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RACING TO THE END OF THE YEAR



The end of the year is here. It's been a cracking year for *Classic Car Africa*, with the number of magazines sold climbing each month. We thank you, the reader, for this. There has been a question we've been asked on more than one occasion recently and that is why, with one of the most iconic motoring brands celebrating its 70th anniversary, we haven't done anything as yet. Of course the brand is Ferrari.

If you are reading this you probably realise we have left it until our last issue for the year. Our reasoning is simple; the Ferrari story has always held motor racing at its core. And in South Africa it has been no different, with the Prancing Horse marque coming to the fore thanks to excellent performances in Grand Prix and endurance races. The Kyalami 9 Hour was a hit for spectators and drivers alike, and in the hands of the likes of David Piper, Tony Maggs, Jacky Ickx and Clay Regazzoni the Ferrari brand soared, as did the drivers' profiles. Of course the 9 Hour was traditionally held in early November before a whistle stop tour of our other racetracks capped off the year for the campaigners. So there is no better way for us to cap off a winning year than to pay homage to these marvellous machines. Coincidentally, our print date is 15 November, exactly 59 years to the day that the first 9 Hour was held at Grand Central (it moved to Kyalami for the fourth running in 1961).

Of course no South African-angled Ferrari

racing history is complete without a bit on David Piper or Jody Scheckter, so we catch up with this pair before joining SEFAC (our official Ferrari club) as it celebrates its own birthday – 50 years. There's a look at the club's history, some of its key players and a trip by a few locals that joined the 70th celebrations in Italy. Graeme Hurst recalls his only real Ferrari interaction – an amusing story involving a modern test car and the Italian Carabinieri.

Moving away from Ferrari, Graeme also takes a look at a Mercedes-Benz 560SEC, a luxury German youngtimer coupé that has reached collector status already but still offers brilliant performance and current day usability. Mike Monk drives 'The Greatest Chevrolet in Chevrolet History' – the Series AD, and Sivan Goren climbs into a circa-1974 Audi 100 that, complete with bucketloads of patina, proves you don't need a pristine collector's car to experience the 'joys' of old car ownership.

There's a story on Dudley Schonegevel's photography from racing that took place in the Cape in the early 1960s that captures the spirit of the period exceptionally, and Gavin Foster looks back on some fascinating biker anecdotes that were not public knowledge until well after the fact.

These are just some of what we've filled our largest ever edition of *Classic Car Africa* with but there's loads more. Please enjoy and all the best for the festive season.

Stuart



MODEL UNVEILING

Prior to the start of the final round of the FMM Slot Car Championship, a new vehicle display was unveiled in Hall C. But this time not of the vintage, veteran or classic variety, but rather die-cast scale models. Formally part of the Wilhelm Lochner collection, the pristine models – the majority in 1:18 scale – were donated to FMM by Wilhelm's daughter Annemarie de Beer and made up a superb display spread over five spacious cabinets. The collection comprises 21 cars and pickups, three motorcycles, a pair of trucks and a commemorative box set of Ferraris, and is now on permanent display.

SLOT CAR FINALE

On Wednesday 8 November, the final round of FMM's inaugural Slot Car Championship took place and a record turnout of 16 drivers arrived to challenge for top honours. In the magnet car class competition was particularly fierce throughout the night's racing but in the end, Jon Lederle's 1969 Ford Mustang emerged the victor ahead of Thys Roux's Maserati. Both completed 71 laps over the 2x3-minute heats but Jon edged the win by recording the fastest lap. Third on 70 laps was Donny Tarentaal with his Audi RS5. Jon beat Thys in the Top Two Shootout to score maximum points, which took him to the top of the championship log by one point over Mike Monk and Wayne Harley.

In the non-magnet class, Jon has been

dominant in all the rounds and finished off the championship with his Honda NSX by taking another win, this time over Justin Brink's BMW M1. Justin turned the tables on Jon in the Top Two Shootout, but Jon's points haul gave him a second championship title. Jon was awarded an exclusive bottle of Anthonij Rupert wine for each of the championships, while a bottle of Protea wine was also presented to Marius Brink, Thys Roux and Justin Brink for their performances during the season. The FMM Championship will resume in February 2018 and plans are afoot to increase the number of race lanes on the track and introduce some different categories (eg sportscars, touring cars, single-seaters) in both of the classes.



QUEEN'S PLATE

The Cape's premier horseracing and social calendar event, The L'Ormarins Queen's Plate, which dates back to 1861, will take place on Friday and Saturday 5 - 6 January 2018 at Kenilworth Racecourse. FMM will once again be supporting the event that features a supreme race card, and both days will offer an impressive array of world-class music and entertainment across a number of hospitality marquees. Classically-dressed guests will reflect the event's age-old elegance and style. Tickets for the Queen's Plate are on sale at Computicket.

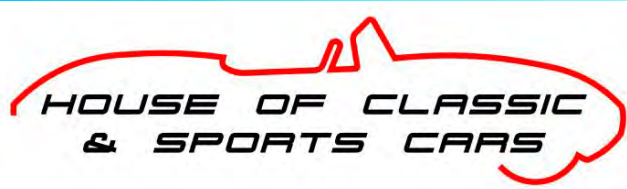
STARS WITH AMG

In November FMM hosted an AMG Drivers' Lounge attended by clients and special guests, who by special arrangement were flown in by helicopters. AMG provided a number of E63s in various guises to drive, and to show guests 'how to do it' were noted German DTM racer Bernd Schneider and ex-F1 driver Karl Wendlinger, along with local ace Clint Weston. Guests were also taken around the PlaasPad off-road course that was built for the recent world launch of the Mercedes-Benz X-Class pick-up held at the museum.



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. (NB: Motorcycles and buses larger than 23-seaters should park at Anthonij Rupert Wyne from where visitors will be transported to and from the museum by charabanc.)



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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.

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

FEBRUARY 2018

10/11 George Old Car Show George



MONTHLY MUST DO EVENTS

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

FERRARIS UNDER THE HAMMER

Held on 24 October at the Pablo Clark showroom and workshop, the first Ferrari auction in South Africa presented a mouth-watering variety of Ferrari models that saw collectors bid via telephone and from the showroom-filled seating that had been set up for the guests, eager to secure a sought-after Ferrari model to add to their collection.

A section of the showroom was dedicated to the automobilia display showcasing the various items going under the hammer, from collectable vehicle sales brochures from the '80s, to signed Michael Schumacher memorabilia, 1:3 scale wired model of the 250 GTO, Satam fuel pumps from the late 1920s and Ferrari paintings – not to mention full-scale replica F40 LM and 365 GT4 BB bonnets, with the latter signed by legendary Ferrari designer, Leonardo Fioravanti.

The workshop welcomed guests to view the line-up of the various forms of the 'Cavallino Rampante' that were on offer on the night. The model range varied from a 1974 Dino 308 GT4, to a 1981 512 BB, a 308 GTBi, and the iconic 1985 Testarossa. The more modern selection featured a 1995 F355 GTS and 1998 355 Spider, and to complement the 355 range was a 1995 355 Challenge, leading up to the 1997 550 Maranello and 2008 F430 Spider. Not only were there road cars from the marque but joining the grid to the podium was a highly collectable 430 Scuderia GT3 race car.

It was a great success; an enjoyable evening that saw both cars and memorabilia finding new homes and passionate owners.



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WHERE FAMILIES & FRIENDS REUNITE

Fans of veteran, vintage and classic cars can look forward to an exciting and interesting George Old Car Show in 2018. The show will host a special exhibition of some 40 British-manufactured vehicles in the main arena, with a highlight being Marilyn Houseman's 1946 MG TC, which she restored on her own as her first restoration.

According to Marilyn, the car was built just after WWII, in March 1946, and the factory used excess war supplies. "Hence the battleship grey engine and firewall." On later models the engine was red and the firewall the colour of the car's body. "The toolbox is lined with white felt, which was surplus Red Cross supplies."

As her husband Dennis was busy restoring various other cars, Marilyn decided to do some restoration of her own. "I decided if you can't beat them join them, so when we found this car for sale in Knysna, we bought it, and I decided I was up to the challenge to restore it."

The car was in a poor shape. It was not running and some changes had been made to the original. Dennis did the paint work and the engine was rebuilt before Marilyn reassembled the whole car, bringing it back to the original. The project took about two years to complete. "I always liked the lines of the MG TC – in my eyes it has a real classic shape. I was only able to do this because I could call on Dennis for his help when I got stuck with something."

"Since becoming involved with the Southern Cape Old Car Club (SCOCC) and the cars, we have met so many wonderful people and made many friends in the car fraternity. When the show comes around every year, we have a chance of catching up with old friends and making new ones. There is a lot of camaraderie among the car fraternity,

which is awesome."

The AutoPavilion, Volkswagen's museum and heritage Centre in Uitenhage, will display five of its unique Beetles in their 'Meet the Beetles' exhibition at the show.

In paying homage to the 2018 theme for the George Old Car Show, namely The Crown of British Model Cars, the AutoPavilion will feature a selection of Beetles, the vehicle which was saved by a very special Brit and adopted godfather of Volkswagen, Ivan Hirst.

Because the Beetles at AutoPavilion are at present undergoing renovations, it is not possible to say exactly which Beetles will be on display, but likely inclusion could be Jan as well as the oldest Beetle in South Africa. Neither of the latter pair has been on tour for the past 20 years, with the last one suffering a tragic tale while on its way back from an event years ago – the truck transporting the vehicles overturned and the 1979 Beetle was severely damaged. Fortunately, the Bronze Beauty could be restored to its former glory.

Another possibility is a 1972 Beetle, which has less than 1 000km on the clock. This ivory-coloured Beetle is in pristine condition and belonged to a farmer. It was found in a barn where it had remained in storage after the farmer passed away.

The 22nd George Old Car Show, driven by Oakhurst Insurance Company Ltd, will take place on 10 - 11 February 2018. It is expected that 900 vehicles will be on display, with more than 12 000 visitors attending the show at the school grounds of PW Botha College.

Vehicles manufactured before 1975 to be displayed must be registered on the website of the Southern Cape Old Car Club at www.scocc.co.za. Contact Klaus Oelrich on 076 764 0897 for more information.



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.

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THE SEASON TO GIVE

By the time this issue of *Classic Car Africa* hits the shelf we'll be in the month of December and getting close to the festive season. In keeping with this spirit we have been pushing hard to give some of our clients an early present – either their restored vehicle back or, if they've chosen to complete the job themselves, a freshly straightened and painted shell to keep them occupied over the holidays. We wish them and all the readers a good relaxing break and all the best for a classic 2018.

This doesn't mean the workshop has emptied out though; as one leaves so another few of all shapes and forms seem

to arrive, offering us a chance to learn the intricacies and peculiarities of a variety of models and employ our years of experience and skills. This all has one negative side to the tale – we have had to give working on our own BMW 3.0CSi a break for a short while.

Jobs that have left the building lately include a fully restored MG TD, Corvette Stingray, Dodge Charger and early Alfa Spider, while we also repainted a wild BMW 2002 race car and completed a number of air-cooled Volkswagens for a regular client.



The Dodge Polara has returned from having mechanicals and suspension checked over and will now go into the workshop to get paint-ready. We've already fixed the few rust spots this reasonably solid car had so it's now a case of making sure the panels fit properly before shooting with primer, sanding and then painting. We carefully removed the original trim and have set about cleaning it. Where re-plating is needed, that has been outsourced.



A returning customer's car, this Mercedes-Benz 220S came in for a full paint job. We took it down to bare metal and found it to be a good project base. The few rotten areas were cut out and replaced with new metal. Following hours of preparation, it is now ready to go into the paint booth to be finished in the correct green colour. The owner will get this one in time to hang doors and assemble over the holiday.



Here's one that the owner can enjoy fully over the festive season – a Porsche 356 wearing the same blue it left the factory in all those years ago. It was a complete body and interior exercise where we stripped off the trim, repaired a few minor areas of concern, primed and painted. Trim was cleaned up and repaired before refitting. Here's to many smiles per hour.



This larger-than-life Pontiac Parisienne has just arrived for minor repairs and adjustments. Before we get cracking we are going through the car to make sure any work we do is on a sound base. If any rot is uncovered we will replace with new material before proceeding.



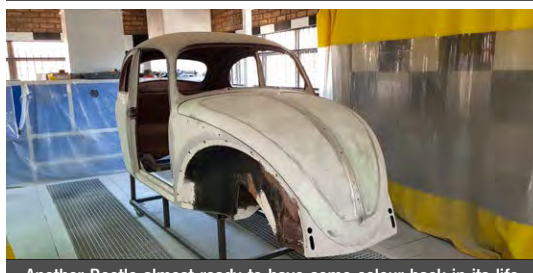
The Maserati Indy has reached a point where it is almost ready to be painted, and this will be done early in the new year. It was a massive undertaking comprising the manufacture of new floors, sills, door skins, rear-wheel arch sections and spare wheel well from scratch. We simply can't wait to see it in colour before the owner carts it off to put back together. An extremely rare and beautiful car, and well worth the immense effort.



This client came to us with a Mustang before and has now returned with his next dream car, a Chevrolet Camaro. It arrived under its own steam and looks like a good base from which to start the full restoration. Where necessary, the go-ahead has been given to order new parts. We will strip, repair any bad patches with new metal, paint, assemble and then project manage the interior and trim purchases. The owner is still deciding on colour.



Another longer-term project, this Jaguar E-Type is now starting to take its beautiful and iconic shape again and should see some paint before the holiday. The delay was in the arrival of panels from the UK. Once they did get here, they took a bit of fine-tuning to fit perfectly – even the best replacement panels take plenty of work to fit.



Another Beetle almost ready to have some colour back in its life. The owner stripped it and delivered it on a jig for us to repair the bodywork blemishes. Once stripped to the metal, it became apparent that it did not have as many flaws as other cars of its generation and following a final paint application in the coming weeks, it will go back to the owner for full assembly. It's now being primed and getting ready for the exciting stuff.



We've made up this bakkie load bin to fit an outrageously modified Chevrolet C10 truck. The underpinnings have been beefed up by a fabrication shop, who also fitted a hulking great Chevrolet Lumina V8 into the rails. This also meant the cab had to be tweaked slightly before being dummy-fitted and painted. The cab, doors and load bin now look factory fresh and by refraining from going for a modern metallic paint scheme, the owner will soon have a real 'sleeper'.

CHANGE OIL, SAVE THE PLANET

One litre of used motor oil can contaminate one million litres of water. South Africa generates an average of 120 million litres of used oil in a year, with only a portion of this being responsibly collected and recycled.

The ROSE Foundation (Recycling Oil Saves the Environment), an organisation driving responsible recycling of lubricating oil, has identified DIY mechanics, small workshops and a largely non-compliant sector.

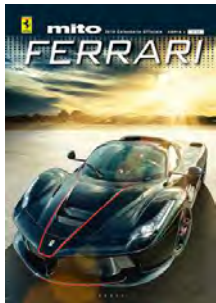
"While industry faces rigorous environmental compliance, in domestic backyards and in small workshops mechanics are often not disposing of their used oil correctly, with thousands of unaccounted-for litres literally going down the drain," comments Bubele Nyiba, CEO of the ROSE Foundation. "Used oil is a hazardous substance containing poisonous substances and heavy metals that can pollute the environment and are dangerous for your health."

The ROSE Foundation is urging small workshops and DIY car enthusiasts to collect and store their used oil carefully and to drop it off at approved disposal points for safe recycling.

DIY mechanics can drop used oil and related waste off at their nearest approved municipal garden refuse site, a list of which is available from the ROSE Foundation.



FERRARI CALENDAR



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The Official Ferrari Calendar, "Ferrari Myth 2018", will certainly get Ferrari connoisseur pulses racing. The large-format cult calendar presents 2018 with two new features: you can activate the smell of the Ferrari shown on each page! And a separate app for smartphones lets you enjoy the engine sounds!

Photographer, Günther Raupp, has captured all the new GT, such as the LaFerrari Aperta in Italy. However, the sun, lighting and locations in Florida provide the best frame for Ferrari classics such as the 290MM or the 250 Europa. Each individual calendar is numbered and, as always, the overall circulation is strictly limited across the globe. Ferrari enthusiasts can view and order "Ferrari Myth" in the comfort of their own homes directly from www.raupp.com. Dispatch will take place strictly on a first come, first served basis.



Official Ferrari Calendar

"2018 SCUDERIA FERRARI"

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Contact in SA: Marina Bosio info@pabloclark.com Phone 011-440 8350

Ferrari

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PASSION FOR SPEED



The 17th 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 28th, 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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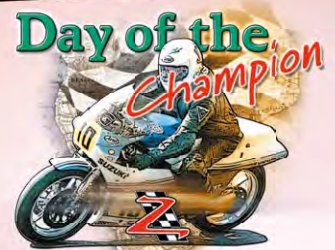
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26th / 27th Jan 2018

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The 17th Passion For Speed



SUNDAY 28th JAN 2018 - DAY OF THE CHAMPION

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MARLBORO CRANE HIRE

The Citizen



EXCITING TIMES FOR CLASSIC VW ENTHUSIASTS

News just in is that Volkswagen Classic Parts is coming to South Africa soon. This comes as VW Classic Parts in Germany has teamed up with a dynamic local company with more than 50 years of combined experience in all things Volkswagen. The team consists of old school Wolfsburg know-how staff and also some 'new school' tech-savvy enthusiasts.

In keeping with the old and new theme the company launches early in the new year, with a user-friendly online store and a dedicated team of people to help you find what you need.

They have a vast array of parts available to them and will gladly assist you in finding that rare part you are looking for. Parts on offer include original VW classic parts, VW-approved parts, quality replacement items and a range of Volkswagen memorabilia. The chosen period of part specialisation is anything VW from 1938 to the early 2000s. For more information visit www.vwclassicparts.co.za and like their Facebook page for details and regular updates.



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LIGHTWEIGHTS COME OUT FIGHTING

At its launch at the Geneva Auto Salon in March 1961, the E-Type not only stole the show but also every headline. Hey, even Enzo Ferrari described the Jaguar as the most beautiful car in the world, and many regard the original Coupé and Roadster models as perfect from every angle. But there's another E-Type silhouette that ranks up there with the best and it is more than just a looker, built with out-and-out race performance in mind. **Stuart Grant** is talking about the twelve Lightweight versions that took to the track in the early 1960s, triggered by a beautiful set of 1:18 scale models from Paragon Models.

If you haven't heard of Paragon Models or Jadi-Modelcraft yet don't worry as you soon will. The firm is making serious strides in the market and have already secured licences from the likes of Rolls-Royce, Jaguar, BMW, Triumph, TVR and more. The goal has been simple: "We want to make amazing scale models that are affordable, so you can afford to eat after you buy one. We also listen to our customers – if you like what we do, tell us what else we might make next."

As mentioned, Jaguar planned on building 18 Lightweights for competition use but with only 12 completed production

came to an end, with the lack of major success being attributed to the company losing interest. Today they are the most desirable of all E-Types and when they do come up for sale they command astronomical prices.

The idea for the Lightweight programme stemmed from a slightly modded regular E-Type that was prepared by John Coombs and raced by Roy Salvadori and Graham Hill in '61 and '62. The only upgrades fitted on this car were a wide-angle head and triple Webers. The performance resulted in the decision to construct a full-blown racer E-Type. The Coombs car went to the factory to serve as the prototype.

With all the legwork done on this car, production of the purpose-built racers began. To retain the E-Type's homologation as a GT car, the body could be modified but not the chassis, so the steel monocoque was retained but the bodies were made from aluminium and an ally hard top with rear roof vent added. In the mechanical department

the most noticeable change was the use of an aluminium block instead of the cast-iron lump in the road cars. In total the race cars weighed in at 200kg lighter while the new 3.8-litre engine, now fitted with Lucas fuel injection, saw the power head above the 300 horses mark. Drive went to the rear wheels via a 5-speed close-ratio gearbox. The cars were handed over to privateer outfits with John Coombs and the American Briggs Cunningham being best known. Success came almost immediately, with the Briggs Cunningham cars finishing 7th and 8th overall by coming first and second in the 4-litre GT class at the '63 Sebring 12 Hour.

Following this the results dropped off somewhat and at Le Mans two of the three Lightweights dropped out with mechanical issues and the third managed ninth overall and second in class behind a Cobra. More worrying was that the smaller engine (class) Ferrari 250 GTs were considerably quicker on a circuit where the powerful Jags should've trounced them. The Lightweights soldiered on but during 1964 the factory lost interest in the project and production ground to a halt.

Until 2016 that is, when Jaguar's heritage edition pulled out the remaining allocated chassis numbers and made six more cars. **CG**

We want to make amazing scale models that are affordable, so you can afford to eat after you buy one" "Jaguar planned on building 18 Lightweights for competition use but with only 12 completed production came to an end, with the lack of major success being attributed to the company losing interest



JAGUAR LIGHTWEIGHT E-TYPES BY PARAGON MODELS

- #4 1963 Jaguar Lightweight E-Type (Production Number 9) – Sutcliffe
- #47 1963 Jaguar Lightweight E-Type (Production Number 1) – Coombs
- #23 1963 Jaguar Lightweight E-Type (Production Number 3) – Qvale
- #44 1963 Jaguar Lightweight E-Type (Production Number 4) – Atkins 86 PJ
2016 Jaguar Lightweight E-Type Continuation

Oliver Poon, director of Paragon Models, has got the Formula spot-on with these Lightweights. The detail is all there and finish will have them standing proud in any display case. Now we can only hope they bring out replicas of the remaining original car so we can have a full set.

For information on where to find your nearest Paragon Model stockist contact Werner@toolandprof.co.za.



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1969 Jaguar E Type Series 2 FHC Freshly Restored R1,29m



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1985 Mercedes Benz 500 SL Automatic In a sound condition R290 000



1965 Ford Mustang Convertible 4 Speed Manual 351Ci engine fitted R750 000



FESTIVE GEAR

BY RACEY LACEY

It's the most wonderful time of the year – at least that's what the song says. In my experience, though, it's the time of the year when people are at their rattiest: tired, irritable and just plain *gatvol*. While I write this it's still only October and even though Halloween, which seems to have become a thing we do in South Africa now – when did that happen? – has only just cried BOO! already the tinsel, fairy lights and made-in-China fake trees have been dusted off and hauled out to inspire festive cheer. (And by festive cheer I mean a mindless frenzy of shopping that inevitably makes retailers feel extremely festive and cheerful.)

While we are still battling our way through endless traffic jams to get to work and school, in the throes of those last-few-months-of-the-year-panic-stress-aaaargh! deadlines and school exams, radio adverts are jingle bell-ing Christmas specials for turducken, mince pies and cranberry sauce.

I love everything about it, even the pure cheese of Boney M medleys blaring from the speakers of every shopping centre – though I'd never admit it, of course

And let me tell you, there is nothing quite so depressing as crawling at a mortally wounded sloth's pace behind a snaking, mile-long string of cars on William Nicol, running horribly late for work while sucking in truck fumes and dodging taxis, when a voiceover artist on the radio begins to trill enthusiastically about envy-inducing Mauritius holiday specials that "you just can't *possibly* pass up this festive season!!"

But hold on a sec... before you misunderstand me, maybe I need to backtrack here a little. The truth is that when it comes to holidays Christmas is one of my guilty pleasures, like trashy chocolate bars or Air Supply. I love everything about it, even the pure cheese of Boney M medleys blaring from the speakers of every shopping centre – though I'd never admit it, of course. (Why guilty pleasure, you ask? Well, being obsessed with Christmas is admittedly pretty weird for a Jew, but not my fault that a menorah doesn't hold a, er, candle to a bauble-bedecked, merrily twinkling tree with piles of beautifully wrapped presents under it. Sorry.) So my gripe is not with Christmas, Hanukkah, the Festive Season or whatever other generic, harmless, politically-correct term has

been concocted so as not to offend anyone. It's just the timing that is off.

And to illustrate this point, here is another example of bad timing: The Christmas wrapping paper has barely been thrown away (hell, we're still chewing leftover turkey sandwiches for heaven's sake!) before the back-to-school advertising begins its assault. I can remember being so annoyed as a kid, when I still had weeks of lovely, lazy holidays stretching before me, to be starkly reminded of something as tedious and horrible as going back to school the following year. Again, nothing wrong with the advertising itself, but to have it rammed down our throats when Christmas is barely cold in its Yuletide grave is just cruel if you ask me.

But let's face it, weird timing is no stranger to someone in the magazine game, who is permanently at least a month ahead of everyone else in the world anyway. So while you are by now in festive gear and probably reading this lying on some beach sipping a cold one (if you are really lucky) or even lounging by the pool on a budget 'staycation' in Joburg, think of me still slogging away with nothing but my Trick-or-Treat loot to console me. But don't worry, I'll see you back in February – just in time for Easter. ☑

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Crews assembling before the start at FMM.



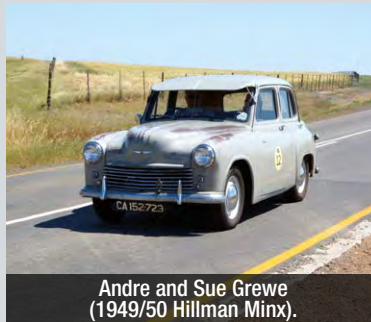
Wentley Wicomb and Elton Botha (1936 Ford Fordor).



Alex and Mel Stewart
(1947 MG TC).



Murray and Mike Bampfield-Duggan
(1951 Riley 2.5 RMB).



Andre and Sue Grewe
(1949/50 Hillman Minx).



Alex Dunford (1958 Vespa).

In what has now become an annual tradition **Mike & Wendy Monk**, armed with camera, joined in on this year's Oily Rag Run, declaring it to be another success for the old and original.

The fourth annual Oily Rag Run, one of the country's most original classic car events, took place on Sunday 22 October. The brainchild of the Franschoek Motor Museum's consultant engineer Dickon Daggitt, the run is for 50-years-or-older unrestored vehicles. After a coffee and croissant breakfast at the museum's Deli 18 cars, a motorcycle and a scooter were flagged away from the start by FMM curator Wayne Harley to enjoy a 125km scenic route taking in Klappmuts and Windmeul before passing through the Perdeberg towards the West Coast, then down towards Durbanville and Milnerton before joining Marine Drive into Cape Town, and then on to the finish at Crossley & Webb's showrooms in the Gardens.

The event always manages to attract an

eclectic mix of vehicles – and this year was no exception. Entrants were Brian Wallace (1914 New Hudson), Wilfred Tarantaal and Michael van Graan (1924 Rugby), Colin Greyvensteyn and Megan Woodward (1926 Lancia Lambda), Michelle Hambly-Grobler and Henry Muller (1928 Dodge), Richard and Philippa Middelman (1934 Ford Fordor), Stefan Klein and Harry Boulanger (1935 Chevrolet pick-up), Peter Truter and Graeme Wares (1936 Armstrong Siddeley 17 Long), Wentley Wicomb and Elton Botha (1936 Ford Fordor), Paul and Peter Weddepohl (1937 Austin Ruby), Alex and Mel Stewart (1947 MG TC), Hilton Franz and Ceri Prenter (1948 Chevrolet), Andre and Sue Grewe (1949/50 Hillman Minx), Murray and Mike Bampfield-Duggan (1951 Riley 2.5 RMB), Nick and Sandra Middelman (1953 Austin Champ), Alex Dunford (1958 Vespa), Val and Toeks Cross (1964 VW Beetle), Magdaleen Wepener and Karin Ras (VW Beetle), Derek Hulse and Rodney

The brainchild of the Franschoek Motor Museum's consultant engineer Dickon Daggitt, the run is for 50-years-or-older unrestored vehicles



Colin Greyvensteyn and Megan Woodward (1926 Lancia Lambda) get a rescue tow from Di Dugmore and Hazel Walton (1967 Ford F250).



Brian Wallace (1914 New Hudson) raises the winner's trophy presented by Dickon Daggitt.



Richard Middelmann receives an old can of oil for his Skorokoro Shield-winning 1934 Ford Fordor.



Lemonade stop in the countryside for the competing crews.



Competitors and followers enjoy lunch at the C&W showroom.



Nick and Sandra Middelmann (1953 Austin Champ).



Hilton Franz and Ceri Prenter (1948 Chevrolet).

Green (1964 Volvo 122S), Di Dugmore and Hazel Walton (1967 Ford F250) and Craig and Veronica Browne (1967 Jaguar S-Type).

This year a new feature was a cruise bus provided by RockStarCars. The classic 35-seater Bedford collected VIP guests at C&W, transported them to FMM for breakfast and the start and followed the route, including meeting the crews at the halfway lemonade rest stop, before returning to C&W for lunch and the prizegiving.

During the early part of the route, drivers and riders had to negotiate the hazard of a very drawn out procession of bicycles taking part in a race, but thankfully all passed by safely. However, there was a casualty of a mechanical kind not long after the start when the Klein/Boulanger Chevrolet pick-up overheated and was forced to retire. It was collected and trailered to the finish by the backup crew of FMM workshop team Lorenzo Farella and

Deon de Waal. The only other non-finisher was the Greyvensteyn/Woodward Lancia, which succumbed to a cracked left-front wheel hub not far after the rest stop and was thankfully safely brought to a halt before the whole wheel assembly broke off.

