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CONTENTS

— CARS BIKES PEOPLE AFRICA —

MARCH 2018

- 03 **FORCE-FED**
Editor's point of view
- 06 **CLASSIC CALENDAR**
Upcoming events
- 08 **NEWS & EVENTS**
All the latest from the classic scene
- 16 **THE HURST SHIFTER**
The high-mile club
- 18 **THE YOUNGTIMER**
Rain stops, let's play
- 20 **HAVE WINGS, WILL FLY**
Zakpeed Escort RS replica
- 22 **BUILDING DREAMS**
A focus on Piazza Motorsport
- 24 **LETTERS**
Have your say
- 28 **THE INNOVATION DRIVER**
Remembering Scamp Porter
- 30 **THE TALK OF THE TOWN**
Fiat's deceptive Uno Turbo
- 36 **LONDON CALLING**
History of the London Taxi
- 40 **TAKE AIM & FIRE**
A look at the record-setting Lancia Delta Integrale
- 46 **THE VETTING PROCESS**
Reunited with a modern Corvette Z06
- 52 **THE EVOLUTION OF THE SPECIES**
SA's own 1600-S Super Bug
- 56 **THE CAMEL ADVENTURER**
A go-anywhere Citroën Méhari
- 62 **CLIMBING THE VW FAMILY TREE**
Visiting Wolsburg's museums
- 66 **ENGINEERED LIKE NO OTHER COLLECTION**
Carbs & Coffee at the Mercseum
- 70 **UNLOCKING COMBUSTION'S MYSTERY**
Engine designer Sir Harry Ricardo
- 74 **WYNN SOME, LOSE SOME**
The Wynn's 1000 race legacy
- 80 **AN EXPERIMENT AHEAD OF ITS TIME?**
SA's supercharged Renault R8
- 84 **IT'LL NEVER HAPPEN NOW**
Unheard bike racing nuggets
- 86 **OVER THE HILL? NO NEVER!**
The 2018 Ford Veteran and Vintage Tour
- 88 **CLASSIC RALLYING 101**
Looking at how to rally in the Classic Class
- 96 **GEARBOX**
Classified adverts



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FORCE- FED



We are often asked how we go about selecting content each month and whether or not we follow any theme.

The answer to the first part is that we don't select the content. You, the reader, feeds the machine. On an almost daily basis an email or phone call comes in pointing us towards a story. This is what makes the magazine so exceptional and words can't describe how grateful we are for this, so thank you.

This phenomenon gives us the answer to part two. No. But that said it is uncanny how, when looking back at the articles, there is some sort of common thread that runs through the print. This month we could argue that force-fed induction is at the core. First up our iconic rally-bred cover shoot sees a turbo-charged Lancia Delta Integrale looking anything but angelic under a halo-like spotlight. Then we hit the track in one of the few really original Uno Turbos in South Africa – these too cut a fierce reputation on the motorsport scene. Rounding out the force-fed nature of the issue there's a look at the South African-developed supercharged Alconi Renault and a tribute to one of the

men that had a hand in it, Scamp Porter.

Mike Monk bucks the trend, focusing more on the 'ain't no replacement for displacement' angle in his test of a monstrous capacity C6 Chevrolet Corvette. Perhaps frightened by the fuel bill he then climbs into a 602cc Citroën Méhari that, named after a camel, is not only conservative on the drink but also conquers all forms of terrain with some quirky French style.

Tracking down vehicles specific to South Africa is another CCA penchant, and this month those honours go to the Frankenstein-like VW Beetle 1600-S Super Bug that combined some of Europe's latest details with older tech. While talking old and new combos, the London Taxi article by Sivan Goren must take the cake in this department.

With the exciting news that a locally-built replica of the 1977 Wynn's 1000-winning Zakspeed Escort is set to demo in this year's Goodwood Members' Meeting, we thought it only fitting to relook at the series of endurance racers that held that name.

We hope you enjoy, and please keep the letters, pictures and story ideas coming.

Stuart

CRASH TEST ON SHOW

In late 2017, together with Global NCAP, the AA launched the #SaferCarsForAfrica campaign, displaying the crash test results of five of SA's most popular/compact small cars. The models tested were the base versions of the VW Polo Vivo together with the Chery QQ3, Datsun Go+, Renault Sandero and Toyota Etios, sales of which account for around 65% collectively of all the new cars sold in the country.

For the assessment, each car was fitted with crash test dummies representing adults in the front seats, plus a three-year-old and an 18-month-old child in the rear seat. The assessment checks how compatible the car is with the child seat recommended by the manufacturer, as well as the protection provided in the crash test. The cars are propelled at 64km/h into a solid block covering 40% of the car's width on the driver's side. Separate ratings are given for front adult and rear child safety.

In a positive new initiative, the #SaferCarsForAfrica campaign recently donated the Toyota Etios to the museum, along with a video and explanation of the actual test. The Etios has seatbelts with pre-tensioners for both front passengers and achieved a four-star rating for adult occupant protection. The



vehicle structure was rated as stable, offering good general protection. Using the child seats recommended by Toyota, the Etios achieved a three-star rating for child occupant protection.

The crash tests represent an important step in road safety in South Africa and having an example on display brings home the message to all visitors to the museum.

BACK IN THE GROOVE

Following FMM's successful inaugural Slot Car Championship that ran from September to November last year, the competition is being continued in 2018. A pre-season practice session was held in February to discuss plans for the new season in which, amongst other ideas, an enduro to coincide with the running of Le Mans was mooted. A number of new entrants and cars have already appeared. The majority of the cars are DTM/LM sportscars, touring cars and classics, and classes are being devised to complement each type. Meetings

are held in the evenings of the first Wednesday of each month and the coming year looks set to be even more competitive than 2017. Further good news is that FMM's 1985 Quattroporte, formerly owned by the late Anthonij Rupert and featured in *CCA* in June 2016, is to be renovated.



ANTIPODEAN MASERATI VISIT

In mid-February, FMM was visited by two senior representatives from the antipodes with links to Maserati, namely Glen Sealey, Chief Operating Officer of Maserati Australasia



and South Africa, and Neville A. Crichton, Executive Chairman of the Ateco Group based in Sydney, Australia which imports and distributes vehicles and vehicle parts and accessories, including Maserati. The pair were on a fact-finding mission and after a guided tour of the museum were given some laps around the PlaasPad test track by curator Wayne Harley in FMM's Maserati 1956 150S in company with the 1954 250F once raced by Mike Hawthorn and Stirling Moss. Both were impressed with the whole FMM facility and its operation, which could mean some joint ventures in the future.

•• RECURRING DREAM ••

Last year FMM curator Wayne Harley fulfilled a dream when he took part in the Durban to Johannesburg Motorcycle Rally – the DJ Run – riding the ex-lan Brodie 1934 Triumph 350 3/1 sponsored by Marius Malherbe. On March 9-10 this year he will be having a recurring dream when he again will take part in this legendary 700km reliability and regularity trial riding the Triumph. But he is hoping for better fortune as in 2017 weather hampered his

pre-event preparation, his entry number plate was missing so he had to make up one using a blank and some black tape, the bike's amp gauge fell off and time was lost trying to find it, fuel starvation caused the bike to stall when going up steeper hills, a rearview mirror fell off and a bit of the seat broke... However, Wayne managed to perform running repairs and finished 61st, a position he is planning to improve upon in 2018.



WHERE, WHAT TIMES AND HOW MUCH

The Franschhoek Motor Museum is situated on the L'Ormarins Estate along the R45 in the Franschhoek Valley in the Western Cape. Visiting is currently by appointment only – phone (021) 874 9002 to make a reservation. Opening hours until March 31 are – Monday to Friday 10h00 to 17h00 (last admittance 16h00), Saturday and Sunday 10h00 to 16h00 (last admittance 15h00). The museum is open on most public holidays except Christmas Day and Good Friday. Admission prices are R80 adults, R60 pensioners and motor club members (with membership ID), R40 children (ages 3-12). Guided tours are available upon request at no charge. An on-site Deli offers refreshments and a selection of wines produced by Anthonij Rupert Wyne. (NB: Motorcycles and buses larger than 23-seaters should park at Anthonij Rupert Wyne from where visitors will be transported to and from the museum by charabanc.)

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MAKE A — DATE —

We will continually update the 2018 events calendar. To submit your club event for publication in the magazine as well as on our website (www.classiccarafrica.com) please submit details along with an image or two to stuart@classiccarafrica.com.

MARCH

3-4	Vintage Tractor Fair	Clocolan
9-10	National Rally Classic Championship	Ballito
9-10	DJ Classic Motorcycle Rally	Hillcrest (start)
10	Historic Tour Racing	Red Star Raceway
11	Maluti Show	Bethlehem
11	Any Dam Wheels Show	Krugersdorp
18	Piston Ring Auto Jumble	Modderfontein
21-25	Dundee Tour Regularity Rally	Dundee

APRIL

1	Angela's Picnic	Delta Park
7	Historic Tour Racing	Zwartkops Raceway
20-21	National Rally Classic Championship	Sabie
22	VVC Red Carnival Day	Parkhurst
22	Italian Classic Regularity Rally	Walkerville
29	Knysna Motor Show	Knysna
27-30	LM Radio Classic Rally	Witbank (start)

MAY

3-6	Knysna Simola Hillclimb	Knysna
5	Highveld Old Motor Club Motor Show	Middelburg, MP
19	Historic Tour Racing	Phakisa Freeway
20	Pietermaritzburg Cars in the Park	Ashburton
25-26	National Rally Classic Championship	Delmas
26-28	Kyalami Bike Festival	Kyalami
27	POMC Cars on the Roof	Kolonnade Retail Park

JUNE

2	POMC Mampoor Rally	Cullinan
3	Nelspruit Motor Show	Nelspruit
9	Vryheid Cars in the Park	Vryheid
24	Blairgowrie Toy Fair	Blairgowrie
24	Jaguar Regularity Rally	Bedfordview
30	Historic Tour Racing	Red Star Raceway

JULY

1	1000 Bikes Show	Germiston
6-7	National Rally Classic Championship	Port Elizabeth
8	Scottburgh Classic Car Show	Scottburgh
22	Austin-Healey 100 Regularity Rally	Benoni

AUGUST

5	POMC Cars in the Park	Zwartkops Raceway
8-12	Magnum Rally	Hazyview
9	Bloemfontein Cars in the Park	Bloemfontein
11	Historic Tour Racing	Dezzi Raceway
17-18	National Rally Classic Championship	Bronkhorstspuit
26	Ferdi's Swap Meet	Midrand

SEPTEMBER

1-2	Kyalami Festival of Motoring	Kyalami
2	Wheels at the Vaal	Vanderbijlpark
9	VVC Parkhurst Vintage & Veteran Day	Parkhurst
16	Piston Ring Auto Jumble	Modderfontein
22-23	Platinum Regularity Rally	Rustenburg
23	Distinguished Gentleman's Ride	TBC
28-29	National Rally Classic Championship	Secunda
29	Historic Tour Racing	Zwartkops Raceway
30	Blairgowrie Toy Fair	Blairgowrie

OCTOBER

5-7	Rendezvous Tour Regularity Rally	Free State
6	Welkom Cars in the Park	Welkom
13	Alberton Old Car Show	Alberton
14	Peter Arnot Memorial Regularity Rally	Zwartkops Raceway
20	Worcester Wheels Show	Worcester
26-27	National Rally Classic Championship	Tzaneen
28	Studebaker Show	Irene

NOVEMBER

3	Historic Tour Racing	Red Star Raceway
11	Cape Classic Car Show	Cape Town
11	Portuguese Trial Regularity Rally	Johannesburg
25	Blairgowrie Toy Fair	Blairgowrie

DECEMBER

2	NASREC Classic Car Show	NASREC
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MONTHLY MUST DO EVENTS

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



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1992 Jaguar XJS Cabriolet
4.0 six cylinder, auto with AC, electric soft top, seats and rear seats. **R350,000**



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



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



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

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1969 Jaguar E Type Series 2 FHC
(in restoration)

1969 VW Beetle Karmann
Convertible (in restoration)

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1980 Mercedes 450SL

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

KNYSNA AIMS FOR 400

Held in prime holiday season in the heart of the glorious Garden Route, the 2018 Knysna Motor Show will be hosted for the seventh successive year on 29 April. With sponsorship once again from Sanlam Private Wealth, the event, held at the Knysna High School, is set to surpass all records once again and the target for this year is 400 classic cars and motorcycles of all categories.

