

COWLEY CARS
Morris Bullnose

VOLKSWAGEN CARACAL
South African built sportscar

BIMOTA
Kawasaki KB1/3

Classic Car

& Performance Africa

R46.95 incl VAT • August/September 2013

BMW 2002 ALPINA THE BEST FOR ROAD & TRACK



COUNTACH

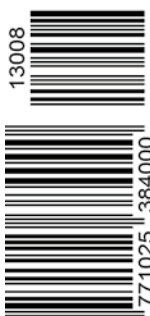
Celebrating 50 years of Lamborghini with the ultimate pin-up

1959 CHEVY

Spreading the wings with range, fins, excess and extravagance

ANDY TERLOUW | JIMMY DE VILLIERS | VAN DER LINDE DYNASTY

13008



9 771025 384000

FOR BOOKINGS

0861 11 9000
proteahotels.com



PROTEA HOTELS



IF PETROL RUNS IN YOUR VEINS, THIS IS A SIREN CALL TO THE OPEN ROAD...



**TO BOOK THIS
& MANY MORE GREAT
MOTORING SPECIALS VISIT
proteahotels.com/motoring**

PRETORIA CARS IN THE PARK
ZWARTKOPS RACEWAY, PRETORIA
4 AUGUST 2013

CAPE CLASSIC CAR SHOW
JAN BURGER SPORTS COMPLEX, BELLVILLE
3 NOVEMBER 2013



PROTEA HOTEL CENTURION

Protea Hotel Centurion is located midway between Johannesburg and Pretoria and is just a short drive away from the Zwartkops race track.

R350* per person sharing, per night

Includes secure parking, welcome drink on arrival and 500MB complimentary Wi-Fi per day.



PROTEA HOTEL TYGER VALLEY

Protea Hotel Tyger Valley is great value for money, ideally located 6 minutes' drive from the show grounds in Bellville.

R350* per person sharing, per night

Includes secure parking for cars and trailers and 500MB complimentary Wi-Fi per day.

CONTENTS

August/September 2013

- 04 **ONE, NOT FIFTY SHADES OF RED**
A tour of Maranello and Modena
- 08 **HIGH OCTANE**
Coucher, Wilbur Smith and a Porsche 911
- 12 **NEWS & EVENTS**
Latest from the South African classic scene
- 20 **A MASTER STROKE**
BMW 2002 Alpina A4
- 24 **COWLEY CARS**
100 years of Morris
- 28 **CAPE DISCOVERY**
South Africa's Volkswagen Caracal
- 30 **LUANDA OR BUST**
Jimmy de Villiers wins in Angola
- 34 **SPREADING WINGS**
The iconic 1959 Chevrolets
- 40 **YOUTH PROJECT**
Building a first car – a classic BMW 2002
- 44 **THE SUPER VANS**
The Van der Linde dynasty
- 48 **PIN-UP PERFORMANCE**
Lamborghini at 50 and the ultimate Countach
- 54 **A FORGOTTEN PIONEER**
The story of Walter Christie
- 56 **FANTASTIC FULVIA CELEBRATIONS**
Enjoying 50 years of Lancia's front wheel drive star
- 62 **THE A-FRAME**
Kawasaki powered Bimota race winner
- 66 **THE DEVELOPMENT GAME**
Ford's Fiesta compared with classics
- 70 **FAST ON TWO & FOUR**
Racer, cyclist and business man Andy Terlouw
- 74 **CLASSIC WINTER MIGRATION**
A trek to Cars in the Park Pietermaritzburg
- 76 **TWO MINIS & THE ROOF OF AFRICA**
Retracing the hardcore race in a pair of Minis
- 78 **CLASSIC & HISTORIC RACING**
Motorsport action from around the country
- 82 **SIMPLY FABULOUS**
Jaguar's latest F-Type
- 90 **WHY PUSHRODS ARE OUT**
Combustion chamber designs, benefits and downfalls
- 92 **GEARBOX**
Classified adverts
- 94 **LETTERS**
Have your say
- 96 **BOOK REVIEWS**
Motor Books



XF XJ XK



EVERY JAGUAR CAN DO THINGS MACHINES CAN'T.

Jaguar. Not manufactured, but created. Powerful, agile and instinctive in everything it does. Eight-speed electronic automatic transmission with Jaguar Sequential Shift provides velvet-smooth control: gear changes completed in just 200 milliseconds. Beautiful bi-function HID Xenon headlamps illuminate the road with power and intelligence. And every day the leather interior continues to surprise and delight. Feel it. Be moved. And ask yourself: "How alive are you?"

HOW ALIVE ARE YOU?



JAGUAR CENTURION
400 West Street, Centurion
Tel. Tel: 012 678 0022
www.jaguarcenturion.co.za

Classic & Performance Car Africa

Publisher

Fred Phillips
fred@cpc.a.co.za

Editor

Stuart Grant
stuart@cpc.a.co.za

Sub-Editor

Thora Paver

Art Director

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

Contributors

Greg Mills, Robert Coucher, Mike Monk, Dave Hastie, Gavin Foster, Oliver Hirtenfelder, Jake Venter, Colin Brown, Eric Ackroyd, Colin Mileman, Mannie de Villiers, Tony Seiler.

Business Manager

Derek Hulse
Derek@cpc.a.co.za
082 451 3899

Marketing/Subscriptions & Accounts

Allison Phillips
Allison@cpc.a.co.za

Northern Regions Marketing

Dave Hastie
djh@icon.co.za
083 418 0372

Subscriptions, Advertising & Editorial

info@cpc.a.co.za
Stuart: 082 921 4583
Fred: 082 772 1909
Fax: 021 790 5183

PO Box 26961
Hout Bay
7872



CTP printers
CAPE TOWN

ISO 12647 compliant

The publishers makes every effort to ensure this magazine's contents are correct. All material published in Classic and Performance Car Africa is copyright and unauthorised reproduction is forbidden. The opinion of contributors, as published, are not necessarily the opinions held by the publishers or editors of Classic and Performance Car Africa. The publishers and editors make no representations, nor do they give any warranties, guarantees or assurances, for any goods or services advertised herein.



Paging through old magazines recently I realised that South Africa has an extremely strong motoring history, especially when it comes to making local specials. Of course we all know the likes of the Perana, Can Am, Opel SuperBoss, BMW 333i and 745i but there are a host more mundane but equally unique attempts like the 3-Litre Ford Cortina Bakkie and Chevrolet Kommando. What about the Caracal? Nope, I'd never heard of it either but you can read about this Volkswagen Golf-based machine in this issue and look forward to more local cars in future editions. We were an innovative bunch.

CPCA also kicks off a series this month, which like so many South African specials, sees an engine swap at the core. The car is a BMW 2002 which will, over time, receive a number of modern additions to make it a suitable first car. Some might argue that it is diminishing the stock of original classics in SA but on the other hand the car had been consigned to the scrap heap already and updating

in such a manner makes it a viable, reliable and safe car for a youngster. This will hopefully encourage the youth to learn about classics. Besides the bi-monthly magazine updates you can follow the build on our website www.cpc.a.co.za and Twitter by following @ClassicCarZA. If you are more about original power plants in classics, see the awesome Alpina-inspired 2002 on page 20.

Vehicle celebrations continue in 2013 so Mike Monk recalls a personal link to 100 years of Morris and I play with a poster perfect Lamborghini Countach as that marque reaches 50. Greg Mills visits the Ferrari factory, just down the road from where the Countach was made, Gavin Foster talks Bike trickery via a very special Bimota and Roger McCleery catches up with one of the biggest names in South African motorsport – the van der Linde family. Other profiled personalities include Jimmy de Villiers and Andy Terlouw.

There is also news and a look back at recent local events. Please enjoy.

Stuart

ONE, NOT FIFTY SHADES OF RED



Lancia-Ferrari D50 on display in the Jan Kaplicky designed Enzo Ferrari Museum - Modena.

Greg Mills has been in Bellagio, Italy for a month trying to write a book on external intervention in failed states, but he has been distracted and tells us why.

“**A** constructor creates,” said Enzo Ferrari, “by transforming shapeless, forged materials into big machinery, into a harmony of sounds.” *Il Commendatore* saw the car “as man’s conquest for freedom” while racing cars were “like sons ... when you think sons represent a continuation of ourselves.”

This thinking, such passion, explains Ferrari’s unique longevity and success in the otherwise fickle world of motoring and Formula One in particular. The son of an affluent Modena businessman, Ferrari’s career took off managing Alfa Romeo’s racing team in 1929. Although he built his first, eponymous car in 1940, the Tipo 815, it was only until after the war that Ferrari’s business took off.

Scuderia Ferrari has been a force in Formula One since the World Championship’s inception in 1950. Its longevity is all the more remarkable given there have been 136 F1 teams in various iterations in the last 63 years. And all along it has managed a racing and road car business side by side, which only Lotus and, more recently, McLaren have come even close to emulating. Since José Froilán González gave the team its first F1 victory at the 1951 British Grand Prix, Ferrari has

accumulated 16 Constructors’ and 15 Drivers’ Championships, including dominating the 2000s.

Up to April 2013, Ferrari had won 219 GPs, compared to the second, third and fourth place McLaren, Williams and Lotus with 182, 114 and 79 wins respectively. In terms of titles, McLaren is again in second behind Ferrari with eight Constructors’ and eleven Drivers’ Championships with the likes of Emerson Fittipaldi, James Hunt, Alain Prost, Ayrton Senna, Lewis Hamilton and Mika Hakkinen. Despite a poor run since the mid-2000s, Williams has achieved nine Constructors’ and seven Drivers’ titles, while the original (Colin Chapman) iteration of Lotus won six Drivers’ titles in the 1960s and 1970s with Jim Clark, Graham Hill, Jochen Rindt, Emerson Fittipaldi and Mario Andretti, along with seven Constructors’ titles and two Indy 500 victories.

Although Ferrari fans once scorned the English ‘garagistas’, epitomized by the Cosworth-Hewland ‘kit-car’ era, English teams (and drivers) have, as above, outperformed their Italian counterparts in terms of overall victories. English drivers had, by the time of Bahrain 2013, won 226 GPs, next up being Germany with 132 (of which a certain M Schumacher accounts for 91), Brazil 101, France 79,

Finland 46 and Italy 43. Reflecting this consistency, of the 740 drivers who have started a Grand Prix to date, there have been only 104 different winners, with the first being Dr Giuseppe Farina at the 1950 British Grand Prix.

Then again Ferrari has pretty much carried the Italian flag single-handedly, with only bit-part roles from the likes of Alfa with ten victories and Modena-based historical rival Maserati with nine. Although Benetton raced under an Italian licence for a while in deference to its sartorial sponsor, it was based in the UK throughout.

This makes the Ferrari story, one in virtual isolation by comparison to the critical mass of the UK motorsport industry, that much more impressive.

Based in Maranello, 18km from Modena, just west of Bologna, Ferrari is a force because of engineering excellence. Money has helped of course; Fiat part-ownership since 1969 tided it over in difficult days. But this too would not have been possible without a considerable level of public support and, again, this reflected *la passione*.

Modena and Maranello will give a *petrolheadache*. At Paolo Cavalieri’s prompting, Carlo Bonini, a Ferrari service dealer, anointed by The Old Man, took me to Autosport, a Modena panel-beater. But this was no oke from



Autosport, a Modena based panel-beating shop is mind blowing. Ferrari 275 work in progress.



Although the Enzo Ferrari Museum focuses on the man behind Ferrari there are other influential cars on display - here Ligier, McLaren and Williams.

Ontdekkers 'spraying it oahffer'.

Owned and run by Franco Bachelli and Roberto Villa, it is a treasure of priceless cars. Enter the otherwise nondescript building from the side and you are greeted by a ruby-red replica Daytona *Competizione*, a lime green Miura, F40, and two 275 LWBs, one each twin cam and four cam, among others. Then it was a walk around the corner, past hundreds of V8 tappet covers and intake plenums receiving a red 'crackle' finish and a bare-metal Dino 246 to a LM250 receiving a new chassis, another bare-alloy 275 LWB, a 250S, and a 250 'interim', the latter the car that pre-dated the ultra-desirable 250GTO of which there were just 56 made. These fetch €30m apiece today; the LMs, of which there were 52, a mere €8m.

Facing each other were Maserati 'number one' locked in a chassis turntable and a Ferrari 165, both dating from 1952, and both totally stripped for a restoration that, on average, lasts two years. Equally disembowelled was a 340 MM Mille Miglia round the corner, its aluminium being worked around a lattice of tiny steel tubes, the various wheeling machines, sandbags and hammers demonstrated by Villa testament to this shiny black art.

Already emotionally overloaded it was on to lunch at nearby, rural

El Catone, tagliatelle being washed down with Lambrusco, the regional speciality. Then a turn was made at Modena's Enzo Ferrari Museum, a functional mix of high-tech video presentations on the great man's life and motivations, and a jaw-dropping collection of cars and memorabilia in a new post-modern building erected next to the original Ferrari *casa*.

Inside was the ridiculous to the sublime: Chris Amon's unwieldy and unraced Gordon Folwell-designed Goral Tecno to Gordon Murray's oh-so-sweet BT45-Alfa. Jo Bonnier's baby-blue Cooper-Maserati as it came off the track was a step away from Clay Regazzoni's 312B, a Mercedes streamliner and Dan Gurney's Porsche 718. The contemporary section included a Ligier JS9, a Ferrari 312T4 just like that which took Jody Scheckter to his World Championship in 1979, and Niki Lauda's 312T2 among scattered helmets from more drivers you can remember. My favourite was that of Johnny Dumfries, the Marquess of Bute and 1986 Lotus F1 team-mate to Ayrton Senna, which included a pastel-scrawled note on the dark-blue lid to 'enlarge stripe'.

Then it was on my bicycle, quite literally, to Maranello. I popped into 'Shopping Formula One' opposite the

old factory gates, run by arch-enthusiast and motorsport expert Luca Fornetti, before checking into the Planet Hotel overlooking the new Ferrari works and the Fiorano test-track. Then it was up the hill for a sumptuous supper at *La Noce*, where Giorgio Muzzarelli's family has been making balsamic for five generations. The next day included a visit to the town's Ferrari Museum before reluctantly pedalling my way home. The town is swimming in red, from memorabilia shops, Ferraris sing-sawing their way through the town's streets, to flags everywhere flying the famous prancing horse.

The emblem was originally pasted on World War One flying ace Francesco Baracca's fighter. It became Ferrari's logo after the fallen aviator's mother asked, Enzo recalled, to "put my Francesco's horse in your car. It will bring you luck." "I can't," reflected *Il Commendatore*, "say she was wrong." The passion behind Ferrari can also be seen in the global fan-base of the team, motorsport's Manchester United. These Tifosi are a fervent if sometimes infuriating following, world-wide.

Success in contemporary motorsport requires extraordinary expertise and years of accumulated investment. This is why so many fail and why Ferrari is successful. Chris Amon, a Ferrari works



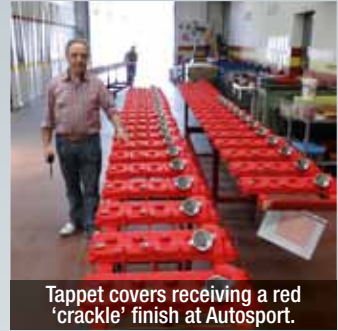
Chris Amon and his Ferrari during 1969 South African Grand Prix - Kyalami. Image: Ken Stewart via www.motoprint.co.za



The old factory, now part of the museum, with new building just behind.



Memorial to perhaps the ultimate Ferrari driver Gilles Villeneuve.



Tappet covers receiving a red 'crackle' finish at Autosport.

driver from 1967-69 and by common consent the unluckiest driver not to have won a GP, observes, "There have been several different eras of Ferrari. The first was the pre-Fiat days which I was part of, then the first Fiat era during which they still continued to dabble in long distant sports cars and Can-Am etc., then an era where the F1 was the main concentration but still largely staffed by and directed by Italians. This was followed by the Schumacher years where most of the key people were not Italian, and now the present regime."

"Some of these eras," says Amon, "have been much more successful than others. The key to the success has been the passion of the people involved above all else. The difference from one period to another has, I believe, been how that passion and enthusiasm has been directed and managed. When I first joined Ferrari I was amazed by the scale of the operation compared to what I'd been used to in the early days of the McLaren team. There was something like a hundred people in the racing department and a much greater percentage of the cars' components were made in-house than was the case with most other teams."

The Kiwi, 70 in 2013, who won Le

Mans with Bruce McLaren in 1966, reflects, "In hindsight the resources were far too thinly spread over by attempting to participate in too many categories. I believe there is now something approaching a thousand people to run two F1 cars."

Emanuele Pirro, the 5-time Le Mans 24 Hour winner with Audi and also a Benetton and Scuderia Italia F1 driver, says that Ferrari's motorsport longevity is due, first, to combining a "necessarily ruthless business acumen with a great vision and charisma." Ferrari was able to keep "the racing side alive by selling road cars to rich enthusiasts in the 1960s, by his extraordinary ability in creating a dream, and then in seeking out Fiat as a partner when things got very tough. He was an unheralded leader, too," says the Roman, "in understanding the value of building and nurturing the Ferrari brand." And he was "no doubt helped in all this," says Emanuele, "by living to a ripe old age."

The Scuderia's combination of money and sporting allure continues to attract the best and brightest engineering talent, including SA's Rory Byrne, the second 'winning-est' F1 designer of all time behind only Adrian Newey. Yes, success breeds success in F1, but it's all too easy it get it wrong as the failure of

once great teams like BRM, Brabham, Tyrrell and (in its original incarnation) Lotus have shown.

Byrne, who today spends 'just' 120 days a year with Maranello, puts Ferrari's phenomenal run of success in the 2000s down to "attracting some of the best engineering talent from all parts of the world and providing them with the best tools to do the job. In particular," he observes, "Ferrari were the first to build (what was then) a 'state of the art' wind tunnel and run it 24/7. The engine and chassis design/research was all done in the same area, facilitating communication between the engineers. Two test circuits, Fiorano, situated right next to Ferrari's technical centre, and Mugello, were generally always available for testing car and tyres, and Ferrari developed a very good working relationship with Bridgestone and provided them with a very convenient test environment at Fiorano and Mugello."

Motorsport is ultimately a human endeavour. As The Old Man himself observed, "Ferrari is made, above all, of men. This is why its journey will continue even after I am gone." Still, it takes a certain type of 'man' – drivers, technicians, mechanics and tifosi alike. 🇮

Classic & Performance Car Africa

Classic and Performance Car Africa is the only dedicated historic motoring magazine in the country. From racing, to personalities, to some of the most special vehicles ever produced, we are continually unearthing great stories, illustrating them with a mixture of old photos and new, and helping

bring back the memories of motoring times gone by. Whether your heart flutters for pre-war engineering, or brute-force muscle, gentle drives in scenic places or screaming tyres and a whiff of Castrol R, we have something in every issue that will appeal. Subscribe, and never miss another issue.

START YOUR SUBSCRIPTION TODAY!

Get one year (6 issues) of *Classic and Performance Car Africa* for just **R250**



WHY SUBSCRIBE?

- Save R32 off shelf price.
- Get your magazine delivered to your door before it hits the shelves
- Avoid future price increases
- Guaranteed access to the best classic, historic and performance motoring content in South Africa

CONTACT US

PO BOX 26961 Hout Bay 7872
Tel 083 450 5253
Email info@cpca.co.za
Fax 021 790 5183

Yes! Please start my subscription with your next issue

TITLE..... FIRST NAME..... SURNAME.....

POSTAL ADDRESS.....

..... POSTAL CODE..... TEL (H).....

TEL (W)..... CELL No..... EMAIL.....

PAYMENT OPTIONS

CHEQUES Made payable to Zig Zag Publishing

CREDIT CARD Visa Master Card

Name on card.....Card No

Expiry date CVV Number (Last 3 numbers on the back of your card)

Please debit my account for the full sum of R250 Date..... Signature.....

BANKING DETAILS FOR EFT:

ZigZag Publishing; Nedbank, Hout Bay Branch
Branch Code: 167 609; Account Number 1676040021
UNIVERSAL EFT CODE: 198765



The offer to meet one of South Africa's most famous novelists is a rare opportunity, so when a smart invite arrives in the post to meet Wilbur Smith, I call Porsche and ask for a fast car to be delivered for my mission, *schnell!* I think the word *achtung* is also used...

To be honest, it wasn't just Wilbur and me. A couple of hundred other literary types pitched up at the grand Althorp House in June to attend the Althorp House Literary Festival. The House was built in 1508 by Sir John Spencer and

500 years later it remains the home of (honorary Capetonian) Charles Spencer and is the family home of the late Diana, Princess of Wales.

I am not really a literary type myself but a champagne reception followed by lunch in the Grand Dining Room and a chat with Wilbur seems like a good idea. Especially as it includes an hour's drive to Northamptonshire and an opportunity for wives and girlfriends to come along and observe quite how civilised we car types really are!

I thought I'd leave my Jaguar XK140 in the garage because this drive includes

hacking through central London and a blast up the M1 motorway before diving off into the country lanes. Anyway the new 991 Porsche has recently been released, it's the 50th anniversary of the legendary 911, and I realise I have not driven a new one since I took a then new 997 to Spa Circuit in 2005. Gad, it's been too long.

The Press Car duly arrives at the front door – one perk of being a motoring hack. I had asked for a PDK gearbox for this gentle jaunt, but none was available so I had to put up with a manual. The Porsche comes with black painted alloy



Robert Coucher was born in Cape Town but has lived in London since 1988. Previously the editor of *Classic Cars* and the *Bentley* magazine, Robert started *Octane* magazine ten years ago and it now sells around the world to discerning motoring enthusiasts and racers.
www.octane-magazine.com



NATURAL TALENT



The legendary Porsche 911 celebrates its 50th anniversary this year so **Robert Coucher** takes a new 991 Carrera out for a particularly South African blast.

Being a consummate professional I get the fat handbook pack out of the glove box to familiarise myself with how the latest 991 works. The fulsome Driver's Manual is 243 pages long.

wheels, which look great, and overall it is a very good-looking machine but much bigger than 911s I am used to.

Being a consummate professional I get the fat handbook pack out of the glove box to familiarise myself with how the latest 991 works. The fulsome Driver's Manual is 243 pages long. Fair enough, but my heart sinks when I find the Porsche Communications Pack manual, all 181 pages of it. It consists of details on all settings and how to operate the satnav, dashboard controls, suspension options and so on. When

I get to page 10 which goes on about 'vectoring' stuff, I give up.

Getting into the Porsche, there are some 24 controls on the dashboard, 16 climate control switches, a Chrono Pack but no handbrake. Ah, it's now an Electric Park Brake mounted under the dash so a handbrake turn into Althorp House on arrival is not going to be an option.

Time for a quick drive around the block. This is the entry level, 3.4-litre 991 Carrera (there is also the more expensive 3.8 S model) and is priced



Naturally Wilbur prefers Robert's ex-Zimbabwean wife.

at £73 000. But if you want a special colour, that will cost an extra £2 883. Black alloys: £1 902. Ceramic brakes: £5 787. Sports Exhaust: £1 772. The floor mats at £121 seem reasonable.

Taking the Porsche for a familiarising spin around the block I arrive at the first traffic light and the thing cuts out. Oh no, it's broken down. Ah, that will be the auto cut out to save fuel. But the air-con is powerful and the 350bhp Carrera is plenty fast enough with a 0-100km/h in 4.8 seconds and top speed of 179mph (288 km/h) on offer. The manual gearbox has seven forward gears and is firm in operation with a surprisingly heavy clutch.

Come Saturday morning the weather is surprisingly sunny and the Porsche looks menacing snaking through London. It is low and wide and is sharp and reactive. Breaking out of the city I find the Sports button (the only one you need!) which opens the exhausts, firms up the suspension and sharpens the throttle response. On the motorway the 911 comes alive. It is instantly too fast for the 70mph speed limit so I

snick it into 7th and amble along with the traffic at 80mph or so.

My wife thinks this latest 991 is too hard and noisy and too 'loud' in terms of looks so I switch off the Sports mode and it quiets down a bit although there is still too much tyre roar, but the ride gets much better the faster we go.

With electric steering and sorted suspension this 991 does not bob and weave like 911s of old which

Taking the Porsche for a familiarising spin around the block I arrive at the first traffic light and the thing cuts out. Oh no, it's broken down. Ah, that will be the auto cut out to save fuel.

is probably an improvement. It is superbly engineered and feels it will last a lifetime.

Peeling off the motorway the 991 is in its element. It has immense grip and the handling is fail safe on these tight narrow lanes, which I am not familiar with. Arriving at Althorp House I park the loud Porsche discreetly and we join a dozen *Octane* guests for lunch. Wilbur Smith is on at 3.30pm and gives an interesting talk, *A Lifetime in Writing*. Unfortunately he does not divulge the

secret to being an international best seller. He says he doesn't really map out his novels beforehand. He just starts writing and the ideas build in his head. Oh dear, it really is down to natural talent.

After the talk Wilbur is on hand to sign his latest book, which we are supposed to buy before he scribbles in it. Being a *snoep Kaapenaar*, I dig out an old and battered hardback copy of his first novel, *When the Lion Feeds* which I fondly remember reading as a youngster in the late Seventies. Handing it over, Wilbur is surprised and amazed. "This is a really early book," he says and turns to the flyleaf. "Look, it's a 1964 pre-first edition. You are very lucky to have this old copy," he says with a smile, and signs the opening page.

How special to have a 1964 original which is a damn sight more desirable than a new paperback version. As to the Porsche, the first 2-litre Porsche 911 hit the road in 1964, a pure lightweight sports car that was a totally original idea back then. And that's the 911 I would really like... 📌



082 921 4156 / 082 566 7897
 081 325 1507
 email wendy.r@hocasc.co.za
 www.hocasc.co.za

Our Showroom/Workshop is located at 70, Main Road, Knysna
 We buy and sell all classic, sports and vintage cars. Consignment sales welcome.



1991 Ferrari 348TS (4 000 kms) R980 000



1934 Chev Master Sedan R140 000



2002 Mercedes 500SL R380 000



1964 Jaguar 3.8S R160 000



1977 Mercedes 450SL R115 000



1924 Model T Ford R240 000



1938 Buick Special R180 000



1962 Porsche 356B R550 000



1955 Triumph TR2 R175 000



1958 Ford Fairlane 500 R65 000



1936 Ford Roadster R340 000



1983 Mercedes 500SL R140 000



2007 Jaguar XK R480 000



1930 Model T Ford R120 000



1964 VW Beetle 1300 R65 000

ALSO AVAILABLE:

1974 Volvo 164... 1989 Bentley Turbo R-1... 1929 Chev Phaeton... 1986 Porsche 924... 1940 Packard 110 Touring Sedan... 1932 Plymouth 4 door... 1930 Chevrolet... 1930 Plymouth... 1973 Triumph GT6... 1980 Triumph TR7 Spider... 1918 Ford Model T... 1930 Chevrolet Sedan... 2002 BMW 330Cl... 1948 Chevrolet Fleetline... 1978 Mercedes 450Sl... 2003 Lexus LX470... Austin Healeys... 1972 Peugeot 504 Cabriolet... 1929 Chevrolet Phaeton... Fiat 500... 1948 Nash Ambassador... 1909 Ford Model T... 2001 Toyota MR2... 1928 Ford Model A Phaeton.. Plus.. Plus.. Plus.