Eighteen entrants reached the finish in good time and joined the crowd of supporters and enthusiasts for a tasty buffet lunch, served to the accompaniment of some superb Django Reinhardt/Stefan Grapelli-style jazz by the Hot Club Cape Town trio. During the meal the awards were presented by Dickon and Brian Wallace. Brian's 1914 New Hudson motorcycle was declared the winner, while the Middelmanns' 1934 Ford Fordor was once again voted the deserving recipient of the C&W Skorokoro Shield, awarded to the 'most oily rag car' (ie the tattiest). 🏆

During the early part of the route, drivers and riders had to negotiate the hazard of a very drawn out procession of bicycles taking part in a race, but thankfully all passed by safely

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POA



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35 000km, Red with Black, Daytona Carbon Electric Seats, Carbon Dash, Carbon Console, Carbon Door Insert, HGTE Exhaust, HGTE Suspension, Bose Sound. **R3 299 990**



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HONDA ON TRACK

Hi Stuart,

The letters regarding the Honda S800s in the October and November CCA issues refer.

In 1967 one John Hinton, who was a useful motorcycle racer at Killarney in the 1960s, raced a Honda S800 that was entered by Honda Centre Cape Town. My memory is torn between whether it was red or white, but I do remember this tiny little car racing and wondering what it was. Hinton raced Hondas and I think may have been employed by Honda Centre, so my guess is that this would have been a promotional exercise with a view to importing the model. I cannot remember how many appearances it made but it must have made an impression on me to remember it 50 years later.

Up in the old Portuguese colony of Mozambique was a fellow by the name of Alberto Leitao, the sole importer of Hondas in the 1960s. He seemingly had a passion for motor racing and appeared to have a bit of a following. He raced a Mini but turned to the Japanese marque in the mid-'60s by racing a Honda S600. This was followed up by an S800, by all accounts with a fairly trick revvy motor (they apparently revved to 10 000rpm in standard form). He entered this car in the 1968 Springbok Series Lourenço Marques 3 Hour race and again in 1969 in the same race, as well as the Kyalami 9 Hour where he

finished 15th overall and 8th on Index.

In following up on this topic, I gather that the car may well be lying around in South Africa. Your original letter writer, Roy Dunster, mentions that his car was once white – and so was Leitao's. Although he says his car is an S600, there are some differences between the S600 and the S800 other than the engine capacity: it went from a chain-drive to driveshaft and it gained disc brakes in the front and a couple of body trims were changed to suit the American market.

So this is an interesting find and if I were Roy, I would look to Mozambique for some history. But where...?

Regards,
Tony Kent

Hi Tony, I will pass on the mail to Roy. Half the fun of owning a classic is tracing its history and then preserving it as it was in its heyday. Can you imagine stumbling across a long-lost and forgotten racer with such pedigree? We are holding thumbs for Roy! If not, it is still a brilliant find and one worth getting back into tip-top shape. Thanks for all your contributions and support. Such impressive memories and retention of them are invaluable to the classic car fraternity.

Stuart



VARIETY WAS THE SPICE OF LIFE

When looking back at the 1950s and the lifting of import control by the Nationalist government, one can only be amazed at the variety of automobiles available in Cape Town at the time – mainly due to the fact that the majority came by ship from Europe.

It seemed that everybody wanted to be part of the motor trade, with all types involved. Cars with unusual names began appearing, amongst them Gutbrod, Panhard, Simca, Henry J, Zwickau and Moretti; add to these the likes of Wartberg and Skoda and you have a fine mix of the unusual.

However, it is the purveyors of these automobiles that capture the imagination – for instance the sporty East German resin-bodied Zwickau P70 Coupé that was sold by Jimmy's Billiard Saloon and the Saab 93 by Absalon Fridge Repairers! The Dyna Panhard was retailed through Parow Motor Handelaars and Alec Krupp Motors positioned opposite Robbs in Strand Street displayed both Skoda, Goggomobile and Wartberg versions on the showroom floor.

Carsons proudly exhibited the full Simca Aronde range,

including the pretty Plein Ciel and Oceana sports models in blue, white and red. And as far as American cars were concerned the Henry J proved to be something different, sporting a small 2-door fastback body, Willys flathead six engine, metallic paint and whitewall tyres. Farber and Co, Dock Road opted for the agency alongside Renault and Jeep. There were many bubble/3-wheel microcars on offer such as Heikel, Isetta, Vespa 400, Maico Champion and the Messerschmitt, which was based on aircraft design, most selling in small numbers. Today it's a pity that few of these cars remain to be seen at classic car shows in South Africa.

Regards,
Ian Little

Hi Ian, thank you for this brilliant letter and outstanding memory recall. I've heard a number of the names but was unaware that so many were sold in SA. The mix of retailers that put them onto our roads is fascinating and, in the case of a fridge repair operation at least, opened up numerous potential jokes about the cars.

Stuart

MG TC HISTORY QUEST

I am in the UK and am tracing the history of my 1947 MG TC sportscar that was sold new by McCarthy Rodway's Durban dealership. The car was red. They only sold 16 MGs that year, so it would have been pretty unusual then.

By the 1960s it belonged to the late Neil Albertyn of Pretoria and was registered TP 188354. He sold it in 1967 and I know all the history from that point forward. So I am seeking the missing years 1947-1967. Does anyone know who bought a new red MG in 1947? It may have been mine! Maybe a serviceman returning after WWII, or your grandfather, father, uncle, brother?

I would also like to make contact with family or friends of the late Neil Albertyn of Pretoria – can anyone help please? From what I understand, he was a big car enthusiast. I attach a picture of what the car would have looked like prior to 1967.

Any leads at all will be gratefully received and acknowledged.

Regards,
Roger Bateman

Hi Roger,

I am sure that a reader out there will be able to help with completing your TC quest. The MG club here is one of the oldest and largest motoring groups



and has over the years made an effort to keep a register of the cars in the country. If Mr Albertyn was a big car enthusiast the chances are very good that he would have been a member of one of the MG chapters or perhaps a more general club like the Pretoria Old Motor Club. I will also forward your correspondence on to both these operations and keep you in the loop should any details surface. Best of luck with one of the most rewarding aspects of classic car ownership.

Stuart

THE WHEEL DEAL

Hi Stuart,

I really thought I got lucky when I got to load the rims in the pic onto my bakkie. The idea was to remove the centres and refit them into some decent sized rims. Two are Delta, one is AWM and the last one is a Pick n Pay (no-name brand.) This morning I was chatting to a local wheel shop (Total Wheel Repair) in Pinetown. All went well until one of the chaps pointed out that the centre of the rim had cracks. His comment was that he would not even fit the rim to his wheelbarrow!

After talking to some petrolhead friends I was advised to visit the Old World Foundry in Hammarsdale. The owner has taken the business over from his dad and has been in the foundry trade for 30-odd years. He still does old school sand casting. His suggestion was to make a pattern out of wood to increase the dimension (to compensate for retraction) and increase the radius on the ribs to prevent cracking. The casting will be done in a special aluminium alloy.

This gent taught me two things. Molten aluminium does not shrink, it retracts. My idea of melting down some smashed alloy rims for the new casting would not work. Modern ally rims are pressure-cast and the materials used are different. Never too old to learn.

I plan to fit the rims to a Dauphine that I



am building with an R9 1400cc motor. Do you think there are other Renault owners out there who might be interested in newly-cast centres?

Regards,
Gerrie van Heerden

Good thing your tyre shop guy was on the ball and spotted the cracks. I have seen a few historic race cars break wheels when a combination of extra grip from semi-slick tyres and fatigued metal cracks the wheel around the bolt pattern. I was told this is a massive issue on steel wheels

that have been chromed as the chrome sets up a surface tension, which leads to cracking.

I for one am very excited to see how the casting of the new centres goes as my own Renault needs some new wheels; the widened steel 13-inch units I have now are horribly out of shape and nobody seems to be able to repair steel wheels anymore.

I am sure there are a number of other Renault owners that would be interested too. Keep us informed and perhaps take pictures of the job in progress as it would be brilliant to see such forgotten skills back in action.

Stuart

RUNNING RINGS AROUND

Dear Stuart,

I was surprised and delighted to see your article on the Ro80 as I am a proud and enthusiastic owner of a 1970 model. I am attaching a couple of docs for your interest which describe something of the car's history and a couple of photographs. It is now on the VCC register and roadworthy and registered in Howick, which is close to where we live.

Margaret and I met and married not long after she returned to SA with the car, and we drove it on many trips around the country with her mom and dad, who toured Rhodesia in the car. It performed faultlessly and never let any of the family down (once one had learned to cope with one or two idiosyncrasies). These have been overcome, although in a slightly simpler manner than that adopted by NSU, who eventually changed the sidedraft carburettors for the downdraft versions. I just stuck a solenoid valve in the fuel line!

Kind regards,
Barrie Neunborn

Glad you enjoyed the Ro80 story, Barrie. It was a really surprising car for us, delivering comfort, styling, an impeccable ride quality, practicality and even a decent amount of performance. I can see why it became your family touring car of choice. With such rarity, and dare I say it oddity, owning a classic of this sort of league would scare many prospective buyers away, but your words and that of the owner who lent us his NSU about reliability prove that we shouldn't be scared to seek out other classic options. Of course preparation and maintenance are the key to this sort of reliability, and even the most famous of the so-called bulletproof classics also need regular TLC to keep running rings around the moderns. Here's to many more rotary miles ahead.

Stuart



TVR TRACKING

Hi Stuart,

This is a long shot as I'm going back some 12 years, maybe more. The TVR in question was owned by a well-known Plettenberg Bay businessman and car nut by the name of Ross Henry.

Ross was in the process of getting the TVR race-ready for historic events to be driven, I think, by his son. I don't know how far he got before he emigrated to Canada. Ross told me that he wasn't taking the car with him and, as far as I know, his son remained in SA. Ross was also a good friend of Jimmy Price of Cobra GT40 fame, based in PE – hence the EC rumour. A call to Jimmy may be a good starting point for you to trace the car as I'm pretty sure he has remained in contact with Ross, and possibly Ross's son. It always amazes me how you manage to come up with new stuff every month.

Cheers and thanks for a great mag.

Graham Ash

Thanks Graham, your time frame seems to tie in well with mine as I would also guess it was a decade or so ago that I saw a TVR in the Eastern Cape. Rumour at the time was that it had actually competed in some international events in the period so it would be brilliant to see it back on track or doing the odd demo. I will contact Jimmy Price and see if we get any further – it is a good excuse to visit his world-class vehicle manufacturing plant anyway.

Stuart

HONDA HEROES KEEP COMING

Hi Stuart,

This is a pic of my S600 – originally beige in colour. She still runs and is licensed. How do you want



to go from here? Do I contact Roy directly and cc you in on all our correspondence? I would like to know whether Roy's car still has the original chain drive rear axle and a further pic or two of the front end view and engine bay would be welcome.

I have been on pension for 10 years already now and just waiting for the bright white lights to flash... haha, only joking! I worked for MBSA and was privileged to be a pioneer on the Honda Project (hence the mail ID of CummingsSan) and found my little baby via a colleague who worked at our head office in Pretoria. I do intend to restore this car and have collected a huge amount of data, manuals and literature on these little 'screamers'. Looking forward to your reply.

Lionel Cummings

Hi Lionel, thank you for the mail. I am amazed at how many of these early Hondas have lasted in South Africa. It would be interesting to track down the sales figures as I am sure the percentage of survivors is impressive. I have forwarded your mail on to Roy so you can talk Honda, but would appreciate being copied in on correspondence due to my own inquisitive nature. And please keep sending any progress reports on the intended restoration.

Stuart

MORE BREAD, MILK CHOCOLATES & RACERS

Hi Stuart,

Just to fill you in regarding the photograph of the Lotus XI that you attached in your reply to John Rabe's letter entitled 'Bread, milk, chocolate & racers' (CCA November 2017 issue).

The car is in fact a Lotus XI that was owned and raced by Errol Kobus in the Eastern Cape and Border Championship in the late 1960s. The car was not silver in colour, but a light yellow.

Errol had a thing about the number 13, as displayed on the Lotus, and all his race cars and even his road cars were CE 13 (CE being the East London registration prefix) or a combination of thirteens. He was the owner of Kobus Motors in East London. Hope this helps.

Thanks for another wonderful edition of *Classic Car Africa*.

**Kind Regards,
John Hampson**

Hi John,

I had my doubts about it being a Lotus 15 but battled to spot any visible differences between that and an XI in the picture so thanks for helping to identify the machine.



Did Kobus Motors deal in Mercedes-Benz cars? I ask this as I also stumbled across a Mercedes Fintail stripped and stickered up to race, sporting both Kobus Motors and Errol Kobus on the flanks. Seems he missed out on his number 13 for this event.

Thanks for the support and valuable information.

Stuart

LOTUS, HONDA, TVR BITS & BOBS

Hi Stuart,

Although you produce a very interesting magazine, I must confess that I enjoy the letters page the most.

I don't know how far your archives go back but in the original *Classic Car Africa* was an article on 'Z Smith'. He raced mostly at Grand Central and later at Kyalami but did venture down to Killarney at least once with the Lotus XI. His one was the so-called Club model featuring a side valve Ford Anglia engine and a solid back axle, as opposed to the 1100 Climax and de Dion axle of the Le Mans version, so it was much slower than the local XI. It was either raw aluminium or white. The poor guy met his end when the light Lotus was blown off the track and burned out.

There was a Honda 600 coupé in East London owned by Lionel Cummings. It had the chain drive mentioned by Roger McCleery but I haven't seen it or Lionel for a long time.

Finally, the TVR. When I lived in Durban in the 1970s, I often used to see a metallic blue TVR on the roads. It had a British registration number, TOO 500N, which I remember because it looked like TOO SOON! I have no idea what was under the bonnet so it may not be Mr Farr's car. In fact, with the duties on imports in those days, it may well have been sent back to the UK when the owner returned.

**Regards,
Peter Owen-Smith**

Hello Peter, thank you for the kind words and I fully agree with the letters section being a leading contender when it comes to my favourite bit of the magazine. The information, memories and history that readers like you offer is what really make us tick and differentiates us from international publications and Internet sites.

Luckily I have access to a full set of Classic Car Africa, so will pull them out and look for the details on Z Smith and the Lotus XI – I was unaware that a club level car was ever manufactured – a brilliant bit of information, thank you.

On the Honda S600 front you mention Lionel Cummings. In a weird moment of coincidence Lionel mailed me the very same day as you did saying he still had an S600 – see his letter on these pages.

It would be interesting to see how many TVRs we can calculate to have made it here to SA. I am not aware of a local club that might have these on record but so far, thanks to reader correspondence, I think we are at about 10 or so early ones and then a dozen or so 1990s and 2000 versions.

I will keep the list going for a month or two and see if we can cross-pollinate the mentions to get a more accurate representation. To date nobody else has mentioned the memorable number plate so unless it was reregistered for use here I would also assume that it left our shores.

Stuart



Celebrating 70 Years of Ferrari



HITTING

THE HIGHVELD NOTES

Enzo Ferrari cut his teeth with Alfa Romeo's racing outfit and, for all intents and purposes, started the manufacture of road cars to subsidise his own racing programme, so it is not surprising that competition features heavily in any Ferrari history tale. And the same goes for the South African Ferrari story, which although heavily centred around the inland regions, also played a soulful tune throughout the land.

Photography by Etienne Fouche





Ferrari made its first local appearance in 1956 when a pair of 625 Formula 1 cars arrived to compete in the Rand Grand Prix at Palmietfontein, fresh from the Tasman Series and fitted with 2.5-litre 4-cylinder engines. Englishman Peter Whitehead took the wheel of one and Australian fighter-pilot of note, Fredrick Anthony Owen 'Tony' Gaze, the other. Whitehead, who incidentally was the first person to whom Enzo ever sold an F1 car in 1949, roared to victory before the cars were shipped

back to Europe.

Gigi Lupini's 225 S followed to the track and entered the first-ever 9 Hour race in 1958 – this event taking place at Grand Central rather than Kyalami as the would-be famous track was only opened in '61. The race initially looked promising for the 225 S, with drivers Don Philp and Bill Jennings leading the way, but overheating issues relegated it to a DNF. Following this, the car continued in competition with the likes of Horse Boyden and Fanie Viljoen taking the wheel.



1958 Grand Central 9 Hour – Lupini Ferrari 225 S car number 1.



1958 9 Hour – Don Philp/Bill Jennings in the Lupini Ferrari.



1972 Kyalami 9 Hour – Jacky Ickx/Brian Redman (Ferrari 312 PB).

With the opening of Kyalami more and more international drivers came out to have fun in the sun. David Piper spearheaded this movement and came out with a range of Ferraris. In 1962 he shipped his green Ferrari 250 GTO to Cape Town, drove it up to Johannesburg and together with KZN lad Bruce Johnstone took the overall honours ahead of the Bobby Olthoff/Tony Maggs Austin-Healey. It wasn't all plain sailing though, with Piper's tyres giving up at some point with the only solution being to 'borrow' the wheels from Gigi Lupini's road-going 250 Lusso.

1963 saw Piper at Kyalami – on this occasion teaming up with Tony Maggs in a GTO to not only secure the top position but

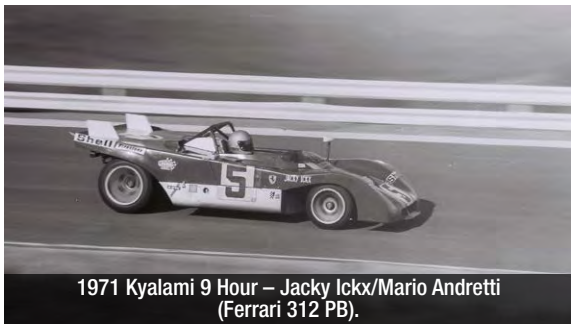
Now at Kyalami, Surtees led in Bandini in a Ferrari 1-2. Surtees retired from the South African Grand Prix at East London two weeks later but Bandini managed a fifth

also the cherished Index of Performance. This duo, now in a Ferrari 250 LM, made it three in a row for Piper in '64, before he teamed up with Dickie Attwood in a Ferrari 365 P2 and P2/3 to take the 1965 and 1966 wins respectively. Piper's run of wins came to an end in '67 when the Jacky Ickx/Brian Redman Mirage Ford cleaned up, and although the likes of Scales/Lidell, Hawkins/Love and Clarke/Van Straaten entered some majestic Ferraris over the coming years the results were not exceptional, with only the Tony Dean/Basil van Rooyen '68 second place in the sleek 206 Dino to write home about.

While this arena had been dominated for the most part by privateer entries, this all changed in 1970 with a full-blown works Ferrari 512M sent out for Jacky Ickx and Ignazio Giunti. The pair went toe-to-toe with the factory-entered Porsche 917K and won, setting a new record of 370 laps in the 9 Hour. Ferrari did the double in '71 with the Clay Regazzoni/

Brian Redman 312 P leading in a similarly mounted Jacky Ickx/Mario Andretti pairing. Regazzoni repeated this feat in 1972, driving to victory with Arturo Merzario in a 312 PB. South African international race results are somewhat devoid of Ferrari sportscar appearances (other than a poor reliability showing from a 308-based biturbo in '82) until 1998 when Round 8 of the International Sports Car Racing Series headed to a new Kyalami layout and South African Wayne Taylor and Eric van de Poele (Belgium) took the final step on the podium with one of four Ferrari 333 SPs entered. In '99 the Christian Pecatori/Andrea Chiesa 333 SP finished third and the same position went to the similar specced car of Phillip Peter/Marco Zadra who finished second a year later.

It wasn't all sportcars for Ferrari in South Africa though, with Formula 1 making a number of turns this way. Following the Gaze and Whitehead Rand Grand Prix escapade, the Ferrari works team returned in '63 with John Surtees and Lorenzo Bandini at the controls. Now at Kyalami, Surtees led in Bandini in a Ferrari 1-2. Surtees retired from the South African Grand Prix at East London



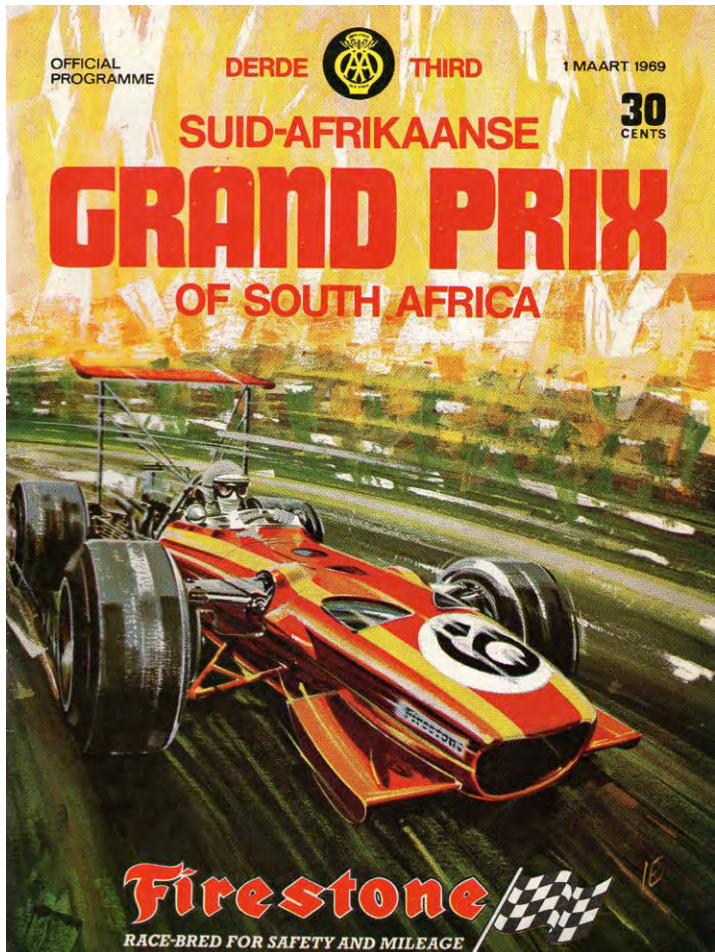
1971 Kyalami 9 Hour – Jacky Ickx/Mario Andretti (Ferrari 312 PB).



1972 Kyalami 9 Hour – Peter Brown/Frank Sytner (Ferrari 365 GTB/4).



1972 Kyalami 9 Hour – Clay Regazzoni/Arturo Merzario (Ferrari 312 PB).



two weeks later but Bandini managed a fifth. The pair was back in 1965 with Surtees the most successful, finishing second to Jim Clarke's Lotus at the SAGP. Ferrari missed the 1966 and '67 South African rounds but for 1968 sent out three machines in the hands of Chris Amon, Jacky Ickx and Andrea de Adamich. Amon finished up fourth while the other two failed to finish – Ickx because of an oil leak and De Adamich due to an accident. 1969 and '70 were again let-downs with retirements for Scuderia but in 1971 fortunes turned and Mario Andretti went on to nab the win from Jackie Stewart's Tyrrell and Regazzoni in another Ferrari. Mario Andretti brought the 312 B2 in to fourth place in 1972 but with Ickx eighth. Merzario then replaced Andretti the following year and repeated the fourth but Ickx failed to finish with a lap two prang at Crowthorne. All in all the first few years of the '70s had been a bit of a difficult and lean phase for the Scuderia but this slowly started turning in 1974 with the arrival of the 312 B3 with Niki Lauda and Clay Regazzoni in the cockpits. Lauda started from the Kyalami pole, led for a number of laps and then slowly started dropping back until parking on lap 74 with engine damage. The same gremlin had attacked Regazzoni's Ferrari two laps prior.

In 1975 Ferrari was on it and in line for both Driver and Manufacturer titles with its new 312 T. Lauda finished up fifth in the local race and Regazzoni, who had run in fourth, retired with a broken throttle linkage. The race was won by future Ferrari F1 ace and World Champion Jody Scheckter in a Tyrrell. Regardless, Lauda took the championship honours that year and returned for the '76 Grand Prix with Ferrari, where he took the line first in style. Of course this was the year that Lauda suffered his death-defying Nürburgring accident, and despite

NIKI LAUDA (BORN 22 FEBRUARY 1949)

Andreas Nikolaus 'Niki' Lauda, former Formula 1 driver and a three-time F1 'World Drivers' Champion, was born to a wealthy Austrian family. He was always interested in cars and, despite his family's misgivings, began racing in his early 20s. He joined Ferrari in 1974 and won his first championship in 1975.

Lauda was seriously injured in a crash at the 1976 German Grand Prix at Nürburgring when his Ferrari burst into flames, inhaling scorching toxic fumes and suffering severe burns. Not only did he survive, though, but amazingly he raced again just six weeks later at the Italian Grand Prix and reclaimed the championship in 1977. After initially retiring in 1979, Lauda returned to racing in 1982 and took the championship for the last time in 1984 before he retired from racing for good in 1985.

Apart from being an aviation entrepreneur, he was also a consultant for Scuderia Ferrari and team manager of the Jaguar Formula One racing team for two years. He currently does commentary for German TV and is non-executive chairman of the Mercedes AMG Petronas F1 Team, as well as owning 10% of the team. Lauda is the only driver to have been champion for both Ferrari and McLaren, two of the most successful constructors.



1975 South African Grand Prix – Clay Regazzoni leads Niki Lauda, both in Ferrari 312 Ts.



1976 South African Grand Prix – Niki Lauda (Ferrari 312 T).



1972 South African Grand Prix – Jacky Ickx (Ferrari 312 B2).



1973 South African Grand Prix – Arturo Merzario (Ferrari 312 B2).



1976 South African Grand Prix winner Niki Lauda celebrates.

this only finished second in the title race by half a point.

He'd recovered beyond all expectations, was back in SA for the 1977 event with a 312 T2 and dominated the race and ended the year as champ. Carlos Reutemann had joined Lauda at Ferrari that year, and stayed on board for the following year. Lauda moved across to Brabham and opened the door for Gilles Villeneuve to take a seat. Both retired from the SAGP but for the local fans the big news for 1979 was the inclusion of Scheckter into the squad. The South African round was something to cheer about with Villeneuve leading Scheckter in for a Ferrari 1-2. And it got better for the local fans when Jody lifted the Drivers' Championship title at the end of the season, just beating out his team mate.

For 1980 Ferrari F1 went downhill with the new 1.5-litre turbo-charged Formula changing up the running order dramatically. Despite the proven skills and talent neither Scheckter nor Villeneuve could make things happen, and Jody hung up his gloves at the end of the year. Villeneuve stayed on at the

team during 1981 and despite launching its own turbo car at Kyalami, Ferrari could only finish 5th in the constructors' race. 1982 was a surprising and sad year for Ferrari. With Didier Pironi and Villeneuve in charge the team pulled a decent lead in the points table. It led to some rivalry between the two and when team orders were misinterpreted by the two a massive fallout happened, with Villeneuve stating he'd never talk to Pironi again. And the chances are he didn't as two weeks later, at Zolder, Gilles was killed in a crash in qualifying. Pironi held a sizeable lead in the driver's points but a crash that almost cost him his life put him out of motorsport for good. Although he missed five races Pironi finished up second on 39 points behind Keke Rosberg with 44.

René Arnoux and Patrick Tambay got the full-time Ferrari F1 drives in 1983. Arnoux managed a trio of wins, and Tambay one, for the pair to finish third and fourth respectively in the title chase – good enough for Ferrari to lift the constructors' title again. In 1984 Michele Alboreto and Arnoux drove the turbo

cars but the firm's F1 drought was sinking in hard – the SA round typified this with the total number of laps completed between the two coming in under 20. 1985 then signified the start of the South African F1 drought as that round signalled the last event at the hallowed ground until 1992.

Come '92 Ferrari F1 was still in the doldrums and it continued at the Kyalami opener, with both Jean Alesi and Ivan Capelli retiring. In a total of 16 rounds Alesi retired from 10, as did Capelli. 1993 wasn't much better, with Alesi dropping out of nine races, including the South African event, and Gerhard Berger eight in total to finish up the points table sixth and eighth respectively. This was the last year for the South African Grand Prix, but a new South African Ferrari/South African connection was coming to fruition – one that would go on to be one of the most important collaborations in the sport. We are talking of the Michael Schumacher and Rory Byrne combination that resulted in Ferrari winning a driver title for the first time since 1979. 🏁

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GREEN IS FOR GO

The famous Kyalami 9 Hour is as synonymous with the sight and sound of David Piper's green Ferrari 250 GTO leading the field as it is for the smell of braai fires and the brewing of the inevitable thunderstorm. **Graeme Hurst** caught up with the legendary racer who took six chequered flags in the annual race, five of which were consecutive and in cars adorned with the famous Prancing Horse.