The machinery entered all comes under the 'classic' heading, and there are a number of sub categories. These include sports classics, modern classics, veteran and vintage machines built up to 1945, and collectible road and racing motorcycles in both on and off-road guise.

Organised by the Garden Route Motor Club, this is an invitation-only event, which makes the growth in the motor show all the more remarkable. It ensures that the standard is extremely high, and part of its success is due to the fact that some of the country's finest classic and vintage and veteran machines now reside in lock-ups and barns located along the

famed Garden Route.

Last year the event attracted a diverse array of top-quality machines, ranging from veteran models such as a unique Hispano Suiza from 1926 to a totally restored Porsche 911 race car as campaigned by Gary Dunkerley in the classic WesBank Modified series in the early 1990s. Later model classics included Ferraris and Lamborghinis, as well as some delectable Ducati 2-wheeled machinery.

"While the aim this year is to attract more vehicles, we have another aim this time around," says Peter Pretorius, Chairman of the Garden Route Motor Club. "Last year, shortly after the show, fires devastated the Garden Route, leaving some 8 000 people homeless and seeking urgent relief, supplies and support. With the huge success of the show and support from sponsors we were able to donate an amount of R150 000 to charities, as well as to car and motorcycle enthusiasts who lost everything in the fire. This year we aim to raise more than that amount for those still suffering, as

Knysna gets rebuilt."

To achieve this, support is needed from all corners of the land and classic owners are encouraged to contact the club with a view to securing an invitation. The show also falls just one week before the Jaguar Simola Hillclimb in Knysna, making it ideal to combine these two top-quality events into an unbelievable family getaway.

For more information contact Peter Pretorius on peterp@afrihost.co.za.



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1957 Austin Healey BN4 100-6 An Outstanding restored example R875 000



1960 Austin Healey Frog Eye Beautifully Restored R 280 000

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TENDER LOVING CARE

Since our last update we've managed to deliver a number of fresh vehicles to our customers. Scanning the images below you'll realise that the Chevy C20 truck, a Beetle, Corvette and notchback Mustang are no longer at **Dino's** and are more than likely enjoying some TLC and enjoyment from the respective owners either reassembling or driving them. Spot on considering February is the month of love.

We have started some new classic car relationships

this month and will keep you in the loop as to how these progress. Of course each one will take a unique approach to get right and we will conquer many stumbling blocks along the way – classic restoration experience tells us these will arise but we know that the application of some brain power, hard earned skills, patience and out-the-box thinking will have the relationship taking strides forward towards a perfect result.



This Beetle underwent a full strip and paint at Dino's a while back. It then went to the client to put back together. With the job done it has popped back for touch-ups to any areas damaged in assembly as well as a final polish.



Readers will have seen this Camaro last month. It drove into the shop but when stripped revealed a lot of hidden rust. Hours have gone into cutting out the bad bits in the sills and rear wings and it is approaching the point where primer can be applied.



Our biggest project so far this year. This Dodge Charger suffered badly in the rust department and we've had to replace everything (including chassis rails) but the roof, bonnet and doors. Most replacement parts are available but the odd one has been handmade.



The end is in sight for this long-term E-Type project. The imported nose section has taken an incredibly long time to get fitted correctly and we had to cut a lot of corrosion out of the original body. The interior has been painted and it is ready for its outer coat.



This Impala came in complete before we removed trim and took all the paint off. The usual issues and botched jobs found on a car of this vintage were remedied and primer has been applied, making it ready for paint. Once done we will assemble this car for the owner.



A new arrival, this Mercedes-Benz 220S 2-door looks alright from a distance but a recent paint job elsewhere means we are not sure of any cover-ups. We'll take it back to metal, assess the situation and then take the correct remedial action. The owner will assemble after the paint is redone.



Last month you saw this Morris Minor Cabriolet about to enter the spray booth. Today you see it in all its fresh paint glory and awaiting the owner, who will put it back together. Being such a rare model it is pleasing to see that the original colour was selected from the Glasurit library.



Ready for paint. This Eleanor Mustang recreation was in good shape when it arrived but the owner wanted it even better. Panels now fit brilliantly and the surface has been taken back and prepared for a deep paint finish as per the movie *Gone in Sixty Seconds*. Dino's will reassemble.



Beetlemania has taken over the shop and there's another early one nearing the paint-worthy stage. This oval window took a fair amount of fabrication to fix rotten panels. The rear valence for example was made up from scratch. Once painted the client will take the body away and complete the build.



Split window VW Kombis command serious attention with collectors so it isn't surprising to see the owner of this one prepared to spend money on a full body job. It will move into the shop next week for the paint removal process and then repair of any trouble spots and panel beating.



This Kombi takes it to the Charger in terms of biggest project of the year so far. It has lived a hard life and every panel has severe rot and damage. We've cut out portions of the side and replaced with new metal and will get cracking on making up new nose pieces rather than importing reproduction items.



While a busy workshop is a good thing it does have one downside. That is that our own BMW 3.0 CSI restoration has been put on the back burner for a few weeks. To make up for this we are looking for some jewellery in the form of new taillights. If any readers know of where to source them, please give us a shout.

JAGUAR BUILDS MORE D-TYPES



Jaguar Classic is restarting production of the iconic D-Type race car in Coventry, 62 years after the last example was built in 1956. The first Jaguar D-Type to be assembled by Jaguar Classic, an engineering prototype, made its world debut at the Salon Retromobile show in Paris in February.

Just 25 new examples of the D-Type will be meticulously hand-built at Jaguar Land Rover Classic Works in Warwickshire. In 1955 Jaguar planned to build 100 D-Types. With only 75 completed, Jaguar Classic is now fulfilling the company's original ambition by creating 25 all-new, period-correct sports cars.

The D-Type, which won the Le Mans 24 Hours race three times between 1955 and 1957, was powered by the 6-cylinder XK engine. Every aspect of the D-Types built for clients from 2018 will be created to authentic, original specification.

SIMOLA KEEPS CLIMBING

If the sights and sounds of high-performance road and race cars gets your heart beating faster, then there's one event you simply must add to your calendar – and that's the 2018 Jaguar Simola Hillclimb in Knysna. The ninth edition of this event takes place from 3 to 6 May and promises to be bigger and better than ever.

"We received over 220 entry applications for Classic Car Friday and King of the Hill, and we've had an unprecedented number of pre-event hospitality, pit and general entry ticket sales," says event organiser Ian Shrosbree.

New features have been added, such as a specially built public grandstand at turn 2 that promises to offer some of the best views of the Hillclimb, extending from the start line all the way up the fastest section of the course leading to the spectator bridge at turn 3. To make things even more convenient for spectators, a limited number of parking bays are available in a designated area behind the pits – known as Pit Priority Parking. And there's also The Piston Club, a venue overlooking the Esses at the top section that caters for only 100 people per day. On the accommodation side, organisers secured as many accommodation partners as possible, but it's essential that both competitors and spectators don't delay in securing bookings if they want to stay within Knysna. Full details of ticket prices, hospitality packages and accommodation partners are available and online bookings can be actioned via www.jaguarsimolahillclimb.com.

MOTUL CLASSIC

Motul, leaders in lubricant technology, have for years now had a range of engine oils designed to meet the older engine technologies found in classic cars. With the demise of leaded fuel the firm added a valve lubricant and then, realising that collectors don't drive their classics all that regularly, developed a fuel stabiliser that preserves the petrol by protecting against oxidation and deposit build-up. Although not specifically developed for classics the latest offering from the French company is a fuel octane booster, a welcome addition for racers and those with performance cars that require a higher rating than our 95 fuel. To see what Motul has for your classic visit www.motul.com and click on the 'Oil Selector' tab. To order your lubricants visit www.thefloatchamber.com.

OLD SCHOOL WINNERS

Anyone taking out or renewing their subscription to *Classic Car Africa* through December or January automatically went into the draw to win a bespoke driving jacket made by Old School Industries. Remodelled by Old School with improved materials and a more streamlined fit, the jacket is proudly made in South Africa from high quality naturally tanned leather for a unique look and feel and is a one-off sporting the CCA branding. The entries went into a random draw and **Owen Steyn** of Henley on Klip was chosen as the lucky winner. We'll be in contact to arrange a measuring and fitting session.

Running alongside this, Motul Lubricants came on board to offer both CCA and Old School followers on the various social media platforms a chance of winning something. Those that liked and shared the pages were entered into the draw. Congratulations to **Lionel Gaum** who walks away with a Motul cap and Lifestyle T-Shirt. *Classic Car Africa* will be in touch to get the shipping details.



AFRICAN CONQUEST

Julia Albu, the South African grandmother who set out from Cape Town in her 1997 Toyota Conquest in June 2017, has beaten Africa and reached Cairo. 80-year-old Julia Albu travelled the continent on a solo road trip to raise awareness for literacy. The idea for the trip started when questioning why so many South Africans relied on modern, expensive vehicles for their relatively easy daily commute. She was confident her modest 20-year-old Conquest (nicknamed 'Tracy') with 400 000km on the clock could just as easily tackle the rougher terrains of Africa.

Of course Tracy did. It took approximately five months with a few stops for some repairs and a detour into Uganda to visit the festive country. She added that the only time she felt insecure was when she gave a lift to a stranger, and at the next border post the officials pulled him from the car with lots of screaming and shouting.

Albu's end-point is London, so she'll soon be boarding a ferry across the Mediterranean Sea and driving through Europe. There she'll continue what she's been doing through Africa – distributing books and offering reading lessons to children along the way.

Follow Julia Albu's journey on her Facebook page or www.myafricanconquest.com.



CAPE TOWN MOTOR SHOW



The Cape Town Motor Show, in partnership with the City of Cape Town, returns to Sun GrandWest from 2-4 March 2018. It promises to be a weekend of incredible fun with broad appeal to all car and bike buffs, petrolheads and the entire family, with loads of entertainment for everyone.

Explore the automotive industry's latest creations, featuring classic, luxury and exotic cars, with all the major vehicle manufacturers represented. Visitors can get up close and personal with all the newest vehicle models that will soon be at dealerships around the country.

Motorbike enthusiasts will be glad to know that if it has two wheels (sometimes three) and an engine, it will be at the Cape Town Motor Show. The best products, bikes and services available from leading companies across the globe will be represented – and to top it off, one lucky visitor will leave the CTMS with their own Harley-Davidson.

Additionally, visitors will have the opportunity to see numerous accessories and auto-related exhibits, competition vehicles, muscle cars, monster trucks, antique and collector cars. Don't miss The Dusty Rebels and the Bombshells area, where you can expect axe throwing, selected pre-'63 cars, café racers, skate boarding & BMX demos, food trucks and much more.

