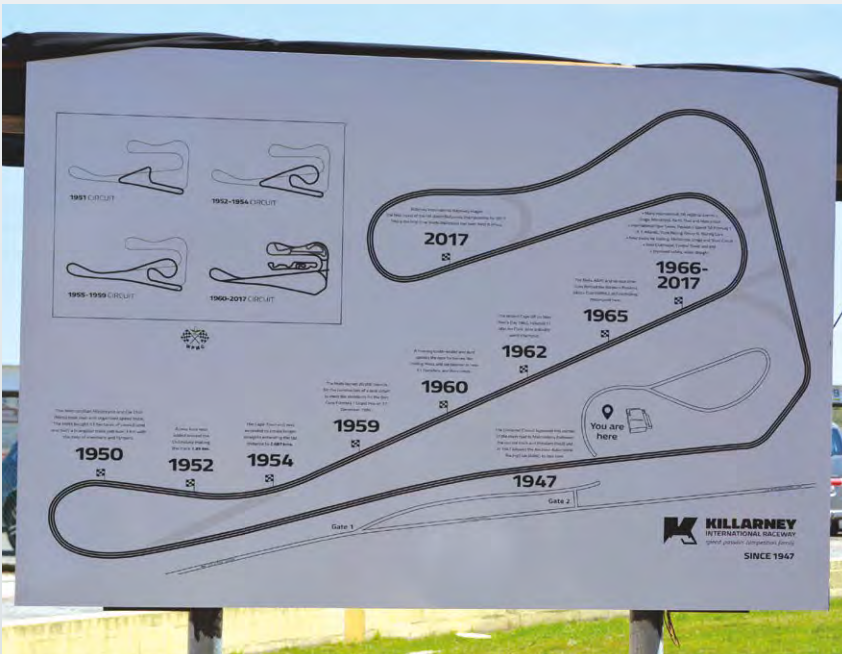
Then, in 1959, a Divisional Council loan of £20 000 allowed the club to make a new circuit that complied with Formula 1 requirements of the time. It was soon completed and the first Cape GP

took place in December 1960, but the Mets were left in debt. A motor show at the Goodwood Showgrounds cleared the monies owed. The Council reclaimed the land but granted a lease that allowed the club to continue. The Mets joined with the AARC and other clubs in 1965 to form the Western Province Motor Club, which continues to run the circuit.

Among the attendees at the breakfast were three veterans who helped develop the track from its inception: Adrian Pfeiffer (86), Denis Joubert (82) and Dr Harry Wade (89). Pfeiffer, who still works at Killarney as motor writer and historian, was a chairman of the Mets and the WPMC, and arranged the motor show that saved Killarney from bankruptcy. Joubert, a retired architect and current president of the WPMC, drew up all of the early buildings on the Killarney site and championed new facilities to generate income and help sustain the track's existence. He was secretary of the Mets and WPMC and was WPMC chairman from 1970 to 2006. Dr Wade devoted many years of service behind the scenes for any medical emergency and care at the track. Each was honoured with a special service award presented by Gavin Cerff, Chairman of WPMC, and Des Easom, Executive Manager of Killarney. A fourth veteran, Brian Hoskins (70), was overseas but was also honoured

The Mets purchased 51 hectares of adjoining land in September 1950, and with the considerable help of club members set about creating a race circuit





with an award. A one-time motorcycle racer, he was Vice-Chairman of WPMC for 16 years and is one of the most knowledgeable (still-active) clerks of the course in the country.

Among the speeches, South African racing legend Sarel van der Merwe, an honorary member of Killarney and celebrating his own 50 years in motorsport, said: "This special race track helped to shape my own racing career," and praised the circuit that, "along with Zwartkops in Pretoria, built and fed South African motorsport."

Also in attendance was Alderman J-P Smith, City of Cape Town's Mayoral Committee Member for Safety and Social

Services, who said: "One of Cape Town's assets, built, financed and expanded without support from government or the taxpayer. I hope Killarney will continue its service to motorsport in Cape Town and South Africa over the next seventy years." After the breakfast, he unveiled a special commemorative board outside the clubhouse depicting the circuit's history.