Back in the 1960s, sportscar racing in South Africa was defined by the spectacular annual 9 Hour at Kyalami. Many famous local and international hot shoes added to the thrill of the famous November fixture but arguably none more than David Piper, whose magnificent performance behind the wheel of his 250 GTO and a succession of other Ferraris massively upped the local game.

The British racer – who famously lost part of a leg in an accident while filming *Le Mans* with Steve McQueen in 1970 – won on his first attempt in 1962 in the iconic BP green-liveried V12 coupé. That was the first year of Ferrari ownership for Piper, who started

The British racer – who famously lost part of a leg in an accident while filming *Le Mans* with Steve McQueen in 1970 – won on his first attempt in 1962 in the iconic BP green-liveried V12 coupé

racing in the early 1950s by campaigning a 750cc supercharged J4 which brought him success, along with a later Lotus Mk6 and Mk11. He moved on to a successful racing career in Formula 2 and – briefly – Formula 1 before focusing on Sports Car racing. His first 9 Hour entry came thanks to another racing driver with a strong association to local 1950s and '60s motorsport, Stirling Moss.

"I had a call from Ken Gregory, who was Stirling's manager, saying they had an entry for the 9 Hour but they couldn't do it as they'd sold their car – which Innes Ireland was to drive – to an Austrian. He said: 'You can have our entry if you pay us 10% of the starting money'. Well of course Alex Blignaut wasn't paying anything so that didn't matter,"

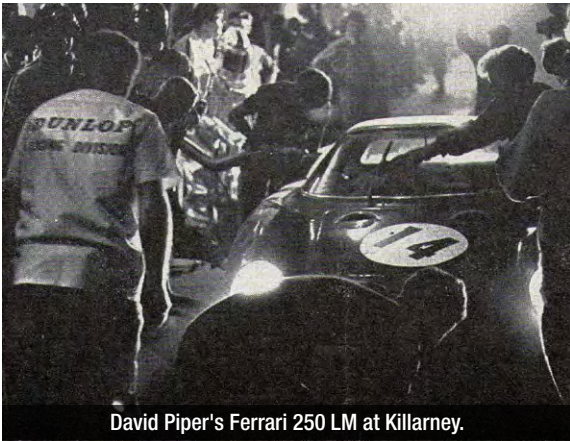
recalls Piper, who nearly turned it down after being stood up before. "I was invited to go out in 1956 with my Lotus and was all set to go on the Union Castle liner – I'd even bought myself a white dinner jacket – when I got a telegram saying the organisers had other drivers lined up. I thought: 'I'll never go

as you can't deal with these people.'"

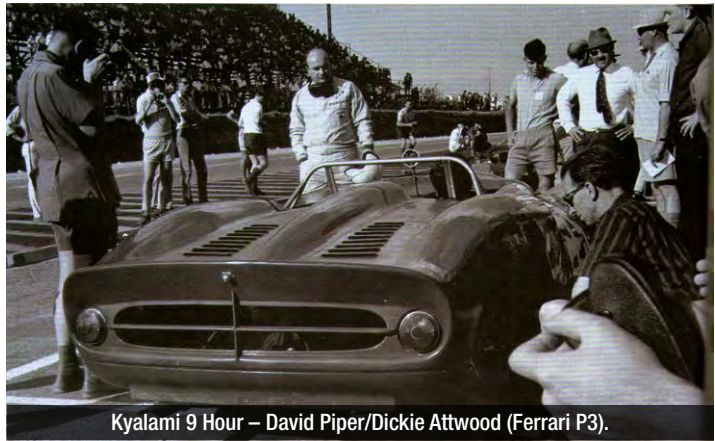
His change of heart paid off: Piper and co-driver Bruce Johnstone won the '62 9 Hour, after a tight battle with Tony Maggs and Bob Olthoff in an Austin-Healey 3000, in a race marred by thunderstorms and tyre issues. "It was a close call as my wheels and tyres that I sent out with the Union Castle boat got lost in transit. Towards the end of the race we were running a bit low on rubber but Jack Nucci (*a local Italian businessman and race sponsor – Ed*) arranged for a very nice chap in the paddock (*Gigi Lupini – Ed*) to let me have his wheels for the rest of the race." All this was after Piper had driven the GTO up from Cape Town.

"I met Cyril Wilcox, who was the head of BP locally, and he took me out for lunch to the local cricket club and then filled me up with 32 gallons of fuel and I drove it up the next day to Joburg. I arrived at Kyalami as it was getting dark, threw all my tools and rubbish out of the car and did a few practice laps. Then Jack Nucci said: 'You can keep your car at my house,' which was very kind."

The GTO was Piper's first Ferrari after he got a taste for both the sound and



David Piper's Ferrari 250 LM at Killarney.



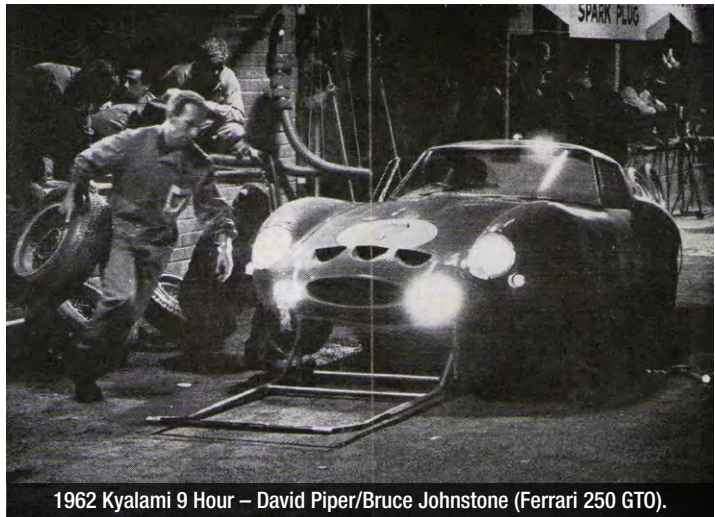
Kyalami 9 Hour – David Piper/Dickie Attwood (Ferrari P3).



1962 Kyalami 9 Hour – Bruce Johnstone (Ferrari 250 GTO).



1964 Kyalami 9 Hour – David Piper/Tony Maggs in a Ferrari 250 LM.



1962 Kyalami 9 Hour – David Piper/Bruce Johnstone (Ferrari 250 GTO).

performance of the marque five years earlier while on the Targa Florio: “Danny Margulies asked me to co-drive the Targa Florio in a disc-braked C-Type Jaguar. I was driving through Collesano in practice and I saw a Ferrari in my rear mirror and it came past and the chap behind the wheel – who turned out to be Peter Collins – gave me a blast on his Fiamm horns before he shot past. The C-Type was no slouch but I thought: “Christ, that was quick and it sounded terrific... I'd like one of those.”

Keen to fund his desire, Piper traded in used Lancias: “I used to pound the pavements of Modena and Turin for right-hand drive Lancias and ship them home. Mike Hawthorne introduced me to the Lancia dealers which helped a lot. So that's how I saved up to buy my first Ferrari, a new GTO,” explains Piper, who famously ordered it in a shade of green to match the livery of his petrol and oil sponsor BP, before driving it back from Modena.

After competing at Silverstone and Brands Hatch, he and Danny Margulies decided to up their profile in European fixtures. “We did the Tour de France and finished 4th which

was good as it was quite a race: 5 000km on the road, seven hillclimbs and five two-hour races at circuits like Spa and Le Mans, plus all the major European hillclimbs.”

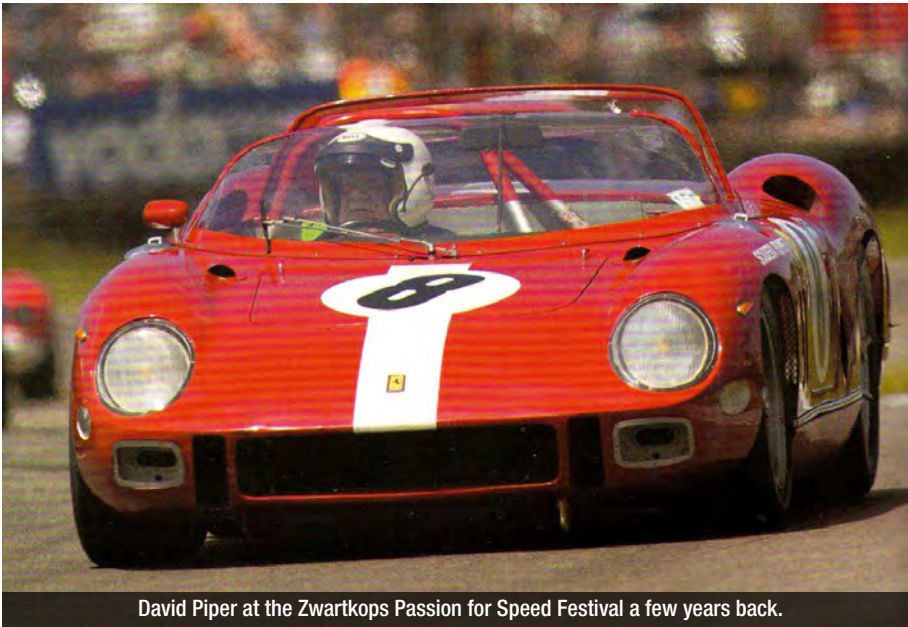
The '62 9 Hour victory followed and Piper competed at Killarney in Cape Town as well as Angola, before selling the GTO in the States: “After that I shipped it on the Queen Elizabeth to New York and drove it down through the Carolinas to compete at Daytona and Sebring. The new owner asked me to prepare it for Sebring and offered to teach me to fly in return.” Piper was later engaged to prepare and co-drive the car at the Nürburgring and at Monza. “Then he asked me to take him to see Agip in Italy, before buying a Learjet and flying it home. Quite a life.”

Piper bought another GTO, which he modified by lowering the roofline. It won the '63 9 Hour with Tony Maggs as a co-driver. The pair duelled with Bob Olthoff and Frank Gardener's Willment Cobra before the latter rolled. It managed to finish on a technicality but victory went to Piper and Maggs in the GTO, although it had come close to not making it to the starting line. “That year

we towed the car up to Joburg from Cape Town and my mechanic rolled the tow car. Fortunately, the Ferrari stayed on the trailer but there were Weber jets and that sort of stuff lying all over the road in the middle of the Karoo. Bit of a disaster, really, but that was racing... one drama to the next.”

A year on, he clinched the 9 Hour again but this time in a borrowed 275 LM, with John Love and Peter de Klerk coming home second in Piper's old GTO. “Colonel Ronnie Hoare of Maranello Concessionaires lent me the 275 LM after I crashed mine in Snetterton and it had to be sent back to the factory for a new chassis,” says Piper rather understatedly: the same crash left him with a broken spine which necessitated wearing of a brace for a few months.

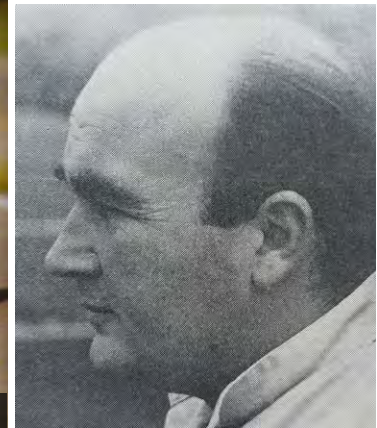
By now the same factory was taking a keen interest in his success at the wheel of their cars: “Word had got back to the Old Man that I was quite competitive and he reciprocated by allowing me to buy the works cars they pensioned off each year. Normally they'd be sold off to the likes of Chinetti or Swaters, so he was pretty good to me,” recalls Piper.



David Piper at the Zwartkops Passion for Speed Festival a few years back.



1963 Kyalami 9 Hour – David Piper/
Tony Maggs (Ferrari 250 GTO).



For '65 the Englishman was back on the Highveld with a 365 P2, snatching his fourth victory by half a lap with Richard Attwood as a co-driver. He added a fifth consecutive victory a year on in a P2/3 (again with Attwood) but Piper's run of success came to an end in '67 in the P4 after a collision in the pits just an hour and half into the race, when he was running a close second to a Lola T70 driven by Paul Hawkins.

"I had just pulled in and handed over to Richard and then he scooped up a signaller. Fortunately he wasn't badly injured, but the P4 was. My mechanic Fax put a piece of scaffolding pole in the front to pull out the damage and taped the body together, but it was a long pit stop." The pair managed to come home in fifth place despite driving with a broken windscreen.

After the Kyalami race, Piper famously used his P3/4 to clinch Bobby Olthoff's 178mph land speed record one morning with a 189.4mph outside Bloemfontein. The car had been prepared with a special nose and extended gearing, but the altitude impacted the V12's performance and his efforts only stood for a few months until

After the Kyalami race, Piper famously used his P3/4 to clinch Bobby Olthoff's 178mph land speed record one morning with a 189.4mph outside Bloemfontein

Mike de'Udy did 191.856mph in a Lola Chev outside Cape Town in January the following year.

That year, the chequered flag again eluded Piper – who was still driving the P4 with Attwood – in the 11th 9 Hour. The race featured an epic battle with John Love in another P4 and Jacky Ickx in a Mirage, before Piper went off at Clubhouse following a minor collision with Arnold Chatz in a Volvo. It later transpired that the incident damaged one of the P4's shock absorbers, which had to be changed. The race was also marred by torrential rain, which was part and parcel of the 9 Hour drama, as he reminisces: "You could almost time your watch driving into Sunset with lightning over Joburg; you knew it was going to rain and that's when all the Fiats and Volvos came past. They had nice skinny wheels and could cut through the water better."

The '69 9 Hour saw a change in allegiance for Piper, who was now behind the wheel of a mighty Porsche 917, again with Attwood as co-driver. "We were taming it at the time and had to add some spoilers on the back as it was lifting the tail and changing the camber of the wheels." The 917 helped re-establish their grip on the race with a first place, but the car's inclusion on the grid nearly didn't happen.

"We had a lot of drama with the crankcase breaking. We'd been racing at Fuji in Japan and the Japanese had kept my spare

engine so I had to get it welded up at Voms. It cracked again in practice so we then cut up an old McLaren wheel and welded it in as a strengthener... it was a typically South African job but it worked and we won the race!" Amazing to think of such boer-maak-a-plan antics helping to make a thoroughly engineered German state-of-the-art racing car reliable!

The victory gave Piper the upper hand with his sponsors, who'd been sceptical following the crankcase issues: "All my sponsors had deserted us like a sinking ship, you know, so I went round Motor Town and said: 'Okay, don't worry, you needn't help at all but we'll carry your advertising anyway. If we win the race you pay out, if we don't, you don't.' That was quite fun."

Piper retired from racing after the injury sustained during the filming accident the following year, but returned to the track in later years to develop the historic race game. Now 86 years old, he still has many of the Ferraris that thrilled fans at Kyalami, including the LM 275 and P4, in his garage – which also features the 917 and a Lola T70. And for the last 21 years he's been bringing them and friends' cars over for the Springbok Series out here so that local enthusiasts can get a taste of a truly golden era in South African racing. One that he and his magnificent Ferraris so richly helped shape, as Piper fondly remembers, despite the immense effort it took: "It was all a big adventure and great fun when you look back at it, but at the time it was very hard work." 🏁

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FAST RISER

When Michael Schumacher took the 2000 World Drivers' Championship aboard a Ferrari it broke a 21-year drought for the Scuderia. Yes, you guessed it, the last title of this sort for Enzo's team was in 1979 and our man Jody was the ace who secured it. **Stuart Grant** enjoyed a brief chat with the once-F1 wild man, Ferrari icon and farmer.



Jody Scheckter celebrating his 1975 South African Grand Prix victory for Tyrrell.

67-year-old Jody is a busy man. One would think that his move to farming would have been some sort of a 'retirement' slow down for a person in his position, but that is not the case. Like his racing, or firearms training simulator business that followed his track career, he's gone into farming full tilt and made it a world-leading success by remaining very hands-on and in charge.

So our little talk was a very brief telephonic one and as the theme was Ferrari I opened with: "To save time, we'll jump past the Renault days..."

But Scheckter interrupted with: "No, the Renault days were the best days, the fun days and the days that got me onto the path to winning a world championship. Building my own Renault taught me on the mechanical front, which was invaluable all the way up into Formula 1. In fact, looking around my office now I am surrounded by Renault models and don't see any Ferraris. I am also in the process of having a real life historic racing replica of my own Renault made – this being done where it all started for me – in East London."

Scheckter's father owned garages in East London and Queenstown. It was at this Queenstown shop that one of the mechanics built a go-kart and started the ball rolling – Jody wanted one. Seeing this, his old man used it as a school incentive programme and promised a kart should the end of year results be good enough. Against the odds, Jody put his head down and finished near the sharp end of the class and his dad followed through by commissioning a kart from his employee. Jody, a newcomer to all this, spent every

possible minute in the workshop learning. He whipped a 50cc engine from a neglected shop scooter and once fitted, competed in a few Junior races. He enjoyed the working and preparation aspects almost as much as the racing before turning his attention to motorcycles.

Now aged 13, Jody would ride around the neighbourhood with his mates when of course the inevitable happened: a traffic cop stopped them and had enough ammunition to fill his ticket book. Jody pushed the bike home. But his fascination with the petrol-powered 2-wheelers grew and he spent every possible minute in the workshop trying out new tuning ideas. When his dad battled to sell a proper Itom 50cc race bike in 1965 Jody became the lucky owner, but could only sit on it until old enough to get his first licence. Eventually he got to race and won his first race. His career on bikes was short, comprising three more events over two years, as his constant tinkering and tuning experiments meant his Itom tended towards the unreliable.

Once he finished school, he started an engineering apprenticeship at his dad's East London shop and since this was a Renault agent, it was little wonder that he held the Renault racing exploits of Scamp Porter in high regard. The idea of a first car and car racing raised its head and of course a Renault was the choice. In this case a tired R8 traded in on a newer model. As proud as any first-time car owner would be, Jody drove it a bit but soon realised it was a bit more of a used machine than he expected. His solution was to jack it up and redo every possible part. Without much cash to buy off-the-shelf go-faster bits, his only option was to make up

his own items from scratch. Whatever he did it worked, and he blew his handicap out the water in his first race.

Although still more of a mechanic than a driver in his own mind, Jody went national saloon racing against the works teams. Luckily his father let him have extra time off work for the travel but he was still pushing himself hard, experimenting with engineering solutions and staying up to the early hours of the morning making or correcting them. A burnt out Gordini offered him the trick engine and 5-speed gearbox and he locked the differentials – which resulted in plenty of opposite lock and his characteristic 'Sideways Scheckter' driving style. In his very first national event he was black-flagged for some slightly wild driving that might have used a few extra inches of surface off the circuit. As he got quicker the Renault team got a bit more secretive with its idea sharing but continued handing over its used tyres. The humble R8's life, which included climbing off a trailer and onto the Valiant tow vehicle once, culminated in the famed supercharged version that took it to the V8 Perana Capris.

Jody's national service made competing in the Renault difficult but when Ford Motor Company launched Formula Ford and invited Jody to drive a Lola in the local series, Jody jumped at the chance. It was a whirlwind five-consecutive-weekend affair, with select locals battling overseas drivers. The South African heading the points at the end of it all would get R1 000 and an air ticket to London to go make a name. Jody was the man who took the title.

In March 1971 he headed for London, the first time he'd ever left South Africa, with a mate and about R3 000 to buy a race car.



Jody Scheckter on his way to winning the 1979 World Championship (Ferrari 312 T4).

He bought a second-hand Merlyn, some fresh tyres and without any preparation other than checking fluids, stuck it on pole at his first UK race. He then spun in the wet but recovered to finish second. It became a fast learning curve, with basically one new track every weekend.

From Formula Ford he progressed to a Merlyn Formula 3 a season later, and with success there Formula 2 was the next logical step in 1972. His team for this was McLaren. Stuck in a corner of the factory he worked closely with his mechanic to rectify the car's tendency to swap ends quickly. He scored his first F2 victory at Crystal Palace that year and also got to learn a host of European circuits that would obviously hold him in good stead when he got to Formula 1. And get there fast he did.

Jody made his F1 debut at the October 1972 Watkins Glen (USA) Grand Prix, where he managed to get into third place before spinning. For '73 he stayed with McLaren, doing only five of the Grand Prix events but making a name for outright pace. Tyrrell offered Jody his first full-time F1 seat in 1974 and Jody did the job, coming home third in the championship. Although '75 was a lean year for him, he did scoop victory at his home Kyalami event. 1976 saw another third in the log and seems likely to have been the year that Enzo Ferrari first made contact with Jody.

He didn't go to Ferrari immediately though, but rather to the newly-formed outfit set up by Walter Wolf. Scheckter won three times that year and finished second to the Lauda Ferrari in the title chase. Following a somewhat disappointing seventh place in the championship in '78, his move to Ferrari for 1979 was a good one. And it came to fruition

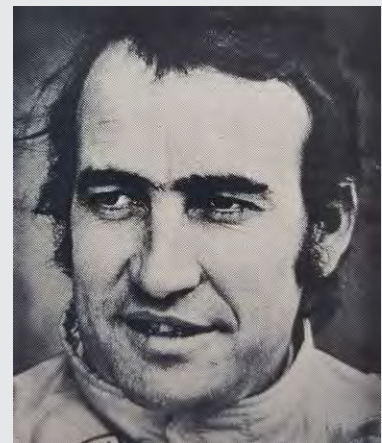
when he was teamed up with Gilles Villeneuve and the pair dominated and finished first and second – Scheckter ahead by four points. Of course this gave Ferrari another constructors' title. Besides the championship honours, winning for Ferrari at its home GP at Monza was a career highlight. 1980 wasn't the same though, with the Ferrari proving uncompetitive, and Jody hung up his helmet at the end of the year.

Of his time at Ferrari he mentions that he'd been warned about a potential personality clash with Enzo Ferrari. But while he said the great man was hard and tried to scare everybody they never had any issues: "This might be as I would tell an engineer the engine is not fast enough and he would then not translate the message through to Mr Ferrari... this potentially saving me or the engine builder."

Jody was living in Monaco at the time but had a flat in Modena for staying over at night when testing. He bought a Ferrari 400i to commute. "I bought a 400i from the Swiss Ferrari dealer as Mr Ferrari wouldn't give me a company car or even a decent discount. The Swiss car was cheaper. It wasn't a nice car though, being automatic and too heavy for the horsepower it made."

Following F1 Jody did a stint as a Grand Prix pit reporter and focused his time on building his American-based weapons training simulator business and supporting his kids' racing exploits. Today Jody operates Laverstoke Farm. Forty miles or so outside of London, it is one of the leading organic and biodynamic farms.

He has his full set of F1 cars in a collection. And as mentioned, a Renault will soon be filling a spot there too. 🇨



CLAY REGAZZONI

(5 SEPT 1939 - 15 DEC 2006)

Gianclaudio Giuseppe 'Clay' Regazzoni was a Swiss racing driver. He began racing in the mid-'60s, first driving for the De Tomaso company and then joining Tecno in 1967, and in 1970 he won the European Formula 2 Championship for Tecno. He competed in Formula 1 from 1970 to 1980, winning five Grands Prix. Starting out at Ferrari, his first win was the Italian Grand Prix at Monza in his debut season. He remained with the Italian team until 1972 and then went to race for BRM for one season. In 1974 he returned to Ferrari, where he remained until 1976. Regazzoni left Ferrari for the last time at the end of 1976 and joined the Ensign and Shadow teams. In 1979 he moved to Williams where he secured the British team's first ever Grand Prix victory – the British Grand Prix at Silverstone.

By 1980 Regazzoni's star had faded somewhat. He was replaced by Carlos Reutemann at Williams and moved back to Ensign. A horrific accident that same year at the United States Grand Prix West left him paralysed from the waist down, ending his career in Formula 1. But this did not stop him racing. He competed in the Paris-Dakar Rally and Sebring 12 Hours using a hand-controlled car in the late 1980s and early 1990s and in 1996, he became a commentator for Italian TV. Regazzoni sadly died in a car accident in Italy on 15 December 2006.



THE YEAR OF THE HORSE

SEFAC – an anagram that in the South African sense stands for ‘Southern Equitorial Ferrari Automobili Club’ – and before you accuse us of bad spelling, it is definitely Equitorial and not Equatorial, with the ‘i’ meant to represent the proud relationship with the home of the Prancing Horse (il Cavallino Rampante). SEFAC is the official title of the Ferrari Club of South Africa, one of the oldest in the world, which this year celebrates its 50th anniversary.

The name was coined by the founder of the club, Pierre Bastiaan Kelfkens, a man who by all accounts was a true gentleman and was loved by everyone. He was born on 1 May 1918 and after matriculating, studied quantity surveying and soon set up a successful practice. However, Pierre’s real passion was motor cars. He was a founding member of the Sports Car Club of South Africa, a member of the South African Motor Racing Club and he also spent time on the track racing a Bugatti.

But Pierre was soon bitten by the Ferrari bug and purchased his first Ferrari, a 275 GTB short-nose, through Tibor Scheimann who was the owner of T.A.K Motors, the official Ferrari importer at the time. His was not the first to Ferrari imported to SA though – these honours went to a 212 Barchetta, with chassis number 0154. Built in 1952, it sported some serious pedigree, having been driven to victory by Vittorio Marzotto in the one and only Monaco Grand Prix for sportscars only that same year. It then found its way to down to South Africa in the hands of an Italian immigrant called Gonzago, having entered through Angola.

Gonzago drove the 212 around Joburg until construction company owner Gigi Lupini spotted it and persuaded Gonzago to sell him the car as an addition to his Scuderia Lupini race team in late ’57. To

complement this, Lupini imported the first true road-going Ferrari in early 1958, the yellow 250 Cabriolet that had acted as Ferrari’s Paris Motor Show display unit.

When T.A.K Motors in Johannesburg secured the official local distribution rights, sales picked up. Lupini added a 250 Lusso into the mix and ‘Jack’ Nucci a 250. South Africa soon had exotica like several 275 GTBs and GTB/4as, 250 Lussos, 250 GTs, a few 330 GT 2+2s and 330 GTs lining up. It was becoming clear that a club was needed so Pierre Kelfkens decided to start one. The primary purpose of the Ferrari Owners’ Club was to record all new Ferraris that reached South African shores and as time went by, an occasional lunch was held in order for the owners to get to know each other and share insights on the Italian machines.

Not content to keep the club purely unofficial, in 1967 Pierre wrote to Enzo Ferrari – ‘il Commendatore’ himself – requesting permission to start an officially recognised club, and soon thereafter written approval was received. One of the first recorded gatherings was held at Zoo Lake Restaurant in Johannesburg later that same year.

In those days a few telephone calls were made to members informing them of a forthcoming ‘short run’. This would more often than not entail taking a brisk drive to a guesthouse near Sabie in



Nucci and Fanie Viljoen (Maserati 200).

OTELLO ‘JACK’ NUCCI

A leading Ferrarista in South African history, the late Otello ‘Jack’ Nucci was a personal friend of il Commendatore and hosted the Scuderia Ferrari Team when they visited South Africa for either Formula 1 or endurance races. In 1962 Otello, a Pretoria based bus company owner, persuaded Eugenio Dragoni to enter the Ferrari Team in the Rand Grand Prix, offering the workshop at his home as a base for the Scuderia team. This marked the start of the long-standing association between Otello, Dragoni and the team. Later this evolved into close ties with Mauro Forghieri, architect of Niki Lauda and Jody Scheckter’s Grand Prix championship successes. Many Ferraris passed through Nucci’s hands and he played an important role in the development of SEFAC. Apart from his passion for Ferrari, he also had a hand in the history of South African motorsport, owning or part-owning many significant race cars over the years including a Maserati 200 famously raced by Fanie Viljoen, and the likes of the Peter de Klerk Alfa Special and Doug Serrurier LDSes. He made an impression on the local Ferrari road car fans too in 1972, when he purchased a blue Berlinetta Boxer, that thanks to its Formula 1-derived 3-litre flat-12 engine was good for a claimed 300km/h top speed, a number good enough to take the title of world’s fastest road car away from Ferrari’s own 365 Datona GTB/4.

LIBERO PARDINI

SEFAC's Honorary President, Libero Pardini, although born in South Africa comes from good solid Italian ancestry, with his family arriving here in Johannesburg's formative mining boom days. Self-employed Libero always had a penchant for all things motoring and this kicked off in earnest when he went racing with his good friends Basil van Rooyen and Arnold Chatz.

His chosen machines were not Ferraris though but rather a mixed bag. He did hillclimbs in his 1960 Porsche 356B, Ford Anglia, BMW 900 and Mk1 Cortinas of both the GT and Lotus variants – the one being the ex-British saloon car championship car that joined the 9 Hour party in 1963 with Sir John Whitmore at the wheel. With soaring motorsport costs Pardini was forced to find a backer and scored a lucky break when Chrysler South Africa showed interest in going the competition route. Pardini then took to the track in the car that most will remember him for... a Valiant powered by a straight-six engine. Unlikely a weapon it might have been, but it proved decent enough to take a class win in the 1963 Kyalami 9 Hour (shared with Mervyn Grevler) and notch up second in the 1964 South African Saloon Car Championship behind the legendary Koos Swanepoel.