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SOUTHERN COMFORT

The 22nd annual George Old Car Show, backed by Oakhurst Insurance Company, once again didn't disappoint, with a massive variety of top-quality classic cars and bikes displayed against the splendid backdrop of the cloud-covered Outeniqua Mountains. Cars from around the country made the pilgrimage to join the South Cape Old Car Club community and with close on 1 000 vehicles on display, the 12 000 or so show goers had a busy time taking it all in. Thankfully the host of food and beverage stalls provided ample sustenance and the continuous drive-by of the various categories with informative commentary meant that viewers could rest their legs, relaxing on the banks of the PW Botha College fields.

It's near impossible to choose a highlight from the two days, but let's try... how about the featured British car section that covered a wide variety of the manufacturers that made it such a motor industry force, or perhaps AutoPavillion showing Volkswagen's commitment to preserving history with a display ranging from 1949 through to 2013, or the largest collection of Renault Gordins and Alconis seen in recent times? Maybe it was the hotrods or the hulking great American cars of the 1950s and '60s that must have emptied all the filling stations from Gauteng to the Southern Cape, or perhaps the diminutive 1950s moped built by Maserati?

There was something for everyone and the 23rd round in 2019 should be on your list of must-do events next year. **📍**



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THE HIGH-MILE CLUB

Cape Town's annual Crankhandle Club show – or the International Police Association's Classic Car and Bike Show to give it the correct title – held on the third Sunday of January, showcased some impressive classic metal. Yet it wasn't only the array of gleaming chrome or glossy paintwork that wowed the crowds but the inclusion of some nicely patinated classics. Most of which had gone round the clock in the same hands. Often more than once, says **Graeme Hurst**.



Restoration efforts – particularly those where the owner didn't have the luxury of a big cheque book – are always a hit with me. And I'm always impressed by the quality of restoration results on display across our show circuit. Particularly when the owner's had to adopt a 'boer maak a plan' approach by fabricating missing bits or tracking down someone with the right skills to achieve a particular finish.

But sadly it's often the same quality of restoration that subsequently tempers the same owner's enjoyment; the efforts to track down the correct hue of Connolly leather and finish the two-pack paint to 'better than factory' being just too taxing to be repeated. As a result, a car that was once in regular use is often relegated to club events. Which is why the array of well-used metal at the IPA's show, now in its 16th year, was refreshing; a reminder that our classics were made to be used – first and foremost.

Well-known Crankhandle Club stalwart Alex Stewart's 1947 MG TC was a particular standout early on in my time at the Timour Hall venue, with his display card making no bones about the evident peeling and cracked paint after more than 50 years of ownership and 400 000km. Yes, you read that right – 400 000km!

A TC was a popular choice with youngsters back in the Swinging Sixties; the equivalent of today's 'boy racer' if you like, with many an example of the iconic post-war British sportscar the recipient of 'go faster' mods, such as bigger carbs and valves, along with a higher compression ratio.

Alex's MG received those upgrades and, although the engine, gearbox and differential have each been rebuilt twice, the body's not been touched since a colour change from maroon to red in the early '60s. In fact, it still boasts various dents from events back

then, much like another popular sportscar from rival manufacturer Triumph, which was also on display at this year's show.

Nicknamed 'Bugged and Bent' by owner Peter Lloyd, the 1969 Michelotti-styled Spitfire MkIII was one of the last examples to roll off the line at the Motor Assemblies plant in Durban before production switched to Blackheath in the Cape. Peter's owned the car since it was two years old and it's never been restored, as the well-patinated British Racing Green livery attests.

There was a bit of cross-channel brinkmanship when it came to lengthy ownership at the show, thanks to Cape Citroën Club member Gustav Eglseider's 1975 GS, which he bought second hand in 1977 (on 12 August to be exact) for R2 350. That represented a substantial discount over the R3 500 price tag for one off the showroom floor. Back then Gustav's yellow GS had a mere 7 792km on the clock... a clock which has since gone around four times thanks to the car's role as a daily commuter.

According to his write-up, that impressive distance was only possible through regular maintenance to keep on top of the car's complex hydra-pneumatic suspension system and complete driveshaft replacement every 180 000km. Given the precision in which the above history was recorded, it's safe to say the little avant-garde French saloon has been the recipient of the most meticulous care.

Boasting a similar colour, and even more unusual styling, was Tom Bishop's 1975 VW Type 181, aka the Kubelwagen or 'Thing'. This corrugated 4-door convertible was originally developed for the West German military, using an array of parts from various VW models. Its previous owner, a university lecturer and expert on Type 181s, commuted from St James to UCT in it for the best part

of 20 years before selling it to Tom. He's happily kept the odo spinning away, having recently logged over 10 000km on the Put Foot Rally – the annual charity dare around Southern Africa to raise funds for shoes for underprivileged kids.

But the star of the show when it came to mileage (and looks, to be honest) had to be Josh Spencer's gunmetal grey Jaguar E-Type coupé. A rare Series 1.5 (which boasts the looks of the earlier Series 1 but with open headlights and the mechanical refinements of the Series 2 that followed), it was imported new to SA in 1967 by the MD of a heating and engineering company in Johannesburg. Eleven years on it was traded in at a motor dealer, who (strange as it may sound now) found it hard to flog and so enlisted the local Jag club to find a buyer.

That buyer was Josh Spencer, then a Joburg-based film director and producer who wrote out a cheque for the (now laughable) amount of R5 000 before putting the coupé into daily use. Fast forward 22 years and his commute, and various long-distance trips to visit family in Howick and Cape Town, meant Josh clocked up some 500 000 miles. Again, you read that correctly. In new money speak that's over 800 000km! That might seem insane but it translates to around 36 000km per year, which is fairly reasonable considering the routine the coupé was put through before Josh started using it more sparingly from 2000.

And the most impressive aspect of the E-Type's intergalactic journey? Despite pumping the best part of 126 000 litres (if one translates the average of 18mpg) of petrol over that distance, the Jag's original (and often much-maligned) SU fuel pump never skipped a beat until 2008, nearly 40 years after the iconic sportscar rolled out of the famous Browns Lane factory in Blighty! 🇬🇧



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Mileage: 26,064 km
Asking Price: R 2,495,000.00



2016 California T

Mileage: 2,500 km
Asking Price: R 3,299,000.00



2013 458 Spider

Mileage: 7,440 km
Asking Price: R 4,199,000.00

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RAIN STOPS, LET'S PLAY

By Robert Peché

Perspectives from a 20-something classic car fanatic



The drought in Cape Town is no laughing matter. 'Letting it mellow' makes you closer to your friends than you ever thought you would be. Thank goodness it's only yellow. It's not hard to imagine a situation in the next few weeks where the bring and braai is for 'you know, the usual – your meat, your drinks and your water to flush whatever you do.'

Yikes.

Luckily, we have outrageously beautiful driving roads to keep us going down here. It's not just the winelands or the coastal roads that get frequented by incredible machines. The City Bowl has its own classic car energy and culture, usually alongside fantastic looking café racers that started life as humble Honda and Yamahas.

Let's face it, this is the only city in the country where a quick glance outside the office window on Bree Street can reward you with the automotive equivalent of *Swan Lake* – a 300SL roadster in dark grey with red leather casually being driven down the street. A 300SL roadster. Let that sink in. Approximately US\$1m of the shapeliest German curves (sorry Heidi Klum, but you're fast becoming a classic yourself).

Probably the only positive thing about the drought is that Capetonians have been enjoying their classics year-round. I can't speak for all classics, but the average '60s Italian delicacy typically has more holes than a Swiss cheese. For the past decade I've believed that the acceptable tolerance for panel fit was for the two pieces of metal to simply share a postal code.

There are people who are brave enough to drive their classics in the rain. I truly commend these individuals; not all heroes wear capes, apparently. I'm too much

of a wimp to flirt with death while doing a contortionist routine of cadence braking, wiping the inside of the windscreen with a cloth to demist it and peering through whatever gap in the glass works best. Also, I am fairly certain that my headlights will not work when I need them most.

You may think I'm overreacting, but I don't have a happy history with classic cars and water. My Alfa Berlina project at university was a vertical learning curve. I will never forget washing it for the first time with a high-pressure hose before my dad was able to intervene... I could have ended the Cape Town drought with the amount of water that ended up on the door panels alone.

The worst experience, however, came shortly after the Berlina's interior had been finished by an auto trimmer in Edenvale. At that stage the windscreen was sitting in the garage at home, waiting to be refitted. The only thing less waterproof than a classic car is a classic car with no windscreen. Nevertheless, with not a cloud in the sky, my uncle and I set off with a borrowed piggy back trailer (I had to try 'restore' the Berlina on a proper student budget). We lived barely 20 minutes from the auto-trimmers... what could go wrong?

A lot, apparently.

Hollywood directors would have fallen over each other to film the storm that suddenly, and then violently, formed right above the auto trimmers. Of course, this happened about five minutes after the car was put onto the trailer. We needed to make a call... and decided to go for it.

It would have been ok – I think – had the car actually been put onto the trailer properly. There are no prizes for rushing with things like this. Towards the top of Van Riebeeck Avenue, a very steep hill, the car popped

off the trailer. It happened at extremely low speed and the various safety ropes kicked in, but reality set in immediately – we would have to stop and try to get the car back onto the trailer, facing uphill. It's probably worth mentioning at this stage that the engine was also in the garage, so the only horsepower was going to come from my legs and arms.

Another notable mention is that I was wearing white tennis shorts with white underwear. The heavens chose that moment to open. My recollection of events is hazy (memory lapses no doubt caused by the immense trauma) but I do recall a number of women hooting at my 20-year-old self, bent over in the torrential rain in see-through shorts, tail lights fully on display. At least some people seemed to enjoy the situation; I know I didn't.

We eventually got the car back home, of course. The carpets survived, although they had endured quite a soaking. I cursed the rain that day. Isn't it ironic that I now spend most days wishing the rain would come back to the fairest Cape? 🇿

Rob is an investment banker by day and a car nut at all times. With a strong preference for classic cars and all things racing, he spends most Saturdays in his Zanardi 125cc 2-stroke kart at Killarney and most Sundays in his classic Alfa on the Cape's finest roads. He is married without children at this stage, which he fears is why he can afford to do this stuff. He also has a blog on Facebook that you can follow – Carbs and Coffee South Africa.



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HAVE WINGS WILL FLY

The Piazza Motorsport recreation of the 1977 Wynns 1000 Group 5 Zakspeed Ford Escort has received an invitation to the 2018 Goodwood 76th Members' Meeting. The South African-built car will compete in a high-speed Group 5 demonstration at the famous Goodwood Circuit in the United Kingdom. The prestigious event will be held on 17 and 18 March.

The project, a 10-year labour of love and passion, was completed in 2015. For Paolo Piazza Musso the invitation represents a dream come true: "We are proud of what our South African company has achieved; the invitation represents a crowning achievement of many years of hard work and dedication." Piazza Motorsport was established in 1987, the Piazza Musso family having a long history of motorsport success in South Africa.

Car owner Lance Vogel received the official invitation in late December. "An invitation to


Goodwood is a real privilege. For me, it not only ticks the boxes – it actually melts them." Lance added that it was very important for him that South African motorsport history is preserved. "It is important that the skills and talent of our local motorsport industry receive recognition. Goodwood represents an ideal platform to showcase our abilities."

The Zakspeed Escort formed part of a special 10-car display at the 2017 Festival of Motoring held at Kyalami in September. The car honoured the 40th anniversary of the Wynns 1000 won by Jody Scheckter and Hans Heyer. The number 1 Zakspeed won

the event overall against strong opposition from the factory BMW Junior Team. Show organisers Messe Frankfurt SA have a partnership with Goodwood resulting in

Will Kinsman (Head of Motorsport Content Goodwood) attending the show. Will expressed interest in three of the local cars that formed the Tribute to Local Motorsport Display. Two cars received an official invitation. Denis Klopper, content manager for Messe Frankfurt SA, said: "Lance and Paolo went to great effort to get the car to the Festival of Motoring. We are really excited that these efforts were rewarded with an invitation to the Goodwood 76th Members Meeting."