FERRARIS FILL MONTE CASINO

"Gee Daddy, this is a real Ferrari spectacle!" shouted a nine-year-old son as he entered the magnificent arena-type layout of Ferrari cars in the Outdoor Piazza at Monte Casino in Johannesburg. It was echoed several hours later by a 90-year-old gent alongside me as we left the grounds with, "Well that certainly seemed a more magnificent Ferrari spectacle than last year." SEFAC, the world's oldest Ferrari Owner's Club, attracted around 150 of their best cars and thousands of suitably attired fans in May. Additional space was quickly sought on the grassed parking area. Trophies were allocated to the winners of the various categories and each trophy bore the name of a significant person in the history of Ferrari in South Africa. What a day of passion with a live band adding to the atmosphere!

- Dave Hastie



KIDDIES VW CAMPER

Last issue we found some awesome motoring toys at Big Blue and the store keeps on pulling out the cool stuff. This month we stumbled across this VW Camper tent. Spot on for the kids to set up next to the garage and tall enough for dad to sleep over in comfort. It'll set you back a bit at R5900.

LOCAL RACERS GO INTERNATIONAL

Specialist historic and oval race car manufacturer, Lindenberg Racing has been commissioned to build, prepare and run a two-car team at three of the biggest historic motorsport events in the world, in 2014. The choice of cars is the iconic 1965 Ford GT40 - a car that Henry Ford commissioned to take on the might of Ferrari at their own game, and with which Ford thoroughly trounced all opposition at the gruelling 24 Hours of Le Mans for three consecutive years. Chassis and bodies are being built at the renowned Hi-Tech Automotive factory in Port Elizabeth, and will then be transported to Peter Lindenberg's Malmesbury facility for assembly. Lindenberg aims to have the first car running in time for the final leg of this year's Springbok Series at Kyalami in December. In order for the cars to be accepted for International Historic Racing events, they will have to comply with stringent regulations as imposed by the FIA. Inspections will be done as the work progresses, and the cars are expected to be shipped to Europe in March next year. They will then compete at the Historic Le Mans, the Spa Six Hour in Belgium, and the Nurburgring Oldtimer Grand Prix in Germany. The driver line-up is currently being finalised, and is expected to be confirmed within the next few weeks.





THREE OF THE GENERALS BEST

When the Buick Club spread wider and formed chapters for Oldsmobile and Cadillac marques it became the rightful gathering hub for three of the General's finest marques. Almost thirty examples of Buick, Oldsmobile and Cadillacs gathered for the annual Buick Concours day at the Johannesburg Country Club in Auckland Park on 5 May. It was not only about the cars parked in the beautiful surrounds but the ambiance as picnic baskets arrived at lunch time that turned attention from cars to friendships and added to the pleasantries of the day. Buick models numbered 9, ranging from a 1939 Buick Special Sedan to a 1984 Le Sabre coupe, while Oldsmobile had 9 models on display with the oldest being a 1936 Sedan and the newest a 1958 Oldsmobile Coupe. However Cadillac stole the show with 15 cars that ran from a '37 Sedan to a 2009 STS. The Best of Show award went to a 1938 Buick Century Coupe that was driven from Pietermaritzburg by Ty Terblanche. The straight 8 motor drank a litre of petrol every 3.83km during the 2-day trip to Johannesburg at a cost of R1 958 one way. Ty commented that "the steering pulls left whenever we approach a fuel station." The car has 27 000 miles on the clock and has been restored to near perfect condition. The award for "Longest distance travelled to reach the show" was uncontested. Rudolph Nicholson won the award for "Most cars brought to the show" with 5 Cadillacs that ranged from a 1969 Fleetwood Brougham to the '09 STS.

- Dave Hastie

MG MIDWAY MEET

The National Botanical Gardens in Pretoria was the venue for a Combined Centres MG ShowDay that saw the Johannesburg and the Northern Centre attracting some 86 cars. Fifteen classes were judged with some impressive scores being raked in, the most impressive being that of George Dehlen's 1948 TC which scored 986 out of a possible 1 000. Trevor Beddy excelled too with his 1966 MGB nabbing 909. An MG Metro 1300 was one of the unusual models seen in the members' area, as was a new MG6 of the organisers of the upcoming World Land Speed Record attempt. The exceptional beauty of the Botanical Gardens was a fitting venue for this stunning display.

- Dave Hastie



CLASS WINNERS

CLASS	OWNER	CAR	POINTS
Tops Only	Rolf Schweizer	1954 MG TF	278
Gold	George Dehlen	1948 MG TC	986
d'Etat	Trevor Beddy	1966 MG B	909



XK LLENT JAGUARS

In the mid 1940s Jaguar set their sights on the Mille Miglia and Le Mans 24 Hour races. Their long term goal started with the launch of the XK120 sports car (1948 to 1954). It was powered with the new XK twin overhead cam (DOHC) 3.5-litre hemi-head six-cylinder engine. The XK120's exceptional reception was followed in 1954 by the introduction of the derivative XK140 and later by a much revised XK150. The last model in that period was the XK160 and had the new XK-E engine fitted. Out of the 31 000 cars produced, it is estimated that about 40% have survived.

There are 87 XKs in South Africa

but many left our shores during the classic car boom in the late 80s when world prices rocketed and the Rand weakened. The XK120, with its clean uncluttered lines, is the most desirable of the models and it commands the highest price on the world market. We have a mere 20 cars in SA of which 75% are running. The number of SA-based 140s is 19 and there are 48 XK150s locally. Of course Jaguar are so proud of the past that the firm now sells a modern XK of which the XK-R (R stands for Racing) is the top dog and a dynamite-loaded package.

To celebrate the 65th Anniversary of the XK, the Jaguar Club Northern

Region co-ordinated a tour to the Free State towns of Clarens, Golden Gate and Fouriesburg in mid-June. Some of the finest examples of XK120, 140, 150 and 160 models in South Africa joined the party that started with a Gala Dinner at the Protea Hotel in Clarens. There was a visit to the famous Clarens Brewery and a fun Concours on the Square, where everyone won a prize. Day Two consisted of an XK convoy drive to Fouriesburg for lunch at the Fouriesburg Country Inn before everyone headed for home on Monday.

- Dave Hastie



TRIUMPHANT INTER-MARQUE QUIZ

6 June saw a host of Marque Car club members wending their way through the intricacies of Houghton streets to the Old Eds Sports Club for the first of annual *Classic & Performance Car Africa* Inter-Marque Quiz. The event, jointly organised by the Johannesburg MG and Triumph clubs, saw 11 clubs accepting the challenge. Quiz

masters George Shipway and Des Burton assembled a 'potpourri' of questions, a varied mixture of general knowledge, sport and some very obscure motoring questions while Clive Winterstein compered the evening. As Chris Tarrant, the host of Britain's *Who wants to be a Millionaire* says: "If you know the answer the question is easy, if you don't it's difficult." Some of the teams can attest to that statement. Questions varied from "Who captained the Springbok side that won the 1995 Rugby World Cup?" to difficult ones like "What did Mary Anderson invent in 1903 that is still used on cars today?" The answer that no one knew was windscreen wipers! At the end of the five rounds MG Pretoria, Jaguar JHB and Triumph Pretoria were tied on 3 points each. Two rounds of sudden death followed, with the Triumph Pretoria Club consisting of Nols Pienaar, Nick Wood, Bill Sales and Eric Fletcher emerging the victors. A most enjoyable evening and the teams are looking forward to next year's challenge.



LEGENDARY PERFORMANCE FOR PERFORMANCE LEGENDS

Loving 'old-school' classic doesn't mean old school performance. Not when the Vredestein Sprint Classic offers you the perfect combination of modern grip, cornering ability and safety along with a sidewall and tread pattern designed by one of Europe's most iconic performance tyre brands to actually enhance the timeless appeal of your pride and joy – because she's worth it.

Available at selected Dunlop Zone stores.


VREDESTEIN
DESIGNED TO PROTECT YOU

WWW.VREDESTEINTYRES.CO.ZA



BMW RECORD ATTEMPT

On 6 July 2013 BMW Car Club Gauteng set out to break the Guinness World Record for the largest BMW Parade. The attempt took place during the Cedar Isle Auto BMW Track Day at Kyalami circuit, and while 446 BMWs were counted on circuit, the record will not be recognised by Guinness as official. The reason for this is that one of the specific requirements as set out by Guinness of the pack keeping in formation, not overtaking and maintaining a consistent following distance was not met. The organisers could only sufficiently and confidently claim that less than 60 cars followed the rules to the letter throughout the entire parade. Organiser, Michael Broom had this to say: "While we may not have a successful claim for Guinness, I am thrilled with the way it turned out. To put 446 cars on a track, do a lap at a slow speed and get them all off again in under an hour was nothing short of a miracle. We had 446 BMW owners in the same place at the same time for a common cause; the resulting camaraderie is worthy of more celebration than a recognition from Guinness." BMW Car Club Gauteng therefore still have a claim number with Guinness as they have chosen not to submit evidence, should they decide to attempt it again.

CLASSICS ON THE WEB

Show your modern side with a stroll down memory lane while looking up these awesome classic car-related websites. Be warned though, it is addictive and you will spend hours behind the screen.

www.motoprint.co.za
www.royheskethcircuit.com
www.classiccarsinrhodesia.co.za

POLANA SERENA – CLASSIC TRIAL –

The Total International was started in 1952 by the Pretoria Motor Club and was known as the Pretoria-LM Rally. Total took over the sponsorship and renamed it the Total International Rally and ran until the fuel crisis in 1973. In 2011 it was resurrected as the Polana Serena Classic Trial. For 2013 thirty-four cars set off from a wintery Witbank in June. Entrants included seven MGs, six Porsches, four Alfa Romeos, three Volvos, two BMWs, a Lancia Delta Integrale and a Triumph TR7. Oldest car was Koos Boshoff's 1960 MGA, closely followed by Clive Winterstein's '62 Porsche 356. True to the original, cars came from far afield with Rod Paxton/William Henderson travelling from PE and Niel Van Eerden trekking in from Umhlanga.

Day One went through Groblersdal and Marble Hall to a lunch stop in Polokwane. Then on to Tzaneen for an overnight at the Blyde River Forever Resort. Regularity sections were undertaken by the drivers on the quieter roads where set speeds over measured distances had to be maintained. Day Two started at 7am with the first car followed by the others at one-minute intervals. The classics wound through Graskop and Sabie to Nelspruit for breakfast and on to Barberton, Malelane before entering Swaziland. Crossing into Mozambique went efficiently with the marshals herding crews through Immigration and Customs. A stop was made at Libombos Hotel at Namaacha to gather before the rally received a police escort into Maputo and on to the beautiful Polana Hotel. An evening of seafood, prawns, 2M and Laurentina Beer was enjoyed by all. Sunday morning dawned and crews headed off to the race track where a time trial for those that wanted to stretch their cars' 'legs' was held.

Prize giving came in the form of a banquet dinner at the Polana where dignitaries gave speeches and the rally organizers presented the toys that the competitors brought for the SOS Children's Homes. Kevin Bolon with Manfred Hertz (1972 Porsche 911) took the outright win while Pierre Martina (Porsche 964) took the track event.

- Clive Winterstein



DATES TO REMEMBER

4 August	POMC Cars in the Park – Zwartkops Raceway
8 August	Old Auto Club Cars in the Park - Welkom
8 August	Free State Cars in the Park - Pasteur Ave, Bloemfontein
14-17 August	SAWA National Car & Bike Tour
17 August	Midas Historic Tour – Kyalami Racetrack
25 August	BMW Car Club Annual Concours - Monte Casino
15 September	Piston Ring National Swap Meet – Modderfontein



**70, Main Road, (N2),
Knysna**

**082 921 4156 / 082 566 7897 /
081 325 1507**

**wendy.r@hocasc.co.za
www.hocasc.co.za**

THE SPORT...



**1991 Ferrari 348TS
One Owner
FSH (4 000 kms)
R980 000**

**2007 Jaguar XK
1 Meticulous Owner
As new with FSH
R480 000**



THE CLASSIC...



1955 Triumph TR2 R175 000



1962 Porsche 356B R550 000

THE VINTAGE...



**1936 Ford Roadster
Immaculate, sought
after Collector's Car
R340 000**

**1918 Ford Model T
Runabout
Restored by Expert
R260 000**



THE PROJECT...



1956 Chevrolet 210 Sedan



1948 Ford Pick-Up

WE HAVE THEM ALL!!!

DURBS, DADS & MADIBA'S BMW

Success at Top Gear while FMM's Father's Day attracts a big crowd.

HÄKKINEN APPLAUDS FMM

The Franschhoek Motor Museum's 14-strong line-up of cars celebrating 90 years of the 24 Heures du Mans was a feature attraction of the street circuit activity at this year's Top Gear Festival once again held at the Moses Mabhida Stadium in Durban. The FMM team put on two shows each on the Saturday and Sunday to enthusiastic applause from the appreciative crowds who packed the grandstands. Driving the cars were FMM's Wayne Harley, Lorenzo Farella and Deon de Waal together with Coys' director and FMM consultant Chris Routledge, with *Classic & Performance Car Africa* publisher Fred Phillips, business manager Derek Hulse and contributor Mike Monk also part of the team. Dickon Daggitt, Dave Alexander and Di Dugmore completed the line-up that was capped off with the Festival's celebrity visitor and double F1 World Champion Mika Häkkinen as a special guest *pilote*.

The cars taking part were the 1928 Bugatti T35, Dickon Daggitt's 1939 Lagonda, 1953 Austin-Healey 100M, 1955 Moretti 750, 1955 Aston Martin DB3S, 1956 Jaguar D-Type, 1956 Maserati 150S, Di Dugmore's 1957 Lotus XI, 1961 Ferrari 250 Lusso and 1971 McLaren M6 with Häkkinen allocated the Museum's 1956 Mercedes-Benz 300SL Gullwing. Backup vehicles were the 1964 Aston Martin DB4 GT and 1969 MG C hardtop, which together with Johann Rupert's 2005 Mercedes-Benz DTM, were also given a run. In addition, Alan Dike joined the crew with his spectacular Mazda 767B Group C sports prototype, the likes of which won Le Mans in 1991 – the only rotary-engined (and Japanese) car to win at the Circuit de la Sarthe. Apart from the Moretti that developed a misfire, all of the cars performed without any notable problems. The front brakes of the Gullwing had to be cleared of clogging dust after Mika's first (enthusiastic!) driving stint and the Austin-Healey had a minor fuel pick-up glitch during one session, but otherwise the cars ran faultlessly.

Throughout the weekend Mika interacted with everyone in the team and took much interest in the video clips of the Museum and the L'Ormarins Estate. As one of the star acts of the Festival, the FMM Tribute to 90 Years of Le Mans was a great success and the organisers praised the team's effort by stating that FMM was "the most professional outfit they have ever worked with on this event". But perhaps the cherry on the top was at the end of the show's final run when Mika parked up the Gullwing and stood and applauded the rest of the cars into the paddock. A proud moment for all involved.



1956 Mercedes-Benz 300SL, 1956 Maserati 150S and 1964 Aston Martin DB4 GT.



Dickon Daggitt, Fred Phillips, Mika Häkkinen and Derek Hulse.



1953 Austin-Healey 100M, 1955 Moretti 750, 1955 Aston Martin DB3S, 1956 Jaguar D-Type and more.



Early morning session had the sun rising over the Indian Ocean. Aston Martin DB3S, 1956 Jaguar D-Type and Maserati 150S.



OPEN DAY FOR DADS

With many of FMM's personnel on duty in Durban, those who stayed behind stepped up to the plate and hosted another highly successful Father's Day celebration over the same weekend as the Top Gear Festival. Under sunny skies, a total of 773 guests enjoyed the display of vehicles paraded around the oval: 1953 BMW 502, 1954 Bentley R-type, 1955 Chevrolet Bel Air Convertible, 1958 Mercedes-Benz 220, 1959 Cadillac Series 62 Sedan, 1960 Alfa Romeo Giulietta Ti, 1965 Alfa Romeo 2600 Berlina, 1970 Cadillac Sedan de Ville, 1972 Buick Riviera, 1972 Rolls-Royce Silver Shadow and Madiba's 46664 campaign BMW 760Li. The Ferrari Enzo too exchanged the Museum's fluorescent lights for sunlight and was a target for everyone's camera, cellphone and iPad. The delicatessen and coffee shop worked hard to keep everyone refreshed and the annual open day once again proved to be a dad's delight.

MADIBA'S BMW FUNDS LIBRARIES

The E67 BMW 760Li Security Edition that was Madiba's official transport during his HIV/Aids campaign undertaken between 2004 and 2009 has now been purchased by FMM. The Presidential office returned the car to BMW South Africa at the end of its service life – it has less than 50 000km on the odo – and it has since been fully restored and in fully operational condition. BMW donated the car to the 46664 Mandela Day School Library Project and the proceeds of the sale are to be used for supplying fully-stocked container libraries to disadvantaged schools. Among the car's many security features are a high-strength floorpan, 57mm-thick bullet-proof glass, an emergency exit through the windscreen, an on-board fire-extinguishing system, sat-nav plus a special communications system with GPS tracking, strobes, sirens and push-button connection to police and emergency centres. The car is on display at the Museum.



MORE ON THE WEB

For more information about the Franschhoek Motor Museum, view galleries of the collection and learn more about forthcoming events, logon to www.fmm.co.za

The Franschhoek Motor Museum is situated on the L'Ormarins Estate along the R45 in the Franschhoek Valley in the Western Cape. The opening hours are Monday to Friday 10h00 to 17h00 (last admittance 16h00), Saturday and Sunday 10h00 to 16h00 (last admittance 15h00), and the Museum is open on most public holidays. Admission prices are R60 adults, R50 pensioners, R30 children. An on-site delicatessen offers refreshments, and tasting of L'Ormarins Estate wines is also available.

A combination of excellent performance and practicality combined with the 'sheer driving pleasure' characteristic, made the BMW 2002 an instant hit and the saviour of the German giant. These traits also saw to it that it was a natural base for tuning when going racing or supercar killing. Alpina are the oldest and best known 2002 tuning house and **Stuart Grant** gets to grips with this, thanks to a locally built Alpina A4 clone.

Photography: Colin Mileman



Tuners stroked and fettled various 2002s and, although the real money was in selling conversions to clients, their names were made on the race track.

BMW's 2-door 1600cc, badged 1600-2 or 1602 sold well in the States, but when new emission controls meant that the hotter 1600ti version couldn't be sold, the US Importer, Max Hoffman, made one of motoring history's best master strokes. Hoffman asked the factory to slot the 2-litre motor from the firm's bigger saloons into the 1600 2-door shell, and after a few mumbles the factory obliged. A legend was born and wore the badge 2002 (2-litre, 2-door). It sold well thanks to its affordable performance.

418 000 units in sedan, hatch and even cabriolet format were sold over seven years of production. In order to keep up with the game, various guise

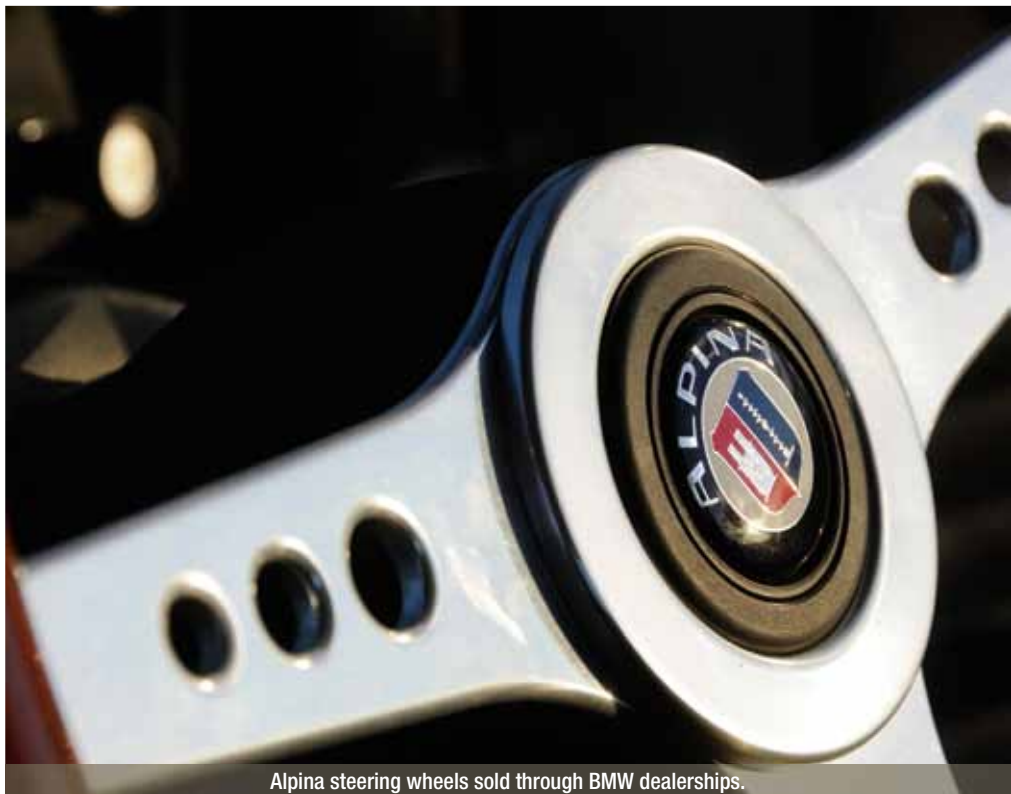
2002s with different power outputs, improved brakes and suspension set up left the factory. The 2002 featured a single down draft Solex carburettor for 100bhp, the 2002ti (left hand drive only) churned out 120bhp with a set of twin Solex side drafts and the 2002tii got Kugelfischer fuel injection, good for 130bhp. The cherry on top for the factory was the 170 horsepower 2002 Turbo (left hand drive only). Tuners stroked and fettled various 2002s and, although the real money was in selling conversions to clients, their names were made on the race track. And with drivers like Derek Bell, Harald Ertl, James Hunt, Jacky Ickx, Niki Lauda, Brian Muir, Hans Stuck and Dieter Quester appearing in Alpina cars, it was no wonder the on-track successes rolled in and the company became the must-have hot BMW supplier.

Alpina was started by Burkard



A MASTER STROKE

Bovensiepen, the son of a typewriter manufacturer (Alpina) in 1963. The story goes that he was not very impressed with the performance of his Fiat 1500 so together with a mate added a Weber carb, a lumpier camshaft and opened up the exhaust. The result was 75 horses instead of the original 67. And a cloud of blue smoke, which turned him off the Italian brand for life. When BMW launched the 1800 saloon, Bovensiepen noticed that the owners of 1500 BMWs were left disappointed by their state of performance. He had seen some financial success on the stock market and reinvested it into the car tuning game as Alpina. Initially he used a corner of the typewriter factory in 1963 but moved in 1969 to his own premises in Buchloe, Bavaria where he also set up the Alpina racing team. Despite fighting door-to-door on track



Alpina steering wheels sold through BMW dealerships.



Controlling the dog-leg close ratio Getrag box.



Alpina modified tachometer reads 8000rpm.



Alpina-tweaked Kugelfischer injection.

TUNE YOU MY CHINA

In April 2002 Nick Coetzee stumbled across a classified advert in *Car* magazine. The very last item listed read: 1974 BMW 2002tii, and although it didn't say much else other than 'one owner car in need of some work', it piqued the Port Elizabeth-based BMW fan's interest. With the car in Johannesburg, Coetzee sent a relative's mechanic to view it and was told, "If you don't buy it, I will." The princely sum of R10 000 crossed hands and the tii headed to the Eastern Cape a week later aboard a truck. Coetzee picked it up in Uitenhage and drove it home. While looking through the paperwork he found the original purchase invoice from BMW Concessionaires in the UK – it cost £2 740 and there was an extra 10 pounds added for the km/h speedo.

The car wasn't in bad shape, and best of all, was 100% original and untouched. Sure the body showed a bit of age with a few nicks and scratches, but nothing major. Coetzee cruised in the 2002 for a few months and entered it in a track session at Aldo Scribante. It puffed a bit of smoke on overrun and the right rear retread gave up the ghost. It was then that the decision to completely strip and rebuild the car was made. In true enthusiast style he undertook the task with the 'I mean how difficult could it be?' attitude. And true to form, the stripping further emphasized the point that a rebuild is a walk in the park. But then work, moving houses and life slowed the progress. He never gave in though, slowly adding new bits and pieces to his collection and doing countless hours of research, fettling and pottering. To make moving to his third property a little easier, he sent the bare shell into the bodyshop.

Initially the plan was to race the car, so naturally it couldn't be standard. Rather than hot-rod the car, he liked the idea of doing an Alpina A4 tribute. This covered all of the go-faster bits he wanted while keeping the car pure. Apart from all of the new parts sourced from the UK, Germany and the USA, he scoured the Internet looking for the hard-to-find Alpina bits. And bought a second 2002 that came with the original 235/5 Getrag close ratio dog-leg box and limited slip diff. He put his old parts into this second vehicle and sold it on. Still on the hunt for good bits he bought 2002 number three, a Gauteng-based Colorado Orange 2002ti and took the original interior out of the car. This was a special cockpit with original Recaro bucket seats, which came out as options in BMW and Porsches of the era. In pristine condition, there was not even the need for an upholstery session.

All in all the build took about 8 years, eventually finished for the George Car Show in 2012. It was well worth it, with the only item still on the shopping list being a set of Alpina Throttle bodies, to complete the transition. As it stands, she is no different from an original apart from the fact that Coetzee built the machine and Alpina didn't. Every part on the car is either new or completely refurbished.

with the BMW works team, the two kept up good relations and thanks to the quality job Alpina were doing, BMW agreed to keeping its standard warranty on any Alpina-converted vehicle and distribute Alpina products through its chain of dealerships. Alpina remained the official BMW tuning company up until the mid-1980s.

Alpina conversions were more than just bolt-on items. Each engine was stripped back to ground, modified to suit requirements and blue printed. Alpina offered six road-going conversion levels: A1, A2, A2S, A3, A4 and A4S (A1 being close to standard and working up to the very warm A4S), but also churned out engines for competition to meet Group 1 and Group 2 rulings. Rallying wasn't forgotten either with a range of parts and accessories specifically designed for the abnormal conditions rallying exposes a car to. All Alpina engines featured some sort of modified cylinder head, but very little in the way of records give the game away. This, coupled with the fact that one could buy a set of Alpina stripes from a dealer makes differentiating between a genuine Alpina and a clone near impossible.

Common knowledge indicates that



Bilstein shocks, Eibach springs, Alpina alloys and front spoiler give a meaningful look but are more than just cosmetic.

inlet port dimensions were increased and polished, so too were exhaust ports and on the 'S' units the combustion chambers were hemispherical. Other parts included Alpina airfilters, balanced and polished con-rods, electric radiator fan, free-flow exhaust, high pressure oil pump, lumpier camshaft and heavy duty engine mounts.

More power is nothing without control and Alpina obliged by fitting all but the A1 cars with vented front discs. Some owners ticked the options boxes for either a 75% or 40% limited slip differential and oil cooler while adjustable anti-roll bars, Bilstein shocks, high-ratio steering boxes, adjustable camber front struts, bucket seats, Alpina gearknobs and front spoiler could also be specced. So too an uprated clutch, 5-speed Getrag gearbox and various 13-inch wheels ranging from 5.5 to 6.5 inches wide. Interestingly, Alpina stuck to using Solex carburetors for the A1 (40 DDH) and A2 (45 DDH) conversions but swapped to a pair of Webber 45 DCOEs for the A3. A4 and A4S cars got Alpina-tweaked Kugelfischer injection. In race tune Alpina Group 1 engines developed 10 horsepower more than

standard by taking advantage of the manufacturing tolerances, and the Group 2 (more modified) lumps, initially carb fed, were good for 205bhp before fuel injection saw a rise to 220 horses.