On a roll with Chrysler a left-hand drive Dodge Polara was secretly shipped into SA for Libero to try and break the 149.5mph South African Flying Mile record, held then by Vic Proctor – set on a Vincent HRD Black Lightning motorcycle. It wasn't to be for Pardini though with the Verneukpan surface not holding up and hampering the runs.

Pardini motorsport activities were shelved from 1965 with the focus being put into work and family – although he kept playing with cars. In 1969 his late brother saw a Ferrari Daytona at T.A.K and placed an order. How it worked then was you put down a deposit and as your car was gradually completed you topped up payments until complete. With this point reached, his brother picked up his Daytona in Italy, drove it to the UK, loaded it onto a ship at Southampton and flew back to SA where, together with Peter Manelis, he offloaded it in Cape Town and drove it home to Joburg. Libero fell for the new Ferrari and started looking for his own. The fuel crisis of '73 made it that bit easier to get a deal on a second-hand unit as owners were selling all the exotica in fear of a petrol shortage. Libero got a good deal and rebutted the lack-of-fuel fighters saying "even if it just sits in my garage that is enough".

He joined SEFAC, took part in the luncheons, drives and of course took an organisational role on the club's committee – along the way selling the Daytona, buying a 308, a 355 and eventually back to his number 1... another Daytona, which he still has and uses regularly.



Mpumalanga (or the Eastern Transvaal as it was known then); a round trip of 600km was not unheard of. Since there were few Ferraris in the country at the time, the annual calendar was not a particularly busy one and membership numbers were not high – membership qualification then, as now, required the ownership of a Ferrari.

Tragically, on 9 September 1983, founder Pierre Kelfkens died while he was the quantity surveyor for the contractor building the Berg-en-Dal camp in the Kruger National Park.

Over the years some very special Ferraristi have been part of the club. Founder member Dr Hugh Gearing not only owned a few Ferraris along the way but also thrilled with some historic racing exploits in the ex-Tazio Nuvolari Scuderia Ferrari Alfa Romeo Monza. Another legendary SEFAC name was Otello 'Jack' Nucci, a personal friend of il Commendatore, who hosted the Scuderia Ferrari Team when they visited for either Formula 1 or endurance races.

When Libero Pardini and Giorgio Cavalieri took control of activities in July 1977 SEFAC became really active in the sense that it is today. With the assistance of Phil Howie – who joined in 1975 – they started to gather support from a greater number of Ferrari owners and increased activities of the club.

The club began to organise various breakfast runs and social events. The first Concours d'Elegance was held at Hyde Park Shopping Centre back in 1978. A regular newsletter kept members informed and SEFAC soon began to grow, with a total of 75 members by 1980. Dick Sorensen and Dave Cohen were elected onto the committee to assist with the growing demands of this high profile club. A few years later, Ferrari enthusiasts Tony Cowden and Frank Feilers of Durban and Antonio Gerbi, Ivor Kork, Alistair MacDonald and Manfred Rusch of Cape Town formed branches in their respective regions. SEFAC presently comprises some 420 members; Ferrari enthusiasts with approximately 800 cars between them.

The SEFAC Kyalami Day is the club's largest and most popular event, and has been a great success ever since its introduction on 7 May 1978, with its first sponsors being Pirelli and T.A.K Motors. Kyalami Day remains the highlight of the SEFAC calendar with over 175 cars and close to 1 000 guests attending. It has been a long-standing tradition to open the event to the public and allow the Tifosi, both young and old, to share the passion that is Ferrari.

As the club has grown so have the sponsors, with whom the club continues to have strong relationships. SEFAC is invaluablely assisted by sponsors Cell C, Events Pro, Ferrari Store, Sela Brokers, Shell, Pirelli and British Airways. SEFAC also raises funds for various charitable organisations, which is one of the club's main objectives.

In 1992 the club celebrated its 25th anniversary in style, a high point being a memorable evening with the great Grand Prix Champion Juan Manuel Fangio, and this year sees the 50th anniversary of SEFAC. The biggest event of this monumental year was the Kyalami track day followed by a national tour, with over 80 local cars taking part and a number of overseas guests attending with their cars.

Here's to 50 more years of the Prancing Horse in SA... Forza Ferrari! 🇮🇹

GIORGIO CAVALIERI – HONORARY PRESIDENT OF SEFAC

Where did your love for cars start?

Once upon a time there lived an Italian boy in the town of Bologna, born into a family that loved speed and motor racing. He had a red pedal car, which he even managed to drive down the four flights of stairs of the family apartment and roar around the garden.

Come summer holidays the family rented a house by the Adriatic Coast. Every Sunday they'd travel to Cesenatico or Riccione to consume a mandatory delicious fish lunch. Imagine the scene: a sunny day with not a breath of wind and you are sitting with your family in the shade of a pergola. Suddenly a red sportscar smelling of castor oil with flimsy bicycle fenders, straight-through exhaust, tan leather bucket seats and an SF shield stops at the restaurant. Needless to say, we are flabbergasted and immediately crowd around this dream car, remembering that we had seen some of these monsters at the Grand Prix our parents had taken us to. Don't touch the exhaust! Too late... it's hot and it burns.

The *pilota*, still wearing his skull cap, goggles, tie and jacket, goes into the bar and quenches his thirst with a glass of cold wine. He then returns to the car, and with a bang and a splutter skids off down the main road and into the distance. I was so enchanted by the machine that I didn't even realise that I was standing too close to the car and as it sped off, it knocked me over. Honourable battle

scars! This is my first recollection of what an SF Scudetto was all about.

Your father was into motoring. Did he play a role?

Very much so, Cesare Cavaliere was a car fanatic who competed in the 1953 Mille Miglia in a Lancia Ardea and after he settled in SA in 1958, he would religiously attend hot rod meetings at Wembley on a Friday night and races at Kyalami on Saturdays. There wasn't much time for anything else!

When did you arrive in South Africa?

Like my grandfather, my dad was an insurer working for an Italian multinational and was transferred to their South African branch in 1958.

Why did Ferrari capture your imagination?

Really?? It's *the* motoring brand and I am pleased to say that I was the first Ferrari (a red 246 Dino) owner in our family's history.

Which others have crossed through the ownership line?

The 246 was sold to my dad which allowed me to buy a 365 BB imported from the UK and thereafter a Chairs & Flares Dino.

When did you join SEFAC? And why?

Upon purchasing my Dino in the late

seventies I teamed up with Libero Pardini to revive the club.

Favourite Ferrari?

F40 – what else?

Is the SEFAC experience a family one for you, your wife and kids?

It's much bigger than that – it's a Ferrari *familia*.

What is your most memorable Ferrari experience?

The 50th anniversary celebrations in Italy with my BB. Driving from Rome to Maranello, accompanied by my better half Emi, through narrow streets in small villages all the way back to the car's home. The streets were lined with spectators who were all emotional from just touching the cars as they paraded by.

Tell us about your business SELA and what it offers collectors today?

SELA is the most established and knowledgeable insurer of special cars – classic and modern – and of course their owners with their personal and business insurance needs.

What is Ferrari?

Ferrari is an eternal love affair, be it the old cars or the contemporary models. Each has its own story to tell, often fascinating and always special.

CARLO VIGLIETTI

Carlo Viglietti was born in Italy and his family moved to South Africa in the '60s, when he was six years old, in search of a better life. Carlo's father worked for Fiat South Africa and young Carlo soon became a car fanatic too. In fact, the entire family was in the industry, with his brothers also becoming mechanics. In 1972 Viglietti Motors was opened in Cape Town, where the family serviced various European brands and soon became known as the 'Continental Car Experts'. Carlo did his apprenticeship and got his diploma in motor mechanics but his real, hands-on training took place in the Viglietti workshop under the watchful eye of his brother and mentor, Luigi. In 1983 he started working on Ferraris. In the same year, Viglietti Motors was appointed as the Ferrari agent for the Cape district and in 1997 took

over as official South African Ferrari importer. So Viglietti eventually sold, serviced and worked on all Ferraris.

Carlo received official training at Ferrari headquarters in Maranello during the '90s and also completed the Basic, Advanced, Evolution and Challenge driving courses at Ferrari's official Fiorano test track. Over the years he worked his way up at Viglietti Motors from apprentice to service advisor, to service manager and eventually quality controller, which means he has pretty much seen and done it all when it comes to Ferrari models sold in Africa. Carlo is now a member of the Pablo Clark operation in Johannesburg, still hands-on and still doing what he loves, which is tinkering away on Ferraris.

MARANELLO'S MAGNET

Whether you're lucky enough (or not) to have the keys to a Ferrari, a visit to Museo Ferrari near the home of the famous Prancing Horse badge is a bucket list item for most petrolheads says **Graeme Hurst**, who reckons the displays do the marque's history proud.



Located less than half a kilometre from the Ferrari factory gates in Maranello, Museo Ferrari is a futuristic building that houses a spectacular display of cars and automobilia relating to the history of the world's most famous car brand, since its inception as a manufacturer in 1947.

In tandem with Museo Enzo Ferrari (which covers the company's earlier history from its days as Scuderia in the 1930s – see CCA March 2017) based 15km away in Modena, Museo Ferrari celebrates remarkable road and race car history of the company Enzo went on to found. As with Museo Enzo Ferrari, the displays are a combination of static show cars and material as well as temporary exhibitions, with the latter currently dedicated to Infinite Red, a celebration of the marque's 70th anniversary.

A visit kicks off with an eight-part themed chronological insight into what made the brand so successful on and off the track, with recordings and visual input

As expected there are numerous other references to the company's wider competition success in events such as Le Mans and the Mille Miglia

from many of the people who shaped the company, including designers Giorgetto Giugiaro and Paolo Pininfarina – as well as our own Rory Byrne (see CCA July 2016) whose clever engineering skills helped deliver five successive Formula 1 Drivers' Championships in the Schumacher era.

The link to SA continues with a chronology of famous Ferrari drivers (with life-sized photos behind scale models of the cars they drove) in an area dedicated to Ferrari's meteoric rise in Formula 1, with our own Jody Scheckter (1979 World Champion) listed. He's alongside other racers who brought fame to Maranello, such as Alberto Ascari and Juan Manuel Fangio, as well as the likes of Phil Hill and Niki Lauda.

Naturally there are racing trophies galore while some of the engineering behind Ferrari's Formula 1 cars is further showcased with an exhibition of 1:3-scale wind tunnel bucks that were used to refine the cars' aerodynamics.

As expected there are numerous other references to the company's wider competition success in events such as Le Mans and the Mille Miglia, with icons such as the 290 MM Barchetta that Peter Collins raced in the latter on show and a 250 LM, the mid-engined take on the famous 250 GTO that Ferrari created

to celebrate the company's 1963 Le Mans win. There are also later references to sportscar racing success with an example of the mighty 512M, built to do battle with Porsche's 917.

The famous and earlier 250 series is celebrated with a line-up of a 250 SWB, Lusso and GT coupé variants – arguably some of the most beautiful Ferraris ever – while other lesser-known Ferrari developments included an example of an ASA 1000 GT – a 1032cc 4-cylinder coupé that was a Ferrari in all but name. Other curiosities include some intriguing development prototypes, including the 408 4RM – a 4-wheel drive road car developed by Mauro Forghieri back in 1988.

Naturally there are plenty of references to Ferrari's rise in the supercar game with its iconic 288GTO, F40 and later F50 models, along with exclusive models such as the F60 – a 2014 2-seater V12 roadster that was built in a limited run of 10 cars in NART (North American Team Racing) livery to celebrate 60 years of Ferrari sales in the USA.

There are also options for partaking in simulated F1 pit stop tyre changes and having a go in a semi-professional Formula 1 car simulator, as well as booking for a guided tour of the factory and the company's Fiorano test track. All in all, it's an unmissable pilgrimage for anyone with even an ounce of petrol in their veins! 🏎️

See: museomaranello.ferrari.com to plan your visit.



Some of the vehicles that we have sold in 2017



Dino 246 GT



Dino 246 GTS



Ferrari 308 GTS



Ferrari Mondial QV Cabriolet



Ferrari Testarossa



Ferrari F40



Ferrari F355 GTS



Ferrari F430 Coupe



Ferrari F430 Spider



Ferrari F430 Challenge



Ferrari 599 GTB Fiorano



Ferrari 458 Challenge



Ferrari 360 Challenge



Ferrari F12 Berlinetta



Ferrari 643 F1

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CELEBRATING PASSION

Ferrari organised two days of festivities for its 70th anniversary in Maranello. The celebration welcomed thousands of customers and fans from around the world to celebrate this special weekend with several events that were held.

On 9 September the day begun in Modena with a parade from Maranello to the Military Academy in Piazza Roma, with a lunch for all the Concours d'Elegance participants. In the afternoon the Leggenda e Passione auction was carried out by RM Sothebys at the legendary Pista di Fiorano circuit, which saw some of the most representative models in the history

of Ferrari.

Yet another auction record was achieved that evening by Ferrari, when a 2017 special-edition LaFerrari Aperta in a unique Rosso Fuoco and Bianco Italia striped livery sold for a staggering €8.3 million – a new record for a 21st century car – a result of some fierce bidding. It closed what can be considered an unforgettable evening. The proceeds from the sale of the LaFerrari Aperta will be donated to Save the Children





– an international organisation that aims to improve the lives of disadvantaged children worldwide. The funds raised that evening are being used for educational projects in Asia as well as Africa.

There were several other Ferrari models that also sold at Fiorano: A California 250 GT SWB for €7.9 million and a 1958 250 GT Cabriolet Series I for €4.7 million. An

aluminium-bodied 365 GTB/4 Daytona that was discovered in a Japanese hayloft changed owners for €1.8 million.

After the auction the celebrations continued into the evening in a spectacular trip through Ferrari's 70 years. Chairman Sergio Marchionne got the evening underway, with the thousands of guests present taken through Enzo Ferrari's vision,



THE FUTURE

Pablo Clark, the only official Ferrari SA Dealer racing team (430 Challenge), provides enthusiasts with a comprehensive range of services from driver coaching to restorations and everything else in between.

In addition to the expertise of Carlo Viglietti, the Pablo Clark team boasts another of our country's most experienced Ferrari technicians, Massimo Vecchio.

Massimo started his career with former Ferrari importer T.A.K and is factory qualified to service all models, up to and including the latest La Ferrari supercar.

Carlo and Massimo are supported by Paul Gerber and Mike Mariani, who source models for sale and the rare parts required for their detailed restorations through their extensive local and worldwide network. The future remains in good hands for the classic Ferrari enthusiast.



which was shown in a thrilling visual story using video footage, paraphernalia, dancers, acrobats and percussionists that brilliantly captured the passion that produced the Ferrari marque's unforgettable style. The show was brought to an end by a live performance on stage by the Ferraristi himself, Jay Kay of the pop sensation Jamiroquai.

The celebrations continued on Sunday 10 September with the main event, the Ferrari 70 Concours d'Elegance. This event saw a total of 120 cars that had been entered showing off an unmissable display of elegance and exclusivity of models that have left the factory gates since 1947. All the entries competed for the title of 'Best of Show' in both Racing Car and Road Car categories. Cars were divided into different classes and displayed on a section of the Fiorano circuit, leaving judges a very difficult task in choosing a winner for each class. The overall win in the Best Racing Car category was awarded to the beautiful Pablo Clark Racing F40 GTE, being one of only six in the world. The vehicle was masterfully restored and maintained by Carlo Bonini and his son Renato from Autofficina Bonini Carlo – situated in the province of Reggio Emilia, Italy. The F40 GTE received a lot of attention and was admired by il Commendatore's son, Piero Ferrari, Scuderia Ferrari driver Sebastian Vettel (who actually signed the vehicle) and Ferrari Chief Test Driver, Dario Benuzzi, who tested the vehicle when it was manufactured.

As the overcast Sunday afternoon approached – thankfully without any rain – the moment came when the Concours d'Elegance prize-giving ceremony brought Ferrari's two-day anniversary celebration to an end, with the jury agreeing to award the two Best of Show titles to a 1953 340 MM Spider Vignale and the one-off 1986 Testarossa Spider. The latter was commissioned to celebrate Gianni Agnelli's 20th anniversary as chairman of Fiat, and which he owned until 1991. 📺



FINALI MONDIALI

In keeping with its motorsport pedigree Ferrari holds an annual event to mark the end of the motorsport season – aptly titled Finali Mondiali. 26 - 29 October was this year's meeting and the Mugello circuit provided the brilliant backdrop.

2017 saw over 40 000 fans of the marque visiting Mugello during the course of the weekend, drawn to the track to view and admire the record number of cars on display as well as those taken out on the asphalt – which included the likes of the 458 Challenge Evo, 488 Challenge and 488 GTE competing in the European championships.

The event also showcased sessions from the F1 Clienti and XX Programme – a programme developed by Ferrari with the FXX and 599 XX, for their most faithful clients around the world – giving them the opportunity to own a racing car that is produced in limited quantities and strictly for the track, while being a part of various development programmes with Ferrari engineers.

On the Saturday, Ferrari hosted guests at a gala evening at

Stazione Leopolda in the beautiful province of Florence. The evening saw the award ceremony take place for the European Ferrari Challenge champions as well as the unveiling of the new FXX-K EVO to be added to the XX line-up of race cars. This model is the evolution of the FXXK which was presented at the Finali Mondiali in 2014.

The highlight of the event was Sunday afternoon with Giancarlo Fisichella, Andrea Bertolini and Davide Rigon entertaining the crowd in three F60 Formula 1 cars. The F1 Clienti, XX Programme and a number of GT racing cars, including Pablo Clark's participation for the weekend with the F40 GTE, completed an extraordinary display of 70 vehicles on track, with the 125 S – the first Ferrari ever built – leading the parade of cars. To mark the occasion, paratroopers of the Sezione Paracadutismo Sportivo Carabinieri landed on the track bringing with them the iconic yellow Prancing Horse flag along with an Italian flag, representing the country and home town of the man that started it all – Enzo Ferrari.

THREE DAYS OF MARANELLO MAGIC



Having the keys to a Ferrari on a permanent basis is a bucket list item that (thanks to rocketing values) is fast moving out of reach. So I've decided that the three-day, 1 000+ mile drive I took in a Ferrari across the Alps a decade ago will have to suffice... even if it involved a run-in with the law.

By Graeme Hurst

It was the call (actually email) I'd been waiting for after switching to automotive journalism: 'Ferrari invites you to celebrate the F1 World Championship in Mugello, Italy.' It turned up in a packed inbox at *Classic & Sports Car* magazine after I returned from a week's leave in late 2007.

That was the year in which Kimi Räikkönen clinched the driver's championship by a single point in the final race of the year. It was also his first year with Scuderia Ferrari and management and fans were understandably jubilant. And so was I as the 'celebrate' in question didn't involve a typical press occasion Easyjet flight out; rather it centred around picking up an F430 Spyder from Ferrari UK's HQ and agreeing to have it in Mugello three days later – three whole days that other more senior colleagues

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couldn't afford to give up thanks to family commitments. My own family commitments were instantly jettisoned, as was a raft of more mundane magazine work (news stories and product reviews) as I quickly RSVP'd and made arrangements to take a train out to Slough, site of Ferrari UK's base.

The company's press department indicated that they needed details on the route so they could arrange secure accommodation for the car on the way. Did I have any preferences? Er no... I was still getting my head around doing 1 000 miles in the (then) ultimate Ferrari, but I remember grabbing a European atlas and quickly plotting my path – before realising that a direct run would be straight through France on the A26. Hmm... miles of *péage* and no corners wouldn't be fun in the latest Ferrari. "Why don't you stop in Basel and then you

can go over the Alps?" came the reply from the press officer, who also asked if I wanted to take a friend as a co-driver as "who wants to drive a Ferrari alone?" The trip just kept getting better!

A few days on and I was on the Eurotunnel heading for Calais and a day of blasting east towards Basel, a city nestled on the border between Switzerland, France and Germany. The latter

pricked my interest as it was the land of the autobahn. More scrutinising of maps and I made a quick diversion to try each of the F430's 483 horses for a few minutes before the rapid movement of the needle on the fuel gauge put paid to the thrill.

Next morning my mate and petrolhead Johann arrived fresh off an Easyjet flight to join me for the Swiss section of the trip and we headed south on the A2 for Lucerne and the Alps. And that's where the real fun began. While plotting our route over the main pass (instead of under the Alps via the 17km-long Saint Gotthard tunnel) I spotted the Susten, Grimsel and Furka Passes.

The latter featured in the 1960s James Bond film, *Goldfinger*, with the famous chase sequence in which Bond uses his DB5's nifty extendable knock-on blades to slash the tyres of Tilly Masterton's Ford Mustang. Buoyed by memories of the epic roads from that iconic silver screen moment, our route was suddenly triangulated as we took in all three passes and I explored the F430s paddle shift 'box as I negotiated through the undulating bends on each. The aural delights of the howling V8's exhaust note reverberating off the rock faces was simply mesmerising and I recall blipping the throttle to get sound clips that I could SMS back home to brag about!

After a day of pretending to be a



Noughties take on Magnum PI (even if palm fronds were replaced by glaciers) it was time for Johann to head back. Travelling on the Green Mamba (as the SA passport is known) meant he could get into Switzerland but not into Italy and so we headed to Brig, the last town with a rail connection before the Italian border, so that he could make his way back to Geneva.

That left me alone high up in the Alps to find my way south as night fell. Not a problem if you're familiar with the area but complicated if you're not and you are relying on a satnav that plots a route through winding back streets that are suitable for something the width of a Fiat Punto, rather than a near 6ft-wide supercar (particularly one that belongs to someone else).

Half an hour of sweating ensued and I was nearly clear of the outskirts of Brig before being blocked by a section of roadworks that halved the road width. I had no option but to conduct what felt like a 16-point reverse U-turn between bits of construction equipment. Because rear vision was extremely limited with the roof up in the dark, the manoeuvre involved getting out after each 'reverse' session to check on the status of the F430's rear end!

There was more to follow when the same satnav took me on a rural road that ran parallel to the main autostrada and I had

another bout of having to frequently jump out of the car to assess (and even move) potential obstacles before stumbling across a slip road on to the freeway.

From there it was, thankfully, a drama-free blast towards Milan and the first taste of just how unbelievably passionate Italians are about Ferrari – everyone from truck drivers to tollgate operators gave it the thumbs-up as I passed and I recall being overtaken by a battered Alfa 145 with a passenger leaning out, cupping his ear wanting to hear more, before the driver down-changed and buried the Alfa's accelerator pedal.

From Milan, I joined the A1 and headed for Modena or – more specifically – the town of Maranello for the obligatory shot of the F430 outside the factory and a pilgrimage to the impressive Museo Ferrari. Next morning featured an easy drive down to the small town of Barberino di Mugello – home of Ferrari's Autodromo Internazionale del Mugello, Ferrari's private F1 test track.

That night in the hotel bar the other journalists (there were two other UK press cars attending) and I bumped into Kimi – well that's maybe stretching things as the World Champion had a bevy of minders around him – but knowing our vodka was

coming from the same bottle (actually several bottles) behind the bar cranked up the celebrity atmosphere of my trip.

Next morning, I parked up at the circuit. Weirdly, after three days of wowing other road users the F430 suddenly felt mundane as invited enthusiasts of the marque turned up in everything from 288GTOs and F40s to the latest Maranello offering, the Enzo.

The celebrations kicked off with a press session with Ferrari's F1 team including Kimi (who was characteristically monosyllabic and evidently hung over), team mate Felipe Massa and team boss Jean Todt, while out on the circuit a programme of Ferrari-only historic and production series races got underway.

The activity on the grid culminated in a few laps by the team's F1 cars in the hands of Kimi and Felipe as well as Michael

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Schumacher who – although on his first retirement – was on hand to wow the acres of utterly jubilant Ferraristi packing the grandstands.

The trio completed a set of high-speed laps and overtaking routines before conducting a grand finale that involved a series of doughnuts that left one car's tyres on fire. Ferrari boss Luca de di Montezemolo, who was strutting around the track, didn't seem remotely fazed at the possible expense, such was the sense of euphoria of having clinched the marque's fifteenth driver's championship.

The festivities continued that night with a trip into Florence for a PR shoot (with all three UK press Ferraris) on the city's Piazza della Repubblica in the evening twilight; an evening in which Ferrari's PR celebration agenda suddenly went off piste.

In England such a shoot would've involved permits and a pile of health and safety risk assessments, but on a Saturday evening in Italy it appeared possible off the cuff. At least that's what the PR office's fast-speaking and rather flamboyant photographer reckoned as he gestured

for us to simply squeeze past the bollards before hastily setting up his flashlights. With the Ferraris on the Piazza, the same snapper put us through a series of manoeuvres that had the cars fanning out while his camera swooped overhead on a boom.

And, naturally, thanks to the same passion for the marque we'd experienced bombing down the various autostradas into Italy, the automotive choreography and its associated aural backdrop was attracting quite a crowd. A few minutes of revving engines and the cars were engulfed by locals and tourists, which is what the PR wanted: images of cell phones held up as enthralled youngsters jostled for selfies and a chance to touch a piece of Maranello metal.

And then all hell broke loose as my view of the instruments was suddenly obscured by a white-gloved hand in the cockpit. And it was gesticulating at me to turn off the engine. The local Carabinieri had arrived. And they were far from impressed. Within minutes they had us off the piazza with the three Ferraris parked in a line on a side road. Various debates ensued with one of the local Ferrari PR guys (who'd taken

over after the photographer and his equipment vanished into thin air) translating a torrent of fast Italian into English. Not that we needed it, mind – our transgression was fairly obvious!

Leather-covered penalty books were flipped open and driver's licences were demanded. When one of the UK journos couldn't produce

his there was talk of arrest before the Carabinieri called in a senior colleague. Complete with white leather gun holster, this chap – who had the department of Higgins from Magnum PI and enough braids and epaulettes to rival Muammar Gaddafi – appeared decidedly unamused... presumably his plate of evening pasta was going cold back at the station?

By now, the colourful streetside theatrics were pulling a similar crowd to what we had on the Piazza. And there were plenty of comments, some of which hilariously highlighted cultural differences. A posh British woman was overheard to remark, "Oh they're just showing off." Moments later a young American student pushed through to ask: "Excuse me, but are you famous?" before an excited Italian teenager implored: "Can I take my picture with you?"

After another 15 minutes of negotiations with the Carabinieri, Higgins headed back to his plate of ravioli and the PR people got things under control with his subordinates. The cars wouldn't be confiscated and the three of us would be free to return to the hotel bar for a drink with Kimi, provided we coughed up for the fine on the spot... all €45 of it. As far as I recall €30 was for parking on the piazza and 15 for not applying for a permit to shoot in public!

With my name and address details carefully transcribed, I eagerly handed over the cash while managing to construct enough basic Italian to convey my sincere apology for not obeying the law. "Yes it is bad but you could also have damaged this beautiful car," came the admonishment from the female Carabinieri officer. Only in Italy! 🇮🇹

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SIX FOR FOUR



Chevrolet's Series AD offered half as much again as most of its rivals, as **Mike Monk** discovered when he squeezed behind the wheel of one.

Pictures: Mike & Wendy Monk

As South Africans prepare to bid General Motors a sad farewell from our shores, it seemed fitting to drive one of the earliest products it produced, a Chevrolet. Entering the local market with imported vehicles in 1913, Chevrolet soon gained popularity and a

limited amount of local production began in 1926 in a rented old wool store in Darling Street, Port Elizabeth, reportedly with an investment of between £300 000 and £400 000 and an 'initial personnel of 250 men'. By this time it was estimated that one-sixth of all cars on the country's roads were Chevrolets. The 5 000th Chevrolet rolled off the assembly line on 28 May 1927.

In 1928, GM purchased 36 hectares of land in Kempston Road to build a new plant and by the following year, 25 000 Chevrolets had been built in total by General Motors South Africa. One of the first models to roll off the Kempston Road line was the Universal Series AD, which was a development of

the 1929 International Model AC. Styling-wise there was little difference between the two; what was far more significant lay under the bonnet where the Series AC's 2802cc 4-cylinder engine was replaced with GM's first mass-produced inline 6-cylinder. At the time, Chevrolet was renowned for its valve-in-head 4-cylinder engines, but the company's marketing executive Richard Grant insisted that the new engine boast overhead valves as conceived by the founder of Buick Motors, David Dunbar Buick.

The introduction of the bigger engine was a marketing masterstroke because GM was able to boast over all its rivals that the Chevrolet offered 'a six in the price range of the four', heralding GM's takeover of the American market from Ford. Known as the

One of the first models to roll off the Kempston Road line was the Universal Series AD, which was a development of the 1929 International Model AC



'Stovebolt Six' because the bolts that held the engine together resembled the bolts that were commonly used to assemble woodstoves, the 3179cc engine used forged rods and cranks, the rod bearings lubricated by the traditional 'splash' method while the three main bearings were pressure lubricated. Internal components were made to last; the pistons were cast-iron and the crank weighed almost 22kg. Fed by a Carter single-choke carburettor and with a low 5:1 compression ratio, initially the six produced 34kW at 2600rpm but for 1930, bigger intake and smaller exhaust valves along with

a new manifold raised this to an even 50hp, or 37kW. Transmission was a 3-speed non-synchromesh.