The car departed for Goodwood in early February, with the South African team set to arrive at Goodwood in mid-March in preparation for the event.

Local motorsport enthusiasts will get an opportunity to see the car on track at the 2018 WesBank Festival of Motoring, which will be held at Kyalami from 30 August to 2 September 2018. 

The project, a 10-year labour of love and passion, was completed in 2015. For Paolo Piazza Musso the invitation represents a dream come true



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BUILDING DREAMS

Quick-fire questions with Paolo Piazza Musso of Piazza Motorsport.



CCA: First memory of motorsport?

PPM: I was extremely fortunate in that I was born into a motorsport family. One of my earliest memories is listening to the rally cars tear through the forest at three in the morning.

CCA: Brief overview of family motorsport history.

PPM: As mentioned, my family is a motorsport family so I'll have to break it down into three parts, starting with my father Giovanni, then on to me and my brother Claudio.

Giovanni Piazza Musso

1965 Italian Karting Champion
1976-79 SA Production Car Champion
Multiple SA Rally Champion
1985-87 European and World Rally class winner
SA State President's Award
Springbok colours
MSA Long-Time Achievement Award

Paolo Piazza Musso

1982-84 BMX National Champion (Junior Springbok colours)
1986 Italian National Open BMX Champion (Italian colours)
1995 Class B National Rally Champion
1997 Super Truck National Champion
1997 Agip International Overall Rally winner
1997 All Tar Back to Back winner
1998 All Tar Back to Back winner
1998 Gauteng Overall Rally winner

Claudio Piazza Musso

7-time National Karting Champion
1990 Formula Ford National Champion
2002 Rotax Max World Champion

CCA: Any standout motorsport memory?

PPM: This is a difficult one. There are so many over the 50 years I've been involved in motorsport. I'm torn between winning the World Karting Championship with my brother and taking the Zakspeed Escort out for its inaugural outing at the Festival of Speed.

CCA: When did you start Piazza Motorsport?

PPM: Piazza Motorsport was established in 1987 and is built upon a long history of racing, passion and pride.

CCA: What motivated you to build Zakspeed Escort?

PPM: The 1975 Wynn's 1000 was the motivation; I watched the Zakspeed Escorts and the site and sound captured my love for them at the tender age of nine. It grew from there and became a lifelong dream which I fulfilled at the age of 50.

CCA: When did you start the project and how long did it take to complete?

PPM: It took me 10 years. I started the project in 2005 and completed it in 2015. The research and sourcing of the parts took a lot of the time, as well as the man hours put into it. Most was done in the evenings, weekends and holidays. I have to say at this point that it would have taken me much longer to complete if it wasn't for the contribution my father Giovanni put into the project.

CCA: How do you feel about the Goodwood invitation?

PPM: Very excited I have to say. It's the pinnacle of a dream come true for us. I feel truly honoured and blessed to have this opportunity presented to me at this stage in my life. I am also proud to represent our country over there and show what we can achieve here in South Africa. I have to thank Denis Kloper for all his hard work behind the scenes in helping us realise this dream.

CCA: What is the main business focus of Piazza Motorsport?

PPM: We specialise in a variety of projects: from restoration of vintage classics and building of historic race cars, through to modern race cars such as the McLaren and last but not least we also do custom builds.

CCA: A busy place... so what are the future projects?

PPM: A 1975 Zakspeed Escort, and I have a dream of building recreation race cars of the period for clients from around the world.

CCA: And finally – one car on one road or track.

PPM: A Group 5 Capri Turbo around the Green Hell. 🏁





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For More Information Contact:

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MERC RACER MAKES NEWS

Hi Stuart,
Lionel from the little blue Honda S600 article last year here. I worked for Errol Kobus before he closed his shop in 1977 and the recent letters about his Mercedes-Benz racing triggered a memory of him.

Circa February 1966, long before faxes, emails and WhatsApp messages spread the news, Errol undertook an epic East London to PE night drive in one of his racing Mercs. The reason being to overnight-deliver photo negatives for *The Herald* newspaper – the images being of the Tukutese quintuplets born to a Transkei mother.

I was still at the Technical College and in a hostel so used to walk 2km to his workshop in Berea to visit my uncle and watch all the 'goings-on' with his staff, and of course the racing projects – exciting stuff like the making of banana branches by filling 2¼-inch exhaust pipe material with sand (I think damp but with a small hole drilled in one end) and by using two gas welding sets with cutting torches, blasting away at heating and forming this beautiful orange snake bend by bend – I think perhaps for the Elfin race car.

When you manage to visit him for an interview, please give him my best regards and get the facts on the abovementioned trip. I speak under correction but I think he did the trip at night and covered the 300-odd kilometres in just over two hours. Incredible on the roads of that period – there was no N2 then so lots of winding and narrow tarmac.

On another note, for the Diamond Jubilee year-end historic in 1994, while I was employed at Mercedes-Benz, I managed to purchase an old 220S 'fintail', which the local dealer painted black and we decked it

out with his name and favourite number 13. We parked it at the circuit and covered it up. With Errol the guest of honour, the control tower asked him to go down and unveil the tribute... quite an emotional moment and befitting occasion, I thought.

Anyway, as sad as it sounds, the company said that the car had no place in our Mercedes collection, which was my playground, and we advertised it and sold it to a gentleman from Somerset West as I recall. He arrived, took delivery and drove it home. I am not sure where it is today. Perhaps someone knows. We painted the exterior black but never the inside or engine bay – this remained cream in colour.

By the way, the two later Group N racing Hondas also didn't find a home in the collection. Quite a shame I thought at the time, but you are either a petrolhead or not, I suppose.

Anyway, just a few threads to keep you going and which may crop up in the future. We have such an awesome racing history to preserve.

**Kind regards,
Lionel Cummings**

Thanks for the memories, Lionel. Judging by the recent correspondence surrounding Errol's loan Mercedes-Benz racer, the car really made an impact on the race-goers. I might be opening another can of Merc worms here – see attached an SL at what I think is Grand Central. Is this Errol?



It begs the question as to why more of the tri-star machines didn't take up motorsport more frequently in SA. Imagine what a works team could have done in the 1980s saloon car scene with the unbreakable W123 280E... One only has to look at the number that are successfully taking part in historic racing now to bring home the point. I can only imagine that the long waiting list for this car meant that the marketing types didn't have to prove any points on track.

As for the East London to PE night dash, one only has to calculate the average speed of 150km/h or so to realise that this must have been a frightening experience. It is very sad that the manufacturers are only now starting to take an interest in past motorsport and preserving such legends, but we live in hope that the lesson has been learned.

Stuart

TVR TRACING

Good day Stuart,
I have just read the December issue, including the letter by Graham Ash on the TVR. I can tell you a little more about that TVR. It had a chassis No 37 and had the MG 1622 motor inside. And was red and raced as a private car between 1983 and '85 at Zwartkops by the owner Stuart Smith from Plettenberg Bay. He then sold it to Ross Henry. Ross asked me to help to get the front suspension right as it was a copy of the VW Beetle. It then left to go to Port Elizabeth and Jimmy Price. That is the last I heard of the car but do know the race

mustang engine Jimmy built was sold to the person that bought his house, a racing driver from the UK called Peter Radcliff. Well, I hope that may help a bit. I enjoy your magazine as I do try to collect classics as and when I find them.

**Regards,
Basil Kirby**

Hi Basil, thanks for adding to the TVR tale. I will be sure to pass on the info to Graham Ash and we can all continue recording our classic car history.
Stuart



FINTAIL FINDINGS

With reference to the letters about Errol Kobus, I enclose further information on the Mercedes 'fintail' pictured in your issue of two months ago.

My father, Temple 'Bonzo' Manthe, very excitedly contacted me in early December last year, saying that he believed one of 'his' cars was pictured in your magazine. When pressed for further detail, he recalled selling his Mercedes 230S fintail to Errol Kobus in the 1960s, and believes the car in the photo is possibly the same car. Errol bought the car from my father because the old man had converted it to floor shift, and Errol was going to race the car. I guess the original column shift wouldn't have worked too well on the race track. The conversion kit was bought from the East London Mercedes agent – Ronnies Motors. As far as he can remember, the gearbox was the same as the one used in the 230SL 'pagoda', which was a floor shift.

In those days we lived in Cofimvaba in the former Transkei, where my father owned a bus service. The Mercedes in question was ivory

in colour and would have had the Cofimvaba registration number of CDM 5. My mother worked at the Magistrate's office, where new vehicles were registered. As a result of this 'inside' contact, he had CDM 1, 2, 3, 4, 5, 7, and 9. The original CDM 1 was registered to a 1928 Ford Model A, which he still owns. This car was restored by my father, my uncle and a few friends in 1961/62. After restoration, five of them used to pile into the A, and drive it to East London – a distance of 125 miles on mostly dirt roads, and including the notorious Kei Cuttings.

The old man was (and still is) a very talented fabricator of anything involving sheet metal, aluminium, or brass – he used to build his own bus bodies – preferring to buy a rolling chassis and build the body to his specifications. As a young boy of possibly eight or nine years old, the local workshop/fuel station in Cofimvaba was owned by a border legend on two and four wheels – Guinness Smyth. I remember the old man flaring an Escort's wheel arches for Guinness. The car was later transported to

East London on our Nissan Caball, and off-loaded at the Eastern Beach Caravan Park, en route to the races.

Enough memories and reminiscences to fill a book...

**Regards,
Garry Manthe**

Hi Garry, again Errol Kobus's Merc raises its head – quite phenomenal. It sounds very plausible that your father's fintail became the mentioned race car and I agree that a floor-shift gear setup was probably more suited to the application than the old column shift – I have track tested a column-shift fintail race car and can attest that the column shift had my brain working overtime with visions ever present of selecting reverse instead of second at the Zwartkops hairpin!

Your old man sounds like he has some stories to tell and immense skill – perhaps there's a possibility to do an article on some of these? I will be in touch.

Thanks for the info and support.

Stuart

GORDINI INFO EXPORT

Hello Stuart,

I was recently given a copy of the excellent piece from your magazine 'Gordini R8 50 years of thinking out of the box' which I really enjoyed. As an 8 G owner here in the UK, whilst familiar with some of the history of 8 G in SA, I would very much like copies of the articles Carvel mentioned, particularly that of Ian Schwartz.

I hope you are, as Carvel suggested, able to email the articles.

**Best regards,
Nigel Patten**

Hello Nigel, glad to hear Carvel's South African Gordini story is travelling the globe and I will be sure to send on both his and Ian's articles on the legendary car. I have just returned from the George Old Car Show where well over a dozen Gordinis lined up. The passion for these machines runs deep.

Stuart



WITHDRAWAL SYMPTOMS

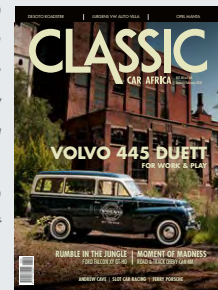
Hi Stuart,

As a regular buyer of the magazine I was amazed to not find you on the shelves during January. I am retired so need my reading matter! My pulse dropped when on 31 January the combined Jan/Feb issue became available. It's been read and enjoyed but now another month must go by before the March edition! Hey guys, we look forward to each issue so no time off for Easter please.

**All the best,
Roger Mildenhall**

Apologies for increasing the heart rate, Roger. Since going monthly the work rate has been a touch crazy and the team and contributors needed some time off. We are back in it full swing and trying to push to build up a stock pile of stories so we can holiday without depriving you of your 'fix'. Thanks for the ongoing support and understanding.