Competition success streamed in with the highlight being in 1969 when Dieter Quester powered a turbo-charged Group 5 Alpina to the European Touring Car Championship honours. For 1970, turbos were not allowed and Alpina stepped up to the plate with a 1600 BMW driven to the title by Toine Hezemans. With rule changes, and the fact that the 2002 was becoming long in the tooth, Alpina racing attention moved across to the larger BMW 3.0CSL. Success continued and even more focus was put on road cars by the firm. So much so that in 1983 Alpina became a car manufacturer in its own right, but still partnering BMW.

The duo continued, and continues, to collaborate on technological development and produce a range that combines luxury and understated exclusivity with exceptional power and ability. And with the benefits of BMW engine technology in the efficiency

and emissions stakes, carry out these performance attributes at a low environmental cost. Working closely with BMW, Alpina simultaneously develop models long before a new model is launched, ensuring each BMW Alpina builds upon the virtues of its BMW counterpart and provides technical information and replacement parts to the BMW network. 🏁

THE MODIFICATIONS

- Rebored to 0.5mm oversize with new pistons
- Compression ratio increased to 10.0:1
- Larger S/Steel exhaust valves
- Balanced bottom end
- Lightened flywheel
- Alpina Kugelfischer injection pump
- Pertronix electronic ignition
- Ceramic-coated exhaust manifold and downpipe.
- Getrag 235/5 close ratio box
- LS Diff
- Full Bilstein suspension with Eibach lowering kit (1")
- Polyurethane suspension bushes.
- E21 front hubs with ventilated discs and spaced out 4 pot tii callipers
- 2002 Turbo larger rear drum assembly with larger diameter slave cylinders
- Increased diameter front and rear anti-roll bars.



The round-topped radiator earned the Morris the nickname 'Bullnose'.



Accelerator pedal is in the middle and the use of foot and hand lever brake is required.



COWLEY CARS

Vehicle production in Oxford has been running for 100 years and it all started with William Morris' first car, which he named after the town. But it became known by an entirely different name... **Mike Monk** takes a nostalgic look back.

In order to keep costs down, virtually all of the Oxford's components were bought-in.

Coincidence can be strange. Recently while idly listening to an airing of *The Weakest Link* quiz show on DSTV's BBC Entertainment channel, the question came up: "Which Morris car was named after the town in which it was made?" The hapless contestant answered, "Mini", but the (old) show recording happened to coincide with the centenary of William Morris' first car. It was named Oxford in recognition of the town where it was built and together with a later, cheaper Cowley version, was destined to be universally known as the Bullnose, and the beginning of what was to become a British automotive dynasty. But on top of this happenstance, my wife's research into our family history had revealed an ancestral line of automobilists on my mother's paternal side, and a photograph emerged of my great-grandfather proudly sitting in an early Bullnose. So, time to answer a call from the past to follow in his tyre tracks...

In order to keep costs down, virtually all of the Oxford's components were bought-in. Coventry-based White and Poppe supplied the 1 018cm³ four-cylinder side-valve engine that featured a fixed, T-type cylinder head and Bosch magneto ignition and was mated with a three-speed gearbox with a multi-plate clutch. "The whole of the transmission from the starting handle to the rear wheels is enclosed in absolutely dust- and waterproof oil retaining housings protecting it from undue wear..." is how the sales brochure described the torque tube drive to the live axle. The chassis was of pressed-steel construction and suspension was by semi-elliptic leaf springs at the front and three-quarter leaves at the rear. The rear wheels-only brakes were external contracting-type with metal shoes and had both pedal and lever actuation. Headlights were acetylene, the side and tail lamps oil-burning.

Because of its small size, the bodywork was a two-seat open tourer type but there was also a van version. The chassis was too short (wheelbase was 2.1 metres) to allow four-seat



Hans Zwets' 1925 Cowley with two-seat body and dickey from Cooks in England.

bodies to be fitted. But by far the car's most distinguishing feature was its round-topped radiator that soon earned it the nickname 'Bullnose'.

A problem with casting the engine block prevented the scheduled launch of the car at the 1912 Olympia Motor Show but a model and a chassis were displayed at a motor show in Manchester in February 1913, albeit with a wooden engine mock-up. With orders placed at the two shows, production was given the go-ahead and assembly began at the old Military College in Temple Cowley, a suburb of Oxford on the B480 Cowley/Oxford Road. The first car was collected on 29 March

1913 but on its maiden voyage (to London) the cast iron universal joints broke, leading to them being made from phosphor bronze from then on. The clutch, too, had to be modified slightly to prevent 'sticking'. After the first 150 cars were built, the front track was increased by two inches (50mm) to 3ft 6in (1 067mm) to curb a tendency of the steering to wander. The powertrain

proved to be smooth-running and reliable although the engine needed revving to perform – it would spin to around 3800r/min, which was high for the time. Speeds in the gears were 32, 62 and (top) 88km/h.

At the 1913 Olympia Motor Show, a De Luxe model was exhibited with the original model now known as the 10hp Standard. The De Luxe featured a proper Elliot-type front axle with different hubs and track increased to

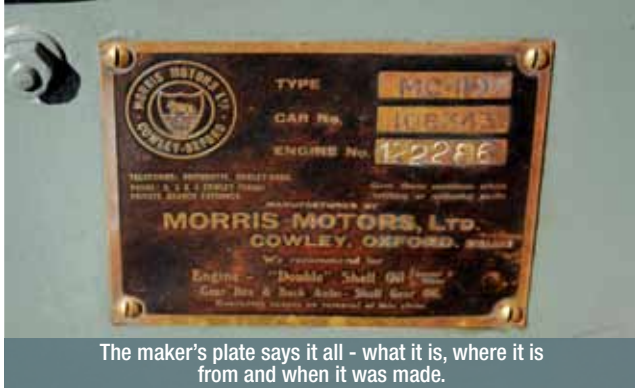
By far the car's most distinguishing feature was its round-topped radiator that soon earned it the nickname 'Bullnose'.

3ft 9in (1 143mm). The rear axle design was also improved, the brake shafts were lengthened, the radiator width increased by two inches to increase coolant capacity and prevent boiling, and a black Xylonite-covered steering wheel fitted instead of a wood-rim item. More importantly perhaps, the wheelbase was extended by six inches (152mm) and springs strengthened

so that longer (i.e. four-seat), heavier bodies could be fitted, a feature that attracted specialist coachbuilders. By the end of 1913, 393 De Luxe and Standard models had been sold, by 1914 the figure had risen to 1 302 and a total of 1 475 were built, of which 21 Standard and 17 De Luxe models are known to exist today.

The second-generation Bullnose arrived in 1919 after the cessation of World War One. The White and Poppe powertrain was expensive, so Morris switched to the cheaper American-design Continental four-cylinder 1 548cm³ side-valve four that was also made in Coventry by the British arm

of the French Hotchkiss company. The Cowley was introduced as the base model with the Oxford boasting better electrics and leather upholstery. In 1923 the Coventry factory facility was bought out to become Morris Engines and the motor itself was enlarged to 1 802cm³. In 1925 the Oxford's wheelbase was increased again to further separate it from the Cowley,



The maker's plate says it all - what it is, where it is from and when it was made.



1 802cm³ 4-cylinder side-valve engine.



A dickie seat adds some practicality.



Gabriel Snubber dampers keep the wheel in contact with the tarmac.



Period accessories complete the package.



Step into the dickie seat.

and four-wheel brakes were fitted. As an aside, this model formed the basis of Morris Garages' employee Cecil Kimber's first MG.

With thoughts of my great-grandfather behind the wheel of what has been identified as a 1919 Cowley, stepping into Hans Zwets' 1925 model was a nostalgic, proud moment for me. The car had spent its early life on a farm in the Port Elizabeth area and over time its four-seat body had been converted into a bakkie. But in 1947 it was laid up and became a restoration project – that took 20 years – which included a new two-seat body with dickey from Cooks in England being fitted (Cowleys were produced in both two- and four-seat configurations), and began its new life on a Milligan run.

In 2004 when searching for a Bullnose, Hans came across the car and negotiated the purchase based on photographs, which flattered to deceive a little. "The radiator leaked like a sieve and the bonnet looked as though it had been in a hail storm," recalls Hans, but undeterred, he set about a ground-up restoration that involved little in the way of replacement. The radiator and magneto were brought in from the UK – the latter as hand baggage that resulted in Hans being apprehended by UK Customs officials who took some lengthy convincing that it was not a

bomb! A correct dynamo was fitted, but for the rest it was case of strip and refurbish and the bodywork painted in an authentic green.

The result is a car that looks, feels and goes exceptionally well. The ride is remarkably smooth and supple, thanks in no small way to the Gabriel Snubber dampers – there is neither body flex nor any shake from the solid oak dashboard. Detailing on the Smiths instruments reflects the craftsmanship of the time. The engine – the date 20 08 25 is cast onto the block – is rated at 11.9hp and pulls without fuss. The non-synchromesh gearbox requires gentle shifting – the action improves once warmed-up – and whines (typically) in the lower gears but once in top there is very little mechanical noise to spoil the driving experience. Steering is not overly heavy and use of both brake pedal and lever is required to bring the car to a halt. Pedal placement, with the accelerator in the middle, is a little awkward but no more so than other cars of the period. The upright windscreen does its job effectively but anyone sitting in the dickey is liable to get bugs in the teeth. Overall, the Bullnose is an impressive and, if compared with the Ford Model T, for instance, quite sophisticated, even the base model Cowley. Being in Hans' car, apart from being able to relate to the engine that

was built in the city where I was born, I was also able to strike an affinity with that photo of my great-grandfather – a moment to savour.

A short-lived, longer-wheelbase, six-cylinder 2 310cm³ variant, the F-Type Oxford Six, was announced in 1920 and was, in theory, available until 1926, but the engine proved unreliable and few were sold. Bullnose production ceased in 1926 (an updated version of the car continued until 1933 with a flat-nose radiator and a new range of bodies) by which time Morris' business was booming: in 1924 the company overtook Ford to become the UK's biggest car manufacturer, holding a 51 per cent share of the home market and making huge profits. William Richard Morris, later Sir William and then Baron then Lord (1st Viscount) Nuffield went on to acquire MG, Riley and Wolseley before merging with Austin to create the British Motor Corporation in 1952.

Motor manufacture continues in Cowley, Oxford to this day with BMW subsidiary Mini producing variants of its trendy brand, a 100-year tribute to the ambition of one man. As well as being a successful businessman, Morris was a philanthropist, donating much of his wealth to charities. He died in 1963, aged 85, and was proof of the somewhat cryptic adage that a little bull can go a (very) long way! 🐂

EXECUTIVE CARS



R759 000

2011 BMW 6 SERIES 640 F12

40 000km, twin turbo, heads up display, reversing camera, balance of motorplan at last a good looking 4-seater convertible.



R219 000

2001 MERCEDES-BENZ CL500

114 000km, quality craftsmanship, black leather, navigation, full service history with agents and condition that belies its age.



R359 000

2010 JAGUAR XF 3.0 LUXURY

46 000km, automatic, silver, stylish mid-sized Jaguar with the very sporty yet efficient 3-litre V6.



R359 000

2007 BMW 3 SERIES 335i Cabriolet

51 000km, 2 drs, Tiptronic, blue, petrol, twin turbo award winning engine with ideal power for the Highveld.



R259 000

2006 MERCEDES-BENZ C-CLASS CLK350

85 000km, white, beautiful low mileage example of the 4 seater cabrio from ze clever chermans, spectacular condition, smooth, powerful V6 with relative economy.



R199 000

2013 FIAT 500 CABRIO

500km, how cute is this car? It is almost brand new, having first been registered 10 weeks ago, classic red with black, balance of long service and warranty plan, shy wallflowers need not apply.



R169 000

2005 MERCEDES-BENZ C-CLASS CLK320

140 000km, nice original example with comprehensive dealer service history and responsible ownership.



R95 000

1982 MGB ROADSTER

99 000km, 2 doors, manual, yellow, petrol, this is a very original example and was the last year of production for the world's most popular classic car.



R295 000

2011 VOLVO S60 T6 EXCEL GEARTRONIC

58 000km, bronze, top of the range S60 with the very powerful and sporty 3.0 turbo engine producing a healthy 224kW of power.



R295 000

1979 PORSCHE 911 SC COUPE

This is no ordinary 911SC I can tell you that, it's a fast road/race spec model that has had more than R300 000 spent on making it a delightful package.



R179 000

2010 ALFA ROMEO 159 JTS

33 000km, red with tan leather, 2.2-litre petrol, manual gearbox, low mileage, long balance of service plan, super sexy Italian Stallion at less than half the price.



R579 000

2011 MERCEDES-BENZ M-CLASS ML350 CDI

45 000km, silver, superb low mileage example with factory extras such as navigation, lane assist, xenons, comfort package, sunroof, tow bar and big wheel option.



R345 000

2008 BMW X5 3.0d

90 000km, 5 drs, automatic, grey, diesel, superb example of the new spec X5, it has some desirable extras as well, such as panoramic roof, tow bar and rear entertainment package as well as xenon lights.



R399 000

2008 BMW X5 X DRIVE 3.0D SPORTSPACK

85 000km, grey, wonderful example of the new X5 in the most popular spec, that of diesel, this original example has valid motorplan to 100 000km.



R218 000

2012 MERCEDES-BENZ A-CLASS 180

16 000km, how gorgeous does this car look in pillar box red? Complimented by a black interior, panoramic glass roof, xenon lighting and very low mileage.



R209 000

2006 BMW X5 DIESEL SPORTSPACK

105 000km, low mileage machine featuring the best of both performance and economy diesels, excellent condition, Full Service History.



CAPE DISCOVERY

German naturalist Johann Christian Daniel von Schreber first described *Felis caracal*, a wild cat, in 1776 from a specimen collected from Table Mountain. Who remembers this locally built Volkswagen-based sportscar? **Stuart Grant** doesn't, but finds out that the Caracal still lives in the shadows of the landmark mountain. This is no backyard kit car and could well have done for the 1990s South African industry what the GSM Dart did a few decades before. **Photos by Colin Brown**

Caracal debuted at the 1990 Cape Town Motor Show and went down a treat with onlookers. And why wouldn't it? It sported international styling cues of the era and a drop-top perfect for South African sunny skies and temperate climate. The chosen mechanicals were a wise choice too, being sourced from Volkswagen's punchy 16 valve Golf GTi and slotted mid-ships for a well-balanced weight distribution.

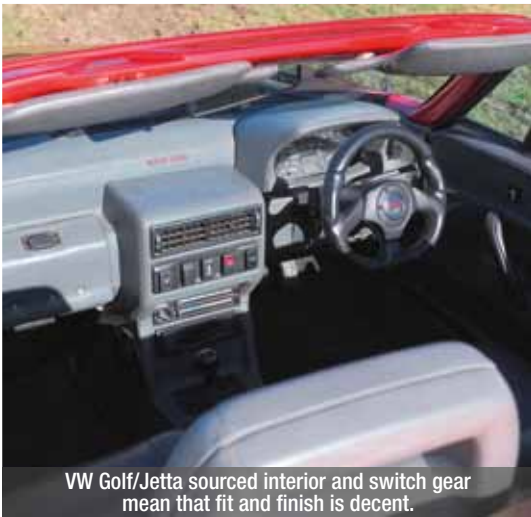
The project was the brain child of Cape Town-based Intermotormakers (IMM), the firm headed by Gerrie Steenkamp that had assembled Lamborghinis and Lotus during the 1970s. IMM was initially set up by the holding company Interplan Investments to move the firm into the world of industrial design. When research indicated a gap in the market for a locally built sportscar

it realised the need for expertise and experience, so purchased the rights to build the cars from Lambo and Lotus. Not only did this give an opportunity to acquire the manufacturing skills but it also saw some cash inflow. The quality of IMM-built cars was so good that international buyers were filling the Lamborghini order book on condition that the cars were South Africa-made units. At the time of Lamborghini Italy's financial flutter, Interplan joined forces with another company and offered to buy the Italian legend with the intention of moving the entire brand to South Africa. Unfortunately, and perhaps because of Italian pride, the deal fell through at the last minute. To add insult to injury IMM were dealt a further blow when the government pulled the concession that allowed it exemption from Phase Five of the Local Content Programme. Although

IMM disappeared from the public eye, it continued in the background staying true its design roots, and kept soldiering on with the idea of a South African sportscar.

Steenkamp, an architect, paired up with civil engineer and rally champion Nic de Waal to produce award-winning designs including a floating hotel and Hobo – a trailer that transformed into a motor boat. A quality Ford XR3-powered mid-engined roadster titled Equus left the drawing board, which led to Volkswagen being impressed (perhaps also because de Waal had won a national rally title in a VW Golf) and offering VW components for the next project. Enter the Caracal.

During 1988, only seven months into the project, a test unit was on the tarmac and a prototype was put through its paces at the University of Pretoria and the SABS. Despite lacking



VW Golf/Jetta sourced interior and switch gear mean that fit and finish is decent.



Styling is very reminiscent of the similar age Lotus Elan and VW Corrado. The Mk1 version had even sharper edges.



Current owner Billy Young sporting the wrong cap.



The Caracal was born and remains in the shadows of Table Mountain.

a solid roof, torsional rigidity passed the grade thanks to a two-chassis setup. All mechanicals were held by the first chassis and a second carried the body, which meant they were both completely isolated – which was a world first and testament to the Steenkamp/de Waal brain power.

A true sports car, the Caracal employed a rear-wheel drive layout. IMM did this by taking the engine, gearbox and subframe from the front-wheel drive Golf GTi, moving it to behind the cockpit and incorporating it with their own tubular chassis. This meant removing the original VW steering system and manufacturing purpose-built front struts to work with a combination of newly designed and Golf steering geometry. Bodywork, which was definitely contemporary when compared to the likes of Lotus, Saab and even VW's Corrado of the

time, was of fibreglass construction and mounted to the abovementioned 'body' chassis. The two chassis were coupled together with rubber blocks to reduce noise and vibration. Interior equipment was period Volkswagen Golf/Jetta so not only was fit and finish top quality but the Caracal got electric windows, aircon and modern gauges and switchgear. Being more than just a design study, ample room for a spare wheel and large enough boot were provided for. And there was a working soft top too.

Pictured here is a Mk2 version, first registered in 1996. Rumour has it that four Caracals were made – two Mk1 units and two Mk2s. Volkswagen Germany boss, Dr Hahn, arrived to see the early version for approval. He was impressed but felt the square lines were dating and ordered the edges to be rounded off within three months. It took IMM longer and by the time the

Mk2 was ready Volkswagen was ready to sell the Golf Cabriolet, which could be seen as competition, so put a halt to Caracal production. Hearsay is that VW works driver Sarel van der Merwe also tested the Caracal and deemed it unsafe at speed. The current owner backs this up, mentioning that at speed bump steer is frightening and if you park on a steep incline, flex makes the gear linkage distort and it becomes impossible to find reverse.

Of the supposed four Caracals this is the only running car left. The first Mk1 was donated to science as the crash test unit, the second lies in need of lots of TLC at a Beaufort West panel beating shop and the second Mk2 (a blue colour) was sold to Johannesburg but said to have been written off when the owner fitted a turbo. And the Ford-based car that started the ball rolling is still in Port Elizabeth, but in a sorry state. **Q**

— LUANDA OR BUST —



Jimmy de Villiers: The first Rhodesian to win an International Grand Prix.



The Grande Premio de Angola drew top class entries. Here, in 1959, a Porsche and Ferrari head the grid.

At the end of each racing calendar year the Automovel e Touring Club de Angola staged an International Grand Prix for sport and racing cars in Luanda. 21 September 1958 was to be the II Grande Premio de Angola. **Mannie de Villiers** tells his father's tale of the event.

The R.A.R.C (Rhodesian Automobile Racing Club) was cordially invited by their Angolan counterparts to nominate and send a team of drivers and cars to compete in their Grande Premio. Their selection included the Club's Vice-Chairman Jimmy Shields (super charged 2-litre ERA), Gordon MacPherson (Austin Healey 100S) and John Love of Bulawayo in a Riley Special. These cars were transported to Port Beira and from there shipped around Cape Agulhas to Luanda. The drivers and their entourage subsequently went by plane to Luanda.

Once it became common knowledge in the Rhodesia motor racing circles that some of the top drivers and cars in the country had been excluded from the team, two 'War Horses', namely Jimmy de Villiers (ex-Lord Louth D-Type Jaguar)

and Eric Glasby (AC Bristol Sports Car), decided to make an independent appeal to the Angolan authorities to be accepted as private entries.

After much negotiation, permission was given for both to compete but because of the late hour they would have to get their cars to the race overland and at their own peril and cost. This only made the pair even more determined to get there and show what they were made of.

De Villiers bought a 1.5tonne Chev truck and over the weekend, night and day, with his mechanics Dick Eley, Pieter Blignault, Dickie Dickson, Steve van der Venter, Arthur Brookes and quite a few other helpers too numerous to mention, cut the chassis and lengthened the truck, and manufactured a flatbed body to hold the D-type with a raised sleeping compartment at the front end.

On the Monday with less than two weeks to go, Jimmy and his gardener Thomas set off through Northern Rhodesia, the Belgian Congo and then across into Angola to the west coast port of Luanda. One must bear in mind that besides the very difficult and in some cases uncharted terrain and on gravel roads most of the way, not knowing distances or where the next petrol station was, not to mention the political and ethnic uprising in these areas, Jimmy and Thomas pressed on. At one remote filling station, a single pump with two 1-gallon glass containers on each side with a 'Kormena-Korwena' pump handle, Jimmy stopped to get fuel and do a general check on the transporter. Once finished, he wanted to pay the attendant but the pump jockey didn't want any money, all he wanted for payment was Thomas. Jimmy couldn't



Having won in 1958, Jimmy and the D-Type returned in '59 with a new paint job.

understand until the attendant smiled and all his teeth had been filed to sharp points. After some enquiries he discovered he was a 'Bulamadari' tribesman and they had a liking for human flesh. With a big tip Jimmy convinced the man not to take Thomas. From then on Thomas lay hidden in the sleeping compartment until they arrived in Luanda.

Eric Glasby and his son Ivor however were not so fortunate. While they were negotiating a washed out drift in the Congo they were confronted by armed Militia who ordered them to turn around. A frustrated Eric returned to Bulawayo and would have to try another day.

The race itself was run through the streets of Luanda, a fast and tricky circuit consisting of 65 laps of 4.6km in length. Four days prior to the race the city was awakened by the sound of snorting exhausts as the streets were opened for official practice from 5am to 7am each morning. As

first light was at about 5:30am, many competitors raced with headlights on in order to familiarise themselves with the difficult track. The scene was reminiscent of Monte Carlo during the week preceding the Grand Prix de Monaco, as the straight ran parallel to the sea before turning back into the city, ascending to another level whereupon it swept quickly down a very fast straight back to sea level. An S-bend started the circuit as a steep incline skirting an old Portuguese fortress and descended suddenly to the sea once more, where a series of fast left and right curves brought one back

to the start.

The three Rhodesian drivers that faced stiff international competition were Jimmy de Villiers, John Love and Gordon MacPherson. Jimmy Shields, after having trouble obtaining methanol fuel, was unfortunately eliminated by a crash in practice. Despite the most determined efforts by his mechanic, Begley, and numerous Portuguese mechanics for several days and nights, it could not be remedied in time.

From Belgium came the celebrated Ecurie National Belge team with two Ferraris driven by Count Alain de Changy and Yves Tassin, and a private

1958 IL GRANDE PREMIO DE ANGOLA RESULTS

1.	de Villiers	Jaguar	Rhodesia	124.73km/h
2.	de Changy	Ferrari	Belgium	121.93km/h
3.	Love	Riley	Rhodesia	119.33km/h
4.	Pinto	Mercedes	Angola	116.70km/h
5.	MacPherson	Austin Healey	Rhodesia	111.79km/h
6.	Gomes	Jaguar	Moçambique	108.62km/h
7.	Duray	Porsche	Belgian Congo	107.39km/h

entry from Pierre Berchem with a Lotus 1500. Portugal was represented by Joaquim Correia de Oliveira - the previous year's winner in a Maserati 300S, De Lemos with a Porsche Spyder, two Alfas driven by Pinto and Mecgalhaes. The Belgian Congo was represented by a team of three TR3s and a Porsche 1600. Moçambique sent a Jaguar XK120, an Austin Healey and an Alfa Romeo Spider. Angola itself was well represented by a Maserati 300S driven by Alvera Lopes, Marques Pinto in a Mercedes 300SL, a Jaguar XK140, TR3 and MG A.

The race was run in scorching heat and before long the gruelling pace was taking its toll. A TR3 and both Porsche Spyderys were out before 30 laps had run. The only serious accident occurred on lap 33 when Alvaro Lopes rolled his Maserati on a fast bend and skidded upside down for 200 yards. Fortunately he had an almost miraculous escape and was subsequently released from hospital four days later.

With the Maserati 300S out of the race the main interest centered on the duelling pair of Count de Changy in the Ferrari and de Villiers in the D-Type. Towards the end Jimmy forged ahead. Behind the leaders, Love maintained third despite a pit stop to refuel. Marques (300SL) held fourth after stopping to assist Lopes when he rolled. MacPherson experienced accelerator pedal trouble in the Healey, travelling slower and slower before pulling into the pits. Unable to repair it he returned to the race but was unable to travel at more than a crawl. He stopped again and made a makeshift repair with a piece of wire in order to finish the race.

Despite de Changy's efforts he was unable to haul in de Villiers, and so Jimmy became the first Rhodesian to win an International Grand Prix.

Owing to a protest, Love was not eligible for classification as he was using alcohol fuel, but was accordingly awarded first for Racing Cars. All the

drivers and mechanics flew back to Rhodesia, and Thomas was very pleased to travel home as a 1st Class passenger aboard a liner, accompanying the D-Type back to Port Beira.

Just before Jimmy passed away in July 1973, he asked me to donate the trophy that he won in Luanda back to Motor Sport on the condition it was a floating trophy, which would never leave the country and would be competed for annually. In accordance with his wishes it was used for the first car home in the International 3 Hour Endurance Race which was held in 1974 at the new circuit of Donny Brook Park in Salisbury. Fred Goddard and Jack Holme took the trophy in an Ecosse.

There were no 3 Hour races staged until 1983 when it moved to Bulawayo at the Breedon Everard Raceway. It was at this time I noticed the trophy was not being raced for and so my enquiries to recover it began. Goddard had long since moved to South Africa and from there to the UK. Thereafter my trail went cold. About a year later, while reading *AutoSport* magazine, I noticed a mention of an ex-South African running a Formula 3 team at Silverstone - Goddard. I tracked him down and when I spoke to Fred about the trophy and explained my plight, he offered it back like a true gentleman, stating categorically that he had never been told it was a floating trophy.

My sister and brother-in-law, who lived in Surrey, collected it and sent it home where it was refurbished to original and a stand made by skilful friend Mike Harmon. I am grateful to the members of the Bulawayo Motor Club who gave me the opportunity to re-donate the trophy back to its rightful place, some 22 years after I first donated it, and 36 after my father had won it in Luanda. The trophy was again competed for on 14 December 1996 during the International 3 Hour at Breedon Everard Raceway.

Jimmy always gave of his best and was a champion of the 'Under dog'. 🐶



Jimmy and 1958 silverware.



Heading away from the beach front...