The chassis carried a drop-forged I-beam front axle and a semi-floating banjo-type rear axle suspended on semi-elliptic leaf springs with self-adjusting shackles and Delco-Lovejoy hydraulic shock absorbers. The full ball-bearing worm-and-gear steering mechanism was complemented with a lower-set 3-spoke steering wheel said to 'assure a restful driving position'. Internal expanding 'water-proof' drum brakes were fitted to all four wheels.

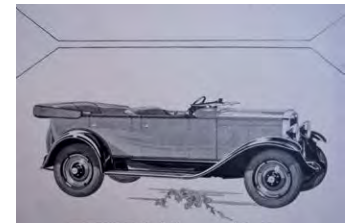
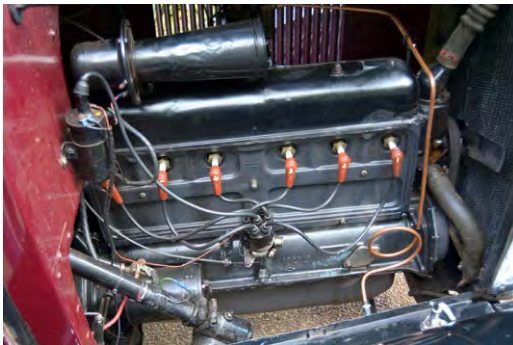
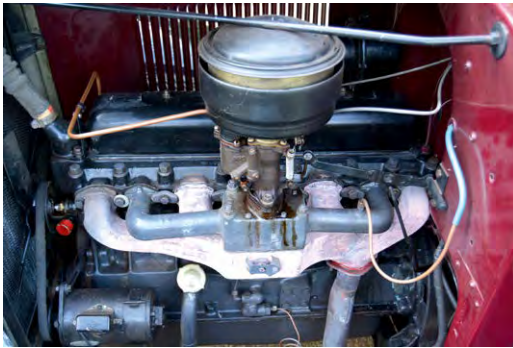
Described on the sales brochure as 'The Greatest Chevrolet in Chevrolet History', it was not only the engine that gave the Series AD a cutting edge. GM introduced colour bodywork as a breakaway from the industry's generally adopted principle of 'any colour

as long as it's black'. For 1930, among the upgrades that the brochure claimed made the Series AD 'Smoother - Faster - Better', was the addition of a Fisher slanting, non-glare windscreen. The fuel gauge was now incorporated into the instrument panel, and all the gauges became circular with dark backgrounds. The speedo was a horizontally-revolving drum type. Tyre size was reduced to 4.75x19 on wire-spoke wheels to help give 'the entire car a fleetier, racier appearance'.

The equipment level was quite high, including such niceties as a theft-proof ignition lock, dual-beam headlamps with foot-operated dip switch, automatic stop light, rear-view mirror, automatic wiper, a motor-driven klaxon horn and a complete tool kit.

Ten different body styles were offered, all made by Fisher, and the Franschoek Motor Museum's 4-door 5-seat Phaeton is just one of the 1 713 built during the 1930

Described on the sales brochure as 'The Greatest Chevrolet in Chevrolet History', it was not only the engine that gave the Series AD a cutting edge



model year. It was described as surpassing all Chevrolet's previous achievements in providing outstanding open car value. Stylish, roomy and convenient – it accommodates five passengers in comfort. The seats have been lowered, the seat backs tilted, and the cushion springs have been made deeper and more resilient. The top is easily raised and lowered. It sold for \$495 and despite the fanfare, for some reason, from a total build of 864 243 it was the least-sold model in the line-up by some margin.

I wonder why. The Universal has a lot going for it, being typical of 1930s styling but with some colourful appeal. A feature of many vintage cars – the Series AD qualifies as such – is that the driving position is often cramped for anyone of above-average height. Ergonomics were not thought of so when operating the clutch my left knee was an impediment between the steering wheel and gear lever. Only Series ADs with closed bodies had an adjustable driver's seat so it

was case of maak 'n plan...

Pull a knob on the dashboard; depress the floor-mounted starter button and the Stovebolt ambles into life with characteristic ease. Pedals are conventionally laid out, clutch and brake protruding almost horizontally from the bulkhead with the very short-travel accelerator on the floor. The upright wood-knobbed gear lever falls to hand – mind the knee – and the 1 030kg Chev pulls away with the kind of instant momentum that is a given with big-capacity/low-stressed engines. Pottering around, the Chev is a bit clunky but find some open road, get into top gear and its attributes rise to the fore.

One of the joys of driving a phaeton is while the collapsible hood offers plenty of welcome protection from the sun, the open sides still afford the pleasure of al fresco motoring – the view is uninterrupted and the sounds and smells of the countryside can be experienced and enjoyed... along with the steady exhaust rumble of the engine

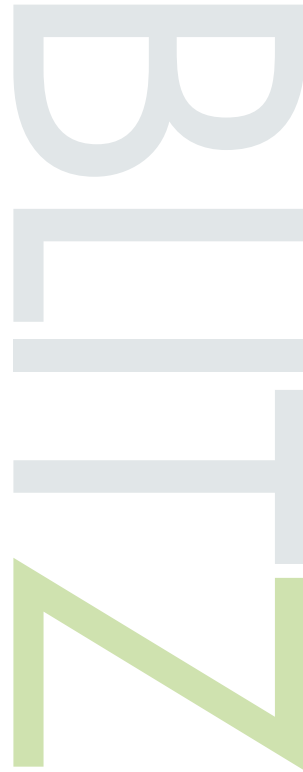
as it bowls the Chevy along. The ride is comfortable and being relatively compact – the wheelbase is 107 inches (2 718mm) – the steering is not too heavy, even when manoeuvring. The brakes? Ah, well, they certainly need a firm shove for which the pedal angle is none too helpful, but as ever with vintage motoring in modern times, a bit of forethought is necessary to preclude a panic stop.

The Stovebolt Six, also often referred to as the 'cast-iron wonder', proved to be more than durable. In its original guise it was made until 1936 but thereafter was continually upgraded until finally phased out (by GM Brazil) in 1998, ending a truly remarkable lifespan of 70 years.

Universal by name, universal by nature, the Series AD was perfectly suited to GM's early production history of Chevrolets in South Africa, offering a value-for-money package in a variety of forms. Sadly, that has now drawn to a close. **C**



BOARDROOM



In the early 1980s Mercedes-Benz was on a roll with its premium offerings. Along with the successful SL range, the recently launched W126 S-Class gave the Stuttgart carmarker a firm grip on the luxury end of the automotive market. But rather than rest on its laurels, the company introduced a high-spec 4-seater coupé for the truly discerning buyer. Originally positioned in much the same way as the W111-class 280se 3.5 coupé of the late '60s was, the C126 is now a modern classic that encapsulates the three-pointed star at the top of its game says **Graeme Hurst**.

As the decade of conspicuous consumption, the 1980s gave us some memorable models on the car front and no more so than when it came to executive saloons. Back then your corporate status was defined by what you drove as much as who you mingled with. It was also the era of the company car. And, when it came to upper management, no South African executive parking lot was complete without a few W126 S-Class saloons or one of BMW's range-topping 7 Series.

Whether it was in the rarified echelons of mining houses such as Anglo American on the Reef or the wood-panelled corridors of insurance giants like Old Mutual and Sanlam down in the Cape, the two German brands had effectively captured the executive market back then.

Trouble was that meant that the chairman of the board had limited options to differentiate himself (always a 'him' back then) when it came to the all-important office car park brinkmanship. Until the introduction of Mercedes Benz's SEC range, that is. Launched in Europe in 1981, this large coupé offered all the comfort and state-of-the-art engineering of the already impressive S-Class with the bonus of sublime 2-door styling and

a distinctly premium brand position.

Referred to by the code name 'C126' inside Stuttgart, the SEC (acronym for S-Klasse-Einspritzmotor-Coupé) debuted at that year's Frankfurt Motor Show. Its styling came thanks to company design boss Bruno Sacco, but his efforts were more than a cut and shut on the SEC's saloon sibling: the 2845mm wheelbase may have been 90mm shorter but the captivating coupé lines were accentuated by proper pillarless construction and a heavily raked rear 'screen.

Available exclusively in V8 guise, the SEC was powered by the same 3893cc or 4973cc engines that did service in the 380 and 500SE, but the engineers in Stuttgart took the opportunity to update the bore and stroke of these units for improved torque. The Bosch K-Jetronic fuel injection was also uprated in a quest for fuel efficiency, while ABS braking was offered as an option.

Inside the SEC there were plenty of gadgets to set the coupé apart from its larger brother and impress boardroom subordinates, including split (side-by-side) air conditioning and electrically-

And, when it came to upper management, no South African executive parking lot was complete without a few W126 S-Class saloons or one of BMW's range-topping 7 Series



adjustable front seats and headrests. These were operated by ergonomic switchgear, styled in the shape of a seat – an industry first and the operation of which is so obvious that it's hard to comprehend the movement being controlled any other way.

There was also an electric sunroof (with tilt option) and a four-way Becker Mexico sound system as standard, but the SEC's party trick was its automated electric seatbelt 'arms' which offered the seat belt to the driver or passenger as the ignition was turned on and after the corresponding door had been opened. This was a clever

solution for ensuring front occupants access to the seatbelts, traditionally an issue in large coupé formats.

In 380 spec the SEC was good for 211km/h, with 100km/h coming up on the dial in just over 10 seconds if pushed, as *CAR* magazine found out in its October '84 issue. By then the model, which had been on sale locally for around a year, was listed at R74 800 before GST, making it the most expensive production car in SA and more than R22 000 above a regular 380SE saloon.

The 500 version followed for the SA market soon after but the big change came with the facelift for the 1987 model year, when the 380 SEC moniker was discontinued to give rise to the 420 SEC, powered by a revised 4196cc. At the same time, the unit in the 500 SEC was given a capacity boost to 5547cc, to spawn the 560 SEC. In this larger form,

Mercedes-Benz's all-alloy single-overhead cam V8 was good for a mighty 220kW... nearly 46% up on what the 380SEC had been launched with.

Although the 500 SEC continued to be available abroad, it was the 560 spec that became the three-pointed star's sole range-topper locally. And, thanks to rampant inflation following the start of economic sanctions and spiraling investor confidence at the time, it was now priced at a whopping R183 000 before GST, which was around R100k more than a 300SE! No doubt an order would've been preceded by some serious boardroom debate as the sales brochure was scrutinised.

However, it's safe to say the marketing bumpf wouldn't have disappointed: the 560 SEC boasted a raft of engineering refinements including self-levelling rear suspension, a limited-slip differential and Mercedes-Benz's new ASR (Acceleration Slip Regulator) control system – a system that measures the car's acceleration and

And, thanks to rampant inflation following the start of economic sanctions and spiraling investor confidence at the time, it was now priced at a whopping R183 000 before GST



steering geometry and then automatically applies the brakes by wheel, should it detect imminent wheel spin. It was another first on the safety front and was in addition to the carmaker's automatic seatbelt-tensioning system. The interior also featured various detail changes and a revised seat design, with the seat movement mechanism now featuring a 'memory' function – meaning the chairman could be immediately comfortable after his car had been returned from the local carwash.

Visually there were several subtle changes with a switch to larger 15in wheels, which were now alloy as standard, while both the side skirts and bumpers were deeper – with the latter engineered to withstand an end-to-end collision of up to 4km/h. It was all a typical Mercedes case of quiet evolution. Quiet, that is, until the performance was sampled. Despite the adoption of extended gearing (in the interest of economy) the 560 SEC now offered simply stunning performance, as *CAR* magazine discovered

in its January 1987 issue: 0-100km/h was now a Porsche 928-scaring 6.78 seconds while the 1760kg coupé was good for 247km/h if pushed. This was a true autobahn bruiser that could convey four people in refined comfort with all the ease of a large saloon, while offering a distinctly exclusive presence.

The performance put the Stuttgart offering at the top of its game and the investment paid off: of the 74 060 SECs built, 28 209 were ordered in full-fat 560 spec before the model made way for the W140 coupé in 1991. That replacement – while hugely specced with driver assistance aids and features such as double glazing – somehow never enjoyed the kudos given to its predecessor, a car that's now regarded as coming from the height of the 'built to a standard, not to a price' philosophy.

Nearly three decades since it rolled off the line in Stuttgart,

this 1989 example still impresses for its graceful lines and exclusive image. Designer Sacco delivered a fetching 2-door shape which, although clearly derived from his larger S-Class, is well balanced and distinct enough to hold its own. In retrospect, his efforts are far more accomplished than the C107 (SLC) series which was technically the forerunner to the SEC but which was based on a stretched R107 SL wheelbase.

The fact that the C126 has aged so well can be attributed to various subtle design tweaks, such as the rain channels hidden in the windscreen pillars and the windscreen wipers which are stowed under the rear lip of the bonnet. Those details may seem common now but they were hugely

Nearly three decades since it rolled off the line in Stuttgart, this 1989 example still impresses for its graceful lines and exclusive image



advanced all those years ago – as was the use of aluminium for the bonnet, boot lid and the car's rear bulkhead structure. All that was in a bid to offset the weight of the added engineering required to accommodate the lack of a B-pillar.

Pulling on the distinctive handle – which was set in a stylised insert to keep it free of road dirt – is the first taste of how good that engineering was: even after close on 220 000kms the vast driver's door of this example still shuts with a solid thunk, with no evident drop. Inside, the electric seats and adjustable steering column all whir away according to one of two memory settings to deliver your exact driving position, while the seat belt arm proffers the tongue of the seat belt: all seemingly de-

rigueur now but no doubt captivating by late '80s office carpark standards.

There are other gadgets too, including an electrically-controlled rear blind and a switch to set one of two tones on the hooter (town or country), while the roof-mounted sunroof switch is a masterclass in ergonomics: pull back or forward to open or close respectively or push up to tilt. It's a bit like Mercedes-Benz's famed cruise control which uses a simple column stalk: pull to engage; push to switch off and with acceleration or deceleration possible by lifting or depressing it. The cockpit ergonomics aren't just for the sake of it, mind: the passenger door mirror can be adjusted electrically from a toggle switch but the driver's mirror has a manual lever jutting out. That's because it's in reach so there's no reason you can't do it yourself.

Space-wise, this executive coupé is impressively capacious. Even with a chunk out of the wheel base this is still a true 4-seater, with room to spread out and a full complement of head rests. The SEC's passenger-carrying ability must have set it apart at the time from the likes of Porsche's 928 or Jaguar's XJS – two market peers with little to no rear seat accommodation, yet

similar performance.

And that's one area where the SEC still shines, even today. Select 'standard' mode on the gearbox (as opposed to 'economy') and the huge V8 will hold its revs well up the range while the enormous swell of torque (all 455Nm of it by the time the rev counter's showing 3750rpm) comes on stream. The whiff of typical off-the-line Mercedes lethargy (amplified by the generous degree of travel on the accelerator pedal) quickly dissipates as the car's 215R15 rubber lays down the power with a bout of jet take off-like acceleration. Fully depress the accelerator and the 4-speed automatic gearbox will reach for first gear (it usually kicks off in second) to shorten the pull-off time, while the limited-slip differential avoids any tell-tale tyre squeal.

The pace quickly becomes impressive and, thanks to extended gearing (at 120km/h the V8 is barely doing 2500rpm) the SEC will effortlessly romp along to 200km/h+. And while most company chairmen would've been unlikely to sample that – or indeed the car's 0-100km/h ability – on a regular basis back in the late 1980s, this luxury coupé's capacity for wafting around Joburg's N1 concrete highway in supreme comfort between board meetings must have helped offset any concerns over their share price following PW's infamous Rubicon speech... **C**

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R745 000

2008 PORSCHE 911 CARRERA S AUTO

56 000km. Beautiful example of the 2 wheel drive Carrera S in Guards red with black full leather and with factory sunroof. An exceptional well cared for original example. They remain entertaining, involving, and exciting.



R745 000

2007 PORSCHE 911 CARRERA S

58 000km. Superb illustration of the highly desirable and increasingly difficult to find 6 speed manual version of the 3.8 S. Special order colour, factory sunroof and special order wheels complete this impeccable picture.



R1 695 000

2015 MERCEDES-AMG GT S COUPE EDITION 1

15 000km. The standard S is a revelation, the Edition 1 is just out of this world! Extras over the standard S are immense. It's special, it's an instant classic and all you supercar collectors should be adding this to your collection.



R445 000

2001 PORSCHE 911 CARRERA 4 CABRIOLET

86 000km. Low mileage example fitted with factory extras such as hardtop, turbo wheels and carbon fibre trim. Classic Guards red with black leather. You really do have the best of both worlds with this example.



R225 000

2001 BMW M3 AUTO

108 000km. Classic M3 in good original condition with remedial upkeep bills to maintain this legendary model. Destined for greatness, this model can only go up in value going forward. If you are searching an icon, look no further.



R295 000

1971 TRIUMPH TR6

The most desirable TR6, the 150bhp version. A car known to us for quite a few years. Runs particularly well, has relatively new paint refurbishment, overdrive gearbox and a double duck soft top.



R395 000

1958 MGA ROADSTER 1500

Beautiful fully restored example of the best looking MG ever made. Superb mechanicals and an engine bay presentation that is better than it was when new. These cars are beginning to move in value the world over. Let's keep it here.



R395 000

1979 ROLLS-ROYCE SILVER SHADOW

87 000km. These have suddenly become highly collectible. Not without good reason, for they are elegant, comfortable and relatively easy to keep on the road. I found it under a haystack at an upmarket game lodge, and have breathed some life into her.



R139 000

1973 PEUGEOT 504 COUPE

113 000km. Exceedingly rare Farina 504 Coupe with the fuel injected 2 litre engine mated to the 4 speed manual gearbox. As you can see from the pics, it is remarkably together, has recently been re-trimmed and fettled. When was the last time you saw one of these?



R145 000

1973 ALFA ROMEO GIULIA 1.6 SUPER

The flavour of the month in the classic world now. And found two while spring cleaning my basement. Both are 1600 Supers, are complete and running examples with documents in order. R250k the pair or R145K and R125K individually.



R115 000

1968 MGB GT MK2

Really good driveable example of the classic '60s GT from Morris Garages. Solid dependable proven 1800cc engine mated to its 4 speed with overdrive manual gearbox. Stove enamel wire wheels and black interior piped maroon.



R795 000

1979 PORSCHE 911 SC

Engine rebuilt by Porsche South Africa 5899 kms ago. An original example, drives exceptionally well and has aircon. These air-cooled Porsches are fetching incredible prices with no sign of them slowing down any time soon.



R395 000

1999 BMW Z3 M COUPE

158 000km. Collectors take note, if you missed the black one I sold recently this is a must see. This is a nice example with lower mileage and lots of restorative work completed. They are becoming really difficult to find.



R519 000

2007 MERCEDES-BENZ SL65 V12 BI-TURBO

55 000km. This engine has given birth to almost as many supercars as the leader of a certain failing African country has given children. A decade in and it is still in magnificent condition. The performance is guaranteed to make you happy, unlike the leader.

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RACE TO ROAD

The 1950s was the era of handmade, cottage industry auto manufacturers. With the advent of fibreglass the door was blown wide open for small-scale production and enthusiasts the world over jumped onto the bandwagon. South Africa of course had Protea and GSM, but the leading exponents in this style of production were the Brits. The list of makers is lengthy but so is the list of failures. Not many made it past the 1960s and even fewer survive today, but one is still around – and celebrates 50 years in 2018. With the aid of two local examples, **Stuart Grant** talks Ginetta.

Photography by Etienne Fouche



Ginetta was the 1958 brainchild of four brothers: Douglas, Trevers, Bob and Ivor Walklett. Based in Suffolk, England the quartet initially dabbled in the production of agricultural and construction machinery but with Ivor and Douglas having a real penchant for motorsport, they soon built and sold a £49 fibreglass sportscar body, called the Fairlight, that DIY car builders could fit to a Ford 8 or 10hp rolling chassis. A one-off special based on the pre-war Wolseley

A one-off special based on the pre-war Wolseley Hornet Six was next, and would later become known as the G1

Hornet Six was next, and would later become known as the G1. Interestingly, it is impossible to track where the name Ginetta comes from – one theory mentions it was the name of a girl they knew.

With friends impressed by the G1, the idea of their own 'mass-production' Ginetta became a reality. This, the G2, was released soon after and around 100 units were sold in kit form. Bearing an uncanny resemblance to Colin Chapman's Lotus VI the G2 also made use of a tubular frame, aluminium body and Ford running gear and was ideally suited for club competition. In the region of 100 were sold.

A G3 was next into the production mix, this time using the fibreglass Fairlight full body rather than cycle mudguards and aluminium. This model was very

short-lived though as by 1961 a very stylish G4 was unleashed, which proved to be not only a good race car but also a usable road toy. It initially used Ford's new 105E series engine and had a pretty fibreglass open-top body (a coupé was added in '63). It really put Ginetta on the map, with 800 or so sold, but the model was pulled in 1969. Over the years, various series of the G4 were released where the type of power unit and minor facelifts were the main differences.

Intent on expanding, Ginetta developed other models in parallel – often with the goal of reaching the massive American market. One such machine was the G15 that launched in 1965. The G15 remained fibreglass for the most part but the steel doors were borrowed from the MG B in an attempt to keep costs down. The body was bonded to a tubular chassis, independent



suspension added to all four corners, Girling disc brakes thrown in and most importantly, a small-block V8 power unit wedged into the front – this again being sourced from Ford. Initially shown with a 290bhp Shelby Mustang unit, it was soon bumped up to 350bhp for competition use with the addition of four Weber carburetors and reground cam. Weighing in at 900kg, the good power-to-weight ratio of the race G10 was noticeable. On debut at the 1965 Redex Trophy at Brands Hatch, Ginetta works driver Chris Meek took pole position and went on to win the event after a race-long battle with the Robbie Gordon lightweight Jaguar E-Type.

This was to be the only race for the car, with the Ginetta team going back to racing the G4. Ginetta planned on taking the G10 racer stateside but when the authorities refused to

homologate it as a GT, it would have meant competing against the likes of monster Lola and McLaren sports prototypes, and the plan was canned. Development of the G10 had not been cheap and saw very little return on investment, with the huge interest shown not translating into any orders. Ginetta did respond with a production mid-engined racer – not a hulking great V8, but rather a nimble Chevron B8-like 4-cylinder machine. Called the G12, it featured a tubular spaceframe with the body/cockpit section bonded to it for extra strength. At the front, suspension came in the form of double wishbones and coil springs and the uprights were borrowed from Triumph. The rear featured the classic arrangement of single upper transverse links with lower reversed wishbones, radius arms and coil springs. Triumph Spitfire-sourced Girling disc brakes could be found

hiding behind 6- or 7-inch magnesium alloy Minilite wheels.

G12 racing success was immediate in the UK. Chris Meek and Willie Green dominated the 1966 season, thumping the likes of the trick Lotus 26Rs. Paul Ridgeway went on to claim the 1150cc class of the 1967 GT Championship series in his G12 – this series saw seven G12s across both the 1150cc and 1650cc classes – and Peter Creasey claimed the large-capacity prize in his 2-litre Coventry Climax-equipped example. The story spread through Europe, where Ginetta G12s majored on both international circuit and hillclimb events.

But the problem was that a viable road car was still lacking. The first one came in the form of a cost-saver G10, known as the G11. Similarly shaped, this version got its power from an MG B 4-cylinder engine



and also borrowed the B's rear suspension. Unfortunately, BMC were slow in supplying these parts (perhaps because the G11 competed against its MG B) and Ginetta production was hampered to such an extent that only a handful of G11s rolled off the line. A bit of a commercial flop, the G10 and G11 did at least prove to the sceptics that Ginetta could build proper Grand Tourers and not just fibreglass 'kit' cars.

And they went further to cement this idea in 1967, when the Ginetta G15 was announced at the Earls Court Motor Show. This car deviated from the road-going Ginettas so far in that the front-engine layout was ditched and instead a rear-mounted mill was fitted to a tubular chassis. It wasn't a Ford lump either, but a diminutive 875cc Sunbeam Imp engine instead. It had a fibreglass 2-seater monocoque coupé body bolted to the frame and made use

of Imp rear suspension, and once again Triumph at the front. Approximately 800 were produced from 1967 to 1974, of which 8 were engineered for Volkswagen engines and called the 'Super S'.

Climbing into the white one pictured reveals why the G15 was a decent seller. Despite its small dimensions the interior is noticeably spacious in the leg department and a space behind the tilting seats means that luggage for two can be accommodated. The doors sit solidly and haven't sagged on the hinges like so many fibreglass cars of the age. The engine is a little cracker with 51 horses on tap. This might sound puny but when you realise that the entire car weighs in at 540kg, you'll understand why it works so well. Production soon rose to a peak of six cars per week, which meant Ginetta had to move to a larger factory at Sudbury in Suffolk. But then along came the oil crisis,

the imposition of VAT and the three-day week. It was a bad time in the British car industry, with strikes interrupting production at Leyland and Ginetta battling to secure engines. This hurt the bank balance, but luckily the firm hadn't

sold its smaller factory so moved back to help the cash flow.

The G15 replacement was ushered in late in 1973. Known as the G21, it sported an attractive long bonnet and fastback styling, thanks to the engine being mounted in the front once again. In comparison with earlier Ginettas the level of equipment was high, and like the G15, it was crash-tested for full type approval. A few hit the road with Ford 1600 Kent or 3-litre Essex V6 lumps, but most made use of a 1725cc 4-cylinder Sunbeam Rapier motor. The greenish-yellow version seen here is one such Sunbeam-powered G21 and impresses with the 'real' manufacturer deal, decent performance and even seats at the rear for kids. All in all around 150 of these were made up to the end of 1978, before the model was updated into a G23 and G24 (open-top or closed respectively).

A brief look into Formula 3 single-seater racing saw a Ginetta G19 produced but the firm went back to its roots in the early 1980s, returning to the G4 as the bread winner as well as supplying cars in kit form. Always intent on becoming a larger player the firm did dabble in some interesting projects, like a mid-engined road car that led to a new line of models in 1983 and the G26 4-seater in '84. These in turn evolved into the G28, G30

A brief look into Formula 3 single-seater racing saw a Ginetta G19 produced but the firm went back to its roots in the early 1980s, returning to the G4 as the bread winner



and G31. With the G32 the Walkletts had the car tested and fully type-approved by early '89, the same year the company was bought by a management buy-in, led by Sheffield businessmen Martin Phaff and Mike Modiri.

Ivor remained as Technical Director and, following an idea scribbled on a tablecloth in a pizza restaurant by Mark Warklett and Noel Palmer (who had worked for TVR), set out to develop the full potential of the G32 with the launch of two complete new models, the G32 Convertible and the G33 Convertible, at the British International Motor Show in September 1990. In G33 format it was a beast of a car, with power coming from a 3.9-litre Rover V8.

But just as things were looking up Ginetta ran into cash flow problems, with rising interest rates and fluctuations in the money market. The result was that production of complete G33s came to a halt in 1993. A consortium of dealers rescued it by clearing the debts, but there was insufficient cash to buy the complete Rover engine and gearbox needed to continue the V8 G33. Unable to sell complete cars, Ginetta somewhat unwillingly sold the G33 and G27 in kit form. Further development of the G33 did take place, with various forms of engines including the 2-litre Ford Cosworth and a

G33 Mk2 with Mazda headlights, before the G33 rights and moulds were sold to a project with Volvo and a new company called Gin 1 in Sweden (pronounced Gin Etta in Swedish).

This helped raise some much-needed cash for Ginetta in the UK, and to commemorate 40 years of Ginetta a G40 was released – available from Ginetta cars in kit form. The Volvo unit had been dropped, and power was offered by either a Rover V8 or Ford Zetec. Ginetta's managing director, Martin Phaff, focused all his efforts on promoting a one-make series of junior racing cars in the form of the G20 that is currently still running.

In late 2005 Ginetta was acquired by LNT Automotive, a company run by experienced racing driver and successful businessman Lawrence Tomlinson. His aims remained in line with the original founders of Ginetta: to continue producing innovative, capable and above all, great value sportscars. The firm moved to a factory near Leeds in 2007, with a target to sell 200 cars a year. Trained engineer Tomlinson penned the base specification for the Ginetta G50, which was produced to celebrate

50 years of Ginetta production, and became a successful GT4 car.

This was followed by the Ginetta F400, when Ginetta acquired the Somerset-based sportscar manufacturer Farbio, and re-badged its car. In 2011, Ginetta launched the G55, running in the Michelin Ginetta GT Supercup and built to the GT3 class regulations. In October 2011 Ginetta launched the G60, a 2-door mid-engined sportscar developed from the F400 and powered by a Ford-sourced 3.7-litre V6 engine.