Stuart



LET'S GO CLUBBING

Hi Stuart,

The latest 'Reader's Ride' contribution by Rob Clark re the exploits of people like Sarel van der Merwe racing the Citroën GS in the seventies and Rob's subsequent efforts to recreate Y66, was very interesting – although I am not so sure about the 'oddities' nametag. Eccentric and different in a good way those little Citroëns certainly were, like all older Citroëns and yes, maybe odd to some.

As the then-owner of one of those 1220 GS Clubs, I remember being surprised when I first saw them competing in the Asseng Standard Production Car races in the mid-'70s. As can be expected of an enthusiastic first car owner, I immediately saw the Ferrari-beating potential of the GS Club, got behind the GS racers with great enthusiasm and loved the way in which they could best the Alfa Suds on track. The fact that Sarel was driving one must have made the biggest contribution in that movie – but that was before Sarel's fame and reputation had become common knowledge.

The GS Club must have been one of the best small-to-medium car offerings in terms of its general configuration and technical prowess at the time. They had a sweet 1200cc air-cooled boxer engine with a single downdraft Weber, that wonderful suspension and brake setup and a body with very little drag.

They were relatively slow out of the blocks but the higher up on the speed curve you got, the faster they would go. On the open road a GS1220 once at speed could hold its own against many of the bigger capacity small/medium saloons. The little car had a huge boot with four very luxurious seats and made for a great going-on-holiday car, with the hydro-pneumatic suspension putting it in a class well above others when considering ride comfort and handling.

I covered many a trip on dirt roads and recall how well the car did on such surfaces. They were also very economical as commuter cars in everyday use.

The complexity of the design, eccentric nature of the mechanicals and poor service backup put some constraints on the car's commercial success though. Once you had accepted that you had to get familiar with the car and that it was best to handle repairs and maintenance yourself, the discovery of the design's technical details and the overall balance of the car's concept execution was a revelation.

With Citroëns there is, of course, no middle ground of opinion. You are either a Citroën fanatic or you hate the darn things. No guessing where I sit!

In those glorious old Kyalami days the little GS also had great entertainment value on the track, as described by Rob. Sitting at the outside of the track at the entrance to Crowthorne, one could clearly see the late braking and odd body stance attitudes as the Citroëns battled with the Alfa Suds, Minis and VWs. After the long main straight, the Citroën's aerodynamics would allow it to gain on the others, whereafter it would lose out again on the back twisty bits of the circuit – and this made for a great racing spectacle at the back end of the grid. For racing, the GS also gave its owner/driver the edge in terms of suspension setup variability since the 'spring rates' could easily and quickly be changed by changing the orifice plate size. An orifice plate lived in the suspension strut inside each oil/gas sphere assembly at each wheel and the hole size on these could be changed to give different oil-flow rates and consequently different handling characteristics.

As for the drivers, I seem to recall that George Santana also raced a GS but I am not too sure about that.

Rumbling through some old race programmes I see that in October of 1977 one David Botha had entered a white Citroën in Class Z of the series, unlike the class Y entries of others like Sarel's Y66.

The other names of entries on the programme are equally interesting. No doubt the likes of the Renault Gordinis, Alfas, Fords and Datsuns of the day were superior to the 'oddities' like the little GS and those cars were the mainstay of the great series of races we enjoyed back then, but the Citroën GS certainly made its contribution to the rich tapestry that was old Kyalami at its best.

Thanks to Rob for his article and good luck to him as he campaigns the GS – it should prove to be a better mistress than 'Le Bitch'. Looking forward to the next issue of the mag.

**Kind Regards,
Bert Grobbelaar**

Thanks for pointing us in the right direction, Bert. Having witnessed Rob cleaning up some much more powerful cars at the recent rain-filled Zwartkops Passion for Speed race meeting, I can attest to the giant-killing antics that these 'oddities' possess. In the dry it didn't disappoint either as it leaned its way confidently around the circuit – despite the body roll, the tyre squealing was proof that the suspension geometry does wonders in keeping all four tyre footprints firmly on the ground.

I plan on taking a road version for a spin soon so should be able to experience the decent higher speed performance and cruising abilities. Whether or not I can test its dirt road comfort depends on the owner, but I'm looking forward to experiencing this unsung hero.

Stuart



MANTAS CAN STING

Hi Stuart,

CCA is always an enjoyable and informative read. I enjoyed Sivan Goren's article on the Manta. Currently I am building one to campaign on the Eastern Cape circuits.

Some interesting facts about the Manta: in the early '70s, one Rory Byrne (of Ferrari fame) worked/owned a business in Eloff Street called Auto Drag and Speed Den, or something similar. He designed some mods for the Manta, and called it a Manta S. The kit included, amongst other things, a neat inlet manifold (as shown in the attached photo), which took a pair of 40mm side-draft Delortos. I think the cam was replaced and a free-flow exhaust system was employed, and the power output went up from 76kW to about 105kW. There is a test in one of the issues of *Car*, in the early '70s, where one of these cars was tested. The performance figures were impressive. Consider that in that era a 2-litre Alfa Berlina put out around 98kW and a 'Big Six' Cortina put out about 102kW; both vehicles were considered serious performers in their day.

The Manta was launched to compete with Ford's Capri. The Opel exhibited amazing road holding, far better than the Capri. Probably the introduction of the Cologne V6 is what ultimately put the Capri ahead of the Manta. The Opel factory commissioned the British firm, Broadspeed, to develop a turbo version. After only five models were built, Opel canned the project due to the high cost of the project and the poor fuel efficiency. Performance was an impressive 0-60mph in 7.6 seconds. Power output was 116kW. Broadspeed went ahead and built a further 28 cars before terminating the project. Very few of these cars still remain today.

At the same time, a Belgian company called Transeurop Engineering shoehorned a 2.8-litre Commodore motor into the Manta body. It was designated TE2800, but the Opel factory wanted no involvement in the project. Steinmetz, a popular Opel tuner, became involved. The TE2800 put out 106kW and did 0-60mph in 7.5 seconds, and could outrun both the BMW 2002 Turbo and the Porsche 911 Carrera of the day. This highlights how efficient Rory Byrne's local upgrade was for the time. Steinmetz sold 79 of these cars. They offered a 'Rally' package with flowed head, triple carbs, increased compression and a race cam, which upped the power output to 172kW.

Most of these cars were used in motorsport events and consequently few remain today.

The 1900 engine is a CIH engine (cam in head). It is similar to both the old Chev/Opel Rekord 2-litre and 2.2-litre which we had in SA. Those engines were never renowned for performance, but interestingly they lend themselves to modification brilliantly. They have an oversquare bore and stroke of 93mm x 69.8mm and have a steel crank and steel conrods. They are still raced in America, but the Opel GT is more common than the Manta. In highly tuned form they can rev up to 10 000rpm, and make about 170kW.

I read somewhere in an American article that Mantas competed in a racing series for standard cars up to 2-litres in the early '70s. They were eventually banned, such was their dominance, beating more powerful cars like the BMW 2002. This was not due to better engine performance, but apparently the handling was just way superior to any other marque competing at the time.

Getting back to Sivan's question, "So what went wrong?" I think that GM's marketing at the time left much to be desired. They built some brilliant cars but nobody ever knew about them. Take for example the 3.0 Commodore and Opel Senator which were available in South Africa. They were fantastic vehicles, every bit as good as other 3-litre German cars, yet really poorly marketed. It seems to be a GM thing. More recently, in 2013, the Opel Astra OPC was launched at Kyalami and most of the ex-works Opel racing team was present to do laps and give their opinion. The car was excellent, easily comparable to the latest Golf GTi, yet again the marketing failed abysmally.

In the days of the local management buy-out in the 1980s, the Delta Motor Corporation did a wonderful job of marketing, realising the importance of motorsport to promote their brand, and it showed. When GM came back and

took over, their policy internationally was not to be involved in motorsport. Compare that to VW for example, who have always maintained a strong presence in motorsport, even to this day. It works! But then again I am admittedly biased in this regard

I will send some photos of my race car build in time to come.

**Kind Regards,
Neil Stephen**

Hi Neil, a really interesting read and a great example of what all historic racing car owners and builders should be doing first and foremost – research with the intent of either preserving a car as it was or recreating a clone of one. I too am biased and think motorsport should play an integral role in the proving and selling of motor cars. What's that old saying? 'What wins on Sunday sells on Monday'.

I was unaware of Rory Byrne's performance business but will now be on the lookout for any parts and accessories to add to the local tuning memorabilia section. All the best with the race car build and be sure to send the images as it progresses.

Stuart



THE INNOVATION DRIVER



Anthony Walter Porter, known as 'Scamp', passed away at the age of 82 in January 2018. Although a modest man, his exploits in racing and exemplary car preparation ensured that he now sits at the forefront when talking South African motorsport legends – it's near impossible to mention racing Renaults without his name coming up. **Images courtesy of www.motoprint.co.za.**

The Porter family thought Scamp would follow in his father's carpenter trade footsteps, but after failing Standard 9 he took up a mechanic's apprenticeship at Williams Hunt. In 1958 he started his racing career, sharing a Renault 750 with his older brother Phil in the Grand Central 9 Hour. From there it was on to a Fiat 500 and then a secondhand Fiat 1100 that served as both a road and race car with occasional sponsorship from Lucy's Motors, the local Fiat dealer at the time.

The budget was tight and left Scamp with only one option to make the car faster or fix any issues – and that was using his

The budget was tight and left Scamp with only one option to make the car faster or fix any issues – and that was using his trade skills, applying some brain power and inventiveness to the equation

trade skills, applying some brain power and inventiveness to the equation. He excelled at this and that rare combination of good driver and mechanical know-how saw success on track.

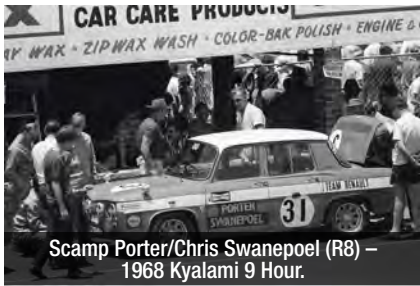
With brother Phil often teaming up with Colin Burford in subsequent track events, Scamp set about securing drives by doing the preparation work for other outfits in exchange for a seat. He then met John Conchie, who like Scamp had a Fiat 1100 and wanted it to go fast. Conchie had undertaken some mods to his engine and showed them to Scamp. On seeing the highly polished crankshaft and conrods, Porter expressed his experience-earned concerns and Conchie was forced to rethink – the solution coming from using a hard chroming process only really employed in the truck industry.

It worked a treat and with the pair sharing Conchie's machine in the 1961 Kyalami 9 Hour, they not only won their class but were also the first saloon car home in 5th place overall. As time progressed the Fiat got faster and faster, with

some ingenious mods carried out by the two. Conchie would go on to form Alconi Developments with Eric 'Puddles' Adler.

It was at this stage that Scamp took up a position with Renault Africa as a mechanical school instructor. Brother Phil got Lawson Motors (Volvo Importers and Renault Dealers) to enter a Dauphine Gordini into the 9 Hour and Scamp took charge of the preparation after work hours. The Dauphine had one major fault: the rear swing axle caused sudden oversteer. Scamp worked his magic though, working the suspension setup and then cleverly modifying the steering rack so at least the drivers had a chance of catching the car. His solution was to fit a larger pinion and some offset bushings, which reduced the steering lock-to-lock to just one turn of the steering wheel.