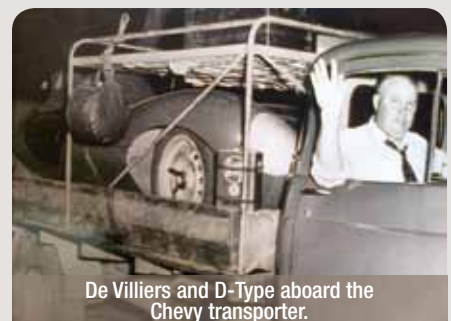
and up the main street in 1958.



De Villiers surrounded after his victory...



and getting a helping hand.



De Villiers and D-Type aboard the Chevy transporter.



Chevrolet took fins horizontal in '59 here seen on an Impala Sport Coupé, El Camino pickup and Kingswood station wagon.

The story goes that after seeing Exner's designs for the '57 Dodge, DeSoto and Pontiac, Earl's tail feathers were seriously ruffled and he immediately scrapped his upcoming designs and started afresh ...

Immediately following the second short economic recession of the 1950s under Dwight D. Eisenhower's presidency, 1959 was an automotive boom time in America and the number of new vehicles reaching the market-place was prolific to say the least. And not just single derivatives – each model name was offered in a number of guises with an options list as long as an orangutan's arm. Two-door, four-door, sedan, coupé,

convertible, station wagon, pick-up, panel van (sedan delivery) – each with a wide choice of engines and transmissions and trim spec, not to mention colour choice. It was mind boggling – for

customers it was Customising with a capital C. It was also a time of excess and extravagance with bodies formed from great expanses of sheet metal adorned with chrome baubles and bangles – the term 'bling' does not even come close. And fins were the fashion: BIG fins, the ultimate being those on the 1959 Series 62 Cadillacs – called zaps – the tips of which were 1 067mm off the ground. But that same year, GM stable-mate Chevrolet went horizontal...

But it was an eleventh-hour decision. GM's chief stylist Harley Earl had suddenly found he had an industry rival in the form of Chrysler's Virgil Exner, whose radical Forward Look designs took American automotive design into the 'jet age' of rocket-like design cues. The story goes that after seeing Exner's designs for the '57 Dodge, DeSoto and Pontiac, Earl's tail feathers were seriously ruffled and he



SPREADING WINGS

immediately scrapped his upcoming designs and started afresh, albeit too late for introduction in the 1958 model year. But for the following year, Chevrolet's third new shape in as many years appeared on the showroom floors – and what a stir it caused.

Three model lines adopted the new look: base model was the Biscayne, then came the Bel Air and topping the range was the Impala, each level identified by different bonnet badging – plain Chevrolet script on the Biscayne, the addition of a wide V on the Bel Air and the whole topped with crossed-flags on the Impala. The name Impala was first used on a 1956 GM Motorama show car but was then given to a Bel Air derivative in '58 before becoming a stand-alone model line in '59.

Based on a new safety-girder X-frame chassis, the '59 had a longer wheelbase and the bodies were 50mm

wider and 75mm lower than the '58s ("Slim line, fresh and fine" was one of the numerous ad slogans), featuring a dramatic 'spread wing' rear-end design and replacing Chevrolet's characteristic triple tail-lights with a stylised teardrop shape echoing the lines of the boot lid's 'wings'. The boot lid itself was massive – "big enough to land a Piper Cub" was one road tester's comment at the time. And as for the options – there were no less than 78 boxes that could be ticked on the order form! At the time, Ford and GM were engaged in a major price war to help stimulate sales and Chevrolet was sure taking the battle to its chief rival.

Long-established Storms River resident Jan du Rand can tell you a lot about the cars of the period. A few years ago he fulfilled a childhood dream by owning no less than five Cadillacs – a '58 Sedan de Ville, a '59 Series 62 Coupé,

Slim line, fresh and fine – Jan du Rand's band of Chevrolets from the era of big fins, rockets and rock 'n roll.

Words and pictures: Mike Monk



Impala Sport Coupé.



THE FASHIONABLE FIN

GM design guru Harley Earl was the man who started the Great Fin period in American auto design when, after studying the Lockheed P-38 aircraft, he included a (small) representation on his 1949 Cadillac, and the fashion took off. Practically all of the other manufacturers followed suit – some took longer than others, notably Ford – and Chrysler's designer Virgil Exner even went so far as to argue that they afforded handling benefits. By 1960 the end was in sight but for a decade the public loved them, seeing fins as a status symbol that led to manufacturers regularly changing their shape to arouse each new model year's sales. As Chevrolet design studio head Clare MacKichan said in 1959: "We were encouraged to do the wildest things. It was the peak year for super imagination amongst designers but they started to cool off a little bit after that. They saw they had gone a little too far."

a '60 Eldorado Seville, a '64 Fleetwood Convertible and a '65 Calais Hardtop Coupé. But he recently decided to forego his numerous business interests and properly retire, and part of the new life was to sell the collection and go in search of another model he admired – the '59 Chevrolet. But not just one of them – rather individual variations on the theme. At present he has four, three of which are up and running – an Impala Sport Coupé, a Kingswood station wagon and an El Camino pickup – while the fourth car, an Impala Convertible, is undergoing a ground-up restoration in the hands of Danie Marnewick in Langebaan.

The salmon pink-and-cream Sport Coupé is strikingly elegant. Sure, there is a lot of bright highlighting but somehow it seems far from being over the top. The dummy air vent at the rear of the roof and the twin antennae might be a bit flash, but hey, it certainly lived up to its advertising boast of being



Kingswood Station Wagon



“longer, lower and lovelier by far”. It is a big car for what is essentially a 2+2 (well, 3+3 really, such is the width...) but access to the rear is relatively easy thanks to the angled tilt forward of the front seat backrest. Inside, the fascia echoes the exterior colour scheme underscored with swathes of bright metal – it is almost a disappointment to see a radio rather than a miniature Wurlitzer in the centre. The busy green-and-chequered blue/white trim boggles the eyeballs a bit, but I am not complaining. Colourful is the word to describe it.

If the Sport Coupé is hardly the definition of practicality, the Kingswood station wagon certainly is. Successfully combining the basic design’s ‘spread wings’ with a squared-off estate upper body (including the themed wraparound side glass) was quite an achievement, and with the optional electric-opening tailgate glass, represented a sensible approach too.

And who needed an MPV in the '50s? A full width bench – and, yes, suitable for adults – folded out of the load floor to increase carrying versatility. Jan’s pale blue-and-white Kingswood is not only stylish and cavernous but a packaging phenomenon.

‘Rhapsody in Blue’ is perhaps the best way of describing the El Camino. The load bay of this immaculate deep blue-and-white example looks more like a swimming pool than a cargo platform and the effect is really striking. The short cab looks almost out of proportion but is spacious and glassy – inside it feels almost like sitting in a glass-topped bowl thanks to the model-generic’s slim pillars. Without air conditioning, in summer the interior becomes more like

Inside, the fascia echoes the exterior colour scheme underscored with swathes of bright metal – it is almost a disappointment to see a radio rather than a miniature Wurlitzer in the centre.



El Camino Pick-up



Dynamically, the cars are typical of the period, namely a bit soft and wallowy but power steering helps with manoeuvring such a wide piece of automotive architecture ...

a sauna – what was that about a pool out back? Overall, it makes modern-day pick-ups look decidedly truck-like by comparison although, to be fair, the sides of the load bay will not take kindly to items being hauled over them.

Apart from the 3.86-litre six-cylinder base engine, no less than seven V8 options were available. Under the Sport Coupé's bonnet lies a big-block 348 cubic inch (5.7-litre) 250hp (187kW) Turbo Thrust motor mated with an auto transmission. The Kingswood and El Camino are both powered by versions of the 283ci (4.6-litre) small-block Chevy, the wagon having a 185hp (138kW) Turbo Fire coupled with a three-speed manual box, and the pick-up a 230hp (172kW) Super Turbo Fire paired with a two-speed auto. The convertible is destined to receive a 348ci Tri-Power with 335hp (250kW) and an autobox.

Dynamically, the cars are typical of the period, namely a bit soft and wallowy but power steering helps

with manoeuvring such a wide piece of automotive architecture – overall width is 2 029mm with front and rear tracks of 1 524mm. The wide, relatively low and heavy body helped reduce body roll inherent in the softly-sprung American cars of the time. All-rounder drum brakes were reasonably robust enough to bring matters to a halt.

The '59 Chevys were only in (admittedly high volume) production for a year and were pretty outrageous even for their time; witness the 1960 model that was noticeably toned-down with the still prominent but less dramatic wings now likened to a seagull rather than a bat. But as a 'horizontal' player at the curtain call of the Big Fin Era of American auto design, in the words of Ed Cole, Chevrolet's chief engineer in the late 1950s, the Impala and its siblings were "prestige cars within the reach of the average American citizen". The '59s were short-lived but left a lasting impression. 📌



Gary Green Auto



The master of Alfa Romeo
opens it's doors to
Ferrari and Maserati servicing.



The acknowledged expert
Carlo Viglietti now at Gary Green Auto
for personalised advice & servicing.

Contact Carlo 021 4469159
e-mail carlo@alfaromeofiat.co.za
33 Jack Craig Street Foreshore Cape Town

BMW 2002 youth project

Transforming a long-forgotten oldie into a safe, reliable and efficient first car: a Modern Classic

Modern mechanicals:

An M44 'cut-out' from an E36 will provide cheap, reliable grunt. Aftermarket electronics will manage it and unleash a bit more urge. E36 five-speed will aid economy and make for more relaxed cruising when paired with an appropriate final drive.

Safety:

Brakes will be via discs all-round, adapted from E30 3-series. Custom ABS installation based on E46 3-series will enhance stopping ability considerably.

Suspension:

Decent dampers and springs a must, along with new bushes and rubbers throughout to sharpen handling, as will a modest drop.

She's got the look:

KISS principal applies, and we want to keep it clean, so no sheetmetal mods apart from a gentle 'roll' around the arches. Fly the front bumper and fit an Alpina-style spoiler. Period-style wheels, no taller than 15-inch. Colour? We think red, or maybe Alpina orange...



[Deadline: July 9, 2014 - James Burford's 18th birthday]

Beg, steal, borrow:

The budget is tight, so we'll tap into the 2002 owners' network to source what we can. Buying new overseas a last resort only, especially at today's exchange rates!

Security:

Fit a decent immobiliser, along with 'smash-and-grab' film tinted to the maximum 35 percent legal limit.



Spit and polish:
Hundreds of used parts need to be cleaned up and refurbished where possible... Saturdays and Sundays wielding an old toothbrush lie ahead for James Burford, the car's eventual owner.

Cabin fever:

Some reasonable sound, plus some tasteful updates, will give the cabin a more modern look and feel. Maybe something a bit more racy in the seating department too.



Dad's... and Lad's. A year hence the white rust bucket should be the better drive.

BOY-ZONE

Classic cars are inevitably a work-in-progress, even when freshly baked. You commit fully when you own an oldie, but the extra effort that comes with it is normally rewarded by a character-filled car that can be an important part of one's life and of course, have decent value in the long term.

By Adrian Burford

The old car 'thing' often comes from a parent, or a car that links to one's past, or simply to a long-forgotten car parked in the yard, being slowly nibbled away by the dreaded tinworm, while anything made of rubber atrophies and the upholstery turns to dust. Then there are the legal issues of registering a car which may have been off-system for decades, and has got R5 000 in licensing arrears to be sorted out...

On a more practical level, there are safety issues to consider (ABS, airbags – what are they?) and reliability: cars don't break down nearly as often as they used to, thanks to the demise of humble condenser and points ignition, and the carburettor. They require far less maintenance and use way less fuel and generate a lot less pollution.

Let's face it, even hardened enthusiasts don't use their classics as daily drives. But we've set out to build, as a long-term project, a Modern Classic which will be exactly that, and simultaneously introduce an 18-year-old to the joys of personal transport.

The 'Modern' part of that phrase is important: the car needs to provide standards of safety, reliability, and economy associated with a more modern generation of car – without losing the appeal and period look of the original.

We've set out to build a BMW 2002, but the philosophy behind the project can just as easily be applied to a Ford Escort, Alfa Giulia Sprint, or Datsun 510. Owners can tap into a network of enthusiasts, where both information and parts can be donated, swapped or sold to help a like-minded individual. The Internet has also made the world much smaller in this regard.

In addition, we've partnered with respected motor industry component and service providers who will use the opportunity to show off their wares and/or skills.

First to sign on the dotted line was Bavarian Auto Recyclers. They provide a wide array of parts for BMW models old and newish and will be supplying a 1.9-litre M44 multivalve engine and a compatible five-speed box, both from the E36 generation Three, replacing the



Interior will get a more modern look and feel, and better insulation. Sound system a must-have.



M10 with Webers will be replaced by more fuel-efficient, injected M44 16-valver.



There's plenty to be done, front to back. Battery will move to the boot to make space for ABS brake pump.



A new dawn...this is where it all started, with the CPCA team loading 'er up..



Image by Oliver Hirtenfelder

WHY HAVE A POLO OR TAZZ, WHEN YOU CAN HAVE A CLASSIC?

Stripped! James Burford with the fruit of his July holiday labours. Hopefully putting it back together will go equally smoothly!

Wow, my very own car, and not just any old hand-me-down hatchback but a BMW 2002! Okay, so right now it is just a slightly rusty bodyshell, a pile of parts and a picture in my head, but hopefully by July next year it'll be shiny and red, with a 16-valve engine and a racy exhaust note to listen to when I've turned down the volume on my iPod...

A BMW as my first car? I can't remember the last time I was this excited for a birthday! I think it goes without saying that I'll have the coolest first car of all my mates. Working throughout the July school holidays to strip the car to its bare, rusty shell has been tedious work but it has really opened my eyes as to how big a project this is going to be and how much work it will actually involve.

Nevertheless, I'm stoked to be part of the process of building my own car and to be given an opportunity like this to learn something along the way. It will be a tough project for all the partners involved but with their expertise and my elbow grease the end result is sure to be something special, and will suit the needs of a teenager such as myself. Bring it on!

- James Burford

carburetted M10 lump and its four-speed box.

Also on board is Cornrights, a panelbeating and spraypainting business founded in 1964 by patriarch Aldo Corna, with the business now run by his son Peter. Interestingly, this will be the third generation of Burford male to use Cornrights: in 1973 they painted my father's 1948 Cadillac, and in the course of the 1990s and into the next decade they painted, repaired and decalced numerous race cars campaigned by this author – and now they're going to paint a car for my son! Highly respected, they operate out of modern premises in Midrand where the Glasurit Academy is also based, and the 2002 project will be used to help train young spray-painters.

Next up is Evolution 2 Motorsport, something of a legend when it comes to building and running Beemer racecars, as well as servicing and repairing older cars with the roundel on the bonnet. They're going to be our official workshop, and will handle the main part of the rebuild – with James serving an 'apprenticeship'

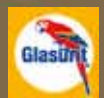
under one of Alec Cephnich's regular technicians. This will also hopefully act as an example to others of how to manage a process like this: you don't want to modify a gearlever aperture on a car which already has had its interior fitted, for example.

Finally, Autobarn, a parts and spares chain with its roots in Australia and fairly new to the local scene, will be our retail partner. Through their various suppliers they will contribute everything from wipers to lubricants to brake pads, and will also hopefully be able to show that huge cost savings can be achieved by using 'generic' rather than BMW specific parts.

So the ball is rolling and by the time you read this, the donor body will be at Cornright Motors, with a long and arduous revitalisation process about to start. ☐

CPCA readers can keep abreast of developments with Project 2002 on www.cPCA.co.za or in Automotive Business Review, a leading trade magazine aimed at the parts and components industry.

Visit www.abrbuzz.co.za to find out more.



THE ... SUPER VANS ...

Roger McCleery charts the rise of the van der Linde family
- South Africa's leading racing dynasty.



Kelvin van der Linde currently making a name for himself in the International Scirocco Cup.

It does your heart good to see a South African motorsportsman stand on the top step of the podium at an international motorsport event and hear Nkosi Sikelel' iAfrika being played. That is what South African 16-year-old schoolboy from Dainfern College in Johannesburg experienced at the beginning of June. He had won both races in the International Scirocco Cup at Red Bull's Spielberg Circuit (previously a Grand Prix venue). His name is Kelvin van der Linde.

He comes from a motorsport dynasty in South Africa that has been prominent in South African motorsport, winning no less than 17 national and international titles in saloon cars, single seaters and karts. This family has also produced high performance tuning equipment for racing and road cars since the '80s. They are the van der Lindes of Johannesburg.

Father, and now grandfather, is Hennie van der Linde, who started it all

off in 1972 winning Star and WesBank Modified Saloon titles in what will always be the golden era of motorsport in South Africa. This was followed in the 1990s and into the 21st century by sons Shaun (43) and Etienne (35) taking South African Drivers Championship titles in '92 and '95 for single seaters.

Now Shaun's son, Kelvin (16), has become the youngest ever senior circuit racing car champion against big competition. Kelvin, who won the Engen VW Polo Cup Championship title at 16 years and 128 days beat his Uncle Etienne, who won the South African Formula Vee Championship at 16 years and 270 days old in 1994.

The youngest van der Linde, Sheldon, has already won two South African Karting Championships in the GP Junior and Rotax Mini-Max classes.

Probably the best known tuning concern in the country is Van der Linde Conversions and Development at Kya Sands in Johannesburg. Started in 1984 it has remained a family business



Shaun moved to front-wheel drive with the Mini Cooper S.



Etienne, a strong part in the BMW Production Car team.



Hennie often shared cars with George Santana.



Hennie in his Datsun 140Z.



Hennie's record breaking WesBank Modified Skyline.



Sheldon leading the way.



Shaun and his EnviroCar SATCAR.

involving Hennie, Shaun and Etienne. They pass on their years of experience competing and preparing cars at the top level. Cylinder heads, cam shafts, electronics, supercharging with a 70% increase in performance and exhaust systems and competition chrome-moly roll cages are some of the services they provide. Since 1996 they have produced 4 600 Van der Linde conversions. All this has been overseen by Hennie's devoted wife of 40 years, Isabel.

Hennie (68) dominated modified saloon car racing in 1984, '85 and '86 in his legendary 6-cylinder Nissan Skyline GTX. This combination won 57 races in a row – a record that will stand for a long time. Hennie had sorted out crankshaft problems with the Skyline engine which turned racing and rally cars into winners. In a career that started 41 years ago in 1972, Hennie always wanted to race cars. He has worked for and raced against some of the great South African drivers in this country in the 1970s, '80s and '90s:

Basil van Rooyen, Jackie Pretorius, Peter de Klerk, the Peterson brothers at Continental Cars, Sarel van der Merwe, Danny Alderton, Arnold Chatz and Sampie Bosman.

Starting with an Alfa Giulia when working at Superformance, he also raced and won in Anglias, Escorts, a Mazda RX from Illings, and a 1200 Datsun which he shared with George Santana - they blew away much bigger cars and were in fact the first South Africans to ever lead a 9 Hour race at Kyalami. A Datsun 140, Stanza and 300ZX, which introduced the public to turbo-charged racing and saloon cars, came next. These racing cars all shared common denominators: they were winners, reliable, handled well, went like the clappers and were driven brilliantly.

His final race was a Castrol 6 Hour race at Killarney in a Fiat Uno he shared with Arnold Chatz, the most successful Alfa driver in the world.

Brought up in an atmosphere of motor racing, it was only natural

that his sons, Shaun and Etienne, would follow in their famous father's footsteps. At 19 years old, after two years National Service, Shaun started racing a 1300cc Class E Golf during 1989 in the Ultimoil Challenge. From the start, the word 'champion' was written all over his performances.

One year later he was the 1990 Rookie of the Year in Formula GTi racing where he finished 3rd overall. From then on it was success after success, helped by wife and mother of Kelvin and Sheldon, Bernadine. The South African Drivers Championship in Formula GTi Champion and Springbok colours were next in 1992. Then it was into a BMW 325 Development Saloon Car Team in 1993. This was followed by a win in Group N Racing at the Nurburgring, Germany, and the South African Super Touring Car title. He raced at Donnington in the UK and then into the South African Touring Car Championship till 2000 against the Opels, Audis and Nissans. Then



1



2



3



4



5

1. Kelvin
2. Etienne
3. Hennie
4. Shaun
5. Sheldon

back into BMW Production cars where he won again, until his first outing in a Mini, where he shone.

Younger brother, Etienne, started in 1990 in the GP Junior Karting before moving up to 100 Stock, where he won the Transvaal Championship. A meteoric career in Formula Vee started with the 1994 Formula Vee Championship scoring 16 wins in 18 starts. One year later he won the South African Drivers Championship and Formula GTi Championship first time out and was awarded his National Colours.

Single seater success continued in 1996 when Etienne relocated to the UK. In his first year in Formula Renaults he took the Rookie prize and finished 4th overall. This was followed in 2nd spot the next year. He then moved over to Holland to compete in the Formula Opel European Championship, which was run as a curtain raiser for the European rounds of Formula 1. Top of his game, he won the Championship first time out once again.

A spell in the Marlboro Master Formula 3 World Cup saw him take the Rookie of the Year Title and also placed 3rd overall in 1999.

The exchange rate weakened by the day and it was difficult and too expensive to survive in Europe.

Etienne came home and into a WesBank Modified V8 racer prepared by his father. He started with two wins and a 3rd in an ex-Derek van Blerk car. Then he was selected to join the BMW South African Touring Car Team after driving a BMW 328 Production Car for Peter Kay-Eddie.

He went back to Europe for the Formula 3000 European Championship on Italian circuits like Imola, Monza and Vallelunga before coming back home. He raced a Production Car BMW and won the Championship and Class A in 2003. After a back operation Etienne gave up racing for two years but made a comeback after he married Anri in 2006.

Interesting is that circuit-wise, Shaun and son Kelvin like Kyalami best. Etienne loves Welkom and Sheldon Zwartkops and Midvaal.

Sport is Kelvin's thing. He shone at Dainfern College in Provincial athletics and tennis. But of course, his main interest is motorsport. There is no stopping his progress. At 12 years old he took his first Karting National Championship in Mini Max. Two years later he won the Junior Rock National Title.

In the next year (2010) at 14 years old he entered the Goldwagen Challenge in a GolfR and won overall and Class B,

plus was Rookie of the Year at his first attempt. 2011 saw him into the tough world of the Engen Volkswagen Cup where he was 3rd overall and Rookie of the Year. Last year in a car prepared by his dad he took the cup races and was the youngest senior national car racing champion ever in South African motorsport. That was just the start in local racing. Now he leads the International Volkswagen Scirocco Cup races in Germany, which are run with DTM Championship events.

Also with ambitions to race in the DTM Championship his younger brother, Sheldon (14), has started well in motor racing. Two years into his career at 7 he finished on the podium and won the Cadet Class. GP Junior Karting came next and he won the Championship and received his Jnr National Colours. Starting 30th in the Mini Rock Karting World Championship near Milan, he moved up to 16th spot near the finish. Then came 2010 and the Mini Max South African Karting Title.

Sheldon has already tried out a VW for Goldwagen Racing for 2014 and is likely to follow his brother and his grandfather, father and uncle to further success to keep the van der Lindes at the top of motorsport in South Africa for a long time. 🏁



Our shop is situated at 117 Strand Street, Cape Town. For more information on any of these cars, please contact Jason on +27722296967 or JB on +27834602228, or email us at jason@motostars.co.za. For a selection of more cars for sale, please visit www.motostars.com

Unique cars for the individual

Featured Cars For Sale



1994 Porsche 911 (993) Carrera 4 Cabriolet, Ice blue silver metallic with blue leather interior, 81 000km with books, new tyres, new soft top, excellent overall condition. R495 000



1999 Mercedes Benz 320SL, white with black leather interior, 91 000km with FSH, hard and soft tops, these late model W129's are the ones to buy to collect and to drive! R235 000



2003 CAV Ford GT40 Replica, Wimbledon White with grey leather interior, 347ci V8, 5 speed manual, very early chassis, owner built. R550 000



1987 Porsche 928S4, Slate Grey with Avocado interior, V8 with auto box, PS, Electric everything, these cars are becoming very sort after and this car only has 107 000km! R185 000



1979 Rolls Royce Silver Shadow II, Dark Blue Metallic with magnolia interior, loads of history with the agents, R279 900



1973 De Tomaso Pantera GTS, Fly yellow with black interior, 351ci V8, 5 speed manual, LHD. R495 000



1970 Fiat 850 Spider, Red with Maroon interior, 850cc 4 cylinder, 4 speed manual, what a cute little roadster, light on its feet and completely different to the common alfa's! POA



1969 Mercury Cougar XR7 Coupe, white with black interior and original vinyl top, 302ci V8, 3 speed auto, P/S, disc brakes, these are great Muscle cars with all the features! R225 000



1958 MG A Roadster, Red with black interior, 1500cc 4 cylinder, 4 speed manual, older restored car on wires, looks great and drives great, full weather gear. R195 000



1941 Packard One Sixty Convertible Coupe, Cream with brown interior, possibly the only one in SA, call for more info. POA



1957 Buick Century Coupe, Red with Blue velour interior, original 322ci V8, 3 speed auto, P/S, wire wheels, a rare Buick in SA, awesome cruiser. R495 000



1964 MG B Roadster, Cream with Black interior, very early pull handle car with rare hard and soft tops, wire wheels, chrome bumpers and recently rebuilt motor and box. R125 000

We buy and sell classic, collectable, sports and muscle cars | We collect and deliver cars anywhere in South Africa and the World
We can source specific cars for individual requests | We are an approved Wesbank Dealer and Finance is available on certain models
We always have over 50 cars in stock

PIN-UP

PERFORMANCE

Lamborghini is by no means a large quantity manufacturer but for 50 years has trumped most when it comes to brand strength, recognisability and excitement. While the Miura set the trend for all supercars to come, **Stuart Grant** reckons that because Countach posters have adorned more walls than most other cars in history, and maybe even those of that lady with her tennis skirt conveniently lifted, it is the ultimate supercar and the iconic Lambo.

Photography by **Oliver Hirtenfelder**

Like most great cars the tale starts with one man – Ferruccio Lamborghini.

Born on 28 April 1916 on a farm in the rural town of Renazzo di Cento near Modena, Lamborghini soon developed an interest in all mechanical items. He graduated with an engineering degree from the technical university in Bologna before being stationed on the Greek island of Rhodes as an air force ground crew member during World War II, where he was taken prisoner of war by the British. Following his release in 1946 he married and immediately set about working, and showed his entrepreneurial spirit by opening a workshop near to his hometown assembling tractor-like machinery from ex-military vehicles.

With a will to win Ferruccio pushed hard, forming the company Lamborghini Trattori S.p.A. in 1949 and churning out self-developed tractors with two, three and four-cylinder diesel engines that were cleverly modular in construction with numerous interchangeable components. An engine with direct injection was added to the range in 1954 and the firm moved to a new plant putting out 400 vehicles per month, making it one of





the largest agricultural machinery manufacturers in Italy.

1960 saw him travelling to the USA for business opportunities. On his return he widened his net by forming Bruciatori S.p.A., which manufactured domestic and industrial heating and airconditioning units. Again his all or nothing attitude shone and the business flourished making him, at age 46, one of the leading businessmen in Italy and extremely wealthy. He lived life well with fast cars, good food and top quality wine. Next on the cards was a lifelong dream to manufacture helicopters, but the powers-that-be denied approval for the project. So, blocked at building his dream, Lamborghini did what any of his contemporaries would have done – built supercars.