Killarney has become a multi-purpose race track and drag strip for cars, motorcycles and karts, and is home to a major annual motor show. It also hosts cycling, running

and various charity events, and on 11-12 November 2017 will host the final round of the FIA WRX World Championship in the first of a five-year contract. This event will be broadcast to 160 countries and the RX racers have more than seven million followers on social media. 📺

**Joubert, a retired architect and current president of the WPMC, drew up all of the early buildings on the Killarney site and championed new facilities to generate income**





The corporate name was changed to Tokyo Automobile Industry in 1937 and then to Diesel Motor Company in 1941, with its factory in the Hino area of Tokyo

# ON A HINOTE

**H**ino Motors, a top-seller in the heavy and extra-heavy truck manufacturing game for the past 44 years, has a long and rich history which can be traced back 100 years.

The company's beginning came with the formation of the Tokyo Gas Electric Engineering Company, abbreviated to Gasuden, in 1917. Isamu Hoshiko, who is considered the father of the Hino truck brand, joined this company as technical officer for automobile development and in that year, the company produced the first local trucks in Japan – titled TGE, which as you probably guessed stands for Tokyo Gas Electric.

Working with the Ministry of Commerce and Industry, Gasuden developed a range of standard trucks under the Isuzu brand name in 1932. The corporate name was changed to Tokyo Automobile Industry in 1937 and then to Diesel Motor Company in 1941, with its factory in the Hino area of Tokyo.

The following year Diesel Motor Industry, which was making Isuzu trucks, was split off from a new entity named Hino Heavy Industries, and the Hino truck brand was born, based at the Hino City factory. This means that 2017 marks the 75<sup>th</sup> anniversary of Hino as a standalone truck brand.

Hino made a brief sortie into building and selling cars in 1953, starting with a tie-up with Renault, of France. It later developed its own range of cars, called Hino Contessa, and a pick-up, the Hino Briska. In 1959 the firm was renamed Hino Motors and set up a partnership with Toyota, which included building Hilux pick-ups. Hino's own car production stopped in 1967, but it continues contract assembly for Toyota – current models made by Hino being the Land Cruiser Prado, FJ Cruiser and Dyna light truck.