With the arrival of the new R8, Scamp took charge of Renault's motorsport division which involved preparing rally cars for his brother and Chris Swanepoel. Rallying was also part of the Porter repertoire, with the brothers winning the 1962 and 1964 Total LM Rally in a Renault Dauphine and R8 respectively. Oh yes, and



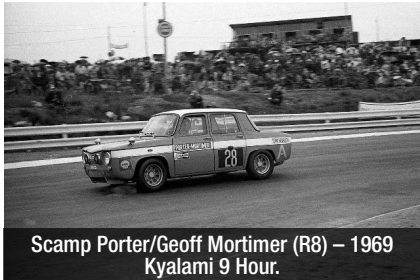
Scamp Porter/Chris Swanepoel (R8) – 1968 Kyalami 9 Hour.



Garth McGillewie and Scamp at East London in 1969.



Jody Scheckter (R8) – Hesketh, 1969.



Scamp Porter/Geoff Mortimer (R8) – 1969 Kyalami 9 Hour.



Jody (R8) leads Scamp (R8) – Kyalami, 1970.



Scamp (R8) – Hesketh, 1969.



Lawson's R8 – 1964 Kyalami 9 Hour.



Arnold Chatz/Scamp Porter (Dauphine Gordini) – 1963 Kyalami 9 Hour.



Scamp opposite-locking his R8 at Kyalami.

they took part in the 1963 Monte Carlo Rally but while sitting 41st were disqualified for not having the car's carnet paperwork in the car at the parc fermé.

1963 saw Renault give the go-ahead to use a modified high-powered version of the R8 on track. Of course it hadn't proved itself in racing yet and there were no real performance parts developed yet so the task fell on Scamp's shoulders – Renault did threaten a hanging should the car break. Again working in their spare time, Porter and Conchie improved the cylinder head flow, fitted twin side-draft Weber carbs, custom manifold and a carefully calculated tuned length exhaust. The suspension mods and quick-ratio steering system were carried over from the Dauphine too. Hours of testing revealed good pace but a sudden drop in lap time when the car got really warm. The rushed solution was to crudely fit some asbestos sheeting as a heat shield between the carb and exhaust manifold. It worked and the Phil Porter/Colin Burford Renault finished 4th overall in the '63 9 Hour. Nobody was hanged.

Living the brand, Scamp bought an R8 shortly after the 9 Hour and planned his own

track car. He made use of the 9 Hour car's modifications and then fettled it even more. He honed in on the cooling issue, and where the regular R8 fan sucks air from the rear of the car through the radiator and into the engine bay, his had this reversed to expel the hot air.

With the launch of the Gordini R8 in 1965, Scamp took to the track in that and we all remember the success in 1969 when he and Geoff Mortimer stole the 9 Hour show with a fourth overall behind the Porsche 917 of David Piper/Richard Attwood, Mike d'Udy and Frank Gardner in a Lola T70, and Gerhard Koch/Hans-Dieter Dechent in the Porsche 908/02. The pair also scooped the Index of Performance.

Despite having at one stage built and driven what many regarded as the fastest R8 in the world, Scamp was always the gentleman and happy to divulge some trade secrets to fellow Renault drivers. Jody Scheckter was one such man, but reports suggest that as he became faster and faster, so the information sharing slowed down.

Scamp followed Phil to Toyota SA in 1972, where he filled the role of motorsport manager and oversaw the race and rally programmes. With Toyota hell bent on racing, the budget was much larger than Scamp had been used to but he continued driving and pushing the innovation boundaries. Sadly his race driver career came to an end that year when he hung up his helmet following a fatal accident between his Celica and Brian Ferreira's Mini Cooper S.

Scamp continued at Toyota Motorsport, working closely with Toyota Team Europe's Ove Andersson on the World Rally Corolla development. In 1982 he left Toyota and set up his own workshop and passed the flame on to his son. Colin carries on the family trade in Cape Town where he prepares national rally cars and is a well-known car tuning expert. 🇷🇸

Scamp followed Phil to Toyota SA in 1972, where he filled the role of motorsport manager and oversaw the race and rally programmes

THE TALK OF THE TOWN

When Nissan/Fiat South Africa launched the Uno in May 1990, it brought a new angle to the local passenger vehicle market – a true lightweight that offered bang-for-your-buck motoring without relying on outdated technology. While we might see the small hatch as crude today, back in the days of permed hair, flop socks and MC Hammer's 'U can't touch this' blaring on the tape deck, the Uno was indeed a revolutionary. The product and pricing alone was enough to secure top sales but as **Stuart Grant** recounts, in a moment of genius/madness, Uno upped the ante with the announcement of a crazy turbo version.

Photography by Etienne Fouche







Before boosting into the Turbo, let's take a minute to appreciate the run-of-the-mill Uno as I'm sure that many of us have long forgotten how good and popular it was. The Uno we got here in SA was in fact the second-generation version. This offering heralded a rebirth for Fiat, and so important was the car that its project number was called Tipo Uno (Type One) and so the name was born. Uno became a brand all on its own and very little mention

Uno became a brand all on its own and very little mention of Fiat was made in the marketing material that followed

of Fiat was made in the marketing material that followed.

Bucking the late 1990s trend of cramming in 'high-tech' gadgetry the key to the Uno success was the combination of modern thought with clever simplicity. Sure, computer-aided design took place but the way in which design and manufacturing complexity was employed went a long way to keeping the selling price down, without keeping niceties from the end user. An example of this could be seen when comparing the number of body parts that made up the earlier Fiat 127 (267) and that of the Uno (127) or the fact that the entire side skin of the 3-door model came from only two pressings.

Suspension was the old tried-and-tested MacPherson strut up front and a torsion bar at the rear but to best maximise boot space, the springs and shocks were separated from each other to stop any intrusions.

Where technology did play its hand though was in the engine department, with Fiat's latest units being fitted. South Africa got the 1108cc FIRE (Fully Integrated Robotised Engine) and 1372cc items in both carb and fuel-injected formats, depending on model. And both were available in 3- or 5-door versions.

While these models might have been exciting for style trend setters of the time, performance figures weren't anything to get really heated up over (unless the 4.5 litres per 100km fuel consumption ticked your box). Italian car makers by default seem to



Miss South Africa Suzette van der Merwe.



Piazza Musso rally Turbo.

always churn out one passion-filled model that within a few years becomes cult.

Enter the Uno Turbo. A car that in one blow of its Garret T2 turbo upset the South African Group N racing and rallying establishment – not to mention the BMW, Golf and Opel faithful that could be found at Pure & Cool Roadhouse on any given Friday or Saturday night.

The Turbo was the talk of the town. Miss South Africa at the time, Suzette van der Merwe, got one. And so did the yuppie set and performance-hungry types happy to pay the R33 850 premium instead of trundling around in the base model Fire at R18 550 or the higher-specc'ed Pacer at R22 300. But who can blame them? After all the turbo upped the 1372cc power output from the 52kW of the normally aspirated mill to 85kW

and the torque figure jumped from 106Nm to 160. Combined with a mass of 925kg, local testers recorded a zero to 100km/h sprint of 8.25 seconds and on to a top speed of 206km/h.

It is no wonder then that Nissan South Africa took the little Fiat racing and rallying – although there was a fair bit of controversy surrounding this adventure. On track, Hannes Grobler and Nic de Waal's Class C works Unos decked out in red/white/green would often outstrip the Class B and even A to the first corner with blistering acceleration. When De Waal won the 1991 Class Championship and Grobler

came in second, not only showing the Class C Toyotas the way but also the Class B Volkswagen Golf and Opel Kadet GSi, the politics kicked in. Toyota threatened to pull the plug on its Class C racing programme and perhaps somewhat embarrassed, Volkswagen withdrew its Class B Golf GTi, with many calling for organisers to follow

The Turbo was the talk of the town. Miss South Africa at the time, Suzette van der Merwe, got one. And so did the yuppie set and performance-hungry types happy to pay the R33 850 premium



Formula 1's lead and outlaw turbochargers.

Rule changes saw the Turbos moved to Class B and the works team was bolstered by privateers like Peter Lanz joining in on the point-and-shoot type driving style. It wasn't all tar stuff though, with Paolo Piazza Musso piloting a Turbo in the rally arena.

I say point-and-shoot type driving style at the risk of upsetting the Uno Turbo fans out there. But having spent lots of time in one circa 1996 and read all the local tests, I can do so with my hand on my heart. Simply put, the Turbo is not the most confidence-inspiring machine in the corners, swapping from turn-in understeer to a twitchy rear as the large amount of body roll plays havoc with weight transfer and grip. Add some power to it and the front washes again.

Thankfully, likely in a move to combat the above, the regular Uno steering lock was reduced from 4 to 3 ½ turns, however

testers all complained about the heaviness of it, especially when power was being put to the front wheels. Surprisingly the brakes (front: vented disc, rear: solid disc) didn't get a hammering from the journos back then, with the only gripe being that they worked better when warm – perhaps indicating that the manufacturer had fitted the test fleet with race-style pads instead of regular road ones.

Negatives aside, a beautifully maintained Uno Turbo in original guise (it's not easy to find an unmolested one today) is an impressive and thrilling drive to say the least. Even by today's standard, the acceleration is brisk and the spread of pull from 3500rpm pushes you back into the seat with gusto. It has the ability to deliver fuel consumption of around 8.5 litres per 100 kilometres but the performance package encourages lurid pull-off and rev counter climbing, so 12 and a bit is the more realistic number.

Thankfully a Turbo is not too 'windgat' in appearance though with the addition of 13-inch Abarth alloy wheels, small rear spoiler, tasteful side skirts and sportier

bumpers, red striping and 'Turbo' side panel script borrowed from the Nissan Exa. The cabin too is subtly sported with 3-spoke Momo steering wheel, leather-sided seat bolsters and a range of circular gauges where the all-important boost gauge takes centre stage.

It's here on the inside that the Uno offers the biggest surprise and proof of Fiat's intention of raising the game for small B Segment cars – it is surprisingly well built. Despite having covered over 200 000km, and rapidly approaching the 30-year-old mark, the pictured car is crack- and rattle-free. There's a solidness that the likes of the Mk1 Golf and Opel Kadett of the 1980s don't have. Still functioning electric windows made the grade and the only thing keeping this Uno from being a perfect daily today is the lack of aircon – which was never an option due to the cramped engine bay.

The Uno Turbo, thanks to indecent performance, rarity and motorsport success is already a firm favourite in cult car circles and has started the migration from future classic into must-have classic for many collectors. The little giant is once again the talk of the town. 📍

Even by today's standard, the acceleration is brisk and the spread of pull from 3500rpm pushes you back into the seat with gusto

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Hackney cab in the 1860s.



Hansom cab with the driver seated behind.



Hansom cab.



Walter Bersey's electric taxi.

LONDON CALLING

Last year saw the London Taxi Company producing the very last black taxi, an icon as British as fish & chips, warm ale and red telephone booths. Long before Uber became the king of the road, taxi cabs ruled the streets. **Sivan Goren** looks back at the history of this legend.



Austin FX3.



Austin FX4.

For as long as there have been people wanting to get from one place to another, there have been others willing to get paid to transport them. But where did it all begin? The history of taxis goes back to the 17th century. It was in this time, during the reign of Queen Elizabeth I, that the term 'hackney carriages' was first used. Despite popular belief, the word 'hackney' has nothing to do with the London district of the same name. It is actually of French origin, coming from the word *hacquenée*, simply meaning a horse for hire.

At this time, horse-drawn coaches were used by the wealthy to get around. But even for the wealthy the cost of buying and maintaining a coach and the horses needed to pull it was a costly exercise, so to soften the blow many coach owners would also hire them out to members of the gentry. As more and more coaches hit the road and newer models were bought by the rich, the older carriages would often be sold to merchants and innkeepers who would then hire them out to customers and patrons – at quite a price. As a result, these early taxis quickly earned a reputation

for excessive prices and poor quality.