Motoring was nothing new for him, having tuned and driven a Fiat Toppolino for the 1948 Mille Miglia. This event ended 600 miles down, and we quote Lamborghini himself: “in a bar which I entered with the car through the wall”. Unperturbed he kept buying fast cars and amassed a collection of fine wheels ranging from Jaguar, Mercedes-Benz, Ferrari and Maserati. By 1962 though he realised that no car satisfied his every need. He complained one would not be plush enough while the other not powerful enough. Rumour has it that he felt that the craftsmanship on his Ferrari 250GT was even sub-par. It was then that he requested a meeting with Enzo Ferrari, only to be refused.

Perhaps a bit annoyed, Lamborghini had his engineers strip the 250 and

soon realised that many of the parts were standard off-the-shelf items. With this in mind there was no reason not to build his own sports car that could meet his stringent requirements. Acting on his words, Ferruccio Lamborghini established his own motorcar company, Automobili Ferruccio Lamborghini S.p.A., and opened in Sant’Agata Bolognese in May 1963. Conveniently close to his tractor and heating/aircon plant and slap bang in the face of Ferrari, Maserati and Ducati, it was located in open space on 50 000 square meters of land with the potential to grow and not be a flash-in-the-pan operation. Interestingly, from the outset Lamborghini balked at any form of racing as he felt the money spent on motorsport could be better channelled



Raging bull, Ferruccio's birth sign and nod to his character.



The low, wide sill necessitated a clever door system for 'easy' access.



60 degree V12 came with six Weber carburetors.



Peak torque is at 4 500rpm but Countach keeps pulling to 7 000.

into forming a new and profitable business sector.

His business-orientated brain saw Lamborghini striking a deal with the local municipality. He gave an employment guarantee for his workers and in return he received a long-term interest-free loan and zero tax on profits. This suited both parties as, although there were plenty of skilled labourers, the wage level was low due to the region lacking any other real employment. He pressured the build and the factory was up and running within a year.

High-end cars started trickling off the line, starting with the 350GTV, running through 350GT, 400GT, Islero 400GT and Miura and all badged with the raging bull logo nodding its head to Ferruccio's birth sign and his hard-charging and his sometimes impulsive character.

While the '60s were swinging for Lamborghini the economic hardships

of the 1970s slowed the momentum. This grip was even further tightened by the loss of a major tractor deal with the Bolivian government, strikes and stricter American car regulations. In order to boost the agricultural machinery company Ferruccio sold off 51% of the car outfit to the Swiss national Georges Henri Rossetti and then the remaining 49% a year later to René Leimer, a colleague of Rossetti. He then flogged the tractor business to Italian Same group, which continues to run it today.

Lamborghini kept hold of the heating firm and a fourth business in his artillery, Oleodinamica, which produced hydraulic valves. He appointed his son Tonino to manage this firm and retired to a farm where he lived affluently growing grapes, producing wine and putting together a small museum. His award winning red wine sold as 'Colli di

Trasimeno', but soon was referred to as 'Sangue Di Miura' (Miura blood).

For his lifelong achievements Lamborghini was awarded the title 'Commendatore' and knighted 'Cavaliere del Lavoro' (knight of work). He passed away following a heart attack on 20 February 1993, and was buried in his hometown, Renazzo.

Ferruccio's move out of the car business was, in hindsight, a very wise one as times got tougher and by 1978 the Rossetti-run operation entered bankruptcy with the Italian courts taking control. In 1980, the Swiss brothers Jean-Claude and Patrick Mimran were appointed as administrators during its receivership. By '84 the brothers officially owned the operation and besides restructuring and hiring leading design/engineering talent, pumped huge money into the floundering firm. The pair did a good



Hardly a curved panel on the aircraft-grade aluminium body over a tubular chassis. Scissor doors became a Lamborghini symbol.



Rear induction and cooling ducts kept frontal area to a minimum.



12 inch wide wheels fitted with 345/35/15 Pirellis.



Second generation cars sported a monstrous rear wing.

job with models like the updated Jalpa and LMoo2 SUV but it wasn't enough to keep above the line. Led by Lee Iacocca, the Chrysler Corporation took control of Nuova Automobili Ferruccio Lamborghini S.p.A. in 1987 paying US\$25.2 million to the Mimrans. Under Chrysler power such delights as the Diablo surfaced, and Lamborghini put its toe into motorsport for the first time officially with a programme supplying engines to F1 and powerboat engines.

It was looking good for the brand but as quick as it went up it came crumbling down in 1992 when the Diablo proved out of reach financially for the desired American market. With Chrysler bleeding from the bull fight, they sold it to a firm called MegaTech - a company registered in Bermuda but owned by Indonesian conglomerate SEDTCO Pty, headed by Setiawan Djody and Tommy Suharto, the youngest son of

then-Indonesian President. Under the MegaTech reign sales increased but still not dramatically enough to keep in the black. But a light at the end of the tunnel shone when in 1996 Vittorio di Capua was hired as President and CEO. With more than 40 years at Fiat, di Capua turned a profit by immediately putting in cost-cutting measures, thinning the number of company executives and consultants and overhauling production to see a 50% gain in productivity. In 1997, Lamborghini broke even, selling 209 Diablos, thirteen more than it needed to be profitable. di Capua also saw the power in the brand name by putting in place merchandising and licensing deals.

When Volkswagen Chairman, Ferdinand Porsche, went on a buying spree in 1998 he took in Bentley, Bugatti and Lamborghini to the VW/Audi bag of tricks. Lambo reportedly went for

US\$110 million but more importantly could make use of Audi's technical expertise and return a bit of sporting cred to the German brand. And with the Germans in charge Lamborghini seems to have found some sort of stability, which although not true to the passionate Italian underpinnings has seen some impressive cars like the Murciélago, Gallardo and Aventador to the fore as well some profitability.

So all is rosy for Lamborghini, but exclude all the safety and emission controls and I think they could have just kept producing the odd Countach to keep in the positive side of the bank balance. Development, tooling, design and staffing costs could have been kept to a minimum and the order book might well be full. I mean, who can deny that the aggressive styling, engulfing noise and brutal performance wouldn't sell like hot

Children of the '70s and '80s could now order a Countach and hang the keys next to their dog-eared poster.



Instantly recognizable telephone dial alloys.



Surprisingly comfortable bucket seats.



Must-have metal gear lever gate.



cakes. Children of the '70s and '80s could now order a Countach and hang the keys next to their dog-eared poster.

Sadly though, like most of us have swapped our pin-up car poster for some more contemporary art, so the Countach needs to be swapped out. It is impractical, inefficient and will get blown into the weeds by modern, more refined machinery. One would rather hang a Picasso in a safe than on the wall above the fireplace – it is the same thing. Have one and bring it out for special occasions.

Countach is a piece of art and remained in production from 1974 until 1990. Styled by Marcello Gandini of the Bertone design studio, it is almost entirely made of flat trapezoidal panels. It is low and wide with the roof topping out at 42.1 inches (106.9cm) so the scissor-type door opening mechanism, which is synonymous with the car,

is more than just cosmetic. Getting in requires sliding across a very wide sill and then descending into a cosy cockpit. In right-hand-drive variant, pedal position is bizarre - way off to the left. Once inside, rear visibility is limited by the mid-engined layout, making reversing impossible unless you climb onto the sill and look over the shoulder out the open door.

In this 5000S model the 4.8-litre V12 mounted longitudinally behind your head does make sense when you turn the key. Immediately the 6 Weber carburettors engross your eardrums and then a shattering rasp escapes from the four exhaust pipes – in our case amplified off a showroom wall. Thanks to demonic looking rear tyres, zero to 100km/h hour is claimed at 5.4 seconds and it'll keep pulling to a top speed of 300km/h as you swap through all five gears to the accompaniment of

the metal clink sound given off by the metallic gear lever gate. This gear shift is slow and notchy but does make for that must have supercar gearchange audio track and the occupants moving back and forth as the power goes off and then on again.

Steering at low speed is surprisingly light and I couldn't tell you if the wings work at high speed. Nor for that matter what the handling is like at the limit. And I don't even care. When something sounds and looks like this nobody will care – they were never meant to be race cars.

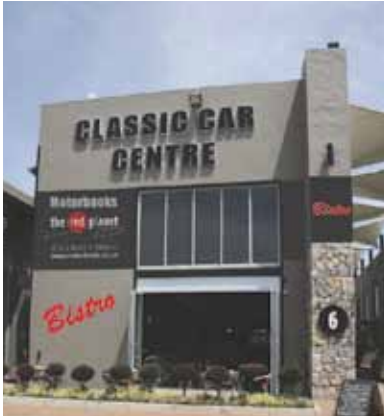
And if you are wondering, 'Countach' is an exclamation of astonishment in the local Piedmontese language used by men on seeing an extremely beautiful woman. 🇮

Thanks to Hamptons Executive Cars for the loan of their Lamborghini Countach.



ROUTE 101 CLASSIC CAR CENTRE

Midrand, Gauteng
Convenient location near N1 Allandale Offramp



NEW HOME OF
Motorbooks
the **red** planet

IT'S A MAN'S WORLD
www.motorbooks.co.za

— Est. 1970 —

Route 101 Classic Car Centre
Corner R101 & Le Roux Avenue,
Midrand
Tel. 011 312 6563

CLASSIC STORAGE
Secure indoor storage with CCTV monitoring
Collection and delivery
Comprehensive insurance
Open 7 days a week
Maintenance programmes

CLASSIC DINING
Try our on-site bistro for classic food, while viewing classic cars!

FREE INTERNET ACCESS FOR CLIENTS!

CLASSIC DETAILING
Indoor wash bay
Waterless engine and chassis cleaning
Upholstery restoration

CLASSIC SALES
Investing or selling?
We will get the best deal for you. For an up-to-date inventory, visit us at www.route101ccc.com

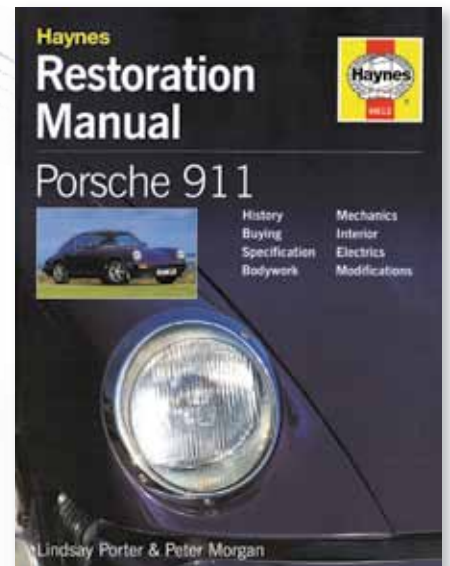
Unit 6 K101 Business Park
Capital Hill Business park
Cnr Le Roux & R101, Midrand
Tel: 011 312 5441
083 227 4091 or 082 456 6300
info@route101ccc.com
www.route101ccc.com

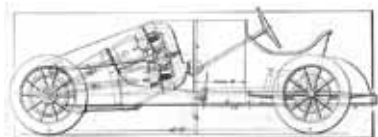
Your premier source of motoring literature, models, film material and art.

Technical Books. Restoration Manuals, General Auto Books, High Quality Models, DVDs & Art



1/18th Scale 1983 Volkswagen 1200 by Minichamps





Most motoring journalists will tell you that the Mini, designed by Sir Alec Issigonis, was the first successful transverse-engined front-wheel-drive car. But as **Jake Venter** explains, with a look at the cars of Walter Christie, that's simply not true.



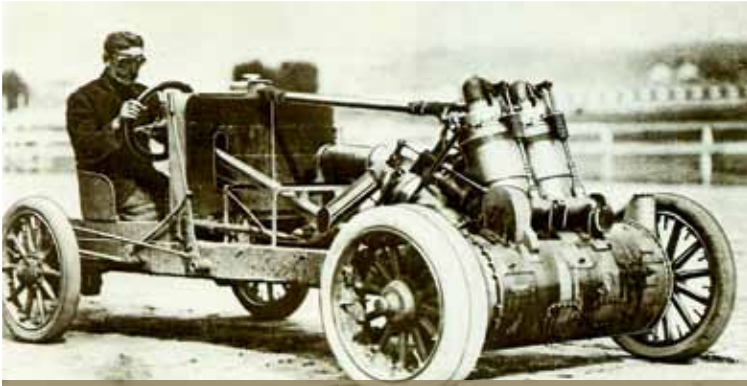
Walter Christie built seven racing cars from 1903 to 1909 with this layout, but only the last one can be called successful. The German DKW company mass-produced two-cylinder two-stroke transverse-engined front-wheel-drive cars from 1931 to 1940, and thousands were exported to South Africa. After WW2 these cars were mass-produced in East Germany under the name Trabant, and the first Swedish Saabs were copies of the DKW. This means that by the time Issigonis developed the Mini there were more than a million similar cars running around all over Europe.

Having said my piece, the rest of the article will concentrate on J Walter Christie (1865 – 1944). He grew up in New Jersey, studied engineering in New York and later worked as a consulting engineer, specialising in marine architecture.

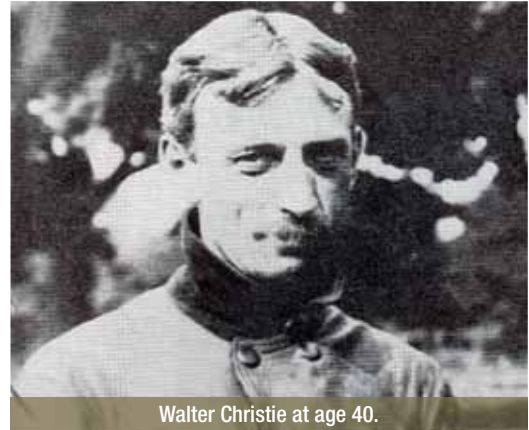
From 1900 onwards he also built seven racing cars that were different from anything else. All of his designs used his patented front-wheel-drive system that combined a transversely-mounted engine with a novel clutch and gearbox (NOT mounted in the sump, like on a Mini) so that the crankshaft could drive the front wheels. They also employed a vertical pillar-and-coil independent front suspension not unlike the system used on vintage Lancias and most Morgans.

He built his first car in 1903. It had a fairly short chassis, and what appears to be a conventional four-cylinder engine. That same year he also built a version of his first car, with an extremely long wheelbase. The engine was in line with the front wheels but the driver sat slightly behind the rear wheels!

His 1905 racer, called the Blue Flyer, had a transverse conventional four-cylinder engine in front and another similar transverse engine at the rear,



1907 Christie. Note the twin wheels on right hand side. Most likely to suit direction of an oval track.



Walter Christie at age 40.



Barney Oldfields powering the last Christie racer.



1908 Christie, the same year his company first slid into receivership.

to give him four-wheel-drive from two engines. None of these designs succeeded in winning any races.

For the 1906 racing season he built his first V4-engined car and spent the best part of a year improving it until it was as fast as any other American racing car of the time, at least for a lap or two. It still wasn't reliable.

1907 saw a redesigned version of the 1906 car, with the engine size increased to 19.891 litres. Christie entered the car for the 1907 French GP, with himself as driver, but retired after four laps with 'engine failure'. It was the largest-engined car ever to take part in a GP.

The last Christie racer was built in 1909. It was essentially a lighter and lower version of the GP car, and used the engine block as a stress-bearing member of the chassis. The engine incorporated ball-bearings wherever possible and the valves were activated by a single overhead camshaft. The V4 engine was inclined rearwards to re-

distribute the mass and lower the car.

It was immediately successful, with Christie beating the famous Barney Oldfield at Grosse Point in August 1909, but the success came too late. By this time Christie was involved in another project and sold the car to Oldfield who raced it very successfully for four years. He, in turn, sold the car to another racing driver who raced it until 1919 when it was unfortunately scrapped. This car became famous for exhibiting extreme under-steer with the front wheels spinning and sliding sideways in a spectacular and entertaining manner.

Late in 1909 Christie revealed his latest brainchild – a front-wheel-drive taxi. It featured a conventional transverse four-cylinder engine in combination with a gearbox/drive-train unit, designed in such a way that the complete assembly could be easily dismantled for servicing and repair. It was too expensive and didn't sell.

Much of the detail work in Christie's

designs deserves a closer look, but the one drawback that he could not overcome was the use of non-constant-velocity joints to transmit power in a front-wheel-drive layout. Successful CV-joints only became available in the late '20s.

In 1912 Christie changed direction again and started to produce a line of front-wheel-drive fire engine tractors. At that time fire departments employed horses to pull steam-powered pumps to the scene of a fire. Christie's tractors were designed to replace the horses, and a fair number were sold all over the USA.

When it became obvious that a war was unavoidable, Christie turned his attention to gun-carriages and tanks. He was involved in protracted negotiations with the US army without much success, but sold some of his designs to Britain and Russia. These brought him fame, but very little money. He was nearly broke when he died in 1944. 📌



From bare shell to running car in three days. The 1600 HF 'Fanalone'.

Being of this period meant it had good brakes, an alternator, a lovely blue patina, was mechanically great and comfortable.

The Lancia Fulvia was introduced at the Geneva Motor Show in 1963. It had a staggered V4 engine with chain-driven cams, a 1091cc motor, front-wheel-drive, disc brakes all round, and breathtaking handling. In South Africa, the floor price of this diminutive masterpiece was just less than that of the E-Type Jaguar. Yet, in seven years, 1 133 coupes were assembled and sold in the country. The Fulvia's international rallying success is legendary.

The event started in typical UK fashion - in the rain - but the pair

cheered up when lent a Lancia Fulvia sedan Series Two, made after the 1969 Fiat takeover. Being of this period meant it had good brakes, an alternator, a lovely blue patina, was mechanically great and comfortable. The wipers struggled, of course.

Friday afternoon was dedicated to a technical workshop seminar. A gearbox was dismantled, followed by a discussion about the Fulvia motor, in particular the wonderful 1600 HF (High Fidelity) engine. The sun came out on Saturday for a 40-mile trip to Goodwood Circuit. We had no plans to race the old lady, but would take part in the Fulvia parade lap. I was in awe

FANTASTIC FULVIA



CELEBRATIONS



Lancia Restorations' **Tony and Shelley Seiler** went to the UK in May to participate in the Fulvia 50th weekend as members of the UK Lancia Club.



Rarities like this HF Fulvia were abundant.

at the collection of cars. Here in SA we think a Zagato or an HF is rare. Not so in the UK.

We waited for ages for our hosts' fabulous 1600 HF 'Fanalone' (meaning big, er, headlamps) to arrive... Not surprising, when only days before we had seen it in a barn where it stood, a bare shell in fresh paint but with no brakes and a motor that hadn't run for five years. And it still needed an MoT. Together with the owner Robin and son Jonathan we got stuck in, working late into the night, and morning. The following night we started up the motor. Lovely sound, those gurgling 45s make. I went off to bed, only to

wake up and find the car on its wheels, windows in, bonnet and boot lid fitted. Doors were still off, only the driver's door had some bits fitted. Somehow it all came together and while I was at the technical discussion, was messaged to say it had passed its MoT.

Waiting at Goodwood for our hosts to arrive was no bore though, watching the influx of some 90 Fulvias and other rare Lancias. Aurelia convertible, Flaminia Touring, 100-year-old Theta, Betas and Montecarlos, Integrale, Thesis, Flavia Vignali and an Augusta. You name it and it was there. Eventually the orange Fanalone arrived, no problems, but just in time

for the parade lap. 59 Fulvias of all descriptions took to the track (we had to pay and pre-book for this). Speed limit was supposed to be 40mph, and no overtaking. Off we went on two glorious laps of this renowned circuit, the speed restriction soon forgotten.

The afternoon involved the Fanalone doing the track session, driven by Robin and Son while I was roped into help judge the concours. My section involved all the 1.3 Fulvias. The quality of the cars was excellent, and, surprise surprise included two South African-assembled cars. One a recent Series Two import, the other ex-Cape Town - a Series One which



Every type of Fulvia you could think of filled Goodwood. Not one but two Zagato bodied cars in the middle.



Sunday saw the Fulvia party move to Beaulieu Motor Museum.



And you thought Italian cars were all red. Tony's loan Series Two sedan second from the left.

had been owned by the same little old lady for 35 years. Both cars had been assembled on the Reef at the Diahatsu plant.


Back to the hotel for the gala dinner that evening it was nice to see that motorheads know how to dress up. The speaker was the respected Dutch motoring writer and Lancia enthusiast, Wim Oude Weernink (his book, *La Lancia* is a must for Lanciafisti). Wim spoke about the bleak future for the marque,

globalisation being the chief culprit.

Sunday, the final day, saw another 40-mile drive, this time to Beaulieu Motor Museum in a convertible Dilambda with the hood down.

Our Fulvia fun did not end there though as we drove up north towards Leeds, yes on the highways in the rain, to visit friends we had met on the 2011 Mille Miglia. At 3 800rpm (peak torque) the Berlina sat comfortably at 65mph and delivered the best fuel economy, which when priced at

R21.60 per litre makes a difference to the motoring enjoyment. Wonderful narrow English country lanes in a car that really handles was an experience. We returned the Fulvia to Robin some 1 000 miles later. No topping up was needed for the tour, only a new inner tube due to an old patch coming adrift and breaking the valve off. Not bad for a forty-year-old Italian baby.

Can't wait for the Fulvia 100th. Wait a minute. For now, let's make that the 75th. 

Ferris

The Italian Passion

The Ultimate Destination for the Ferris Enthusiast

We have a full workshop including ECU diagnostic equipment where Roberto, a legend amongst Ferrari Technicians, will pamper your baby while you enjoy and espresso on our lakeside deck.



1983 FERRARI MONDIAL 308 QV
37 000km, red with tan, electric sun roof, service history, cambelt service just done, very clean example.
R374 990



1982 FERRARI 308 GTSi
88 000km, red with black interior, service history.
R499 990



1974 FERRARI 365 GT/4 2+2 (M)
102 000km, maroon with black, totally original, a rare collector's item.
R549 990



2007 FERRARI 430 F1 SPIDER
19 000km, red with tan leather Daytona seats, fender badges, red callipers, Tubi exhaust, FSH, must be seen.
R1 999 990



2001 FERRARI 360 F1 SPIDER
19 000km, red with black stitching, fender badges, Challenge grill, Tubi exhaust, FSH.
R1 499 990



2002 FERRARI 360 SPIDER (M)
41 000km, red with black, fender badges, Tubi exhaust.
R1 399 990



2003 FERRARI 360 F1 SPIDER
43 000km, red with black, red stitching, fender badges, Capristo exhaust, FSH with agents.
R1 499 990



2005 FERRARI 360 F1 SPIDER SCUDERIA
28 000km, red with black Daytona seats, red stitching, fender badges, Challenge grill, Tubi exhaust, FSH.
R1 499 990



2008 KOENIGSEGG CCXR
945km, only one in the country!
R9 000 000



2007 FERRARI 599 GTB
27 000km, Scuderia red with tan, red carpets, fender badges, carbon interior, FSH with agents.
R1 999 990



2006 PORSCHE CARRERA S
73 000km, white with navy, FSH with agents, Chrona Pack, car is like new.
R649 990



1993 FERRARI 512 TR LHD
68 000km, red with black, service history, concours condition.
R1 159 990



2010 MASERATI GRANTURISMO S
25 000km, blue with cream, fastidiously kept, in immaculate condition, FSH with agents.
R 1 090 000



2011 MASERATI GRAN CABRIO
15 000km, 1 owner, balance of importers maintenance plan, FSH, like new.
R1 399 990



2010 MASERATI GRANTURISMO S
23 000km, limited Edition MC Sport Line Matt White 'Ice' with black, this is a numbered car, 7/12 built.
R1 599 990



2009 MASERATI GRAN TURISMO SCC
30 000km, black with black, silver stitching, FSH with agents.
R1 119 990

**Due to great sales in february we are desperately looking for Ferrari & Maserati stock, to buy or to consign.
Call Keith on 083 251 4637**

**If it's Ferris, old or new, we'll love it as much as you do!
Shop 41 Broadacres Shopping Centre, Cedar Road, Tel: (011) 021 3340/1**

SILVER TRAILERS



Double Axle Car Trailer.

Break Neck drop down 5.0M Long x 2.0M Wide Load Bed • 1.5M Ramps (can be made removable to order) • Removable remote operated electric winch with forward and reverse • Axle Weight 3.2 Ton with brakes • **R35500** Including papers.



Single Axle Car Trailer

Break Neck drop down 4.5M Long x 1.9M Wide Load Bed • 1.5M Ramps (can be made removable to order) • Axle Weight 1.6 Ton • **R23500** Including papers.

STOCK AVAILABLE IMMEDIATELY

Website address: www.silvertrailers.co.za

Email address: silvertrailers@gmail.com

Tel: 079-965-3921



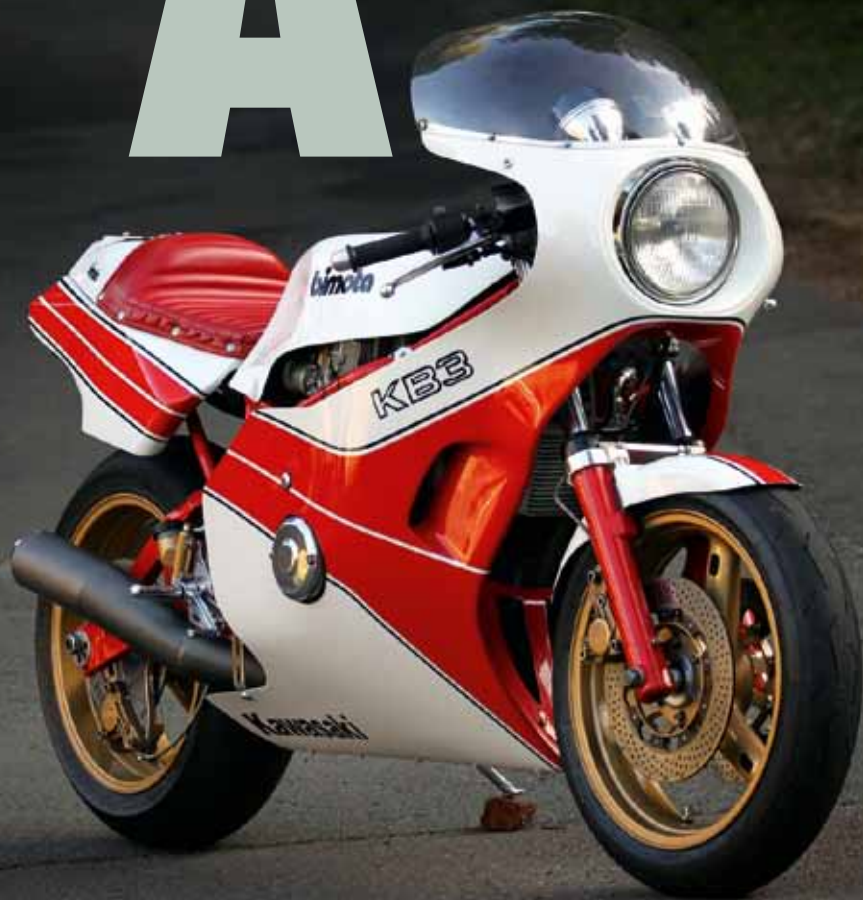
Silent Design

Bring silence
into your
bathroom

**Silence ...
to relive the moment ...**



THE A FRAME



Allan Barker's Bimota KB1/3.

Bimota impressed the world with lightweight revolutionary frame construction and proved to be a winner on circuit. **Gavin Foster** looks back in time and catches up with a rare local bike.