While there is the odd road offering from Ginetta, these days it would appear that the firm has done a full circle, with motorsport being the backbone of the operation's sustainability. Ginetta offers a genuine route for progression from entry-level competition, right the way through to international motorsport platforms. 🏁

Ginetta's managing director, Martin Phaff, focused all his efforts on promoting a one-make series of junior racing cars in the form of the G20 that is currently still running



Chris Bristow (Cooper T51-Borgward).

SWINGING SIXTIES

In the first of two features, **Mike & Wendy Monk** reveal some previously unpublished photos that vividly capture the cars and drivers who raced in South Africa in the early 1960s.

Photos: Dudley Schonegevel

In the early 1960s, motor racing in South Africa was at a peak, with international celebrity racers travelling to the country to compete with our own stars in various events. Unlike today's formality and marketing-driven scene, 55 years ago the sport was far more relaxed and had a public following that the governing body and circuit owners can only dream about. Local drivers became legends, very often in the most unlikely machinery, and were capable of being competitive with their overseas contemporaries in wheel-to-wheel action. Off the track there were also individuals who became synonymous with the sport – organisers, journalists and photographers, each contributing to its survival and growth, enhancing South Africa's proud motorsport heritage.

Naturally, a lot of what went on was widely reported on in various magazines

and newspapers that happily have been held for posterity in various archives and museums. But recently a batch of previously unpublished photographs of racing that took place between 1960 and 1964 came to light that simply cannot be ignored. The photos were taken by the late Dudley Schonegevel, an architect by profession but also a passionate and award-winning photographer. Not a motor racing enthusiast per se, but Dudley nevertheless found the cars and drivers participating in the sport an interesting subject to capture on film. The images substantiate his inherent talent and one can only wonder at what Dudley's eye would have caught had he the inclination to pursue the subject on a professional level. Sadly, Dudley passed away from cancer in 1978 at the age of 53.

The Schonegevel collection comprises 45 photos taken at nine race meetings: two

in the Cape, one at Grand Central and the balance at Kyalami. They illustrate the era superbly well; the cars with their unadorned bodywork, the drivers exposed to the elements, with the levels of concentration clearly visible on their faces. Photographers getting so close to the action would simply not be possible today but Dudley took advantage of the freedom of the time to pursue his hobby.

The first batch of photos was taken at the 9th False Bay 100 that took place at Sacks Circle in Cape Town on 9 January 1960. The scratch race was won by overseas driver Chris Bristow in a Cooper T51-Borgward, despite crashing in an earlier production car race, injuring himself and needing 22 stitches to patch his wounds. He also won on handicap and set a new lap record. Second was Don Philp (Cooper T43-Climax) and third Syd van der Vyver



Syd van der Vyver (Cooper T43-Alfa).



John Love (Jaguar D-Type).



Ian Fraser-Jones (Porsche Spyder RS).



Helmut Menzler (Borgward RS Special).

(Cooper T43-Alfa). With the 'libre' class allowing a mix of sports and single seater type cars, Rhodesian John Love was fourth in his famous Jaguar D-Type OKV3. Ian Fraser-Jones was fifth in a Porsche Spyder RS and Helmut Menzler ninth in a Borgward RS special. Vic Procter did not finish in his unusual rear-engined Kieft-Climax after the motor ran its bearings. Roy Humphreys did not start due to clutch failure in his Cooper T41-Climax.



Vic Procter (Kieft-Climax).



Roy Humphreys (Cooper T41-Climax).

On 17 December that year, the 75-lap 2nd Cape GP was run at Killarney; the inaugural international event on the new circuit layout attended by a huge crowd. The race was dominated by the works F2 Porsche 718 RSKs of F1 stars Stirling Moss and Joakim Bonnier, who swapped places on a number of occasions in the windy and dusty conditions. Finally, Moss finished just half a second ahead of his teammate, who established a new circuit lap record of 1 min



Stirling Moss (Porsche 718 RSK).



Joakim Bonnier (Porsche 718 RSK).



Wolfgang von Trips (Lotus 18-Climax).



Bruce Johnstone (Cooper T43-Alfa).



Eugene Bosman (Lotus 15-Alfa).



Syd van der Vyver (Lotus 18-Alfa).

31.1 secs in his chase for victory. Third was fellow F1 racer Count Wolfgang 'Taffy' von Trips in a Lotus 18-Climax after battling with a faulty clutch that left him with a gashed left hand through having to force gear changes. First local man home was Bruce Johnstone in fourth in his Cooper T43-Alfa. Eugene Bosman drove well to finish sixth in his Lotus 15-Alfa, followed by compatriot Syd van der Vyver in his ill-performing Lotus 18-Alfa. A broken crown wheel and pinion on his Lotus 18-Borgward prevented Helmut Menzler from starting, and Nigel Payne's FJ Lotus 18-Ford also failed to make the grid.



Helmut Menzler (Lotus 18-Borgward).

Next port of call on Dudley's travels was the last race to be held at Grand Central, the 3rd Rand Winter Trophy race on 12 August 1961, and just two of his images survive. Ernst Pieterse finished third in both 18-lap heats in his Heron-Alfa and was placed second overall behind Syd van der Vyver's Lotus 18-Alfa. In Heat 1, Pieterse's car was plagued with worn dampers, while in Heat 2 he inherited third when Doug Serrurier's LDS-Alfa lost third gear. Fanie Viljoen's day also had its share of problems. He finished fourth in Heat 1 in his Cooper T45-Climax after a long battle with George Cannell's Cooper T20-Chevrolet and Neville Austin's Jaguar D-Type. In Heat 2 Viljoen spun off at The Nose to post a DNF but was classified seventh overall. 📷

Next issue: Events at Kyalami in 1963 - 64.



Nigel Payne (Lotus 18-Ford).



Ernst Pieterse (Heron-Alfa).



Fanie Viljoen (Cooper T45-Climax).



1956 Mercedes Benz 190SL
Silver with red interior. Ground up restoration. Immaculate condition. Hard and soft top. Call for more info.



1958 Jaguar XK150 FHC
Obsidian Black with Ox Blood interior, a restored car with A/C, and P/S, Matching numbers, Heritage Certificate. Lovely condition. POA



1992 Mazda RX7 Roadster
Red with black interior, imported from the UK, excellent condition. R195,000



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



1947 MG TC
British racing green, tan interior, older refurbished car, lovely overall condition, full weather gear. POA



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



1970 Mercedes Benz 280SE
Ice white with Tan interior, 4 speed manual, exceptionally original and in perfect driving condition. R250,000



1971 Mercedes Benz 280SL 'Pagoda'
Silver with black interior, hard and soft top, FSH, owner's manuals, tools and jack. Exceptional condition. POA – 2 others available



2008 CAV GT40
CAV – Wimbledon white with Grey blue interior, 347ci v8, 5 speed manual, owner built, 5000km. Call for more info. POA



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



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

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POWER TRIP



3:30am. We dragged ourselves from our warm beds, said goodbye to girlfriends and tumbled into our 1980s Nissan Civilian bus in search of our first coffee of the morning, which was yet to break. The annual Journeymen Road Trip had begun. It was decided that this year our only fixed stop was going to be Graaff-Reinet. The rest would be up to our Gumtree app and a gut feeling for a special kind of find.

Photography by Adam Mays

Journeymen is now three years old. Two of the Journeymen founders, Harley Nash and Graham Webb, met through buying and selling classic Mini parts on Gumtree. We are a group of friends who have long been infatuated with classic cars and motorbikes. We had reached a turning point when we realised that wrenching on our driveways was no longer the optimal environment for our ever-growing hobby. Fortuitously Harley, who is a mechanical engineer, found out about a vacant warehouse next door to their business. Using the very best of his persuasive charm, he convinced the owner to rent it out as a shared community workshop where our dreams could become a reality.

In the past three years it has become so much more than just a workshop. Working towards restoring a car can take up a lot of room in your head, so having a physical place to go where you are encouraged to learn new skills, bounce ideas off one other and generally benefit from each other's unique set of skills, is truly exceptional. Egging each other on is part of the Journeymen spirit, and this is exactly how our classic car road trips all started.

The first trip we went on was pretty disorganised and that was what made it fantastic. Our game plan was to collect a Mini pickup in George that we were set on buying. We ended up with a classic Mini panel van too and realised very quickly

that two Minis do not fit on a single trailer, no matter how hard you tried. Realisation dawned rather early on that buying cars wasn't the only enjoyable aspect of going on this kind of trip. Finding interesting towns, meeting friendly locals with similar interests and seeing more of our country was especially fulfilling. And it was after that fateful journey in 2015 that we decided to institute an annual Journeymen Road Trip.

There are a few criteria that govern the trip. One, we try not have any fixed plans. Two, our roadmap is determined by our Gumtree Favourites list. Three, local tips are gold. (We follow our noses to a certain extent but there's nothing like getting into the mind of a local to illuminate hidden secrets). This



isn't to say that there's no planning involved, however. This year we were on a mission to find cool cars and interesting people, and happened upon an excellent number of swimming pools along the way.

Upon reaching a town we generally start at a petrol station to look for leads. Fortunately, at our first stop in Piketberg, one of the Journeymen crew already knew someone who lived in the area from a previous purchase some time back. After some navigational guesswork around the town we landed up on the doorstep of what we would later find out was the oldest farm homestead in Piketberg. All six of us bared out of our bus to knock on a door that our buddy Arthur thought was maybe the same

one he'd knocked on before.

A woman in a brightly coloured knitted jersey appeared to welcome us. We explained our story and Victoria told us that the Mini Arthur had bought previously had been her mother's car. Her brother had sold the car to Arthur and was not in, but she happily showed us around. She walked us to a car covered in a tarp – one of our favourite sights. We pulled back the covers to reveal a beautiful Ford Popular, slightly run down but with its original paint! She showed us around the rest of the house, even letting us climb up to the attic to nose around.

After a tour and a brief history lesson on Piketberg Victoria told us we *had* to go see 'Pieter the Cowboy'. Aha, a new lead! We

instantly knew we had arrived at his gate when we saw all the old cars in the yard. Pieter and his wife had built a charming home from an abandoned compound using elements of the original structure as well as reclaimed materials. Again we were greeted with fantastic northern charm and were shown his collection of classic cars, succulents and most prized possessions. We counted them as two new friends and we headed on our way.

We travelled through Vanrhynsdorp, briefly stopping at the original jail where an old Austin pickup was parked up on the lawn. We continued to Nieuwoudtville's Protea Garage, where we met Thienus. Harley had read somewhere that Thienus owned 1 000



motorcycles, a pretty big drawcard for the likes of us. (We found out later he only has about 495, although to be fair, it did look like 1 000.) Sadly, this turned out to be less of a hidden gem and more of a tourist trap, with a cover charge and absolutely no chance to buy any bikes. We did, however, try to pry a beautiful Triumph from his hands, but he gracefully declined (though we have been in contact since).

It was an antique pocket watch advertised on Gumtree that drew us to Calvinia next. We had been in touch with the owner, a man called Rudolf, and so headed to his barn near the edge of town to see what else he might have in his stash. As we drove up, the enormous barn doors opened and we were delighted to see piles of fascinating 'junk' collected there, not to mention a beautiful old Ford truck and a mint Opel Rekord. Rudolf gave us free rein to dig through all his treasures. At this point we were competing to find the coolest item. Graham won by purchasing a superb pair of antique WWII

Again we were greeted with fantastic northern charm and were shown his collection of classic cars, succulents and most prized possessions

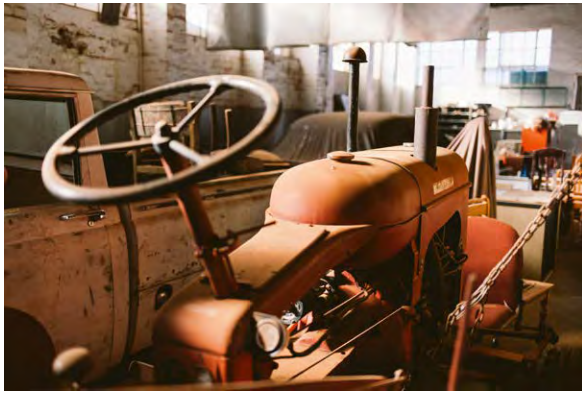
goggles. We also attempted to buy a neat fold-up bench and table set but alas, it had belonged to Rudolf's father and he found it impossible to part with. The best part about the stop wasn't just the cool stuff we found but the fact that the little barn had originally been built in the 1950s to house the Calvinia power station. It was incredible to see the old photographs of the huge original lister engines in their heyday. The foundations are all that's left of them now. We ended up bunking at the Williston B&B with Tannie Elsa, the self-proclaimed historian of Williston. We dined at the famous Williston Mal, a must-stop if you are driving through.

The heat caught up with us on day two. Picture this: six fully grown men in a bus with no working aircon and windows that don't open (except the driver's), journeying through the unbearable heat of the Northern Cape. Our hunt was turning out to be less about classic cars and more about finding the best roadside swimming pools. There is an incredible number of pools along the road from Williston to Victoria West. We passed about 10 and swam in at least four.

Just before the heat melted our brains permanently, we managed to find the only mechanic for miles. Roy Riley's, in the small Carnarvon, was under new ownership since

Roy's retirement and after some chatting we found out that Roy still had a few old cars at another workshop down the road. We left triumphant, with arms full of old leaf springs that Harley could use to make up some slappers for metal shaping. Next we visited Roy at home. Half deaf and speaking fluent Afrikaans Roy told us he was Irish and that his house had been in his family for three generations, ever since his great-grandfather moved from Ireland to South Africa. Quite the character, he gave us the grand tour of his amazing machinery and car collection, telling us all his stories along the way.

Onward we ventured and halfway between the precious town of Loxton and Victoria West, we came across the Melton Wold Guest Farm. It is the oldest guest farm in South Africa (running since 1938) and although we had planned to set up a roadside camp that night, we quickly abandoned that thought in favour of staying at Melton. We were greeted by wild buck, puppies and a grand old farmhouse, which is now the hotel reception. The manager was terrific, with just the right amount of wit to deal with six sweaty classic car hunters in great need of a swim. She wickedly tricked us into believing the huge elevated pool was empty and we were shattered. However, on approaching our campsite, we realised that we had been deceived. The pool had





just been refilled with the freshest natural spring water. It was unanimously decided that it was the best pool any of us had ever been so lucky to swim in. With the fire lit and kettle boiled, we were finally able to lay our mattresses out under the stars.

We awoke with the sun the following morning, grabbing a quick breakfast at the grand dining hall, and got back on the road to Victoria West. With no Gumtree leads to guide us, we headed to the town petrol station. As it happened, there was a local panel and repair workshop right next door. Harley peered over the wall and spotted a beautifully restored air-cooled Karmann Ghia in gleaming beige. His eagle eye also landed upon a vintage body panel repair planishing hammer, as only a mechanical engineer's would.

After some knocking, a young man named Chris answered the door with a friendly smile. He explained that the workshop was their family business and enthusiastically showed us around. Mom and Dad soon joined us and explained a

bit of the family history and how they ended up in little Victoria West. Philip and Chris were nice enough to show us a few of their personal projects, including a nearly fully restored Honda Dax and Philip's Karmann Ghia that we had spied earlier. Harley tried to strike a deal for the planishing hammer after explaining what it was and nearly impaling the family dog in the process. The family promised to rehome it when they were ready for it to move on and he left them with his number. Some deals need time to happen.

Just before heading out on the open road once again Chris's mom let us in on a local secret: a hidden waterfall along the way to Graaff-Reinet. All we had to do was stop at an old stone hut on the right and be careful of the sheer drop. The sight of the waterfall flowing into an incredible valley was breathtaking. By the time we reached Graaff-Reinet, however, our spirits were at an all-time low. This was mostly due to an utter lack of roadside bathing options – we were in puddles of our own sweat. Finding no treasure, we moved on swiftly through Aberdeen and Beaufort West, stopping at the Karoo National Park for night three.

In a bid to lift our spirits we chose to take the scenic route along the N12, passing through De

Rust and the breathtaking Swartberg Pass. Thanks to another Gumtree tip-off about a Ford we pulled into Gavin's workshop in Oudtshoorn. We were blown away by the walls and walls of spares he had accumulated and he generously allowed us to scavenge for most of the afternoon. In the end, we walked away with some great treasures. Gregor managed to find some period-correct spotlights for one of his classic BMWs and an elusive louvre that he had been seeking for many years.

The winding R62 saw us home and all the while we discussed the best bargains and finds from the trip. We may not have come back with any cars on the trailer this time around, but we feel extremely privileged to have met so many interesting people and to visit these far-flung places. Ordinarily none of us would have any reason to stop in these little towns, let alone explore them and meet some of the local inhabitants. Our hope is that our journey inspires you to take a treasure-seeking trip of your own. There is much to be discovered.

If you enjoyed our story and photographs, please follow us on Instagram/Facebook/YouTube. You can watch a short documentary of our trip and remember to look out for next year's adventure when we venture outside of South Africa! 📷

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Harley peered over the wall and spotted a beautifully restored air-cooled Karmann Ghia in gleaming beige. His eagle eye also landed upon a vintage body panel repair planishing hammer, as only a mechanical engineer's would



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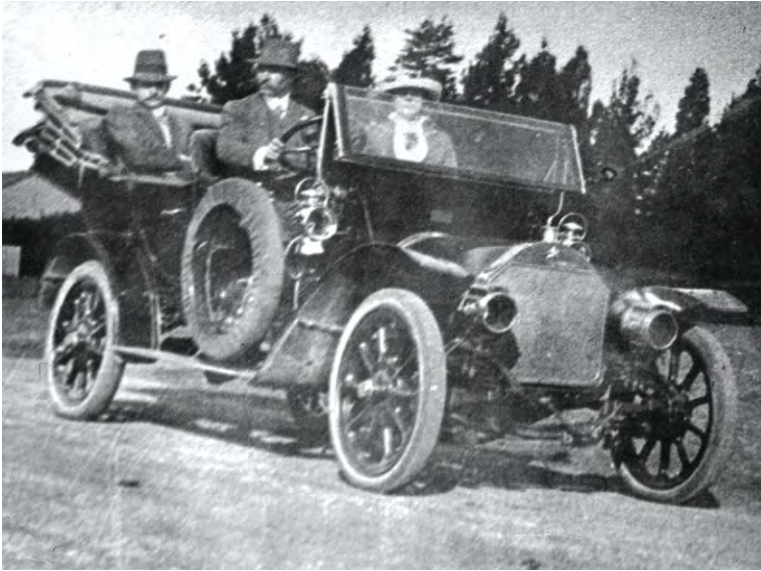
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Active between 1898 and 1932 the Star Motor Company, which built both cars and commercial vehicles, was once the sixth-largest car maker in England, delivering 1 000 cars a year. A handful made it to South Africa, with one in particular having a fascinating up-and-down story. **Stuart Grant** hitches a ride in this once seriously neglected but now shining Star.

We'll get into just how neglected this 1909 12hp model was in a minute, but first a recap – or in my case education – about the firm that made it.

Like so many vehicle manufacturers Star had its wheeled beginning in bicycles, when founder Edward Lisle built his own first bicycle in the early 1870s. He went racing with it and following enough successful rides started building bikes to order. From 1876 he partnered with William Sharratt to increase production, but this only lasted three years before Lisle went back on his own, founding the Star Cycle Company in 1883. Besides safety bicycles, models included tandems

and a Pedersen. And what is a safety bicycle, I hear you say? Well, a safety bike is a bicycle as we know it today, with smaller wheels than a penny-farthing, and was therefore marketed as being safer than the high wheelers at the time. A Pedersen is a

bizarre thing, initially designed by Michael Pedersen and featuring an unusual 'pure cross' with a distinctive hammock-style saddle. They were never really popular but are still produced and have a devoted following amongst a minority group in the cycling world.

Regardless, Star Cycle Company grew quickly and by 1899 was building 10 000 cycles annually.

A motorised vehicle had featured on the development plan ever since a 3.5hp Benz car was bought in 1897. This soon became the template upon which Star based its own machine from 1898. The similarity was so close that it was often referred to as the Star-Benz. It had two speeds, chain drive, wire spoke wheels, acetylene lighting, electric ignition, and pneumatic tyres, and sold for £189. Star then purchased the rights to produce Star-Benz and sold them under the Star Motor Company name, a subsidiary of Star Engineering Limited, and did as much of the engineering and making as possible in-house. In 1900 twenty units were being pumped out the factory each

Like so many vehicle manufacturers Star had its wheeled beginning in bicycles, when founder Edward Lisle built his own first bicycle in the early 1870s



week, and the price had dropped to £168. Approximately 250 Star-Benz units were made, with a number being exported to New Zealand and Australia (exportation was a major goal in the business plan).

A 2-cylinder 3-speed model was released in 1900 and this was followed a year later with the 7 and 10 models with vertical twin De Dion. By 1902 a 4-cylinder 20hp appeared and there was a legal suit brought against Mercedes where it was found it had infringed Star's copyright with their three- or four-pointed star emblem (in 1891 Lisle had adopted a six-pointed star as the logo). In 1903 Star Motor Company changed its name to the Star Engineering Company and in a move to mimic Mercedes, the top manufacturer in the period, a 12hp 4-cylinder was added. This set a record of 39mph (63km/h) on a 2-mile (3.2km) run in Ireland.

Model development continued at a rapid pace, with an entry-level 7hp 'Little Star' joining the ranks alongside a new 3261cc 4-cylinder 14hp and a 6227cc 6-cylinder 30hp. Trucks and commercial vans were

also added along the way.

The bicycle business also carried on under the curatorship of Lisle's son (also an Edward) but when the deep depression hit the cycle industry, he too branched out into cars – launching a cheap Star called a Starling. This was initially badged as 'Stuart' but the Starling name was readopted from 1907.

But back to Star Engineering Company, who pushed forward with the idea of exporting. Sales Down Under and to New Zealand continued well, with one vehicle scooping the New Zealand National Hillclimb title. South Africa wasn't left off the radar either and likewise excelled in the more adventurous motoring, with a 14hp model winning the Transvaal Automobile Club Hillclimb.

Whether or not the original owner of the featured 1909 12hp Star was aware of this achievement is not known. Neither is how and when the car arrived down at the tip of the African continent. What is known is that whoever he/she

South Africa wasn't left off the radar either and likewise excelled in the more adventurous motoring, with a 14hp model winning the Transvaal Automobile Club Hillclimb



was, the car was sold to a Mr Retief in the same year as its manufacture. Mr Retief, a mine manager at Randfontein Estates mine, then used the Star to travel between his farm in Witbank and the mine. Travel time, with much opening and closing of farm gates along the way, came in at three days. Clearly built with the harsh and unknown African road conditions in mind, it came fitted with steel artillery wheels instead of the traditional wooden items.

Sometime between 1920 and '22 the Star was decommissioned; the engine was removed to be used as an electrical generator on the farm (with such a low power rating this didn't actually work) and the chassis was repurposed as a farm wagon. The differential didn't escape the manual labour, being put into use as part of some farming implement, while the remaining parts were either stored in an old barn or buried on the farm.

Unbelievably this Star's tale didn't burn out here and was rekindled in the 1960s, when Jim Gosling heard of the vehicle. After an exhausting search, the farm was found and

unbelievably the parts located. In 1993 the restoration commenced. The running gear comprising the chassis, wheels, engine, radiator, axles and gearbox survived. One mudguard, a bow and the windscreen were retrieved but the rest of the wood frame body did not make it out alive.

Gosling partially built the bits into a 2-seater roadster before Noel Fordred acquired the Star in 2000. He set about stripping and rebuilding the engine and also putting the bodywork back to its original 4-seater tourer specification. 108 years after leaving the UK factory it is now shining and driving the South African roads.

The same can't be said for Star Engineering Company. During the First World War it was under government control and supporting the war effort as a manufacturer of commercial vehicles that were made for the British, French and Russian armies but its main contribution was the production of aircraft wings and parts for mines. Following the war inflation pushed prices up dramatically, with the cost of some Star products reaching above £1 000 and rendering them effectively unsaleable. However, car production of pre-war models resumed in 1919 and by the end of 1920 the factory was delivering 1 000 cars a year. When Edward Lisle (the founder) passed away in 1921, it proved a major setback

to the firm. At the time, Star was trying to bail out the ailing Briton Motor Company which also put the company under huge pressure, and despite making cars at record levels between 1921 and 1925 Star was not profitable, with the continuous release of upgraded and new models seeing too much time spent making and assembling components. So the Star cars had to be sold at top prices, significantly more than the likes of Austin and Morris that had adapted to new mass production techniques.

With the recession of the late 1920s hitting it got worse and Star could only produce 105 cars in 1927, forcing the company into serious trouble, and control was taken over by Guy Motors though an exchange in shares under the name of the Star Motor Company Limited. The old factory was closed down and sold off while production was moved to another of Star's sites. A new 18/50 model was released, which in 1930 became Comet and Planet, but the workforce was reduced to 250 and the range of models being built dropped to reduce competition with Guy products.

Star continued making quality cars but these were far too expensive for the run-of-the-mill clientele. Star finally went into receivership in March 1932. The spares and manufacturing rights were sold off to McKenzie and Denley, which continued to have Star cars and parts catalogued in 1962.

Star burnt out. 🚗

Sometime between 1920 and '22 the Star was decommissioned; the engine was removed to be used as an electrical generator on the farm



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GETTING HIGHSIDED

One of the joys of interviewing the stars of yesteryear is that you stumble across all sorts of things you never expected. **Gavin Foster** has interviewed dozens of top motorcycle racers from the '60s, '70s, '80s and '90s, and some of 'em came up with answers to questions he'd never even known existed, never mind asked.



Mike Grant leads Giacomo Agostini at Hesketh.



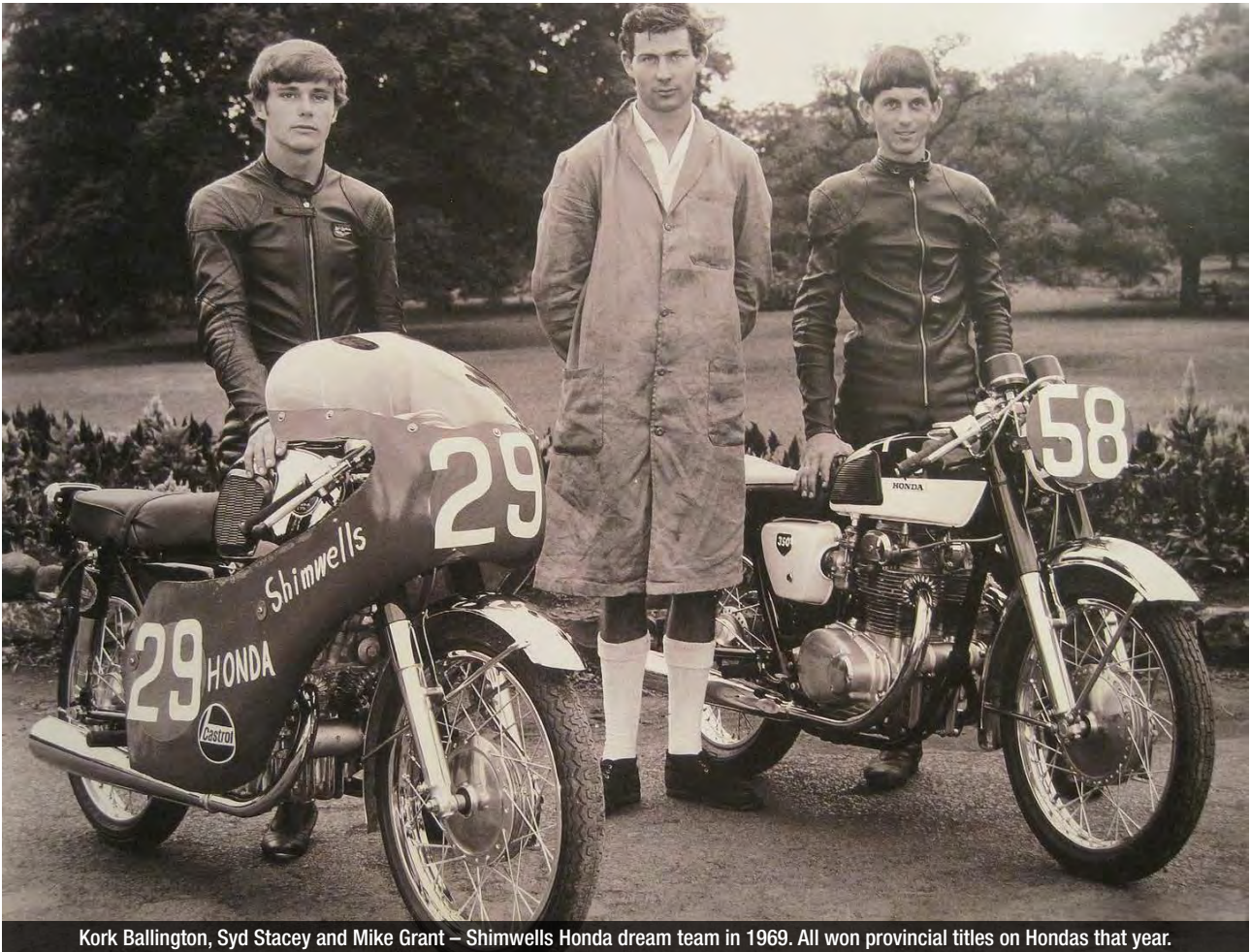
The legendary Giacomo Agostini.