But there was one fellow by the name of Captain John Baily, who incidentally had been a member of Sir Walter Raleigh's crew that sailed to the New World, who did not take this lying down. In 1634, he decided to create the first formally organised taxi rank and put four hackney carriages to work on the Strand. The coachmen were instructed to wear a specific uniform and to charge set prices for each journey, so in essence this was probably the earliest example of a formal taxi business.

This idea caught on fast and soon the industry took off, with taxi services springing up all over London. But with an increase in quantity often comes a drop in quality, and eventually in 1654 Parliament passed the first bill to regulate taxis, the 'Ordinance for the Regulation of Hackney-Coachmen in London and the places adjacent', in response to grievances against the 'inconveniences' and 'irregularity' of coach drivers in the area. By 1662, the first hackney carriage licences were issued in the city and by

But even for the wealthy the cost of buying and maintaining a coach and the horses needed to pull it was a costly exercise



the 1760s there were more than a thousand licensed taxis on the street. Eventually the coaches had the unfortunate nickname of 'hackney hell-carts' bestowed upon them because the drivers' behaviour left much to be desired and often even the state of the carriages themselves was less than savoury. (Sounds vaguely familiar, doesn't it?)

By the time the 19th century rolled around, the streets were clogged and a new solution was needed. Soon a 2-wheeled carriage from France called a *cabriolet* was introduced (from the French *cabrioler* meaning 'to leap in the air', because of the carriage's motion). These had several benefits: they were faster and more agile

than 4-wheeled coaches and only required a single horse to pull them, meaning that not only were they zippy around town but they reduced congestion to boot (or hoof). The carriage had a folding hood to cover its two occupants, one driver and one passenger. The poor groom though, who had to sit on a rear platform between the C springs, was at the mercy of the elements. Cabriolet is of course a term that is still used today to describe cars with folding roofs.

In 1834 Joseph Hansom, an architect from York, patented the Hansom cab. It differed from the original *cabriolet* in that the driver was instead seated on a sprung seat at the back of the vehicle, leaving enough space for two passengers (or three at a squeeze), and could communicate with them through a trapdoor in the roof. The passengers could also pay the driver through this hatch and he would then operate a lever to release the doors.

Originally called the Hansom safety cab, the Hansom cab was designed to combine speed with safety – it had an all-important low centre of gravity for safe cornering. Up until then, cabs had had stability problems, which made them prone to overturning. Hansom overcame this and resolved the safety issue without compromising on speed. In fact, the Hansom was so speedy and manoeuvrable that even fictional character Sherlock Holmes used it to race to crime scenes... In 1835, the first Hansom cab took a drive down Coventry Road in Hinckley. It quickly spread throughout Europe, Britain and even the USA. Soon after, a mechanical taximeter to calculate fares was added and became standard in many cities.

In 1897, the first 25 motorised taxis were introduced to London, but get this – they were electric. With a blinding top speed of 9-12mph, Walter Bersey's taxis were the first self-propelled vehicles for hire on London's roads. But they got off to a slow start because of the 'Red Flag Act' which stated that any

Soon a 2-wheeled carriage from France called a *cabriolet* was introduced (from the French *cabrioler* meaning 'to leap in the air', because of the carriage's motion)



vehicle other than a horse-drawn one must be preceded by a man waving a red flag as a warning to passers-by! Nicknamed the 'Hummingbird' because of the sound the taxi made and its yellow and black livery, 50 of these electric taxis were on the road within the year, but sadly they were just too pricey to produce – and unreliable too. Passenger confidence really took a knock after a number of accidents and one death and by 1900 they were finally taken off the streets.

In 1903, the first petrol-powered cab was introduced to London. From then on the petrol-powered taxi boomed, with a French-built car called Prunel leading the market. But even so, there were still fewer than 100 motor cabs in London by the end of 1906. Soon after, the General Cab Company revolutionised the trade with 500 taxis taking over the city. The famous small turning circle of the London cab was introduced as part of the Public Carriage Office's 'Conditions of Fitness' regulations in 1906, which stated that all taxis must have a maximum turning circle of 25 feet. The fitting

of taximeters was made compulsory in 1907 and cabs became known as 'taxicabs', or 'taxis' for short.

So why are London taxis black?

The first iteration of the London black taxi that we know today was the Austin FX3, built by Carbodies in Coventry. Along with its recognisable shape it also had an orange roof sign, which originally read 'For Hire'. FX3s originally had petrol engines, but this became too expensive and in 1954 the petrol engine was swapped for a diesel one.

So back to the original question: why are London taxis black? Well, up until 1948, taxis were produced in various different colours, but the FX3 came in black as standard and buyers had to pay extra for different colours. This became an expensive exercise for fleet owners, so most opted for standard black.

In 1958, the FX4 was born and remained in production for nearly 40 years, until 1997. Carbodies was merged into the

London Taxis International (LTI) company, which went on to create the TX1. The new cab combined the popular design of the FX4 with advances in usability, making it an instant hit. It was followed by the TX2 and TX4. Production of the TX4 finally ceased early last year.

However, Geely, the manufacturer that took over LTI, has begun production of the TX5 – a low-emission electric variant. The new TX5 cabs come just ahead of new rules London is adopting for taxis to be either plug-in hybrid or completely emissions-free. So it seems that London's motorised taxis could go back to their electric roots after all... 🚗

Well, up until 1948, taxis were produced in various different colours, but the FX3 came in black as standard and buyers had to pay extra for different colours

TAKE AIM & FIRE

Carving up your favourite mountain pass, revelling in the sound of your high-end sportscar's exhaust echoing off a craggy rock face, you feel on top of the world. But then what looks like a hotted hatchback appears in your mirror. You up the level a notch, but to no avail as the reflection gets bigger, then darts out, passes the driver's window and disappears off into the distance. Numb, you realise you've just been served by a glorified grocery-getter. Don't feel bad, says **Stuart Grant** – you've just encountered a Lancia Delta Integrale, a car homologated to go rallying and one that was so successful at it that it scored six world titles on the trot.

Images by Mike Schmucker



DIRECT LIFT

MARTINI RACING

MARTINI RACING

XBY 145 GP

integrale

MARTINI RACING



Yes, that's correct: starting in 1987 the Lancia hatch scooped six World Rally Championships. But as with so many homologation specials the model's roots go back to humbler beginnings – a small front-wheel drive family hatch designed by Giorgetto Giugiaro (who also penned the VW Golf) in 1979. Power initially came from either a 1300 or 1500 4-cylinder and it went on to

Lancia borrowed the HF acronym from its motorsport department, who'd first used it on the successful Fulvia Rally cars, which in turn borrowed it from the Lancia Hi.Fi. Club founded in 1960

win European Car of the Year in 1980 before undergoing some minor cosmetic surgery and seeing a 1600cc motor thrown into the mix in 1982.

Performance intention was shown in 1983 when the Delta HF was introduced. Lancia borrowed the HF acronym from its motorsport department, who'd first used it on the successful Fulvia Rally cars, which in turn borrowed it from the Lancia Hi.Fi. Club founded in 1960. Hi.Fi. stood

for 'High Fidelity', and membership was an exclusive affair with only the most loyal of Lancia owners eligible by invitation. When members took to the track in the early '60s they often displayed

an HF in a show of pride and it gradually morphed into the official tag for Lancia's most sporting machines.

The Delta HF delivered decent performance thanks the fitment of a turbo-charger, but kept an understated typical hatchback appearance – only deviating from this theme in 1984 with a limited number of Martini-striped limited-edition cars that celebrated the '83 World Championship title success of the Martini-Lancia Rally 037 in Group B rallying. Group B rally was the no-holds barred rally silhouette formula that introduced the masses to the benefits of turbo-charging and four-wheel drive.

Despite securing the 1983 title with the 037, Lancia realised the competitive days for this rear-driven car were numbered and developed the Delta S4 for the 1985 season. For homologation purposes 200



road units left the manufacturing plant. As the name suggests, the S4 body shape was borrowed from the Delta range but that's where the similarity stopped, with the S4 featuring a tubular chassis, mid-mounted 1759cc turbocharged engine setup, vastly altered suspension and 4-wheel drive. With an estimated 500bhp on tap it worked too, with Henri Toivonen winning the '85 RAC Rally on debut and Marku Alén securing second in the 1986 Driver's Championship – he was actually ranked first for two weeks after the season closure, but when results of the Sanremo round were scrapped due to scrutineering irregularities, he dropped to second. It was a brutal formula, tough on cars and support crews, and with insane speeds it proved fatal to both drivers and spectators. For these reasons it was dumped for 1987 as the FIA reinstated

the production-based Group A as the top rally class.

To qualify for Group A, a minimum of 2 500 road units had to be manufactured, which left many firms with no real rally car. For Lancia there was a glimmer of hope though, in the form of the Delta HF 4WD announced in April 1986. The HF 4WD differed from the Delta HF with a slightly more aggressive appearance, 2-litre turbo engine and, more importantly, power was put to the road via all four wheels. It was a near-perfect starting point for Group A rallying, substantially better than the 2-wheel-powered BMW M3, Opel Kadett, Ford Sierra Cosworth and Renault 11 Turbo offerings.

Massimo Biasion, Juha Kankkunen and Markku Alén went on to dominate the rally

scene with Lancia winning seven of the 11 rounds to take the manufacturer title and Kankkunen wearing the driver's crown. To kick the '88 season off, Lancia continued with the Delta HF 4WD as the basis but by round three a new car had been homologated. Named the Lancia Delta HF Integrale, improvements included bigger wheels (made possible by flaring the wheel arches), larger brakes, better suspension and more power. The name Integrale was borrowed from the Italian for integral/indispensable and alluded to the must-have

It was a brutal formula, tough on cars and support crews, and with insane speeds proved fatal to both drivers and spectators



nature of all-wheel drive in rallying.

Power generated by the Integrale's twin-cam 2-litre 8-valve engine went to four corners via a 5-speed gearbox and under normal condition the power split was 56% upfront and 44% at the rear, however a viscous coupling balanced that number, depending on the amount of grip available, and the right to left power balance was kept optimal by a Torsen differential. With 165bhp on tap and 285Nm of torque, a road version was good for a zero to 100 of 6.6 seconds and top speed of 206km/h. In rally trim it was only beaten once in '88, so obviously took the manufacturer honours and Biasion won the driver title.

Kankkunen had jumped ship to Toyota after his 1987 championship win, citing favouritism towards Biasion as the reason. He proved his skills, developing the Toyota Celica GT-Four ST165 into a serious contender for the 1989 season and giving Lancia a few scares. Unfortunately, reliability proved the thorn in the Celica's side and the

same could be said for the Mitsubishi Galant of Mikael Ericsson. Lancia maintained its winning ways, taking both driver and manufacturer spoils, but the competitors had caught up in the pace department and Lancia had to do something to keep its unbroken record on track.

The answer came in the form of the Integrale 16V, shown for the first time at the 1989 Geneva Motor Show. It was characterised by a lump in the bonnet that housed a new 220bhp 16-valve turbo engine and the road figures for 0-100km/h jumped to 5.7 seconds while the top speed increased to 220km/h. Kankkunen moved back to Lancia, joining Biasion and Didier Auriol, ensuring that Lancia took its fourth constructor's title with six wins in the season. But with this trio sharing the wins, the 1990 Driver Championship went to Toyota's Carlos Sainz.