On 24 August 1980 something very special happened at the long Nürburgring Nordschleife circuit. South African GP racer Jon Ekerold beat Kawasaki works rider Anton Mang to the flag in the West German 350cc Grand Prix by just one second to clinch the World Championship. Ekerold's fastest lap – the final of race and the season – was so quick that it would have earned him second place on the grid for the star-studded 500cc race, and 20 seconds quicker than his own qualifying time around the demanding 23-kilometre circuit. Even more extraordinary was the fact that the Pietermaritzburg racer was competing against the best riders in the world on factory-backed equipment, on a privately entered machine using a home-tuned Yamaha TZ350 engine slotted into a frame provided by a small Italian manufacturer, Bimota. In his autobiography, *The Privateer*, Ekerold tells how, when Yamaha sent a television crew around to interview him after his astonishing achievement, he sent them packing in his inimitable way, because he'd raced a Bimota, not a Yamaha. Ekerold, never afraid to speak his mind, said that he'd won the title despite, not because of, the best efforts of the Japanese factory.



Instruments straight from Kawasaki.



Original Bimota pipe, fitted with an end cone manufactured by Allan. Note the swing arm pivot adjustment.

Bimota's motorcycle business kicked off in 1972 when keen racer Massimo Tamburini crashed his Honda 750cc Four during a race at Misano. Sick to death of the overweight bike's abominable handling, he decided to develop his own frame and swing arm to provide a decent platform for the engine. His creation stirred much interest amongst Italian racers, and in 1973 he persuaded his two partners in their central-heating business to open a motorcycle division. The company's name came from the surnames of its owners – Bianchi, Morri and Tamborini. Tamborini was the engineering genius of the trio, and he left the company to enter the mainstream motorcycle industry a few years later, going on to design two of the most beautiful sports motorcycles of the 20th century – the Ducati 916 and the 750cc MV Agusta F4.

Customers lined up for the Bimota frames that were exquisitely made, light and strong. Tamborini and his engineers weren't afraid of doing things differently. They built frames with monoshock rear suspension long before the mainstream manufacturers cottoned onto the idea, and mounted swingarms concentric with the rear

sprocket to eliminate differences in chain tension as the suspension moved up and down. They also used eccentric upper and lower steering head bearings that allowed riders to alter the bikes' steering geometry to suit each track or personal preference.

Word soon spread and GP racer Johnny Cecotto used a Bimota frame with a Yamaha TZ 350 engine to win the World Championship in 1976. That same year Harley-Davidson's works rider Walter Villa antagonised

Sick to death of the overweight bike's abominable handling, he decided to develop his own frame and swing arm to provide a decent platform for the engine.

his employers by changing his factory GP bikes' frames for Bimota chassis mid-season to claim the world 250cc championship for the second consecutive year. Despite this fallout, Harley reportedly ordered 11 Bimota frames for their 1977 250 and 350cc GP machinery. The Morbidelli, Suzuki and Harley factory racebikes all used Bimota frames at one time or another, and by the time Ekerold pulled his rabbit out of the Bimota hat the Italian factory was already

recognised as a very serious contender. In 1987 Virginio Ferrari won several races in the Formula One World Championships on a Bimota and the following year Davide Tardozzi won the first ever world superbike race on a Bimota YB4, narrowly losing out to Fred Merkel for the title after leading the championship throughout the season. South African multiple road racing champion Russell Wood signed up to ride for the team on a Ducati-engined Bimota Tesi midway

in the 1987 World Superbike season, and things looked promising when he finished tenth at Misano. "At Hockenheim I was on track for a front-row start on a Bimota with the big piston motor when it

blew in the last session. It threw me off and I broke an arm and a leg," he says. That effectively ended Wood's career overseas, and he returned to South Africa to win another half-dozen or so national titles.

Bimota in the beginning supplied frames mainly for race bikes, but they soon cashed in on the Japanese manufacturers' propensity to put heavy, powerful and reliable engines into hopelessly inadequate street bike frames based upon ancient British



Allan's Chevelle drag car took an SA class record. 1600hp, 8.6 second quarter mile at 267 km/h.



The KB1 with the Kawasaki J motor of the KB3.

designs. Through most of the '70s and '80s the big four – Honda, Yamaha, Kawasaki and Suzuki – engaged in a horsepower war without worrying unduly about handling and stopping ability. Bimota provided an admittedly expensive remedy for that by first providing rolling chassis kits for the different Japanese models with their own frames and bodywork mated to the best brakes and suspension money could buy, then moved on to supply complete motorcycles fitted with brand-new factory-sourced engines. They started with the SB, based on the Suzuki GS 750, and followed up with the Kawasaki-engined KB series, the Honda HB series, the YB machines with Yamaha engines and the Ducati-based DB series. Sales dropped off badly in the '80s and '90s when the Japanese started building superbikes with decent chassis and suspension, and the Bimota factory went belly-up after trying to launch an abortive direct-injection 500cc two-stroke V-twin engine of their own design in a motorcycle called the Vdue. It proved to be an unreliable dud. The company was resuscitated in 1998, and again in 2003 under new management, producing mainly Ducati-engined versions and a new HB4 Moto2 racer using the Honda CBR600RR engine.

Allan Barker's 1980 motorcycle started life as one of the 827 Bimota KB1s manufactured at the Rimini factory. The KB1, originally fitted with the 903cc Kawasaki Z1 engine, was the first Bimota to use a Kawasaki four-cylinder engine, but Allan's now has

the 1000cc Z1000J engine used in the KB3. The Z1000 engine that evolved from the Z1's 903cc motor was a 1015cc unit, but the J motor launched in 1982 used bigger carburetors, bigger valves, a lightened crankshaft and a beefed-up gearbox and clutch, as well as a smaller bore to bring it under the AMA's 1000cc limit for superbike racing in the USA. Power was rated at 102bhp. "A friend of mine, John McIntosh, bought the bike on an auction in about '88 for R3 000," says Allan. "He dickied it up and fitted the 1000cc motor but I pestered him for it until about 1991, when he sold it to me for R9 000." Allan, who has a tool and die making business in Pinetown, drag raced the bike for some years in the '90s, running a best time of 11.3 seconds for the quarter mile. "That's when I still had big ghosens," he says. "I made my own lock-up clutch working from drawings, and fitted an 1105cc Moriwaki kit. The pistons had only two rings so it obviously chewed oil but it went well – it would rev to 13000, no problem. I tried out all sorts of cams and got Roger Taylor to gas-flow the head and recut the valve seats. The crankshaft was welded to keep it in shape and I undercut the gears in the gearbox – the dogs wear and with all that power they don't engage properly onto the gears, jumping out under heavy load. I undercut them all five degrees and now that'll never happen." Although the bike is more KB1 than KB3, Allan badged it as a KB3 because of the engine change.

The Bimota was designed to get

around corners quickly, not as a drag racer, and it shows. "It was difficult to launch because the bike is very short so the front was up in the air a lot," says Allan. Now that it's back on the road he's fitted a 1262cc big-bore kit and Moriwaki stage two camshafts, producing about 140hp with buckets of torque available from low-down. "I don't rev it past about 8000 now," he says.

The Bimota KB1 frame is superb, with all the usual tricks up its sleeve, but Allan upgraded the running gear to make it even better. "I fitted 17-inch Dimag magnesium wheels, which meant I had to make a complete swingarm very similar to the original chrome-molly one, but wide enough to take the wider wheel. I also had to space and machine all sorts of things to get the front sprocket aligned properly. Handling is rock solid but I need to play around with the rake and trail now that it's back on the road. It goes into corners almost too easily and you sometimes have to pick it up. It's still a heavy bike though – I have a Suzuki GSX 1000R KZ that weighs only 169kg and that's spoilt me." The Bimota KB3 as it left the factory weighed 230kg, which is very heavy by today's standards.

Because of their rarity Bimota KB1s are much sought after, and Allan's kept all the original bits in case he ever wants to restore his one to its original condition. It's not likely to be anytime soon though, because it looks so good just as it is. 📍

THE NEW STYLISH RAV4



Personalising the RAV4 for the life you lead.

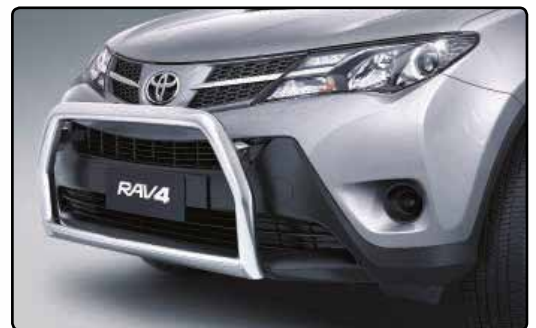
For urban sophistication, country living and those big get away adventures. Wherever life takes you and your RAV4, genuine Toyota accessories add special touches of individuality to the experience. With choice for style, practicality, protection and innovation, you can personalise your RAV4 the way you want it.



FRONT UNDERGUARD



PRESTIGIOUS LEATHER
UPHOLSTERY



NUDGEBAR

A full range of Toyota Accessories are available from your Toyota dealer or visit www.toyota.co.za

LEAD THE WAY  **TOYOTA**



THE DEVELOPMENT GAME

Ford's new Fiesta ST shows **Gavin Foster** just how good the modern performance car has become.

My tattered old 1968 annual of *Motor* road tests waxes lyrical about the Lotus Cortina, saying "Anyone in the market for a £1000 saloon who doesn't buy a Lotus Cortina must be mad...Of course, not everyone wants a saloon with only two doors that will do 106mph (170km/h) and out-sprint a Porsche 912 to 80mph. Not everyone will be able to afford the high insurance premiums, or be willing to part with their transport every 2500 miles (4000km) for servicing, against the 5000 miles (8000km) for other Fords."

The car that set *Motor's* passions alight is the less-iconic but much more refined – and reliable - Mk II version built on the Ford production line at Dagenham, rather than hand-

crafted at Colin Chapman's Lotus plant, but with about four additional horsepower squeezed from the 1.6-litre DOHC engine to make up for the weight gained by dropping the earlier model's aluminium body panels and lightweight suspension. Nevertheless, the British testers found that the Mk II was stronger through the gears and only 5km/h slower on top end than the Mk I. Its rivals shown on the magazine's comparison charts included the Alfa Giulia Super, the Audi Super 90, the BMW 1600, the MGB GT, the Toyota Corona S/C, the Ford Corsair 2-litre and the Volvo 132S. Only the Alfa was faster on top speed (174 versus 171km/h) and none of them could match the Lotus Cortina's acceleration. The testers of the day never had to bother about traction



Sitting lower, stiffer and on 17-inch alloys the ST trumps the standard Fiesta in the sporting aesthetic department.



Safety, entertainment and comfort features abound. Tasty Recaro seats.



1.6-litre turbo is good for 134kW and 240Nm of torque.

control, ABS brakes or air-conditioning, but they spoke of the harsh suspension, the handbrake lever that needed frequent lubrication, the engine's oil consumption of 500ml every 800km, and the extensive services that were necessary every 4 000km. Under 'Safety Check List' they mentioned that the steering column wasn't collapsible but the unpadded steering wheel was dished 'a lot', and that the interior mirror was 'probably' collapsible. In short, you had to have hair on your chest and a fairly thick wallet to drive the 1968 Lotus Cortina. Most of us would love to own one today.

Enter the 2013 Ford Fiesta ST that we recently got to drive to and flog around the new Redstar Raceway as part of the model launch. It would be unfair to Colin Chapman to

compare its safety, comfort, handling and performance with those of its illustrious predecessor of 45 years ago, but as an all-round driver's car it's great by any standards. It would certainly have impressed the hell out of any petrolhead in the days of the Lotus Cortina and surprised many performance icons of the '80s and even the '90s on the road and around a racetrack. Its 1.6-litre turbocharged engine dishes up 134kW of power and 240Nm of torque, with the latter peak figure available right through from 1500 to 5000rpm. The factory says that's good enough for a 0-100km/h time of 6.9 seconds and a top speed of 220km/h, and that feels about right. That makes it just 0.1 seconds and 10km/h slower than the V8 Ford Sierra XR8 that was developed and produced

in South Africa for production racing in the '80s, and not far behind some far more modern iconic sports cars. A quick look at the website <http://www.zero60times.com> allows some interesting comparisons between various performance cars going back decades, based upon reputable road tests at the time. The 1980 Ferrari 308 could reach 60mph in 6.8 seconds and cover the quarter mile from a standing start in 14.7 seconds, while the '80 Chevrolet Corvette took 7.3 and 15.2 seconds respectively. The ST Fiesta's 0-60mph (96km/h) and standing quarter mile times of 6.7 and 15 seconds suddenly seem very impressive.

Electronic driver aids and engine management systems have provided the biggest technological advances in



The only cosmetic difference between an entry level Mk2 and a Lotus were the 5.5 inch wide wheels and black grill.



Although the Mk2 left the plant without stripes dealers added them free of charge for the more racy clients.



1.6-litre DOHC was good for 82kW and 145Nm of torque.



Dished steering wheel and 3-point harness the only real safety features.

cars over the last decade or two, and the new Fiesta has all the goodies, including Torque Vectoring Control to eliminate that old bugbear of powerful front-wheel-drive cars, torque steer, and three-mode Electronic Stability Control offering On, Sport or Off, along with more direct steering than the rest of the Fiesta range, a beautifully crisp six-speed manual gearbox, upgraded brakes (now discs at the rear), Recaro seats, lower, stiffer suspension and 17-inch alloy wheels shod with 205/40 rubber all round. One questionable inclusion on the Fiesta is something called a sound symposer – a tube leading from the intake manifold to the dashboard, with a membrane in the middle that amplifies intake roar to make the sound more interesting. It's a gimmick that the original Lotus Cortina didn't need, but it works well and helps the car elude the environmental noise Gestapo while entertaining the occupants.

We drove the car from near Oliver

Tambo Airport to the racetrack, and were surprised at how usable it is on the street. The suspension may be too hard for some, but they would probably never consider a car like this. The ST – available in three-door guise only – has all the usual luxuries plus some that we won't bore you with here

The ST Fiesta's 0-60mph (96 km/h) and standing quarter mile times of 6.7 and 15 seconds suddenly seem very impressive.

except to say that there's a very useful function called MyKey that allows the owner to program different ignition keys to impose reduced performance ceilings for others who may drive the car – think testosterone-fuelled teenage sons.

During our time on the tight and twisty Redstar Raceway we had every opportunity to assess the little car's handling, and it really is good. Understeer can be provoked but is minimal and torque steer is non-

existent. The real gem is the engine and gearbox combination though. There's no significant turbo lag, and peak torque is available right from 1600 to 5000rpm, meaning that gear changes could be minimised around the 13 corners of the tight Redstar Raceway while maintaining a brisk pace.

The previous two-litre naturally aspirated Ford Fiesta ST was one of my favourite cars when it was first launched in 2005 because it was so well balanced and versatile, but the new one

has moved on into genuine hot hatch territory. It's quick, it's good looking, it handles superbly and unlike so many real performance cars, it's still enjoyable on the road in everyday use. At R254 500 it's also well priced against its impressive European hot-hatch rivals. It's aimed at younger buyers, as are most cars these days, but the enthusiasts who lusted after the Lotus Cortina all those years ago but couldn't afford it should look long and hard at its distant relative today. 



Dispose of your used oil here...



...and you could end up here.

Up to 15 years imprisonment.



So for peace of mind, contact a NORA-SA approved collector or recycler to safely dispose of your used oil. Call 0860 NORA-SA (6672 72) for a collector in your area.



NORA-SA

National Oil Recycling Association

www.cpa.co.za | Feb/March 2013 | 1

3 HOUR

1972

Andy, with elbow on the Mini roof following a hard drive in the PMC 3 Hour race.



FAST ON TWO & FOUR

Andy Terlouw was born in Johannesburg in 1946 and grew into a perfectionist that manuals are written around. He's fast in cars, on bikes and in business too. **Dave Hastie** talks to the man.

At age six Andy's dad took him to a speedway event at Wembley Stadium where they discovered that they were neighbours of one of the stars. Andy soon befriended the fellow, spending time watching him prepare his bike, and tagging along to Wembley as a regular spectator. With the smell of Castrol R and racing fuel working into his bloodstream, a life-long addiction kicked off.

At school he built soapbox cars to challenge his mates at downhill races on the nearby Tom Jenkins Drive in Pretoria - a very steep road where Andy

held the record for the highest starting point up the slope. The bumpy surface had a sharp left hand corner at the bottom that required some cunning manoeuvres to slow the brakeless kart before the robot - and a not-too-shy friend to stop the traffic into the main road.

Hours were spent servicing, cleaning and polishing Dad's 1956 Ford Zephyr Mk1, which was always shown to family and friends with great pride. Not only was the engine clean and polished but even the underside of the car was spotless. But mechanical knowhow really shone when his folks allowed him to convert the servant's quarters



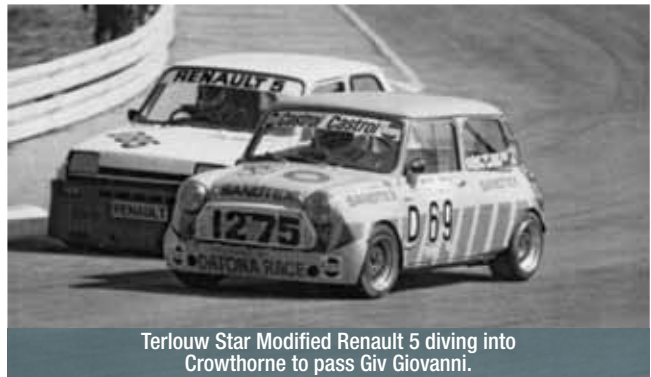
Andy and the fastest Mini ever to lap the original Kyalami - 1 min 41 seconds.



Terlouw and the Group 1 Renault 5 fends off Ford mounted George Fouche.



Leyland Mini he shared with Ron Samuels in the Kyalami Wynns 1000.



Terlouw Star Modified Renault 5 diving into Crowthorne to pass Giv Giovanni.

into a workshop where he repaired 50cc mopeds for friends. Eventually he built and raced a bike at Kafferskraal. He would wait at the Doll's House roadhouse at 6am for a lift in the Club Motors truck. One day his parents arrived unexpectedly at the race track and found Andy wandering around with his knee and arm bandaged up as a result of a fall from a burst front tyre.

Racing also got him into lots of trouble as he used to bunk school on a Friday and hitch hike a lift to Kyalami to watch practice sessions. In 1964 he went to the army and his parents lent him some money to buy a second hand Mini 850, which he fixed up and progressively modified, eventually competing in his first rally. In '66 he bought himself out of the army and continued an apprenticeship at Kingsley and Marais in Pretoria, the main BMC dealers in the area. The same year he ventured into the Castrol Clubmans Championship at Kyalami, a title he finally won in 1971 and again in '72. Andy reflected on that win: "That first Championship win is always very special. Although others followed, one

never forgets the first time."

Endurance racing caught on and he has fond memories of the annual PMC 3 Hour race, run at Zwartkops in 1969. The event had become very popular and presented a very competitive field. Andy worked his way into the lead, but with only 30 minutes left it rained and as he approached the sharp hairpin he was confronted by a spinning car. In an effort to avoid a collision, he spun.

Not having a spare on hand they 'borrowed' one from a spectator's Mini GTS parked nearby.

Unfortunately his engine stalled and a friendly marshal gave it a gentle shove before he went on to finish. Thinking they'd won, the team started to celebrate only to be informed that they had been disqualified for receiving outside assistance. The Clerk of the Course was this author, Dave Hastie. "I won it on the road but didn't win it in the results," recalls Andy, "so I returned in 1970 and won the event against stiffer opposition."

Leyland South Africa approached Terlouw to run a 1275 Mini Cooper S in the International Wynn's 1000 race, so Andy got together with Ron Samuel who had been driving James Burt's Mini that year. Burt had built the car using his Mini as a basis and had fitted a modified Cooper S motor. The car was painted in Leyland racing colours of white, red and blue and in testing proved extremely competitive.

The pair led up to about half way when a cv joint broke. Not having a spare on hand they 'borrowed' one from a spectator's Mini GTS parked nearby. The pair finished the race well down the field and quickly replaced the driveshaft before the owner returned to his vehicle.

The Star Modified Saloon Car Championship was another playground but in 1975 the financial burden of purchasing a new home resulted, while lying third in his class, to his Mini Cooper S being sold to Tony Woodley. Towards the end of the year Andy was approached by the Woodley/Burt camp to drive his old Mini, albeit with a smaller engine, to compete in



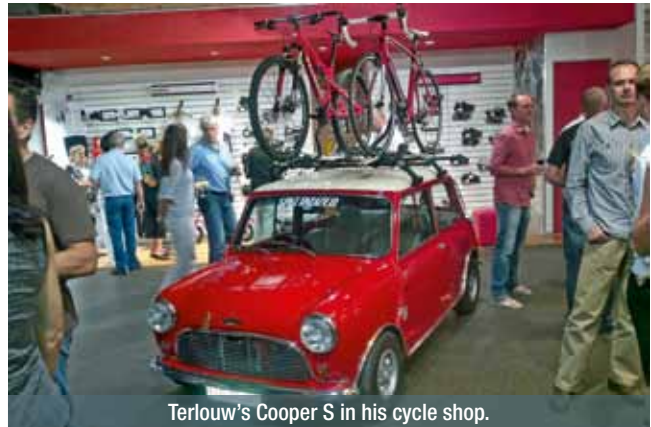
Andy today.



Factory backed Star Modified Renault 5.



Group 1 Renault 5.



Terlouw's Cooper S in his cycle shop.

a lower class. A three-way points tie between Adrian Woodley (Tony's son), Arnold Chatz and Barry Flowers meant Terlouw was there to run shotgun for Woodley. The Mini was transformed into a Mini Deluxe with a 1098cc engine and single 45Weber cut in half and fitted to a standard manifold. This operation was undertaken in secrecy and when Andy took the car out for its first test run it proved fast, breaking the existing class lap record at Kyalami. The plan was that should Adrian pick up any problems then he and Andy would swap cars.

Other teams also made plans, with Chatz being entered in Adrian's class with Hennie van der Linde's Datsun 1200 and Flowers also having the option of a car in another class. Race day arrived and Terlouw drove to a convincing class victory trashing the class lap record and ruining Barry Flowers' chances. Chatz and Woodley both won their respective classes thereby sharing the Championship.

From 1976 to 1980 Andy recorded 7 overall or Class wins in the STAR Modified Saloon Championship using

his Cooper S and then from 1979, with a factory-sponsored Renault 5 that had originally been built for Sarel van der Merwe.

1981 saw Andy offered a full works Datsun Skyline 2-litre modified saloon car for the Castrol 9 Hour Race, which also formed the last leg of the World Sports Car Championship, and saw many of the world's top drivers, including six F1 drivers, participating. The car was shared with George Bezuidenhout.

During the race a cloudburst sent cars spinning off and stopping for wet weather tyres, but feeling comfortable, Terlouw soldiered on, sliding the Datsun around as if he owned it and moving up to 6th overall. At the flag they were a respectable fourteenth overall, first SA saloon, first in class and second on the Index of Performance table.

Andy turned his attention to the new Pirelli Group One Championship with a Renault 5 TS 5 SP and again signed a contract with Renault. That year saw lots of exciting racing with team mate Graham Cooper and Andy dicing five factory Datsun Pulsars driven by Eric

Saunders, Hannes Grobler, Koos Roos, Colin Hastie and Mike Wentzel. They would all help Eric Saunders to win as many races as possible and thereby the Championship.

Qualifying was a free for all with team mates pushing each other down the main straight. During the race team mates defended with lots of bumping and real hard racing. There were not enough team mates to help the Renault duo so they managed to win only a handful of races that season. Terlouw and the diminutive French car did scoop the '81 Championship a year later though and kept at it with a number of Class wins for a few years following.

In recent years he has run some major car dealerships and taken part in various historic racing categories (in a Mini of course). His latest venture is a Specialized Concept cycling store called Lynnwood Cyclery, which fits in perfectly with his other passion – mountain biking (he's quick at this too). And he still owns a Mini - a 1964 Mini Cooper S that started life as an Abingdon Cooper S built to works specifications. 📍

RACE READY

TWO NECK BRACES, ONE'S FOR CARS,
ONE'S FOR KART, BOTH ARE FOR RACING!


MOTO R
1500g ± 50g


GPX KART
850g ± 50g



5 WAY ADJUSTABLE FOR BEST PERSONALISED FIT



5 WAY ADJUSTABLE FOR BEST PERSONALISED FIT



CE CERTIFIED AS PERSONAL
PROTECTIVE EQUIPMENT



RACEWEAR & MOTORSPORT PRODUCTS

G&A Motorsport:
Stockists Moto R:

(021) 9332962
First Race: +2783 276 7493

Stockists Moto Kart:

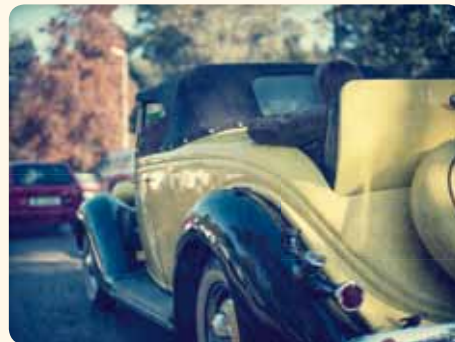
Big Boss Auto: (011) 907 0678
KartSport: (021)5561347

LEATT
Engineered for Performance
© Leatt Corporation 2013

CLASSIC WINTER MIGRATION



Typically South African Scene - Ford Granada



Packing into Alexander Park.



Padkos on a Ford XR6.



Scores of car fans migrate to a warmer climate. Ford Escort, BMW 2002 & more Fords.



DKW moped alongside plenty of small capacity bikes.



Beautiful light reflected in a C-Type Jaguar replica.

Pietermaritzburg Cars in the Park is an institution. Hosted by the KZN Vintage Sports Car Club it boasts a wide variety of machinery ranging from customised cars to original classics with bikes, stationary engines and an autojumble in between. This year it was estimated that 1 200 cars filled the park, with perhaps ten times that number in spectators. Add in some eclectic food stalls and the magnificent Alexander Park backdrop bathed in winter sunshine and you have all the right ingredients for an awesome time. For us up country folk it was made better by escaping the Gauteng winter, completing the 1 200km round trip in a convoy of classic cars, soaking up the wonders of the old road and stopping at some strategic Midlands Meander attractions with likeminded souls.

For us the trip started early from the Gordon Road onramp to the west of Jo'burg – the only two German cars amongst six classic Fords. A modern with trailer followed but thankfully was never called for - although the BMW 2002 came close.

Session One went onto the N3 and to a breakfast stop just past the Vaal River. It was there that the magnitude of the classic car migration set in, with the parking lot literally full of GP-plated classics – with top favourites being Triumphs, Morgan, split-window Kombis and a Zephyr. Full points go to the family in the Ford Sierra XR6 that used the rear spoiler as a table for the traditional padkos.

Back on track, a trio of modern Porsche 911 blew past and then a pair of Alfa GT Juniors showing the might of the 5-speed gearbox. Like a

switch, performance improved at the bottom of Van Reenen's Pass where we left the national road and hit the old road, passing through towns like Escourt, Mooi River and stopping for lunch at the historic Nottingham Road Hotel – which had a number of other classics filling the car park. Seeing a Meissner Cortina GT and Ford Granada traversing an old bridge looked period movie perfect. For some reason Jeremy Taylor's 'Ag please daddy won't you take us to the drive-in' kept playing through the mind.

Next stop, via Balgowan and the point where Nelson Mandela was captured, saw us looking for curios in Howick – a taxidermy monkey was tempting. Some groceries filled the boots and we headed on to the resort at Midmar for the night. Although we were the only campers (Who is afraid of winter by the dam?)