We all know that Honda changed the face of motorcycling by introducing their 4-cylinder CB750 in 1969, but who could possibly lay claim to racing the first one (apart from the factory's own bikes) and where? And with Japan being so small and overpopulated, how did Kawasaki manage to secretly test their awesome 903cc Z1 in real-world conditions without the story being leaked before its 1972 launch? Older readers will remember the splendid – and today very valuable – Velocette Thruxton production racer that was in the 1960s developed from the more pedestrian Venom, but how did it come into being, and what was its Southern African connection? Why did the factory elect to paint most of the 1100-odd Thruxtons they built as tributes to this great victory blue and silver instead of the usual Velocette black?

And how come so many of them share frames... never mind that for now! We'll get to it later.

Let's start with the Bike of the Century – the 1969 Honda CB750 Four – and its sneaky introduction to racing in South Africa. After Honda unveiled it at the 1968 Tokyo Motor Show everybody knew it was a 67hp 4-cylinder machine that was good for 125mph (200km/h) and had a disc brake up front. The factory built a couple of official race bikes and won a major endurance race at Suzuka but told their distributors worldwide to discourage anybody else from competing on the early fours. Mike Grant, an apprentice Honda mechanic and Natal champion, desperately wanted one of the bikes and Honda SA agreed to sell him one of the first batch of ten that arrived in October '69, but it came with terms and conditions. "They would only sell it to me on condition I didn't race it," remembers Mike. "I think the

factory insisted on that because they didn't want people to race it and do badly." Mike ran his bike in, and then on Old Year's Night of 1969 sneaked into his workshop, stripped it down and turned it into something he could use against some of the best riders in the world on works GP machinery. "I stuck on four megaphones, a set of Dunlop TT tyres – all I could afford – and a fibreglass fairing, seat and fuel tank. Then I entered it in the South African TT at Roy Hesketh in January 1970," he says. Giacomo Agostini, already a six-time world champion, was there on the works MV Agusta 500 and Alberto Pagani was intent on taking the spoils on the Linto factory's 500cc GP machine that would take him to fifth place in the 500cc world title chase that year. "Ago was in front but he wasn't riding too hard," Mike told me. "I think he was playing with me so I overtook him up Beacon Hill. He was mainly squirting it down the straights and I was reasonably



Kork Ballington, Syd Stacey and Mike Grant – Shimwells Honda dream team in 1969. All won provincial titles on Hondas that year.

quick around the corners but his factory MV was much faster than my production Honda in a straight line. Gillie Cruse was catching us up and the only way I could make Ago get a move on was to overtake the bugger, so I did. I led him around the back section, under the Dunlop Bridge and through the sweep and Angel's Angle, then he blasted past again down the straight."

While Mike was riding his Honda's wheels off fellow South African Gillie Cruse sneaked past and settled in behind Ago for second spot, while Pagani took third place. Mike ended up fourth on his overweight and relatively low powered road-going Honda. "According to Mick Woollett in one of his books on Honda motorcycles, mine was the first 750 Four in the world to race in private hands," remembers Mike. Honda was obviously not disappointed with Mike's performance and he was well forgiven. Roger McCleery, Honda SA's ever amiable

PR in those days, visited the USA shortly afterwards and returned with a present for Mike in his luggage – a Honda 750 Daytona race kit that at R1 100 cost the same as a brand new 750 Four...

Time to jump to the Honda 750's successor as the superbike of the masses – the 1972 Kawasaki 903 Z1. That offered a bigger engine with double overhead cams, double disc brakes up front and around 80hp compared with the Honda's 67hp. Englishman Paul Smart raced for Kawasaki in the USA back then, and in 1971 the factory commissioned him and a few other Kawasaki racers to secretly test the Z1, even to destruction if necessary, in the American off-season. He and his co-conspirators rode the bikes, heavily disguised as Honda 750 Fours, across America. They hammered them

around racetracks. They spent 24 hours circulating the Talladega Bowl, an enormous banked oval, flat out with the speedos pegged at 210km/h. Smart's girlfriend at the time and wife today, Maggie (sister of the late Barry Sheene) went along and to relieve the boredom rode in circles on the back of his bike at high speed for hours on end, and added to his worries by nodding off occasionally. One weekend Smart and his race mechanic, Hurley Wilvert, even sneaked one of the bikes away for a

Smart's girlfriend at the time and wife today, Maggie (sister of the late Barry Sheene) went along and to relieve the boredom rode in circles on the back of his bike at high speed for hours on end



Beautifully restored local Kawasaki 903 Z1.



Past champion Ophie Howard racing a Kawasaki 903 Z1 in more recent times.

weekend and entered it in a Californian eight-hour endurance race, disguised with a fairing and Honda 4 badges. “We won by about 28 laps,” he told me ten years ago. The men in suits at Kawasaki were not amused when they found out, but he too was forgiven.

Let’s go backwards in time now, to the Velocette Thruxton thing. How did that come about? That’s a very interesting story that isn’t too well known, and it involves a couple of blokes from the southern end of Africa. Alan Harris, a multiple Rhodesian champion, rolled his transporter van on his way home from a South African race meeting, destroying both the van and his very quick Manx Norton. A local dealer offered him a dated and somewhat more docile Velocette Venom, and in the absence of anything else Alan accepted it gratefully. That’s when his friend Geoff Lacey, who’d originally fettled the now flattened Norton, got involved. Geoff, who was something of an engineering genius, did not, as most of his peers did, pursue horsepower at any cost. He aimed at improving torque at lower revs, which would make the bike pull more strongly out of corners, and a low-revving single-cylinder 500 would always outlast a high revving one, which was a bonus. The Velocette proved to be a gem and Alan loved it. In 1963 he set off for the UK, taking the bike along to see how it shaped over there.

Once settled he made contact with the MD of Velocette, Bertie Goodman, who very helpfully introduced him to one of their biggest dealers and the factory-supported race team manager, Reg Orpin. Reg in turn made space available in his workshop for

the Rhodesian and his bike. “Anyway, Reg was taking the Velocette GP bike – not their production racer – to Brands Hatch for testing, with his best rider, Roger Hunter,” Alan told me in 2010. “They suggested that I follow Roger around for a few laps to learn the lines. After a couple of laps I was satisfied and as he seemed to be having some trouble I passed him and pushed off. When we returned to the pits it turned out that he wasn’t having any trouble with the bike – it was going as fast as it could.” The home-built Rhodesian bitsa was seemingly significantly quicker than Reg Orpin’s factory-backed best effort. Alan’s already great relationship with Velocette got even better.

Velocette had for eight years unsuccessfully attempted to win the Thruxton 500, an 800km endurance race for production bikes. For their 1963 attempt Orpin asked Alan if he’d partner their rider, Howard German, on the Venom. “Production racing interested them because those were the bikes they sold, so they always entered a couple. The racebike was pretty mediocre and I was disappointed – we finished about fifth,” remembered Alan.

Things improved a great deal in 1964. Orpin approached Alan again, but this time asked him to not only race their bike, but also prepare it to the same specification as his old Rhodesian bike. He got to work, and when the Velo was ready for testing fate took a hand. Gordon Keith, a very competent Rhodesian racer and good friend of Alan’s, had arrived in the UK to help him out in his efforts. Alan at the time was a highly rated racer who also had a works ride with Greeves that year, and as that team hired Snetterton racetrack every Wednesday for testing he one day asked them if they’d mind if he brought the Velo along for Gordon to

Orpin approached Alan again, but this time asked him to not only race their bike, but also prepare it to the same specification as his old Rhodesian bike



run in around the circuit while he and the team tested the Greeves. "They agreed and Gordon fell off (the Velo), putting the bike into the bank," remembers Alan. "We took it home and had to virtually rebuild it because the frame was bent." Most Orpin Venoms were black, but when Alan and Gordon were finishing off the crashed bike the only colour paints they had on hand were silver and blue, so that's what they used. "When we'd rebuilt it, with all my mods in silver and blue it looked good." That was the bike upon which Alan and Howard German won the 500cc class at the Thruxton 500 on a single-cylinder overhead-valve motorcycle by nine laps, also taking third overall behind a pair of 650cc twins. When Velocette launched a commemorative Thruxton model a few months later the standard blue and silver colour scheme was an instant hit. There are a few grey areas about who did the most development on the Venom's engine to take it to Thruxton level, with the Rhodesians possibly not getting the recognition they deserve but the reality is probably that success was born of a mixture of Rhodesian savvy and factory fiddling. There's no doubt, though, that Velocette's fortunes took a turn for the better when Alan Harris arrived at their doorstep with the Geoff Lacey-tuned race-winning bike.

Fate works in peculiar ways, and the future held a few surprises in store for the main characters in the Velocette Thruxton Rhodesian saga. Later that year, Alan Harris had a big crash that saw him return to Rhodesia where he spent the next three years in and out of hospital. He spent his working life at *The Star* newspaper and died in 2014. Gordon Keith stayed on in Europe

and subsequently enjoyed a successful career racing for the Royal Enfield and Greeves factories, and as a privateer. He won the '64 Manx Lightweight GP on a 250 Greeves and history records that he scored Velocette's last ever world championship point in the Spanish 500cc GP in 1970. His best world championship GP placings were a 5th at the 1968 Isle of Man 125cc TT on a Brown Yamaha Special and a 4th at the Nations 250 GP that same year on a Yamaha.

But what was that about so many Velocettes, um, sharing frame numbers? Gordon Keith told me something back in 2010 that piqued my curiosity. "Over the years that followed (*the Thruxton victory*) I used to help Reg with various jobs and one that I did a few times was when he bought all the old Velo Venoms and Vipers he could find. He'd strip them and we'd load 18 frames into the Thames van at a time so I could deliver them to the factory, where they would be recycled as new Thruxtons. I don't think anybody else knows that – all the Velocette people are probably dead by now." While writing this article I became sidetracked by the reference to this in my notes and invited my friend Mr Google to give it his best shot. I soon came across 'Velocette Motorcycles – MSS to Thruxton' (Third Edition) by Rod Burris (2010). Speaking of inconsistencies in Velocette's records pertaining to engine numbers, Burris says that these were probably due to admin errors. Then he goes on to say: "The frame

numbers, however, are a different matter altogether... The real problem with the frames is that there are so many duplicate numbers, a discovery that has led to much reflection and discussion. It is possible, indeed almost certain, that some of these frames went down the track twice." The problem occurred throughout the 1950s and between 18 November 1952 and 30 June 1960 no less than 206 MACs were built with previously used frame numbers. Burris goes on to say that 196 of those numbers were used twice, nine were used three times, and one was even used four times. The frame pickups and deliveries Gordon Keith refers to were all in 1963 or later, so they'd be in addition to the ones pointed out by Burris. But back in those trying days, if you could reuse second-hand frames that you picked up for a pittance you could push your build cost significantly down and profits up. If that's indeed what was happening it didn't help the marque though. Velocette folded in February 1971.

The best thing about my job is the way stories can take unexpected turns... 📌

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AN UNSUNG HERO

Was Hans Ledwinka the best engineer never to become famous? **Jake Venter** ponders this question with the next in his series of fictitious interviews.



Ledwinka's Tatra T87.

Hans Ledwinka (14 February 1878 - 2 March 1967) was born in Klosterneuburg, near Vienna, and was the son of a barracks canteen manager but was raised by and apprenticed to a machinist uncle. He studied engineering at a trade school in Vienna and in 1897 joined the Nesseltdorfer Wagenbau-Fabriksgesellschaft in Nesseltdorf, Moravia, which was then part of the Austro-Hungarian Empire. The company's main products were railway coaches, but they were in the process of building their first car when he joined.

After WWI this part of the empire gained its independence, and became known as Czechoslovakia. The town changed its name to Koprivnice and the cars took their name from the nearby Tatra Mountains. Hans spent most of his design life at Tatra, where he designed a series of unique cars and trucks. Most of them featured

ducted air-cooled engines, a central backbone chassis and swing axles – even on 20-tonne trucks!

The company still exists. They no longer build cars, but their trucks are essentially modernised versions of Ledwinka's designs. These trucks are justly famous for their off-road ability, mainly due to the efforts of the Czech truck racer Karel Loprais, who won the truck category in the Dakar Rally six times driving a Tatra all-wheel-drive truck.

I conducted the interview at a restaurant in Munich in September 1959, when Ledwinka was 81. He was a lively talker and it became obvious that he still took an interest in the latest automotive designs. This was not surprising because at the time his son Erich was the chief designer at the Steyr-Daimler-Puch organisation in Austria, where he later designed the unique Haflinger and Pinzgauer high mobility all-terrain vehicles.

JAKE: I'm thrilled to meet you because you're the brain behind so many good ideas. I'm also very pleased that you agreed to answer some questions.

LEDWINKA: It will be my pleasure. In my younger days I used to shy away from publicity but now that I'm getting older I like to tell my side of the Tatra story.

JAKE: When did your interest in cars begin?

LEDWINKA: I was apprenticed to my uncle, who was an exceptional machinist. He awakened my interest in designing, materials and production, and also kept me up to date with the latest happenings in the motoring world. In 1897 I joined the Nesseltdorf company as a draughtsman, and discovered to my joy that they had bought a Benz to study, and were building their first car. I worked in the railway coach department but I made friends with the engineers Rumpler and Sage, who directed the design of the first car, as well as with the head mechanic Svitak.

JAKE: When were you transferred to the automotive department?

LEDWINKA: This happened about a year after I joined the company. The first car performed so well that the company decided to build ten more. They changed the belt final drive to chains and wanted a 4-speed gearbox, but the one designed by Rumpler and Sage was unsatisfactory, and they were both asked to seek employment elsewhere. I happened to be at the right place at the right time and was asked to design a new gearbox. It worked well, and I found myself in the car section.

JAKE: Is this the same Rumpler that achieved fame after WWI by designing one of the first cars with a really low drag coefficient?

LEDWINKA: Yes, that's him. He went from Nesseltdorf to the newly-formed Adler car company, where he patented the swing axle layout that I incorporated into most of my car and truck designs. After a few years he left Adler and became a famous aircraft designer and constructor.

JAKE: What was the first car you had a hand in?

LEDWINKA: Our team was responsible for

the model A runabout, which had an 8hp opposed-twin engine, as well as the 6-seater model B which was fitted with a 12hp engine. Both models were produced from 1900 to 1905. I have to mention that I was not involved in the design of the disastrous model C, which was heavily criticised by the press, because I left Nesseltdorf in September 1902.

JAKE: Why did you leave?

LEDWINKA: At this time the directors regarded cars as an expensive sideline and this made me feel insecure. In addition, I could not get on with the head mechanic, and I became interested in the easy flow of power offered by steam cars. I therefore joined the firm of Alexander Friedmann in Vienna. They were developing a steam car.

JAKE: I assume their steam car was not a great success.

LEDWINKA: The Friedmann company built a few, and a company based in Paris built some more under licence, but by this time petrol-engined cars were taking over the



Hans Ledwinka.



Steyr 12 40.



Tatra T11.

market. This episode came to an end in November 1905, but there remained a long-lasting reward. Friedmann sent me to Paris for nine months and there I developed a lifelong passion for French cooking.

JAKE: I prefer German food myself. It's certainly easier to prepare. Did you go back to Nesselsdorf?

LEDWINKA: Yes, during my absence this company's latest designs were failures. They wanted me to take over as director of the automotive division, and I accepted as soon as I found out that Svitek had retired. The company wanted me to sort out these outdated designs but I persuaded them to give me free rein to design something more modern.

JAKE: Was that the model S?

LEDWINKA: Yes, it was.

JAKE: Did the engine have any unusual features?

LEDWINKA: Sure. I angled the valves of the 4-cylinder engine at 45 degrees to the vertical centre line and drove them by means of a single overhead camshaft,

so that I could achieve a hemispherical combustion chamber shape. This seemed to me to be the ideal. The camshaft was driven by a vertical shaft, and the crankshaft was inserted from one end of the barrel-shaped crankcase where it rode on three roller main bearings.

JAKE: This sounds very advanced for an engine designed in 1906. The Peugeot that won the 1912 French Grand Prix is normally given credit for having the first engine with hemispherical combustion chambers, but it utilised twin overhead camshafts.

LEDWINKA: My design was definitely earlier than the Peugeot, but because I worked for an obscure company it wasn't noticed. I've paid that price many times over by staying with Tatra. My designs were seldom flaunted in the press outside my country, and we never produced cars in large quantities.

JAKE: I find that very sad.

LEDWINKA: It may be sad, but it's worth remembering that fame seldom brings happiness.

JAKE: (Laughs) Shall we switch over to philosophy then?

LEDWINKA: I prefer engineering. In any case, the model S went into production and when the industrialist Fritz Hüchel wanted one with a 6-cylinder engine for his daughter, I built one – without telling management. They were very annoyed but Fritz's daughter raved so much about the car that they gave me permission to add this model to the production schedule. She later married my son Erich, who also became an automotive designer.

JAKE: How long did the model S stay in production?

LEDWINKA: Various versions, including a truck, were produced until the start of WWI. Fritz and I each drove an S in the 1911 Alpine Trials without losing any marks, but that was the beginning and end of my competition career.

JAKE: I now have to ask you an awkward question. What did you do during the war?

LEDWINKA: I moved to Steyr and designed an updated version of the S. What happened



Tatra T87.



Tatra T11.

was that I asked the Nesselsdorf management for money to extend the production facilities. This was granted, but before I could spend it the manager of the railway coach workshop used it to extend his building. At the same time the Steyr Armament Works in Austria, in the town of the same name, wanted to start an automotive division and asked me to be their chief designer. I accepted and designed a completely new car fitted with an engine that used most of the ideas that I first tried in the model S. We started production in 1920 and called it the Steyr 12/40 Six. It displaced 3.3 litres and featured an overhead camshaft and barrel crankcase, just like the model S. This model soon attracted many sporting motorists, and by 1925 Steyr were offering a choice of four engine sizes.

JAKE: I interviewed Ferdinand Porsche about ten years ago and I remember that he took over from you at Steyr. Why?

LEDWINKA: It was early in 1927. I had been doing some design work for Tatra, which is the name adopted for their cars by the reorganised post-war Nesselsdorf company, and when the Steyr management couldn't decide whether to build a light car or a luxury model, I went to Tatra on a full-time basis but retained a consulting position at Steyr.

I've always kept a draughting table at home, and I liked to put my ideas into a drawing as soon as possible. This means that I had a stock of drawings and sketches that could be turned into a finished design in a few days, and that's how the model 11 came about

JAKE: That sounds a bit like trying to ride two horses at the same time.

LEDWINKA: (Laughs) It's not so difficult. Each company has its own design and manufacturing culture.

JAKE: All this moving around must result in a lot of time wasted in training new subordinates every time.

LEDWINKA: Not the way I do it. Most of the time I was able to take my senior staff with me. I never learnt to speak any other language but German and I only employed senior people who could speak German.

JAKE: I believe you designed the famous model 11 for Tatra while you were still at Steyr.

LEDWINKA: That's one way of putting it. I've always kept a draughting table at home, and I liked to put my ideas into a drawing as soon as possible. This means that I had a stock of drawings and sketches that could be turned into a finished design in a few days, and that's how the model 11 came about. The Austrians called it 'the tin dachshund'. It was a light car powered by an air-cooled flat twin engine placed forward of the front axle. Instead of a chassis I employed a thick central tube. The independent front suspension employed a transverse leaf spring; rear suspension was by means of a swing axle layout that did not employ any universal joints.

JAKE: How did you manage such a weird layout?

LEDWINKA: The rear axle casing was made in two parts, and these were able to pivot around pins at the front and rear of the differential cavity. Inside there were two concentric crown wheels of different diameters, arranged on opposite sides of the pinions. Each pinion

drove its own crown wheel and the pinions were also of different sizes to ensure that final drive ratio remained the same at each side. The pinions were fixed to a shaft that was supported at the front and rear of the casing. The crown wheels were rigidly attached to the drive shafts, so that they were able to swivel around the pinions as the road wheels moved up or down.

JAKE: That sounds like a lot of unnecessary complication.

LEDWINKA: True, but you must remember that in those days universal joints did not last long, whereas my layout turned out to be very robust. In fact, I incorporated it into most of my later designs – even on the heavy trucks – but staggered the drive shafts slightly, seen from the top, so that I could use same-size crown wheels and pinions.

JAKE: I read somewhere that the Type 11 came first and second in the 1.1-litre class in the 1925 Targa Florio, but I also heard that you disliked motor racing.

LEDWINKA: (Laughs) Yes, I've been very outspoken against racing; I hate the idea of somebody getting maimed or killed in one of my designs. In this case the cars were specially prepared for two of our directors, and I was obliged to celebrate with the factory when the cars were successful. However, I was happy when a Type 11 drove across Australia and another crossed Africa from Egypt to Cape Town without any serious failures.

JAKE: Is this the model that Hitler took a liking to at the 1933 Berlin Motor Show?

LEDWINKA: Yes. We were showing a prototype of an air-cooled rear-engined V8, and when Hitler saw the Tatra logo he came straight to me and enthused about the Tatra concept. He said that he used a Tatra



Tatra T57s lined up at the factory.

twin for thousands of kilometres during his political campaigning before he was elected, and added that any new popular German car must be like a Tatra – air-cooled and robust. That night I had to share a meal with him to tell him more about the new V8.

JAKE: How long did the Type 11 stay in production?

LEDWINKA: We built this model from 1923 to 1926, and a heavily modified version – the Type 12 – until 1932. In 1925 we started to produce 4-cylinder cars based on the T 11 concept, and also a few water-cooled luxury cars, including a V12. All of them employed a central chassis tube and rear swing-axles, but my heart wasn't in it. I wanted to go rear-engined.

JAKE: Why were you attracted to such a layout?

LEDWINKA: Initially, it was because my beloved air-cooling resulted in a lot of engine noise. A rear-engine layout shuts most of the noise out, especially at cruising speeds. One day I happened to discuss engine layouts with the famous aerodynamicist Paul Jaray, who was one of our consultants. He said that the current theory favoured a long tail combined with a low and smooth nose. This made it much easier to streamline a rear-engined car. My mind was made up; the next Tatra, the T 77, would be rear-engined.

JAKE: Is this the one with the air-cooled V8 engine?

LEDWINKA: Yes. I forked the central tube at the rear to contain the engine, which displaced three litres, and got Paul Jaray to design a body with a long tapering tail. After about 100 cars I enclosed the underside, and achieved such a low drag coefficient that the car could reach 160km/h. This means very little now, but was fast for a 3-litre in 1938. We called it the T 87, and it was the first production car in the world with a scientifically-designed body shape.

JAKE: I remember reading a road test of this model.

The writer found the interior space, soft ride and lack of noise, once on the move, very praiseworthy.

LEDWINKA: It may interest you to know that the T 87 was the only passenger car that was built throughout WWII in the territories occupied by the Germans. Other automotive companies were only allowed to build trucks or military vehicles according to rigid design criteria. This came about because Dr. Todt, who designed the autobahn, declared that the T 87 was the ideal autobahn car and persuaded Hitler to let production continue.

JAKE: The last designs we have time to discuss are your amazing trucks. I believe they share many features with the cars.

LEDWINKA: They certainly do. I used the add-a-cylinder technique to build air-cooled diesel truck engines from 1933 onwards with cylinders of 1.25-litre capacity. These could be added to create engines with four, six, eight, 12 or 18 cylinders. They all employed roller bearings for the mains, and consequently had built-up crankshafts. The 8- and 12-cylinder engines were in V-format, but the 18-cylinder engine employed a W-format. All of them were fitted with swing axles at the rear, with the result that they were not only far more comfortable than conventional trucks but also caused less damage to road surfaces.

JAKE: May I ask you why you appear to be happy to let other people take credit for your work?

LEDWINKA: I'm only happy when I'm playing around with engineering solutions. As soon as I find that I have to worry about patents and money I shy away. It makes life too complicated.

JAKE: You also had some sadness in your life. I believe you were imprisoned after WWII.

LEDWINKA: When Czechoslovakia turned communist I was charged with a long list of crimes, including the crime of making trucks for the Germans. I was released twice and then imprisoned for six years. Upon my release Tatra had the gall to ask me to run the company again, but I refused. I didn't want anything to do with communism, so I went to stay with my son Erich in Austria. He was then in charge of the design office at Steyr-Puch. Later I settled in Stuttgart.

JAKE: This brings us to my final question. You've had lots of contact with Ferdinand Porsche. How did you feel when you discovered that he used some of your ideas to create the Beetle?

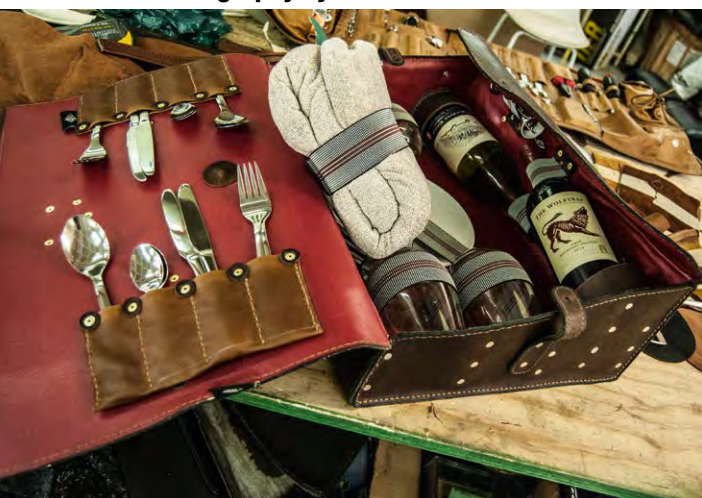
LEDWINKA: At the time I felt sad and disappointed because I was also working on a people's car, but time heals all wounds. As the years went by I forgave the old rascal; he suffered even more than I did during his time in a French prison, and I've always admired his design skills. Besides, he's also an Austrian. In the end I was partially vindicated after the war when Volkswagen paid Tatra DM 3 000 000 in an out-of-court settlement. 📌

1. Ledwinka did not specialise only in cars and trucks; he designed a number of rail vehicles for Tatra.
2. In 1944 he accepted an honorary doctorate from Stuttgart University.
3. After WWII the Tatra company produced small quantities of various V8 and 4-cylinder-engined models based on his pre-war designs. They're now very collectable.
4. While living in Stuttgart he did some consulting work for Perkins and Deutz on diesel engines. He died at the age of 89 at his home.

ALL THE TRIMMINGS

When popping into Fuel Customs to browse the progress on Fiat 500 and other classic restorations, it is well worth sampling a quick espresso and catching up with Simba Matanhire. Quiet and unassuming, he can often be found tucked away behind an industrial sewing machine or figuring out patterns for bespoke accessories, perfect to slot into any classic.

Photography by Etienne Fouche



Orders from Fuel became so prolific that the only solution was to move into the Wynberg shop and set up a full-time upholstery division, making it a one-stop shop for mechanical and bodywork, restoration and trim outfit

Despite his relative youthfulness Simba's learned his skills the good old fashioned, hands-on way under the guidance of an experienced craftsman – one Antonio Francisco. Already a qualified carpenter he joined Antonio in 2007, shadowing him as he carried out a myriad of upholstery jobs ranging from household furniture to car seats, carpets, dashboards and hood linings. By 2009 his skills had progressed to such a level that he and Antonio went into full-time business together, able to combine carpentry and upholstery skills for a one-stop shop.

When the lads at Fuel Customs needed something 'that bit more special' to

stick onto the luggage rack of one of their restored Fiat 500s, they turned to the Kensington-based outfit. The result was a spectacular hand-made leather picnic basket. With the little red Italian doing the rounds at various shows and events, it soon became apparent that the picnic set was a favourite and requests for similar items rolled in. In fact, orders from Fuel became so prolific that the only solution was to move into the Wynberg shop and set up a full-time upholstery division, making it a one-stop shop for mechanical and body work, restoration and trim. And in keeping with tradition he's taken on Samuel, his own apprentice, to pass on the knowledge gained.

It's a busy place. While there we saw a Mercedes-Benz W107 SL having a full interior job done – including factory-looking perforations in the leather. A full Alfa Spider



interior and soft top renewal was making steady progress, an Alfa Giulia dashboard and door cards were finished, a BMW 2002 looked the business with a fresh coat of paint and new roof lining, and a golf kart was being customised with the finishing touch being the camo-trimmed seat.