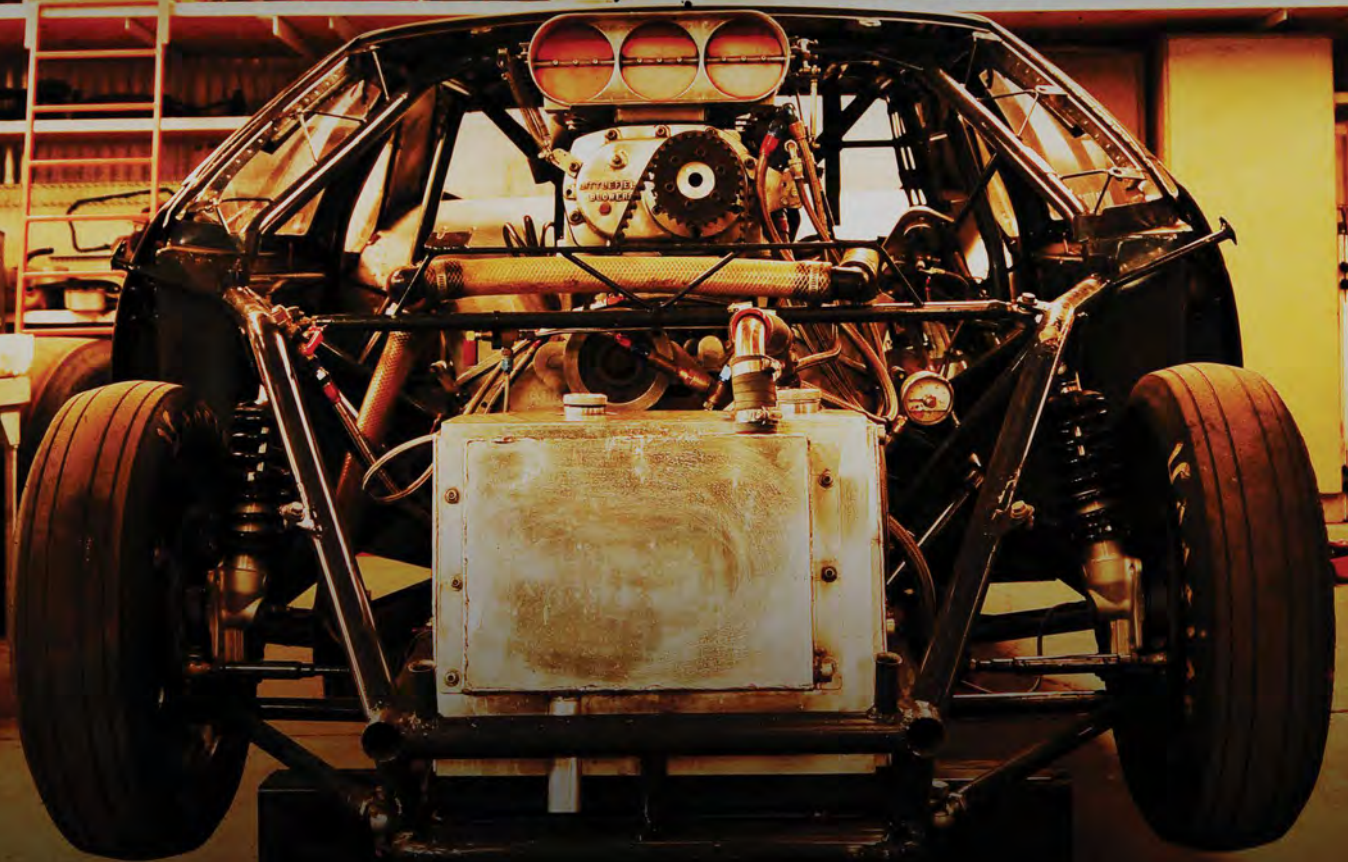
Since '67, Hino's own focus has been on the design and manufacture of trucks and buses, with many important technological advances along the way – the most noteworthy being production of the world's first diesel-electric bus, the Hybrid-Inverter-controlled Motor and Retarder (HIMR), in 1991 (six years before Toyota launched its Prius hybrid). It also developed the world's first engine equipped with electronically-controlled, common rail fuel injection in 1995 and made a breakthrough in 2010 when several Hino buses using fuel cells went into service on Tokyo airport routes. Diesel-electric hybrid powertrains found their way into Hino trucks too, and by 2012 more than 10 000 Hino hybrids had been sold, while a fully-electric Poncho bus went into pilot service that same year. Electric and plug-in hybrid trucks are also under development.

In 2001, Hino became a subsidiary of Toyota Motor Corporation and cumulative unit sales reached 3 million units in 2009. Hino also entered the Dakar Rally for the first time in 2009, a marketing and testing arena in which it has continued to play every year since, achieving an amazing record in performance and reliability.

Hino has put increasing focus on exports in recent years and now exports trucks and buses to more than 90 countries. Last year it sold 170 000 units, with 107 000 exported. The outfit operates from four plants in Japan and several full-scale manufacturing facilities in Thailand, Pakistan, China and the United States, and employs 31 000 people. In addition, it exports semi-knocked-down (SKD) or Knocked Down (KD) kits to several other countries for local assembly. This includes South Africa, where Hino has been a strong competitor in the local market since 1972. 📍



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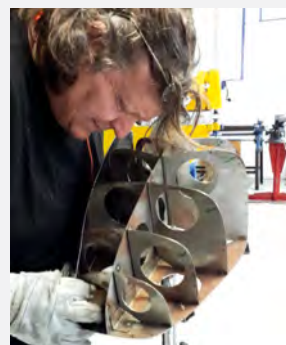
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**Stuff for sale.** Dave Alexander and Dickon Daggitt have decided to try to revive the CCA classified section. We all have stuff we have amassed over the years so here we go with some of our treasures. If you'd like to add your treasures all you have to do to get stuff listed is send it to [info@classiccarafrika.com](mailto:info@classiccarafrika.com).

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