BMW driver's aren't afraid of winter camping at the dam.



The park, a picnic & Austin Healey.



Ford never built a Mexico wagon. But they should have.



When in a classic, the old road is best.



Some newer Porsche models joined the ride.



Not sure the Midlands Meander curios will fit in that Cortina boot.



What you looking at?

the chalets were fully booked and, like a South African scene from 'That '70s Show' each driveway was filled with an old car. Braais and neighbour visits ran late into the night.

A fresh start saw all of the Midmar 'inwoners' heading for Maritzburg. Entering the magnificent town the BMW 2002 coughed and spluttered to a halt as it tried to pass a restored vintage tractor trundling down the high street. A few minutes later it was up and running, but the sign of things to come had been shown. It is easy to find Alexander Park - you just follow an older-looking car until you stop dead in a massive queue of awesomeness. Gently we spilled onto the grass of the park, commenting that the men who raced bikes around the park during the pre-war era were very brave.

A day of ogling all the cars, the odd

hotdog, boerie roll and mini donut, was a relaxed affair. It is near impossible to mention all the vehicle marques but those that stood out thanks to large numbers included MG, Mercedes-Benz, Alfa and rear-wheel-drive Fords. On the bike front there was plenty of older British stuff but it was brilliant to see a number of 50cc Jap bikes restored, as well as some awesome Yamaha XT thumpers in better-than-new nick.

As the sun dropped so the masses trickled out and we headed back inland for an overnight stop at Bergville. The 2002 again stopped for a few minutes but got going again for the chase up Van Reenen's. If it wasn't for the speed restrictions I swear my 3.5-litre BMW 5-Series would have gobbled all you Ford okes. Off the N3 and on the side roads, the splendours of our land revealed themselves.

Against the setting sun I saw an owl, a herd of buck (they weren't sheep!) and the road surface wasn't bad at all. We wound over the hills enjoying the dynamics of our machinery and the stillness of the early evening. Getting into the ATKV resort (with its typical Oord pool, putt-putt golf and restaurant on hand) the 2002 decided to konk out again. But with the braai going and all the Ford clan offering advice, it was up and running by the morning for the ride home - a faulty distributor being blamed.

And this, one hand washing the other, or you scratch my back I'll scratch yours attitude, is what classic car ownership is all about. There was one pair of Maritzburg attendees that outdid us all though. Scott Rainer and Eric Ackroyd loaded up two Minis, went through Lesotho. 🇱

TWO MINIS & THE ROOF OF AFRICA

Some say you can park it in
a matchbox,
Some say you can fit 23
women into it,
Some say it won the Monte
Carlo Rally 4 times,
Some say even a Beatle
bought a Mini,
All we know is... we'll take
the Mini.

Story by Eric Ackroyd

We did not have to travel to Pietermaritzburg via the Lesotho 'Roof of Africa' in the middle of winter. Neither did we have to do it in our classic Minis. More importantly, why did Scott Rainier's Mini have to scatter her front suspension all over Black Mountain Pass? Surely a mechanic's car doesn't break!

It is just after 16H00, Friday 17 May 2013. It is very cold, it is snowing, night is falling and we have a broken Mini, 40 minutes from the top of Sani Pass. We have been on the road for 9 hours and the road is not the Nr. Since leaving Mokgotlong we have seen hardly any vehicles passing by. I recall the petrol attendant in Mokgotlong saying: "Did nobody tell you that you need to take a big car?" I think he meant a 4x4.

Deliberations on how to handle the situation did not take long. As there was no space inside my Mini I considered loading Scott and Jonathan on the roof rack. The roof rack, however, could handle either Scott or his Mini or Jonathan, but not any combination of them. "Leave us here, go to Sani Mountain Lodge and get help," commanded Jonathan. All I heard was: "If you don't go and get help soon we will freeze to death in a Mini on Black Mountain at night."

I do not recall a more meaningful 10km drive, ever. Crashing, breaking down, getting lost or running out of fuel would mean that Scott and Jonathan would have to either hug each other the whole night for warmth or freeze to death in a snow white Mini. I knew what they would choose and a sense of urgency fell upon me.

As night fell Sani Mountain Lodge appeared through the



Quad tyres, roof racks and a pair of Minis is all you need to conquer 'The Roof'.



Job partly done, it was downhill from here.



Daniel, Eric, Jonanthon, Celeste and Scott.



Spectacular yet intimidating scenery and weather conditions.

snowfall, perched on the edge of the Drakensberg. We announced our arrival: "Hi, we have a classic Mini stuck on Black Mountain Pass. We need your Land Rover to go and rescue them... NOW!" The feeling of urgency was replaced with despair as we learnt that the Lodge's Land Rover had broken down in Underberg and was only expected back in a few hours. There was nothing we could do but huddle up at the fireplace and drink Merlot. As the Merlot numbed the frustration, I reflected on the events leading up to the predicament.

A year ago Scott stuck some Quad Bike tyres on his Mini and attempted to drive up Sani Pass. The Mini did not make it by 200m. This year we decided to go down Sani Pass. I could think of nobody better to take along than Celeste and our 4-year-old son Daniel. In preparation sump-guards were fitted, suspension lifted and cars

checked over. In addition to the usual spares we carried space blankets, water and food to last 3 days.

The Roof of Africa route presented snow-topped mountains and spectacular views. Highlights included Afriski, Tlaeeng Pass, the highest road pass in Southern Africa (3 275m) and Thabana Ntlenyana, the highest mountain in Southern Africa (3 482m). The trip from Johannesburg via Clarens had gone according to schedule until we reached Moteng Pass. An overloaded truck was stuck near the top, thereby blocking all vehicles behind it. The Minis managed to zigzag between all the vehicles only to get blocked 3 trucks from the top. I had strapped a spade to the Mini's roof rack which was promptly employed to build a detour over a ditch and around the bogged down trucks. The 2 Minis were the first to traverse the makeshift detour amid enthusiastic applause

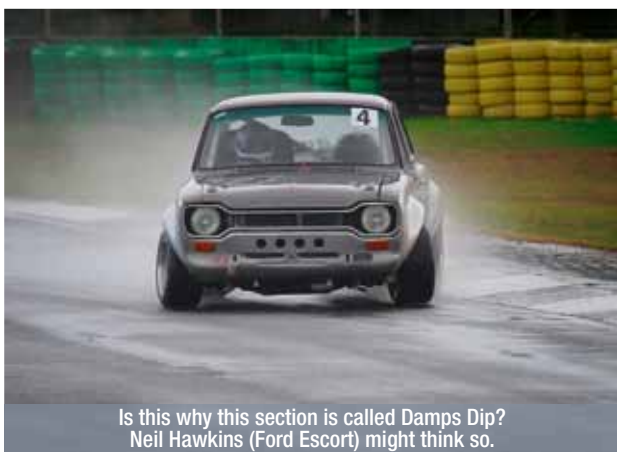
from the locals.

The distinct sound of a Mini sporting a side-draught brought me back to the present. It was 19Hoo and in came the white Mini, snowed over and suspension fixed up. A Mini had never sounded so good. Needless to say, celebration followed at Sani Mountain Lodge.

The next morning, after defrosting the Minis' door locks with hot water, we headed down Sani Pass. The Minis coped well with the twisty muddy road down Sani and managed the two water-crossings with ease. On Sunday 19 May, after what seemed like a lifetime of adventure packed into 4 days, we arrived at the Pietermaritzburg Cars in the Park. Some enthusiasts shook their heads as they looked at the muddy Minis with lifted suspension, jerry cans, sand ladders and spades strapped to their roof racks; others simply smiled. 📌



Richard Quixley (Datsun 240Z) heads up a wet field of classic cars into Turn 1.



Is this why this section is called Damps Dip? Neil Hawkins (Ford Escort) might think so.



Herman De Kock (Ford Escort) has a moment while Coenraad Mathee (Alfa GT Junior) appears under control.

“WET, WET, WET”

Not the band, but the weather for the Killarney, Cape Town Regional race-day, on 8 June. By **Fred Phillips** with images from **Colin Brown**.

Though rainy, it was sort of fair (forgive the pun), in that everyone had a damp race as well as a totally soggy affair. The drivers were all called upon to deliver their best and spins there were aplenty, with lap times in the separate heats varying by 20 seconds and more as the conditions altered wildly. Ultimately though, it was the experienced campaigners who won through.

EXECULINE/MUTLU CLASSICS, where the resurgence in the number of entries continues, saw Martin Richards,

Datsun 140Z, win Class A from Louis Powell, Ford Escort.

In Class B, Ian Richards, Datsun SSS, made it a family affair by winning from Paul Ammann's VW Scirocco. Championship leader, Keith Andrews (Alfetta GTV) was as steady as ever in Class C and beat Derek Wilsnagh (Ford Anglia) into second place.

Class D was won by Steve Bekker (VW Passat) from Jackie Swart (Ford Taunus) while in Class E, Coenraad Mathee (Alfa GT Junior) won from the evergreen Billy Mathee (Fiat 124 Sport).

BIGFOOT EXPRESS SPORTS &

GT CARS saw Johan Engelbrecht (Porsche GT2R) win Class A from Gary Kieswetter (Porsche GT3). Class B was won by Matt Kreve (Porsche GT3 Cup) from Andre Bezuidenhout. Class C saw Arno Church (Lotus 7) win from Maarten Prins (Porsche 911GT3RS). In Class D, Hennie Bosman (Corvette ZR1) edged out Nick Morgan-Wilson (Lotus 7).

CHARL ELECTRICAL FINE CARS went the way of Des Erasmus (VW Scirocco). He beat Geoff Bihl (Porsche 944) into second spot with third going the way of Ryss Unger (Audi Quattro). **Q**



Howard Robinson's Titan Mk5 Formula Ford lines up ahead of a brace of Formula Vees.



Stuart Greig powering his Royale RP24 Formula Ford to a double victory.



Peter Kernick was spectacular and fast in the Witter Formula Vee.



Left to right: Merlyn Formula Ford, Mantis Formula Vee and Cooper Formula Junior.

FOR-D-OMINATION

When the Historic Single Seater Association hit Midvaal in June, the large percentage of Formula Fords making up the field had many wondering if the race was a Ford benefit. But it wasn't; there were a number of Formula Vees thrown into the mix - the Elva Porsche and a healthy-sounding Formula Junior - although this too, featured Ford power.

Unfortunately four of the usual suspects were unable to make the showdown, but regardless of this, the racing was nail-biting, with victory a possibility for any of the first five qualifiers. Race 1 saw Howard Robinson (Titan Formula Ford) and Kevin Oldfield

(Mantis Formula Vee) tripping over each other. With the safety car deployed, the field bunched for the restart. Stuart Greig (Royale RP24 Formula Ford) got the hole-shot and Chris Clarke (Titan Formula Ford) slipped through on Ben van der Westhuizen (Royale RP21 Formula Ford) and Mike Ward (Royale RP21). At the chequered flag the order read Greig, van der Westhuizen, Clarke, Ward and Ron Liddiard (Lotus 59 Formula Ford).

In the Vee department Peter Kernick (Witter Formula Vee) led brother AJ (Capital Formula Vee).

Race 2 was no less heated but Greig managed a double, albeit kept very honest by second and third placed van der Westhuizen and Clarke. Peter

Kernick again held off AJ in the air-cooled department.

Alfa Trofeo were also in the mix on the winter's day with an impressive handicap-formed grid. On both occasions the staggered start was brilliantly calculated, which culminated in a mass of cars bunching on the last lap. Alan Hooper (Alfa Berlina) led Mark Klinkert (Alfa 1750 GTV) and Ralph Kernes in the first heat and repeated the performance in race 2, this time followed in by Tony Theobald (Alfa Giulia) and Simon Boyle (Alfa Giulia).

Midvaal and Inland Championship Racing impressed too with organisational efficiency, large fields, glorious weather and good-spirited competition. 🏁



Jonathan du Toit (Chev Nova) leads Jaki Scheckter (Ford Galaxie).



Ilan Schofield dominated Formula Ford.



Nikita Nell (Ford Escort).



Phillip Pantazis (Datsun 240Z).



Ted Young (Ford Anglia) heads a gaggle of Fords and a Datsun.



More Fords and more Datsuns. Pieter van Nieuwenhuizen at the sharp end.



Dino Scribante (Ford GT40).



Anton Havenga (Ford Escorts) battles Riaan de Ru (Ford Prefect).



JP Bredenhann debuts a fresh Tiga.

THE GOLD

Round 3 of the 2013 Midas Historic Tour took place at Phakisa on Saturday 1 June. With over 130 entries and an action-packed race programme, the Historic Tour delivered the largest entry seen in the mining town for some years. **By Denis Klopper with images from Dave Hastie.**

Race 1 in the Dotsure Pre-66/68 Sports and GT was dominated by Dino Scribante (Ford GT40). Dino crossed the line ahead of Jonathan du Toit (Lola T70 Spyder) and Colin Frost (Porsche 917). Race 2 saw the top three inverted when Frost took victory from du Toit and Scribante. Frost took overall victory for the day also clinching a win in the ISP class. Jonathan du Toit won the Pre-66/68 Sports and GT class with Peter Jenkins (Porsche 911) dominating the Pre-77/84 Sports and GT class.

The Trans Africa Racing Pre-66 Legend Production Cars put on a fantastic show with the big V8s providing noise and close racing. Jaki Scheckter (Ford Galaxie) and Jonathan du Toit (Chev Nova) battled it out in the two 8 lap races. Scheckter took a double victory ahead of Jonathan with Franco Scribante (Ford Mustang 350GT) taking third place in both races. The 4-cylinder action saw Trevor Tuck (Alfa Giulia) and Patrick Gearing (Alfa Giulia) sparring all day while Colin Ritchie impressed in his immaculate Mini Cooper S.



Jaki Scheckter (Ford Galaxie).



Colin Frost (Porsche 917).



43 Lotus starters made for plenty of action.



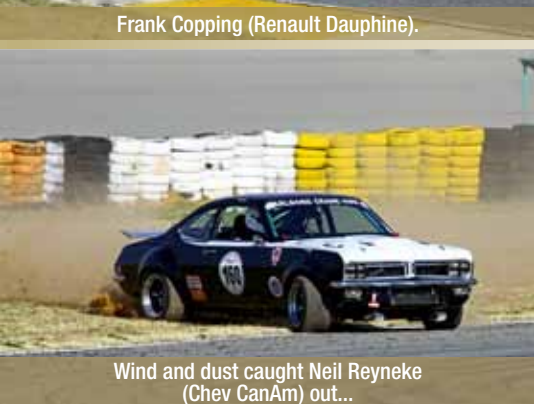
Frank Copping (Renault Dauphine).



Steve Pickering (Porsche 910).



Jonathan du Toit (Lola T70 Spider).



Wind and dust caught Neil Reyneke (Chev CanAm) out...



and Wesley Rautenbach (Datsun 1200GX).



STANDARD

Marlboro Crane Hire Historic Saloons were split into two races due to the large entry. Race 1 for classes A to E was won by Phillip Pantazis (Datsun 240Z) ahead of Pierre de Waal (Alfa GT Junior) and Anton Raaths (Mazda R100). Raaths took the win in race 2 ahead of de Waal and Uli Sanne (BMW 2002). De Waal took overall Class C victory for the day with Werner Vonk (Ford Escort) taking Class D honours and Dawie Olivier (Mercedes Benz 450 SLC) Class E. The 2 races for Classes F to H also provided close racing. Jackie Morrison (Ford Escort Mk2) took

a closely fought race 1 victory and Graham Donker (Mini 1275) crossed the line first in race 2. Donker scored Class F honours for the day with Willem Vorster (Ford Escort) taking Class G and Riann de Ru (Ford Prefect) Class H.

The Sabat Lotus Challenge saw a record entry of 43 starters. Klippias Krige won race 1 and Glenton Rebello took victory in race 2 but Norman Witt took second place on both occasions giving him overall victory for the day. Derek van der Merwe scooped both Class B races, Johan Nel

Class C and Gerdus Smit the Locost Class. The Investchem Formula Ford Kent races saw 2012 champion Ian Schofield nabbing a pair of wins and the day's laurels.

The full day of racing was rounded off with a 60-minute Springbok Series Endurance race. As at Zwartkops, it proved to be a Scribante family battle. On this occasion Dino (Ford GT40) led home Franco (Ford GT40) with Peter Jenkins (Porsche 911) in third place. Dino also clinched the Index of Performance award to round off a very successful race meeting. 🏁



SIMPLY FABULOUS

Jaguar's first all-new sportscar for 50 years has arrived. And the F-TYPE promises to be everything its predecessors set it up to be.

The new Jaguar F-TYPE represents a return to the company's heartland: a two-seater, convertible sports car focused on performance, agility and driver involvement. The F-TYPE is a continuation of a sporting bloodline that stretches back more than 75 years and encompasses some of the most beautiful, thrilling and desirable cars ever built.

The engineering ethos underpinning the F-TYPE is centred on Jaguar's industry-leading expertise in the use of aluminium. Featuring the most advanced iteration of Jaguar's acclaimed rigid and lightweight aluminium architecture to date, the F-TYPE has ideally balanced weight distribution that allows its involving rear-wheel drive dynamics to be explored to the full. And those dynamics and innovation aren't unfamiliar to Jaguar – C- and D-Type Jaguars' innovation lead to sportscar domination in endurance racing.

In order to maximise the benefits of its advanced structure, the F-TYPE features all-aluminium double wishbone front and rear suspension and a quick-ratio steering rack for ultimate responsiveness. The aluminium architecture has been optimised to provide the stiffest possible underpinnings for the suspension with rigidity gains of more than 30 per cent in key areas compared to any other Jaguar application.

Three variants are available: the F-TYPE, F-TYPE S and F-TYPE V8 S. Each is distinguished by the power output of its supercharged petrol engine with all engines featuring stop/start technology to maximise efficiency.

A new 3.0-litre V6, developed from Jaguar's highly acclaimed 5.0-litre V8, is available in either 250kW or 280kW variants, powering the F-TYPE and F-TYPE S respectively. The V6 models are joined by a newly developed member of Jaguar's V8 engine family. Producing 364kW and 625Nm of torque in the F-TYPE V8 S model, it has an astonishing



Inspiration from fighter planes can be found in the joystick-shaped SportShift.



The focus on driver involvement emphasised by asymmetric cabin.



A two-seater, convertible sports car focused on performance, agility and driver involvement.

turn of pace, accelerating to 100km/h in 4.3 seconds and on to an electronically limited top speed of 300km/h while emitting 259g/km of CO₂.

The focus on driver involvement and sporting performance in the F-TYPE is emphasised by the 'one plus one' layout of the asymmetric cabin. This is evidenced by the grab handle which sweeps down the centre console on the passenger side, delineating it from the driver's position. Further differentiation is provided by the use of different trim materials either side of the cabin, with a more technical finish on the driver's side.

Taking inspiration from cockpits of fighter airplanes, the controls are ergonomically grouped by function. Further aeronautical inspiration can be found in the joystick-shaped SportShift selector controlling the eight-speed transmission. The air vents on top of the dashboard will only deploy when instructed to by either the driver or complex control algorithms, staying tucked discreetly out of sight in other circumstances. **Q**

C TO F

C-Type

Built from 1951 to 1953, the Jaguar C-Type won Le Mans twice and was revolutionary for a sports-racing car at the time to use disc brakes – a technological innovation that stood it in good stead in endurance racing. Using a version of the XK120's 3,4-litre straight six, the slippery sportscar was an undoubted success.

D-Type

The C-Type's replacement was even more revolutionary, utilising a monocoque centre tub construction from the aviation industry. Initially powered by the C-Type's 3,4-litre XK powerplant, a more powerful 3,8-litre version soon followed on the D-Type's way to three Le Mans victories between 1954 and 1957. One of the most famous of the team cars – OKV3 – competed in South Africa during the 1960s. There's a genuine D-Type in the Franschoek Motor Museum and some beautiful replicas still compete on the historic tour.

E-Type

In 1961, Jaguar took its "Type" cars to the street with the exotic, yet incredibly affordable E-Type. So successful was the iconic sportscar in roadster and Fixed-Head Coupe guise, that Jaguar sold over 70,000 of them – probably the only reason the Jaguar is not as valuable as more collectible limited production road cars of the same era. Mike Hailwood raced one in South Africa in period, as did Peter Sutcliffe in a lightweight E-Type.

For more information, visit www.jaguar.co.za.



1994 Mercedes-Benz E320 Cabrio
131000km. Automatic. True 4-seater drop top. Very collectable especially with such low km. **R239 000**



1967 Mercedes-Benz 230SL W113
74080km. Auto. One of the most desirable classics of our time. Very rare in 230 format. **R795 000**



2002 Mercedes-Benz ML500
214 000km. Automatic. 5 litre V8 petrol. Real bang for your buck motoring. Top tow car. **R129 500**



1968 Mercedes-Benz 280SE
Manual. Very original and unmolested condition with documented history. Original blue leather. **R69 500**

CARCOL EXECUTIVE AUTO

Mercedes-Benz Sales & Service Specialists
We also stock used spares for classic Mercedes-Benz
Contact Colin on 082 895 6186
011 646 0177/8152 - 011 646 0177/8152
Info@carcol.co.za, www.carcol.co.za
120 Green Way Greenside, Johannesburg



BUILD & DRIVE *your* DREAM CAR



www.baileycars.co.za

We offer kit or turn key sports cars designed to win the toughest motorsport events while still being museum masterpieces!

Start a self build car from R230 000 and turn key from R650 000

www.baileycars.co.za | 011 397 5220 | peter@baileycars.co.za

ALLAN Y BRINK AUTOMOTIVE ENGINEERING



695 SECCULL AVENUE
MAYVILLE, PRETORIA 0084
CONTACT KEVIN OR GREG
012 335 0886 • GREG@ALLANYBRINK.CO.ZA

RS1 Autobody Classic Car One-Stop BodyShop



Tel: 012 666 7316 • 083 468 5214

Wynn's VALVEGUARD

SYNTHETIC LEAD SUBSTITUTE

OLDER CARS WERE DESIGNED FOR PETROL THAT CONTAINS LEAD

VALVEGUARD GIVES YOU ALL THE PROTECTION OF LEAD WITHOUT DAMAGING THE ENVIRONMENT PROTECTS AGAINST WEAR, IMPROVES ECONOMY AND PERFORMANCE FOR CARS AND BIKES



In need of that classic touch?

Our specialist automotive restoration division is geared up for plating of car and bike parts - quality finishes for the enthusiast in copper, brass, nickel, zinc, cadmium as well as black and bright chrome. We also polish to your specification. And above all, we safeguard each and every irreplaceable item...



13 Maraisburg Street Industria West - 011 474 8767



HIGH DEFINITION WAX

H.O. JHB - Tel: 011 908 5446
KZN Kyle's - Tel: 031 564 8958

email: ezecare@mweb.co.za



The trusted name in Car Care products just got better

Derek Hulse (Cape Town) 082 451 3899

Graham Yendall (Garden Route) 083 297 6677



G van Cuyck Insurance Consultants cc

Established 1964

Authorised Financial Services Provider FSP Number: 12925

For all your Insurance Requirements

- Motor
- Domestic (including Thatch risk)
- Commercial
- Marine (Cargo and Small Craft)
- Medical
- Life Insurance
- Classic Cars
- Autocross Vehicle Cover (Driver Training, Track Days etc.)



Unit B16 Pinelands Business Park, New Mill Road, Pinelands
P.O. Box 38692, Pinelands, 7430 Email: info@gvcbrokers.co.za

Tel: +27 21 531 5882
Fax: +27 21 531 5855

The EMGEE WORKSHOP
INCORPORATING ROLO MOTORS

MG, Mini & British Classic Cars
Service, Repairs & Parts
Restoration & Rebuilds
Race Preparation

Three decades of quality craftsmanship

Tel: 011 789 7127 - Fax: 011 789 7135
E-mail: emgee@mweb.co.za / scottrainer@merb.co.za / sales@emgee.co.za
www.emgee.co.za

 **LANCIA RESTORATIONS**
FOR LANCIA REPAIRS
SPARES & SERVICES

TONY SEILER
Unit 6 Chaka Centre
4 Fifth St Wynberg Sandton
Tel/Fax (011) 440 6851

OFFSHORE MARINE INTERNATIONAL

PO Box 625
Simonstown
7995

Tel/Fax: 021 786 1007
Cell: 082 491 8536
email: omiintl@mweb.co.za

www.pertronix.com

South African distributors of Pertronix Ignitors, Distributors, etc

NEED HELP WITH THAT V8?

V8 TUNING, SERVICE & MAINTENANCE
V8 RACECAR BUILD & DEVELOPMENT
V8 PERFORMANCE PARTS
V8 ENGINE BUILDING

30 YEARS OF RACE-WINNING V8 EXPERIENCE

Interested in racing the new SA Trans Am series?
Let us source, build and run a race-winning car for you...

HEPBURN CONVERSIONS
Contact Willie on 082 452 1113

NORBRAKE
DISTRIBUTORS

SPECIALISING IN

- Re-sleeving of Brake & Clutch Cylinders
- Clutch & Pressure Plates
- Brake Bonding
- Disc, Flywheel & Drum Skimming
- Radiator Modification & Re-cores
- Petrol Tank Repairs
- Air Brake Systems
- Light Precision Engineering

TEL (011) 894 2371
FAX (011) 894 2040
5 TOP ROAD ANDERBOLT BOKSBURG 1459

CARS
Unlimited

Tel 021 510 1332
28 Marine Drive, Paarden Eiland
lourens@carsunlimitedcape.co.za
www.carsunlimitedcape.co.za

 **PORSCHE**
...is our Passion

0860 911 993

CLASSIC, VINTAGE OR SPORTS CARS WANTED

NORMAN FROST
specialises
in the
following
vehicles:
British Sports



Cars
Vintage Cars
from the
twenties
& thirties
Mercedes SLs
Citroen Light 15s

Should you want to sell any of the above, give us a call

Telephone: 044 382 6074 Fax: 044 382 3517 Cell: 082 557 6470

5 Uil Street, Industrial Area, Knysna

Email: norman@frostbrothers.co.za

Purveyors of Classic and Vintage Cars
www.frostbrothers.co.za

A classic from

**POWERFLOW
EXHAUSTS**



*Hand crafted stainless
steel exhaust systems*

www.powerflowexhausts.com

WESTERN CAPE

BELLVILLE 021 930 7717 | SALT RIVER 021 448 1325 | TOKAI 021 701 5513

He broke Shumi out of CMax with an aerosol and hand reared his pet termite Octavius

SPECIALISED LUBRICANTS
HERSCHELL
AND MAINTENANCE PRODUCTS

For a winning performance!
AUTOMOTIVE

- Multi-Purpose Spray
- Carburettor & Metal Parts Cleaner
- Chain Spray · Tyre and Dash Spray
- Copper Anti-Seize Grease
- Red Rubber / Wheel Bearing Grease

www.swifts.co.za  



historic motor racing photos
www.motoprint.co.za

your unique source of original digital images and prints of motor racing in South Africa from 1960s to 1990s

images from professional photographers' collections added weekly

davidp@wol.co.za

076 780 6425

Every little boy has dreams...

Have you found yours yet?

Tel: 011 440 7082

Cell: 082 416 9584

E-mail: brian@noik.co.za

Website: www.oldcars.co.za

– Independent broker of Vintage, Veteran & Classic cars –



Delivering your dreams, one car at a time...