Samuel was busy at a sewing machine, churning out another one of the establishment's coolest offerings: a one-off tool roll made from some vintage-styled leather hide. The varying finish on the leather means that no two rolls look the same and tools can be added or removed, depending on the nature and space of the client's vehicle. Initial kits came stocked with quality metric sets but there are options for imperial units. The picnic basket's knives, forks and bottle openers could be of the metric or imperial persuasion, but after the bottle of

wine has been consumed nobody really cares anyway.

While continuing with the regular day-to-day work, Simba and Fuel are constantly looking for new areas to explore and the next step on the list is to apply Simba's carpentry/upholstery skills to the world of in-car entertainment. Of course, being a classic-focused shop this doesn't mean monstrous subwoofers and interior disco lighting but rather secretly stashed sound systems that don't detract from the earlier cars' aesthetic simplicity.

Watch this space as you'll soon be able to climb into your toy and without realising it hook up your phone's Bluetooth to a hidden, full-blown infotainment system – making classics that much more practical. 📺

The picnic basket's knives, forks and bottle openers could be of the metric or imperial persuasion, but after the bottle of wine has been consumed nobody really cares anyway

STARTER MOTOR



It was while she was driving around town that **Sivan Goren** happened to catch a glimpse of a bright blue '70s Audi 100 parked in between a host of modern cars in a used car lot. After screeching to a halt and backtracking, she took it for a spin.

So here's the thing. Most people think that in order to be 'into' classic cars you have to be a speculator: buying that once-in-a-lifetime barn find and selling it for squillions. And this is where they would be completely mistaken. The truth is that there are loads of classics available at reasonable prices and just dying to be driven. And even if they are not showstoppers or are a bit tattered and worn, there is no reason they should not be driven.

Take for example this Audi 100. It is not a car that would win competitions or be proudly put on display in a collector's museum. But opening the door and having a look inside, it is clear that it is a car that has had a life. There are memories within this car; there is a story it has to tell. The engine might be a little spluttery and the spark plugs clogged, but this is nothing a good daily drive can't blast out.

Call me crazy, but to my mind a car is

made for one purpose – and that is to be driven. I understand that there are individual examples that are so special, so beautiful and rare (not to mention valuable) that it is almost too risky to drive them and they end up as art exhibits as a result. But I find the idea pretty sad. For me, it would be like a piano standing in a museum and never being played. People can admire it and write poems about how beautiful it is but that it never performs what it was created to do seems incredibly tragic somehow.

So back to my point. With the upsurge in restoring classic cars, most enthusiasts are permanently on the lookout for a hidden gem – that pristine Ford Escort that belonged to one woman for 50 years and can be bought for a song – and flipped for a tidy profit. Or the cute little Mini found in an old man's garage that turns out to be a rare and sought-after 1071 Cooper S that will sell for a fortune. But this is where I think they have it wrong. The true hidden gems are those classics that, although not pristine



The truth is that there are loads of classics
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That rusty old Alfetta that trundles past belching smoke and backfiring flatulently will turn respectable grown-ups into blithering 5-year-olds

or highly in demand, were the garden-variety daily runabouts back in the day. The ones we went to school in during the week or drove down to Durban over the holidays. And the good news is that they are usually pretty reasonably priced, so it is quite easy to score an entry-level ticket into the classic car drivers' club.

I have driven around in a few classics over the years and there is no doubt that they provoke reactions from passers-by: from smiles, to waves to animated pointing. But the most surprising realisation I have had is that by far the most excitement and joy is inspired by the so-called ordinary classics. Why? Because these are cars we grew up with. These are cars that are familiar to us; they stir up emotion and nostalgia. We can relate to these cars because someone we know had one at some point or another. And unlike the more high-end or exclusive cars, they are far more attainable for the average man on the street.

And speaking of high-end vehicles, here is something else that might surprise you. While

today's impeccably restored Porsche 911s get barely a cursory glance as they pull up in full view of trendy coffee shops, that rusty old Alfetta that trundles past belching smoke and backfiring flatulently will turn respectable grown-ups into blithering 5-year-olds. Sure, it's a bit ropey but it seems to have magical powers of illusion – people do not even see the rust or torn seats or broken door handles when they look at it.

Another perk to driving an ordinary classic around? Everywhere you go people strike up conversations with you. They will ask questions about the car and tell you their story about the one they had growing up. And sure, these cars have their issues – as do most old cars – but I like to think of these as quirks: unique and endearing rather than problematic. Besides which, these 'quirks' provide you with constant ongoing projects – you'll never have a weekend of wondering what to do again.

So my advice? Buy that budget classic if you get the chance... you'll never look back. Well actually, with the likelihood of no side mirrors, you might have to now and then – just to check those blind spots. **G**



Vehicle supplied by Bond Street Motors www.bondstreetmotors.co.za

AUDI 100

The Audi 100 was introduced in South Africa in October 1972 and was discontinued in 1977. A new one would have cost you R4 165 back in '74, which means that if you had held onto yours, you could make your money back and quite a bit more if you sold it now. The automatic model, the 100L – same as the example I drove – was introduced in November 1974.

In 'L' format the power of 63kW at 5100rpm is derived from a single Solex twin-choke carb feeding a 1760cc engine. This goes to the rear wheels via a Volkswagen 3-speed automatic transmission and sees the zero to 100km/h time coming up in a half decent 12.9 seconds – plenty quick enough to keep up with modern traffic – and the top speed of 163km/h means it is a viable highway and open road tourer. Fuel consumption when new came in at 6.6 litres per 100km at 60km/h, 9.3 at 100km/h and 9.3 at 120km/h. This means cruising at the 120 mark you'd safely get 540km out of the 58-litre tank – that's almost Joburg to Durbs on a single fill. The handling was also not bad, with drivers claiming it to be firmly comfortable and load-capable.

Pre-1975 models featured inboard discs at the front, while the later ones got outboard mounted units. Regardless of which one, testers reported favourably when it came to the stopping ability – the dual circuit system was not only a good safety measure but also helped to get good balance.

As one would expect from a vehicle targeting the luxury sector, the interior was well specced for the period with

wooden veneer dash inserts, reclinable front seats trimmed with fashionable corduroy-like inserts and a decent array of gauges – excluding a rev counter, which was scrapped in 1974. There was no aircon but Audi claimed that the 100's through-flow ventilation system was capable of changing all the air in the cabin every 15 seconds when doing 100km/h. Furthermore this could be supplemented with the good heating system in winter or the two seamlessly blended to provide a wide spectrum of temperature and fresh air control.

If it was such a good car, why do we see so few on the roads today? Maybe potential buyers were put off by Audi's poor resale figures, plus there was some stiff competition from better-known brands in the sector:

1974	Ford Cortina 2000 Automatic	R2 900
1974	Chevrolet 2500 Automatic	R3 452
1974	Triumph Chicane 2500 Automatic	R3 835
1974	Audi 100LS Automatic	R3 930
1974	Alfa Berlina 2000	R4 050
1974	Volvo 144S Automatic	R4 600
1974	Peugeot 504 Automatic	R4 295

Who knows? But one thing is for sure: those with their ear to the ground will know that the Audi 100 is already enjoying a surge in popularity in Europe, so if you're looking for a useable starter classic and you're into charting trends you'll not be far off the mark.

TAKING A GAMBLE



The 7th and final round of the National Rally Championship Classic Class saw competitors heading for the dry and dusty mielie fields surrounding the Carnival City Casino complex in October. For the most part there was very little risk taken, but regular driver Hubi von Moltke took a gamble, sticking a complete novice into the navigator's seat to call the notes. Said novice was **Stuart Grant**, who takes up the story.

Photography: Johan Niemand

Two weeks before the national event I got the call. As rallying was something I had always wanted to experience I jumped at the chance without a thought. Job one was to upgrade my motorsport licence from circuit cars to rally cars. And then sit down at the computer and watch countless videos on how to read and speak rally notes. I thought I had it waxed.

I was wrong. And this quickly came to the fore when I met up with experienced navigator Terry Illman one night for some extra lessons. It became apparent that the fast-paced special stage note calling was

Lee Rose and Elvene Coetzee were in fine form once again, powering their immaculate period-correct Mk2 Escort RS to class victory on all thirteen of the special stages

the least of my problems. More of an issue were the intricate details and time checks needed to be met on entering scrutineering and service points, and making it to a special stage start on time. Not to mention the route-finding exercise needed to correctly navigate between these various points on the public roads.

But more of that later, let's cover the serious side of the event: the results, ups and downs. Lee Rose and Elvene Coetzee were in fine form once again, powering their immaculate period-correct Mk2 Escort RS to class victory on all thirteen of the special stages, which clearly meant overall Classic honours for the day and, as we found out later that evening, the overall championship for 2017.

Fellow Escort RS occupants Roelof Coertse and Barry White put in a valiant effort, finishing just behind the Rose/Coetzee car on stages 1 through 9, but a serious vibration in the

transmission saw them park the car after nursing it home in stage 10. This handed second for the day to the consistent pairing of Natie Booysen and Johan Smit in a super reliable Kent engine Mk1 Escort. The Mk2 Golf GTI that I was strapped into looked likely to nab fourth place but when a CV joint decided enough was enough on stage 9, we involuntarily parked in the middle of a mielie field.

This meant a wait for the stage to finish and the sweep car to make sure the road was clear before allowing our service vehicle to come and tow us out. And the lessons kept rolling in. First thing when navigating in a rally is to pack some extra water. It is thirsty work watching competitors blast past. It gets even thirstier when your crew get lost on the way and you are left watching a patch of sand where the mielies once grew. Lesson two is make sure you have a phone or means of contacting your crew to come to the rescue. And lesson three: make sure said crew have battery reserves in their cell phones.



Roelof Coertse/Barry White (Ford Escort RS) kicking up the Carnival City dust.



Roelof Coertse/Barry White (Ford Escort RS) looked set for second place but a transmission issue put them out of the rally.



Hubi von Moltke/Stuart Grant (VW Golf GTI) retired on stage 9 with CV joint failure.



Lee Rose/Elvene Coetzee (Ford Escort RS) took the day's Classic Class win.

Regardless, it was a blast and with the Classic Rally Class growing, we will be back that bit wiser in 2018. The plan at the moment is to shelve the Golf and unleash the glorious sounds of a straight-six engine at full chat. Not the Datsun Skyline you might be picturing but rather a Mercedes-Benz 280CE. There'll be nothing fancy to the car – other than a bit of beefing up to meet the rigours of the sport, some required safety requirements, a communication system and of course a hydraulic fly-off type handbrake to help swing the old girl around the tight stuff. If you've ever wanted to rally, this is the place to do it. Simplicity is key. For rules and info, as well as dates and how to go about watching this spectacular pastime visit www.sarallying.co.za. To those uneducated in the rallying game, I will try clear up some of the complicated stuff. Like the magic circle, it all seems so simple to those in the know.

Basically rallying is all about time management – one of my major flaws. It has

to be like this, not only to test competitor skills but also to ensure the day runs smoothly and most importantly, safely. With cars setting off at different time intervals, officials need to know where each vehicle is at any given time – if you don't exit a stage on time it means you are stuck somewhere and could possibly be in a precarious position.

Time management is the navigator's responsibility, making him or her as – or perhaps more – important than the nut behind the wheel. Any infringements on the time schedule are penalised by the impressive bunch of volunteers that give up their time to sit in the hot/dry/wet/muddy/windy environment marshalling. In fact, they deserve the biggest trophy.

Going hand-in-hand with time is another personal hate: paperwork. This starts in the days leading up to the event. Downloading entry forms, time and distance schedule, service guide, liaison road

books, stage notes, road maps to service, scrutineering and parc fermé areas.

At event documentation the navigator gets his time card and ensures it is kept safe for the rest of the weekend – this is the score card, so without it you can't continue. A recce run of the special stages can be completed in a road vehicle, where navigator and driver can alter the stage notes to suit their driving/calling style.

In this pile of printed matter a start time for scrutineering is given. This is for the first car on the list. From there the navigator keeps an eye out on when their car must check in with the officials. Intervals are given. So let's say car 1 has a 14h00 allocated time and the intervals are two minutes apart, the second

Time management is the navigator's responsibility, making him or her as – or perhaps more – important than the nut behind the wheel



Lee Rose/Elvene Coetzee (Ford Escort RS) crowned 2017 National Classic Rally Class Champions.

car arrives at 14h02, the third 14h04 and so on down the list.

Drivers' briefing follows at a set time after this where any changes to the itinerary are pointed out and the crews sign this. A master clock is displayed so that all crews can sync their watches with the officials' to limit the penalties.

From here the action gets going. Car 1 has a given time, say 16h00. This means just before 16h00 they pull up towards the start area, but must not enter the staging area until the stroke of 16h00 – enter early and penalties are given, so with 59 seconds available before 16h00 comes up it is best to be fractionally late, but not a minute late. Now the navigator hands his time card to an official who writes down an actual start time and hands it back. The navigator takes note of the allocated start time (for simplicity here let's go with 16h02) and the car can pull up to the actual start point. Here the marshal checks the given start time and provides a countdown to GO at 16h02. Car 1 pulls off and starts rallying – onlookers will see that car 2 has echoed these procedures, just behind by the given interval.

Exiting the start the navigator zeroes a dash-mounted odometer and pulls out the road book with route to the first stage. The book gives instructions along the lines of 2.1km T-junction left, 3.4km traffic light right, 3.6 80km/h sign, and so on. It also gives

a total distance to the stage and an all-important time of how long it should take to get there. The multi-tasking car 1 navigator has somehow by now managed to add this time to the 16h02 start time and knows exactly when to clock into the stage holding area. Again best here to go in a few second late rather than early.


In our example the drive was a 15 minute affair so hand in the card at SS1 (there's some rally jargon) at 16h17. The friendly marshal marks down your time on arrival and a start time for the stage is given – 16h19. Roll forward. Watch the marshal or clock and as the clock ticks onto 19 drop the clutch in a tyre-spinning, sand-and-rock-tossing pull-off. Hopefully the navigator has zeroed the odometer again as by now their job is to pocket the time card, rustle through the other papers and find the stage notes (pace notes) and warn the driver: "Start 400 R9 n.c. ROCKS is L3 100 smJmp into lgL4>/gate n.c..."

I'm still learning but loosely translated that's something like: Start, go 400 metres into a very sharp right, don't cut it as there are rocks inside, then immediately into a medium/fast left-hander, see 100 metres and reach a small jump that goes into a long medium-speed 4 which narrows and goes through a gate where it is best not to cut because the gate pole hurts. Next to each instruction is a kilometre reading and it also gives a countdown in kays to show how far

the end of the stage is.

And so it goes on for the length of the stage. Losing your place as you turn more than one page can happen. Here if you spot a significant marker on the page (like a telephone pole), keep an eye out for it in the landscape and check your odometer reading matches up to that on the paper. Unlike the old days there is no need to calibrate these as they are GPS-driven, but if you've had the odd off-route excursion you can minus the extra metres at the push of a button when at the marker.

If all goes to plan, you cross the flying finish line to record a stage time. You then hand over the time card to another marshal, who jots down the actual clock time. The navigator then uses this to add to the next liaison section's allocated time and then also gets the next check-in time – this could either be SS2 or, if scheduled, the service area.

And so it goes on like this for the remainder of the rally. Easy peasy... kind of. Just do it though. It makes more sense when you are there and it is one of the most exhilarating forms of motorsport out there. I know I will not forget the joy of looking out the side window as we hurtled through a mielle field alongside a cargo-carrying train. Nor will I forget the acute hairpin right that I missed in the notes – the one that came right after the 5000rpm fifth gear straight we were on at the time... 



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 ...



EXOTIC DANCING AT THE CLUB

When thinking racing cars not many think of Citroën's GS 1220 Club as the ultimate track machine. But Johannesburg-based **Rob Clark** does. And he's not the only one. Believe it or not, a few of these oddities took to the track in the late '70s in door-handle-to-door-handle Group 1/N championships – one notably driven by none other than Sarel van der Merwe, who scooped the 1977 Championship with the little Frenchie.



My earliest recollection of the Citroën marque was as a young child, probably 4 years old. That would be in the late '50s. My grandfather, who owned an automotive engineering business in Durban, had a light 15 Traction Avant. The gear lever out the left middle part of the dashboard was most unusual. My uncle was something of a petrolhead and owned some fairly exotic machinery in those days. Of note was the Triumph TR2 followed by a Triumph TR3, then came the 1958 Jaguar XK150 coupé

To me the Escorts, Beetles and Minis just did not cut it. I always wanted something different that could be classed as 'mildly exotic' since my budget would never stretch to 'wildly exotic'

and later a 1963 Series 1 E-Type Jaguar coupé, which gave way to an E-Type 2+2 coupé. So at an early age I learned to appreciate exotic cars. The DS has always fascinated me. The father of one of my school girlfriends had one and that basically started my enthusiasm for the French marque. Drive-ins were the order of the day back then and wallowing in the back seat of the DS, watching a good movie, was a special treat.

The first car my father owned was a DKW 1000s 4-door. This was a truly amazing car and probably helped set me on the road to always wanting something different when it came to cars. To me the Escorts, Beetles and Minis just did not cut it. I always wanted something different that could be classed as 'mildly exotic' since my budget would never stretch to 'wildly exotic'.

When, in about 1974, the Citroën GS 1220 Club was

launched in South Africa, I was smitten. Here was a small car that shared the same suspension and brake systems as the DS. Inboard front disc brakes and rear disc brakes were unheard of in cars in the same segment. It also had a huge boot, acres of leg room and some of the most comfortable seats in its class. Performance was amazing considering the size of the engine, and best of all it fitted my niche of 'mildly exotic'. After reading and rereading the test report in *CAR* magazine, my mind was made up. At the time I was just 22 years old and had never owned a car of my own. This was going to be my first car, bought with my own money. I bought one for the exorbitant sum (in those days) of around R3 500. The colour was Sahara Sand with colour-matched interior. The GS Club was an endless source of enquiry from my friends, since there were not that many of them on the road. Unfortunately, the car was written off in a late night accident but my love of the Citroën marque was cemented and has endured for most of my life.



Fast-forward to the year 2001 and I became a marriage statistic; the ex-spouse took the car, the kids and the house. Desperate to have some transport I started looking for my bucket list car. It couldn't be expensive, but it had to be something I really wanted. I came across an old Citroën ID19 in bad need of some TLC. At the same time, I connected with local Benoni DS aficionado Chris Lemmer, who highlighted that the ID19 was beyond redemption but that he had a really nice DS Pallas for R11 000 that was undergoing restoration. Deposit paid, I waited and waited and waited. By the time Chris knocked on my door to deliver the car, I didn't have the money to pay the balance. Opportunity gone. Next up I saw a Citroën CX2200 Pallas advertised. By this time finances had improved marginally and I was able to acquire this car, which famously has become known as 'Le Bitch'. Everything I know about Citroëns was learnt on Le Bitch.

Being the proud owner of a Citroën I set about finding some like-minded people. I

joined the Citroën Car Club of South Africa in 2002 in order to access spare parts at discounted prices for members. It also provided a hugely rewarding social outlet and some really knowledgeable people. The fever really took over and soon after joining, my partner bought a 2CV6 Special. In 2007 I was informed of a Citroën GS Club for sale. It was a 1975 model, one old lady owner from new, a few shopping centre and parking bay scrapes on the side, with 57 000km on the clock. I didn't hesitate and became the proud owner of the GS which has the name tag 'Miss Maggs', after the original owner. A respray of the lower panels and she was as good as new.

I was roped in to serve on the executive committee of the club and did so up until 2013. In that time, I represented the club on the South African Marque Club Association (SAMCA) Council from 2004 and

was elected to the executive committee of SAMCA in 2006 in the capacity of secretary. From 2009 I have been the organiser of the annual SAMCA Angela's Picnic. Gate collections from this event are donated to the Witwatersrand Hospice Association and each year they receive a donation of about R25 000. This event is approaching its 37th edition in 2018.

Being a keen motorsport enthusiast, I had always hankered to have a go at karting, but never had the money to get involved. That was until 2006. My business was booming and a chance meeting on the golf course with the Fannuchi brothers was my introduction to the Prokart 4-Stroke Endurance karting series run at the Vereeniging Kart Circuit.

It was a 1975 model, one old lady owner from new, a few shopping centre and parking bay scrapes on the side, with 57 000km on the clock



I was aware that Sarel had raced a GS in Group N in the '70s, as had Mike O'Sullivan, and of the decision to replicate the car with which Van had won the '77 National Championship

Curiosity piqued, I arrived at the circuit to test a kart that was for sale. It was a race day so testing took place during the official practice for the event. As it happened, a driver in the Splash Paints team failed to pitch up, so I put up my hand. Six hours later, with ribs I thought were broken, I committed to buying the kart I had tested, found two team mates I didn't know from a bar of soap and Team Containerforce racing was born.

In 2006 we finished 5th in the championship. But in 2007 it looked like the series was in danger of folding, with numbers dwindling. In order to protect my recent investment I got involved in the organisation and running of the series. That involved promotion, rules and regulations, technical specifications, entries and competing – the lot in other words. By 2015 the series had grown to 48 endurance racing teams and 36 sprint competitors.

In 2008 we held the first 12 Hour night race for karts. My team finished 3rd in the race and we raised about R14 000 for our nominated charity. The event grew and grew and we supported the Wide Horizon Hospice in Vereeniging, raising about R300 000 over eight

years. Considering my late start in racing at the age of 54, I have been fortunate to have won two ProKart 4-Stroke Endurance series championships, won the Prokart 12 Hour Charity twice and have consistently been a top five competitor for the 10 years of participation. But I couldn't have done it without my team mates over the years that included Stephen Thorne, Darren Hengher, Darren Hume and occasionally Barry Ingle.

In 2012 I became interested in historic racing, in particular the marque car category, as it looked like a fairly low-cost entry into circuit racing and you didn't have to have a particularly fast car – handicap racing gives even the slowest competitor a chance to win. I had a car, the 1975 Citroën CX 2200 Pallas. I now had some racing experience and needed to graduate to a formula I could do by myself. Also, at that time no one knew who I was and I could fly under the radar without getting involved on committees and the like. The CX proved to be a troublesome car with constant overheating, no matter what I did. But I persevered and had some good dices, missed quite a few races and met a great new bunch of people.

This year I retired from karting and sold all my equipment. With some cash to spare, I started looking for a replacement for Le Bitch after finding out the block was



cracked. After years of battling to get her reliable I decided it was time to retire her and find a more reliable car to race. At this time Gary Stacey had started talking about reviving the Group N/Group 1 era under the HRSA banner and coincidentally I had started looking for a GS Club to use as a track car. I was aware that Sarel had raced a GS in Group N in the '70s, as had Mike O'Sullivan, and of the decision to replicate the car with which Van had won the '77 National Championship – this after epic dices with the Alfasud of Jan Hetteema. The Group 1/N replica route made sense because those were largely 'standard' cars that raced back in the day and did not require a huge investment in modifications. My '75 Miss Maggs was too good an original for this. After trawling the 'for sale' advertisements on the Internet, a 1979 GS Club that fitted the budget popped up. A test drive and negotiations followed before parting with the money and driving the new Club home. Stacey sent me a photo of the 1/43 scale Van der Merwe GS model being made by Emil Sluiter and Clayton Cunningham of Home Made Models. Trawling the Internet revealed that some colour pics of the original racing could be found on www.motorprint.co.za. Clayton kindly supplied a contact sheet for his model

decals that were enlarged and applied by my buddy Barry Stuart's Basically Branding after he wrapped the car with the required white and red sections. Fortunately the car I found was dark blue so the need to go the expensive respray route was nullified.

Modifications include the installation of an approved racing seat and 4-point safety. I serviced the brakes, skimmed the tyres and painted the wheels Sprayon Sunshine Yellow. The total cost to date of purchasing the car, servicing, new parts and branding is R43 900.

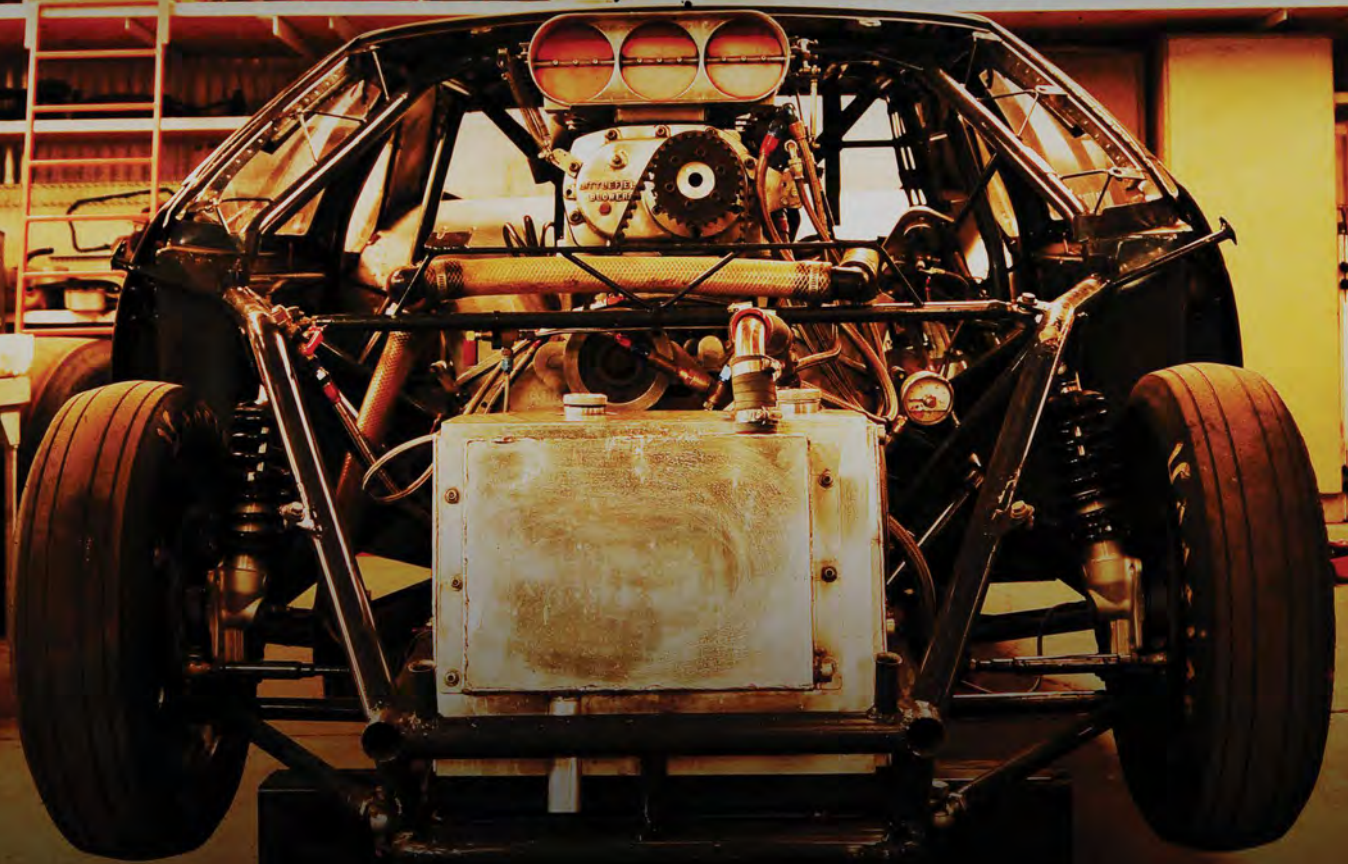
The car is still fully road-legal and driving to the shops or track it rides like any hydraulically-suspended Citroën – a magic carpet ride that smooths out the most severe bumps and potholes. The steering is extremely light since it is hydraulically-assisted in the same way as the DS and CX models.

At its recent Red Star Raceway debut it surprised me. After some advice from Mike O'Sullivan (who had also raced one in period) on tyre pressures, "the harder the better", I improved my lap time around Red Star by 6 seconds from the time set on normal road pressures. The car tends to understeer, but with the hard tyres you

can overcome the understeer and get the back out with 'lift off' oversteer. The other technique would be 'on brakes' oversteer as you turn in. The brakes are heavily biased to the front and the rear brakes actually do not operate unless you have a heavy load in the boot. Body roll is still there but weighing in at 950kg it is reasonably nimble and so much better than Le Bitch was. Sarel's setup advice was "keep it flat and brake late". And brake late you can. The brakes are phenomenal. Heat 1 saw a fifth place overall and second in class over the line – but such is the way of handicap rules that when you improve too much like I did you break out and are disqualified – by doing a lap time 0.099 seconds too fast that was me out. Luckily this wasn't repeated in race 2, with a second overall and first in class... the first of many future notches in the weirdly exotic GS Club's belt. 🏁

The car is still fully road-legal and driving to the shops or track it rides like any hydraulically-suspended Citroën – a magic carpet ride that smooths out the most severe bumps and potholes

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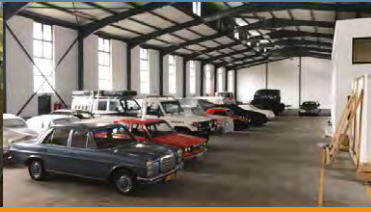
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