Now available: Knock-on style Superlites and the legendary Bathurst Challenger

NEW STOCK JUST LANDED. ALL STYLES & SIZES. SELLING FAST ON A FIRST COME FIRST SERVE BASIS SO HURRY!

Contact

Lynton: 082 789 9967 Edward: 082 315 3353

Auto-Pyjama® - Premium quality indoor car covers. Fully dust-proof, natural, gentle and breathable, these covers won't chafe or scratch even the finest paint finish. Smooth satin-like exterior and an ultra-soft inner finish, individually tailored for a perfect fit. Machine washable and available in different colours.

Auto-Storm® - All seasons breathable outdoor car cover. Full weather protection against wind, storm, rain and hail. So breathable that even a wet car will dry out. Constructed from a 4-layer neutral grey barrier membrane specifically created to protect your asset.

Optimate 3+ - Intelligent battery charger & conditioner. For 12V batteries and vehicles in long-term storage. No over-charging, keeps your car ready-to-go.



AUTO-PYJAMA®

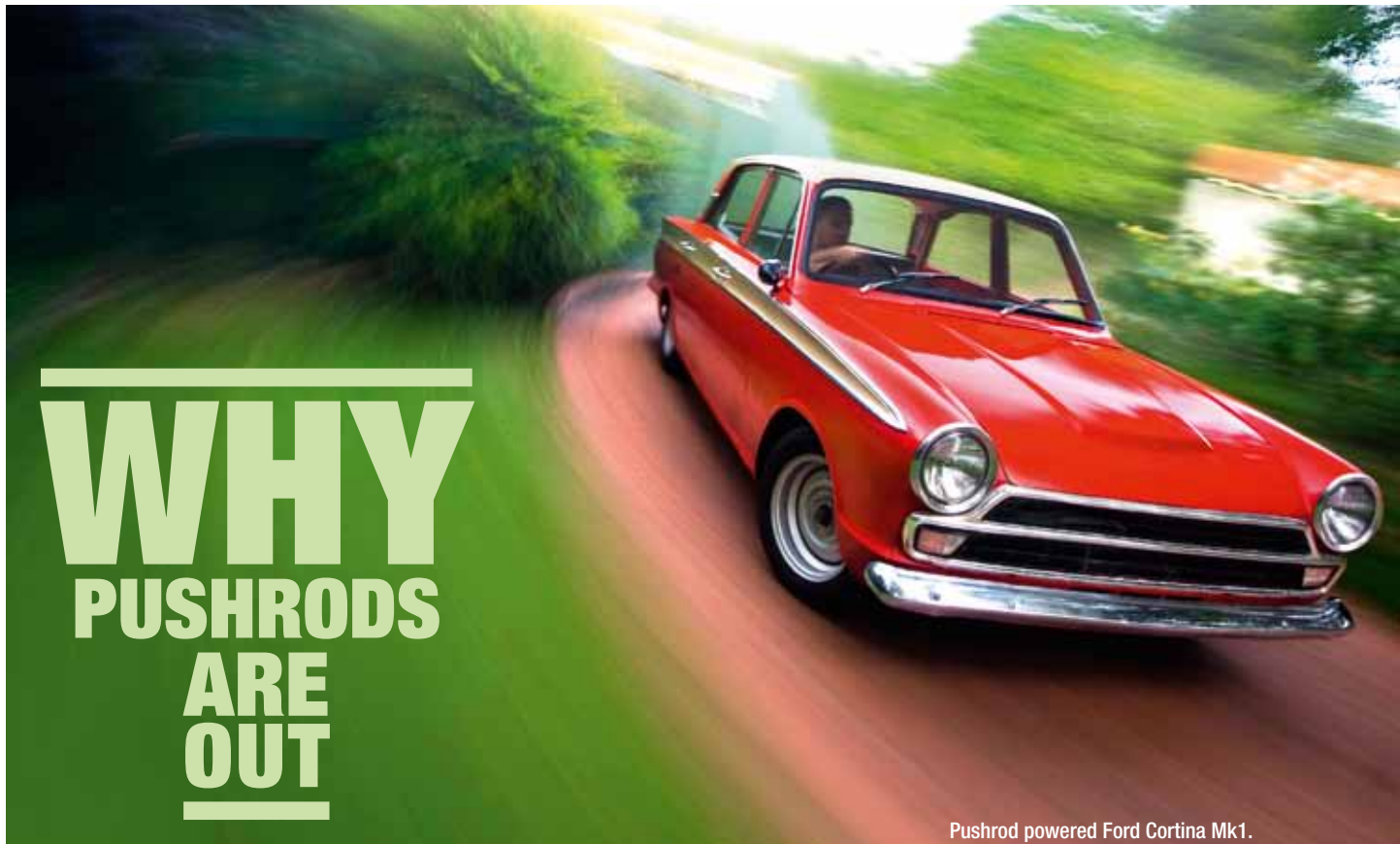
Ron Hollis

082 859 8771

ron@bodge.co.za

www.bodge.co.za

**BODGE
ENGINEERING**



Pushrod powered Ford Cortina Mk1.

Petrol engines evolved out of steam engines. The fact that steam engines used a fire outside the engine to create pressure resulted in a very lackadaisical attitude towards the shape of an internal combustion engine's combustion chamber in the minds of most pioneer engineers. It was just a place where the explosion occurred.

By Jake Venter

By 1910 some engineers started to realize that the ideal combustion event needed to be slower than an explosion, and that it could be managed to some extent by choosing the correct combustion chamber shape. This explains why the history of valve operating systems is largely the quest for the ideal combustion chamber shape. The combustion space must present the shortest path for the flame from the spark to the outer regions of the combustion chamber in order to minimise the inevitable pressure rise in front of the flame front. This will keep the temperature rise within limits, making unwanted detonation less likely. Good volumetric efficiency demands that the inlet valves must be as large as possible, with ample clearance around the valve heads. The engine's ability to run on a lean mixture will be enhanced if the spark plug is in the path of the incoming

charge, so there will be no residual exhaust gases surrounding the spark gap when the next spark occurs.

T-HEAD valve layout

Most engines designed before WWI incorporated a side-valve design known as a T-head. The combustion space above the piston was extended on each side to accommodate an upwards-opening valve, and this made the combustion space T-shaped. Unfortunately, the small air pockets on each side of the bore opening were perfect for initiating harmful detonation, so compression ratios were kept below 4:1. This low ratio was also due to the low fuel octane values at the time.

L-HEAD valve layout

Between the wars most designers stuck to side valves but moved both valves to the same side of the engine. This gave a combustion space the shape of an inverted L. This was slightly better



Side valve Ford Prefect.



SOHC Ford Escort RS2000.



DOHC Ford RS1600 BDA.

than the previous design as far as detonation was concerned, and made the engine narrower. It was also cheap to manufacture and easy to service.

The design lasted well, powering the Jeeps and many other Allied military vehicles during WW2. The layout finally started to disappear during the '50s as more and more manufacturers adopted overhead valves.

Pushrod overhead valve layout

Pushrod-operated overhead valves (OHV) started to appear in the late '20s. The combustion chambers were usually shaped like an inverted bathtub and the valves were operated by pushrods from a camshaft in the cylinder block. A major disadvantage of this layout is the high valve-train inertia. The camshaft lobe has to accelerate the follower, the pushrod, the rocker, the valve and a portion of the spring, so that at high engine speed the valves no longer exactly follow the camshaft lobe profile. Nevertheless,

this relatively inexpensive pushrod layout stayed in vogue until about 15 years ago, and still lives on, especially in the US on the big V8 engines, but most European and Japanese engines employ single or double overhead camshafts.

SOHC valve layout

The 1914 GP Mercedes is one of the more famous of these designs, and was copied by W O Bentley, and many others. Many modern engines combine a single overhead camshaft with a hemispherical combustion chamber.

DOHC valve layout

The part-spherical, or pent-roof, chamber scores very high on all the above-mentioned qualities, which is why it can be found on most modern engines. In fact, the modern twin-overhead-camshaft layout has taken just about a hundred years to become popular, mainly because it is complicated and expensive. The

Peugeot that won the 1912 French GP was the first engine to incorporate such a layout. It was designed by Ernest Henry, and became one of the most-copied designs of all time.

At present, double overhead camshafts per engine, or per bank on a V-engine, are almost the norm, and it is easy to see why. It has the lowest drive-train inertia of all, and can easily be combined with a pent-roof combustion chamber. The biggest disadvantages are cost and complication. The layout also requires skill to service because the valves are usually adjusted by means of shims, and the valve timing has to be disturbed to remove the cylinder head. Alfa Romeo and Jaguar were the first to mass-produce such engines after WW2, but today even diesels are often fitted with this layout. The perversity of human nature is such that when I was an apprentice I craved such an engine; today I'd like to own a side-valve. 🚗



1972 Lancia Fulvia 1.3s. Close ratio 5-speed manual box. White with black upholstery. Reasonable condition and maintained by Lancia Restorations. R30 000. Contact Pat at 082 447 5914.



1996 KCC replica Cobra. 302 V8 Ford. Jag suspension. Plus minus 20 000km. Asking price R230 000 neg. Car in a very good condition. Please call Ryno de Kock: 082 870 4281.



944 V8 Race Car . New imported Chev Corvette V8 LS1 Racing engine. 450hp with full Renegade conversion. Just run in. Big Red (993 Turbo) Brakes. Full Roll Cage. Light-weight rear window. GAZ shocks. Quaife LS Diff. 944 Turbo gearbox. GT3 Wheels. R390 000. Email cyril@ginsburg.co.za



Austin/MG-based special built by the owner between 1955 and 1960 to his own design. 1500cc MGA engine, 4-speed gearbox and 3.9 MG rear axle. 16 000 miles since new. Best offer on R200 000 secures the deal. Call J. Hoffmeyer on 083 7116550.



Mercedes 280E eligible for Pre-1977 Historic Saloons. Bilstein suspension. Superlite wheels. Perspex windows. TNT cage and exhaust. Freshly reconditioned and flowed head by A&N Performance. 2:07 lap times at Kyalami. 2:03 lap times at Phakisa. Don't ask about lap times at Zwartkops. This car finished 4th OVERALL at last year's 3 Hour, and was the FIRST saloon car home. It was also 7th OVERALL at the 3 Hour in 2011. It has finished EVERY race it has started since it was built three years ago. Ready to race. Call Jesse on 083 664 3174.

South African motoring books by Greg Mills for sale at R200 a copy. *Paddy Who?*, *Pipes*, *Love First Tingle Second*, *For The Love Of It and Maggs*. Guaranteed to be collectables. Call Derek on 082 451 3899.

BMW 2002 engine. Was apparently rebuilt 20 years ago and never run. Oil appears clean. Complete with alternator, exhaust manifold and distributor. I also have a set of 40 side draft Weber carbs and manifold to fit. Phone Stuart on 082 921 4583.



Engine and drivetrain to BJ 8 Austin Healey spec. 3000cc motor bored to +30 thou, new piston assemblies, main bearings, big end bearings and thrust bearing. Timing gears, timing gear tensioners and timing change replaced. Screw-on oil filter adaptor, fresh distributor, rocker shaft, valves and as new original cylinder head. Original inlet and exhaust manifold as well as lots of other bits like 2 inch carbs. Gearbox and overdrive rebuilt. Contact Hans Greyling on 012 9928505 or 0845873584.



1982 Lancia Beta 2.0-litre Coupe dark blue 5-speed manual with sun roof. Reasonable condition and maintained by Lancia Restorations. We have successfully competed on many regularity rallies as well as CIAO Club Tours including the Lap of Lesotho with this much-loved Lancia and am reluctantly selling it due to imminent retirement. R30 000. Contact Pat at 082 447 5914.



1956 Chevy Sedan (ex JHB). Stock standard except for wheels and steering wheel (originals available if buyer wants). Straight 6 engine, 3-speed manual. Well looked after old lady. R139 500, negotiable for hard cash. Contact Leon 083 273 4067.

One set of Gabriel Hi – Jackers shock absorbers including pneumatic tubing and pressure gauge (model 434071), very good condition. Fits Cressida S/W amongst others. Ideal for a tow vehicle, makes the world of difference. Any reasonable offers welcome. Contact Chris at chrisp@cybersmart.co.za or mobile: 083 401 2043.



1967 Pontiac Firebird convertible. 327 V8 Chevy engine, 5-speed manual gearbox, brand new quality leather interior, new soft top etc. Car needs to be freshened up – new paint, other mags and engine rebuild hence the low asking price of R215 000. Call Leon in Port Elizabeth on 083 273 4067.



1982 Porsche 924. Runs well. In original condition. Bodywork & paintwork good. Licence up to date. Bargain at R25 000. Brian: 082 9555 843.



1975 1275 GTS clubman for sale. Relatively good condition. New tyres & steering rack. Has sports cams fitted. Smith wheels on 10" rubber. Good clean run about. Asking R 28 000.00 onco. Contact Mike on 083 320 5195



A set of VW Kombi T-2 double load bars (roof racks) steel frames with rubber covering wood load surfaces, used once only, then put into storage. They are (like) new. Reasonable offers welcome. Contact Chris at chrisp@cybersmart.co.za Mobile: 083 401 2043



1969 BMW 2002 For sale, 2L rebuilt engine, body needs attention, good runner. Abandoned project. R18 500 onco
1969 BMW 2002 body and tons of spares almost a complete car R10 000. Will take an offer on both. Call Bruce Faye 0713095916



944 V8 Road Car. New imported Chev Corvette V8 LS1 Racing engine: 450 HP with full Renegade conversion. Just run in. 944 S2 gearbox. R290 000. Email cyril@ginsburg.co.za

American Racing Slicks 2 x 23.5x10x15 and 2 x 25x11x15 brand new. R10 000. Phone 082 451 3899.

Many **Lancia Fulvia spares** available contact Chris at chrisp@cybersmart.co.za or mobile 083 401 2043 for a list of items.

WANTED

Panther vintage motorcycle parts. Any condition, anywhere. Girder forks, bits and pieces also needed. Contact Greg: 0832717092.

Hard top for MGB. Must be a factory original and not a local lash-up. Contact Fred at 082 772 1909.

Pair of Marchal 220mm diam headlamps. Condition reasonably

immaterial. Call Dickon 0836258678, email Dickon@worldonline.co.za.

Wanted urgently to complete my **Frogeye Sprite:** Shocks (front and back), Front telescopic damper conversion kit, Gearbox mounting bracket, Steering wheel, side shafts and hubs for wire wheels, Windscreen. Please contact Ken Dugmore. Cell: 0837234594.

I still require many parts for my 2nd **Sprite.** What do you have to sell? Please contact Ken Dugmore on 0837234594.

Austin Healey Cylinder head 6 cyl 12 port to replace the one stolen with the TR5 which was recovered but not the head. Contact Derek on 082 4513899 or derek@cpca.co.za.

FOR BOOKINGS

0861 11 9000 | proteahotels.com



PROTEA HOTELS



THE PREFERRED ACCOMMODATION SUPPLIER TO CLASSIC & PERFORMANCE CAR AFRICA MAGAZINE



ROVER LOVER

I have only recently discovered your publication and have to say that you are doing a great job for the old car movement in SA. I have, over the years, owned and enjoyed many interesting cars, mostly British, which have included an MG TF 1500 (owned 9 years); Jaguars: an XK150 FHC (28 years), an XK150S DHC, 2 x 3.8S, 2 x 420G, 420; and MK2 Rover, 2 x P6 3500. Concurrent with some of these were a Triumph Vitesse and a 2000 Mk1 both bought new. If at any time you would like information on any of these I have a number of interesting stories.

Without doubt the most sorted and reliable of these cars is the Rover P6, a sadly overlooked classic if ever there was one. The first of these I bought was a 7-year-old, of completely unknown provenance, in 1980 as a stop gap car and liked it so much I put at least 150 000 kilometres on it, with the only major expense being a gearbox overhaul. In '83 when it had covered over 250 000 km I thought it time to retire the car and bought an Alfa 33, about which the less said the better, save to say that this proved so unreliable that I went back to the Rover.

In '88 I chanced upon another P6, a '74 3500 with only 40 000km on the clock and in absolutely amazing original condition. I had to have it and still have it today, with only 63 000km on the clock and still in much the same condition. So, if you folk ever feel inclined to do an article on this solid and brilliantly engineered series of cars, I would be quite happy for you to take mine out for a spin and show the classic car world what they are missing.

Keep up the good work
Ian R McNee

Hi Ian

Thanks for picking up a magazine, writing in and the kind words. I can only agree with you. As a previous owner of a Triumph 2000 I feel that the British mid-size executive saloons are all under rated and should be in the same league as those from Germany. Although not common on our roads any more, spares and back-up are just a click away on the Internet and don't cost any more than the likes of classic Benz and BMW spares. I will definitely take you up on a spin in the car, and perhaps bring one of Stuttgart's machines for a super saloon shootout.
– Stuart

MIDGET BACK ISSUE

I would like to find out where I can see and perhaps get certain past copies of your magazine. In particular I seem to recall an article on the rebuilding of a MG Midget.

Peter Murdoch

Hello Peter,

Past issues can be ordered directly through us on info@cpca.co.za. We have stock of most issues but those numbers are dwindling fast so best to order now. I will look through the copies for an MG Midget rebuild article but maybe age is creeping on as I don't recall one.

– Stuart



PLYMOUTH INFO SOUGHT

Hopefully your readers can help me in my quest to find the South African history of my 1933 Plymouth PD Rumble Seat Coupe. The car was built in Detroit to a Johannesburg order. Its build spec was very high with lots of bling, chrome

radiator shell, twin chrome horns, twin side mounts and leather interior. The body colour was originally grey with black fenders, or wings as we call them in the UK, later to be off-white with brown wings. In 2002 a motorcyclist, while in SA on a vintage rally, came to hear that it was for sale as its owner had partly stripped it and had become unwell. The motorcyclist purchased it along with a 1929 Dodge and an Austin 7 Nippy and shipped them to the UK. The Dodge was used as a daily driver, the Austin was sold as a basket case and the Plymouth put into dry storage. I came to hear of it in January 2013, viewed it and agreed a price. If there is someone out there that remembers this Plymouth between 1933 and 2002 I would appreciate any information.

Regards,

Tom Poulter

z5roadster@hotmail.com

Hi Tom

The Plymouth and its background history sounds like an interesting project. Tracing the origins is half the fun. I'm sure the car will ring a bell in a reader's head somewhere and they will be in touch. If they contact us we will be sure to send the details through to you. And if you receive any direct mail please keep us updated on any progress.

– Stuart

WHITE PORSCHE FAN

I remember in the late 80s, as a 9-year-old, being taken for a spin in Brian's (more affectionately known as 'Whitie' to me as a child) Porsche Turbo. It's all a little foggy, but I'll never forget the experience. My father was racing at Kyalami that day, and for some reason it was organised that we would shoot out with Brian to fetch the Porsche from his home. During a brisk trip back to Kyalami, some Ray Ban-adorned guys, with much effort, pulled alongside us in a Ford Sapphire. Brian decided to drop them, and accelerated so hard, that my 9-year-old neck wasn't strong

enough to hold my head up and it was pushed back into the seat, and held there for a number of seconds as the Ford disappeared into the background. From that day I have always loved Porsches....

**Regards,
Graham Montanari**

I can validate this Graham. A trip in a Brian White Porsche will make you an addict. And every time you need to satisfy this craving, take a neck brace along because the G-force can be extreme. Today though I think the guys in Ray Bans might have swapped out the Sapphire for a bright Orange Ford Focus ST.

– Stuart

memories of his trip to make up the engines for the second batch of R8 Alconis in East London. The first batch came from fully assembled vehicles, and had to have their camshafts exchanged through a hole behind the licence plate when modifications were fitted at the Assembly Plant. Attached for your records is the installation instruction manual, enclosed when kits were purchased by 8 and 10 owners. You might like to include the photo on the last page to close the subject. It is quite amusing to notice so much interest in these vehicles, which, although quite remarkable for their time, would now denote a mere 'S' or 'GT' model of a

current production car, and compete with a variety of similar models from nearly every other manufacturer!

**Regards
Eric Adler**

*Hi Eric
Researching South African-tuned cars can be difficult because very little in the way of record keeping seems to have happened. So to hear from someone directly involved in the Alconi story is brilliant. Thank you. And thank you for forwarding the installation manual - a brilliant bit of South African motoring memorabilia.*

– Stuart



RENAULT ALCONI MAN

Someone was good enough to send me your April/May edition of CPCA, which followed a previous article on Renault Alconi cars. Many thanks. In the Letters to the Editor, Martin Pomeroy added

RALLY RENAULT

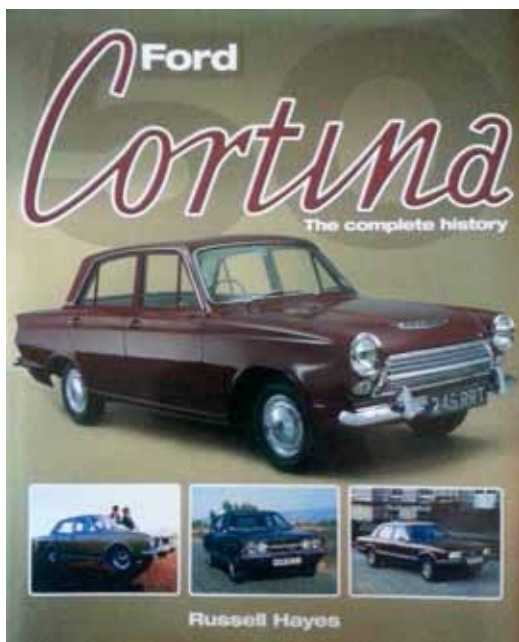
Triggered by the Alconi Renault article a few months back Andre Stemmet sent us this article referring to famed rally man Jan Hetteema driving an R8 Gordini on the Monte Carlo. By the looks of things it would appear that while the engine hanging out the rear helped on swinging the back out around the countless hairpins, it could also go too far and catch the driver out. Luckily there were helpful spectators and an aware Citroën DS crew.

– Stuart



Classic-Dash
Vintage and Classic Car Woodwork
Ash Framing, Dashboards, Door Caps,
Veneer Repairs and Refinishing
Ray Mackey 082 922 6106 – brmprojects@telkomsa.net

NIC'S CLASSIC CAR CLINIC
Professional Restorers of all classic cars.
All facets of classic vehicle restoration, maintenance and repair carried out to the highest quality standards.
Bodywork, mechanical, trim and woodwork all done in-house
Tel: 021 534 8302 | Fax: 086 609 6031
E-mail: info@classic-car-clinic.co.za | Website: www.classic-car-clinic.co.za
99b Bofors Circle, Epping Ind. 2, Cape Town 7460



**FORD CORTINA
THE COMPLETE HISTORY**

Author: Russell Hayes
Publisher: Haynes Publishing
ISBN: 978 1 84425 988 5
Price: R900
Available: www.motorbooks.co.za

Chances are that most of us have owned, had parents that owned, driven or been in a Cortina of some sort. This is partly because the name adorned Ford's humble family car from 1962 up until the early '80s but more likely because it was a good car that ticked all the right boxes with everything from entry level to full blown racers.

It is said that in the Cortina heyday one could be spotted on the corner of every British street and a look at archive TV footage shows South Africa wasn't any different - this is of course because from the very early days the family sedan was assembled in South Africa.

Russell Hayes' book charts the history of this favourite with brilliant facts, figures and period imagery. There are first-hand tales about all five generations from those in the know, and South Africa isn't left out with details on the locally built 6-cylinder models, bakkies, Grosvenor Motors and Basil Green's involvement.

It is a brilliant book and a must have for any fan of the 'blue oval' brand. But be warned, you'll want to go out and buy another Cortina.

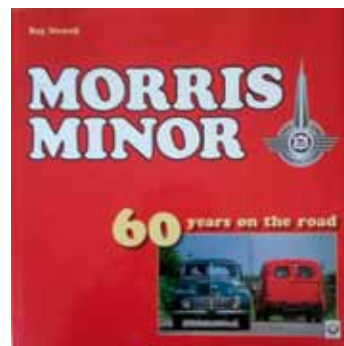
**MORRIS MINOR 60 YEARS
ON THE ROAD**

Author: Ray Newell
Publisher: Veloce Publishing
ISBN: 978 1 84584 157 7
Price: R470
Available: www.motorbooks.co.za

The Morris Minor designed by Sir Alec Issigonis, who later penned the Mini, ranks as one of the most popular cars of its time and an instantly recognisable classic. In 2008 the world celebrated 60 years of the car that got a generation driving and as the title suggests, Newell's book charts these six decades.

He looks into the development and selling of the Morris with detail covering the design, manufacture and even marketing aspects. Imagery is a blend of contemporary shots, archive photos and hand-drawn sales literature, while text is broken up into bite-sized chapters, so a quick pick up and browse can be done over time.

Like the car the book is fun, a bit quirky, but delivers thanks to Newell's deep knowledge of the car – he has written extensively on the matter over the years and has held the National Secretary post at the UK Morris Minor Owners' Club since 1983.



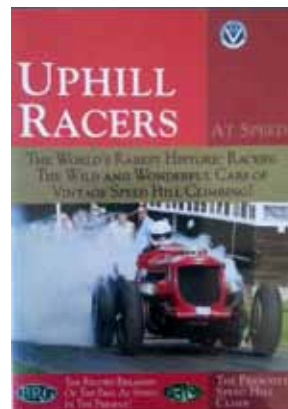
UPHILL RACERS

DVD by J. McKay
Production: A.J. McKay Visual Production and BRG Multimedia
Price: R365
Available: www.motorbooks.co.za

Fans of Amal carburettors, blowers and wire wheels, buy this DVD. It covers cars that competed in the 2011 Prescott Speed Hill Climb and brings the world's rarest, and sometimes wildest racing cars to life. It shows what grass roots racing was all about with engine capacities ranging from 750cc to 27-litres in machinery like Austin Seven specials and fabulous Brooklands Racer monsters. Some of the best are the home-built cars so prolific in the day - these are fascinating but the roughness of the projectiles would have me thinking twice about driving them as hard as the owners do.

Pictures don't tell the tale of what a pre-select ERA gearbox sounds like swapping cogs or how loud a supercharged MG special whine is, but this DVD does. It also adds into the mix interviews with some eccentric car owners and shows the delights of one of the world's oldest motorsport formulas – Hill Climbing.

On the down side only three camera angles gets a little tedious and the commentary can be a bit slow. But the exhaust notes and smoking tyres more than make up for the price. **👍**



XF XJ XK

EVERY JAGUAR CAN DO THINGS MACHINES CAN'T.

A Jaguar. Not manufactured, but created. Powerful, agile and instinctive in everything it does. It'll make you feel different; it will make you feel alive. Feel it. Be moved. And ask yourself: **"How alive are you?"**

JAGUAR.CO.ZA



HOW ALIVE ARE YOU?



Across the length and breadth of Southern Africa,
only one place can adequately portray the evolution of the automobile



FRANSCHHOEK MOTOR MUSEUM

fmm@fmm.co.za www.fmm.co.za T: +27(0)21 874 9020

Mon-Fri: 10h00 - 17h00 (last admission 16h00) • Sat & Sun: 10h00 - 16h00 (last admission 15h00)

Open most public holidays (phone for confirmation)

Admission fee: Adults R60/person; Children under 12 years R30/person;

Registered motoring clubs and pensioners R50/person (proof of membership required).

Maximum size of tour bus allowed is a 22-seater, larger groups please book in advance.

No motorcycles permitted, and no pedestrian access from the gate.

Franschhoek Motor Museum
L'Ormarins, R45, Groot Drakenstein
33° 15' 18.79" S; 18°59'54.64"E