1991 would be a cracking year in the World Rally Championship, with Toyota now right up alongside Lancia in both the

pace and reliability stakes. Pre-season speculation even had some bookies putting the Japanese brand in as favourites. It became an all-out blank cheque book fight resulting in constant development and therefore the need arose for some new homologation models midway through the season. Enter Lancia's Delta HF Integrale 'Evoluzione' road version. It featured a stiffer body, even larger wheel arch extensions to house a wider track, modified bumper grilles and additional bonnet slats to aid engine bay cooling, raised front strut mounts for more travel and an angle-adjustable rear spoiler and other aerodynamic refinements. On the rally scene these improvements equated to a 5% or so improvement over the Integrale 16V on test stage times. With Kankkunen winning in Kenya, Argentina, Finland and Australia, and Auriol nabbing the Sanremo spoils, the Delta finished '91 with five world manufacturer titles in a row. Sainz performed brilliantly, taking the race for the Driver's Championship down to the wire



but falling just short when his Toyota blew a head gasket on the RAC rally and gave Kankkunen his third championship.

The writing was, however, on the wall for the Integrale's rally domination. It was no longer the technological leader and the basic Delta platform had been pushed as far as possible. With no new model in the wings Lancia pulled its official rally programme in 1992, leaving only the semi-privateer Jolly Club team flying the flag – the team did manage to sign up Kankkunen and Auriol though. As luck would have it, the new Toyota suffered reliability gremlins early in the season and Auriol went on a record run of six consecutive wins. Kankkunen scored a win and finished consistently in the points while Sainz came charging back later in the season with the result that three points separated the trio in the driver's stakes going into the final round. Auriol popped the Lancia engine, Kankkunen crashed and Sainz came through to be crowned champion. But the combination of the Jolly

Club pairing's earlier events saw Lancia notching up its sixth manufacturer honours.

Under the Jolly Club banner the Delta Integrale soldiered on in world championship rallying for one more year, but it pulled the plug at the end of 1993.

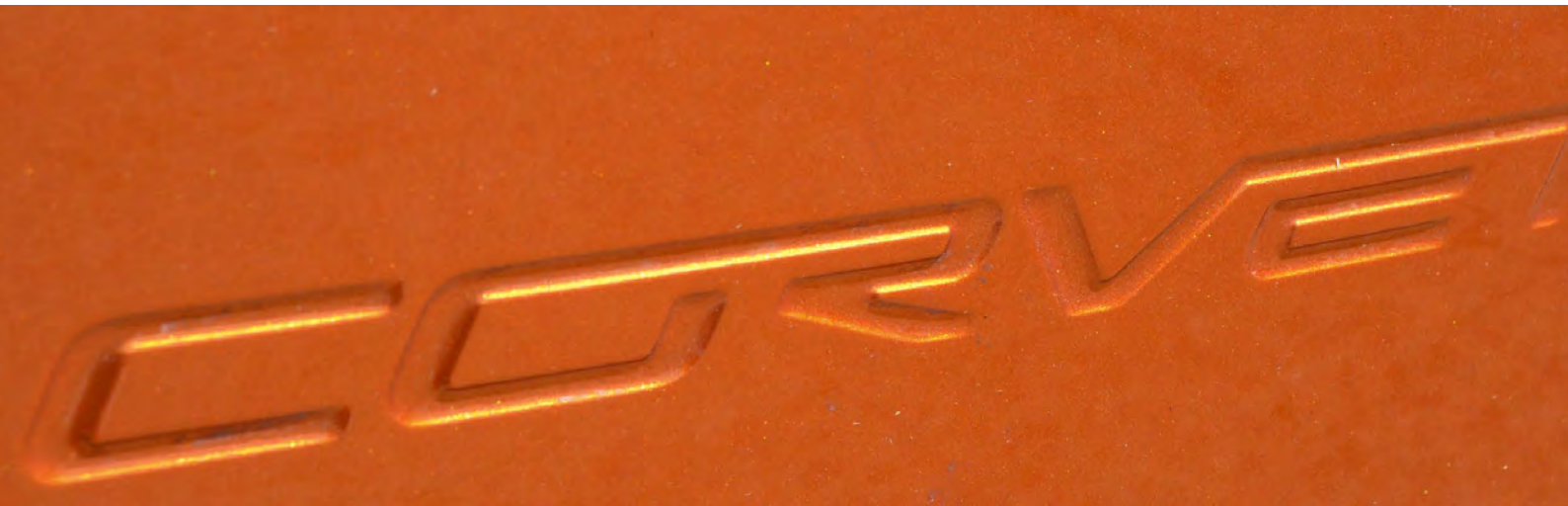
It wasn't all gloom and depression for Integrale fans though with Lancia releasing numerous limited-edition Integrales as it wound down production and then midway through '93 what many regard as the ultimate Delta Integrale – the Delta HF Evoluzione II. Although the only homologation Integrale never intended for rallying, it saw more power than before from the 2-litre 16-valve turbo with 215bhp and 314Nm of torque. Production of these continued until 1995.

Despite being left-hand drive machines, South Africa got a number of Deltas in between 1988 and 1992 through the then importer TAK and a few more have been privately imported

subsequently. The current local register indicates: two HF Turbo 4WD, 13 HF Integrale 8Vs, 17 HF Integrale 16Vs, 11 HF Evoluzione (two of which are limited-edition Martini 6s) and three HF Evoluzione II (one a Dealer Collection limited edition and another a Giallo Ginestra limited edition).

Once regarded as a bargain performance car, these ultimate hatchbacks have taken off in the investment race and now command some seriously high prices. Try this on for size: just last month an immaculate Evoluzione II Dealer Collection car sold for 140 000 Euro on an overseas auction. The Lancia Delta Integrale is back to its winning ways and breaking all the records. 📌

But the combination of the Jolly Club pairing's earlier events saw Lancia notching up its sixth manufacturer honours





THE VETTING PROCESS

Mike Monk is reunited with a Z06 Corvette that he once taxied in with the queen of the Nürburgring's Nordschleife.





The car featured here is a sixth-generation (C6), built between 2005 and 2013, of which two were imported to South Africa by GMSA in late-2010 for promotional purposes

It is hard to believe that the Chevrolet Corvette has been in production for 65 years during which time there have been seven generations of what was America's first post-war sports car. Originally designed as a show car for the 1953 Motorama display at the New York Auto Show, it generated enough interest to encourage GM to put it into production, which began on 30 June 1953. However, the C1, built until 1962, was considered a bit limp in the performance stakes as the 3859cc Blue Flame inline-six, which dated back to 1937, was hardly a powerhouse. The introduction of a 4342cc small-block V8 in 1955 improved acceleration times by 1.5 seconds, but it was far from a tyre-smokin' powerhouse. The C1 was a slow but steady seller until 1957, when popularity increased as the car benefitted from a number of revisions and minor facelifts as America's

post-war boom began. And the legend was born...

The car featured here is a sixth-generation (C6), built between 2005 and 2013, of which two were imported to South Africa by GMSA in late-2010 for promotional purposes – one black, the other gold – initially to appear at Auto Africa. Sadly, fairly soon in its life, the black car was written off in an accident when being driven by one of the country's foremost racing drivers, but thankfully the gold car has survived a punishing career in the hands of a myriad of individuals, all determined to take it to the limit.

One of the car's earliest tasks was to take part in *CAR* magazine's annual performance car shootout for publication in the January 2011 issue. The shootout took place at Zwartkops Raceway and a mix of 12 cars was divided into pairs, from hot hatches to race cars, with each pair allocated to a member of the editorial team for overall evaluation. I was assigned the two heavy metal sports cars from each side of the Atlantic, an Aston Martin V8 Vantage N420



GT2 and the Corvette – one built for the track, one for the road. This car is that very same 'Vette.

Apart from each editor's evaluation of the cars, as part of the shootout, the highly personable German professional racing driver Sabine Schmitz was brought in to drive the cars at Zwartkops and give her opinion. Sabine is best known for her 'taxi' exploits around the Nürburgring, and over the years has appeared on TV's *Top Gear* on numerous occasions.

Around the challenging layout of Zwartkops, both the car and Sabine proved to be immense fun. Sitting alongside, listening to her commentary and enjoying the experience as she powered the Z06 around the track, our first session nevertheless proved frustrating because without the benefit of a handbook, we had not managed to completely dial out the car's two-stage ESP system. "This car's castrated," was Sabine's comment before the first lap was over. We completed the session but were dissatisfied, so played around with the

electronics until finally we found the full lockout mode. Back to the track, and I was not about to complain.

This time Sabine really got into the spirit of the car, steering as much with the accelerator as she was with the wheel – "I love drifting" – each slip and slide bringing on a burst of laughter from us both. "Love the 7-litre engine. Everything is perfect, brakes are really good, nothing to complain about. Every lap was the same. I had fun!" were her immediate post-run comments. In the post-shootout wrap-up, Sabine always mentioned the Corvette and rated the car third out of the demon dozen. For sure, a memorable occasion.

But this was not my first track experience of a Corvette. Back in 2000, as part of a media trip, I visited Motopark Oschersleben in Germany and drove a C5 Corvette belonging to a newly-opened racing school run by Derek Bell's son,

Justin. Corvettes were the cars of choice because they were "good to drive, fast and, importantly, reliable," said Justin. But just as I was getting into a satisfying rhythm on my solo runs, I was aggressively overtaken through a corner by an Opel Astra V8 Coupé being readied for the upcoming DTM race series, and spun off. "Don't get intimidated," said a smiling Justin. Lesson learnt!

Back to the gold C6. The C6 was more an evolution of the C5 rather than a complete makeover. Wider front and rear fenders and a front air scoop were the obvious visual differences over a standard C6, along with

Apart from each editor's evaluation of the cars, as part of the shootout, the highly personable German professional racing driver Sabine Schmitz was brought in to drive the cars at Zwartkops



stiffer springs, shocks and anti-roll bars. The adoption of an all-aluminium monocoque was a Corvette first, and together with the use of some magnesium parts and carbon fibre panels (the footwells have a carbon fibre skin and balsa wood core) helped keep weight to a respectable (for such a large car) 1 440kg. Moving the battery to the boot helped overall weight distribution. Improved build quality was a C6 target and the Z06 came equipped with leather trim, high-intensity discharge headlights, dual-zone air conditioning and a heads-up display with track modes and a g-meter as standard.

The Z06 featured a V8 with capacity increased from 5.7 to 6.0 litres. The Z06 model appeared the following year with a 427ci (7008cc) small-block V8 – the largest small block ever offered by GM. With just a single overhead cam and two valves per cylinder, it pumped out 377kW at 6300rpm and 637Nm of torque at 4800. Dry sump lubrication was a feature. Driving through a 6-speed manual transaxle, a 0-60mph (0-96km/h) time of 3.7 seconds was claimed, a standing-start quarter-mile in

11.7 seconds at 125km/h, along with a top speed of 319km/h. Despite the engine's size, the Z06's fuel economy was rated a reasonable 16l/100km in the city, and 9.8 on the highway.

As a matter of interest, commencing with the 2011 model year, Z06 buyers were offered the 'Corvette Engine Build Experience'. Buyers paid extra to be flown to the Wixom Performance Build Center in Michigan to help assemble the engine. Then later they took delivery of the car at the National Corvette Museum in Bowling Green, Kentucky.

The Z06 rides on 18-inch alloys up front and 19-inchers behind. Four-channel ABS was utilised with 14-inch cross-drilled discs grasped by red, 6-piston callipers up front and 13.4-inch discs with 4-piston callipers at the back, all cooled by bodyside air ducts. Rubberware consisted of 275/35ZR18 tyres up front and noticeably wider 325/30ZR19s at the back. An active handling system complete with a 'competitive driving' mode was also standard.

Simply getting behind the wheel sets the pulses racing. The view over the w-i-d-e bonnet flanked by raised fenders is impressive, intimidating almost. Yet the cockpit is snug, cocooning in fact. Everything is at hand and pressing the button to fire up unearths the rumble

and sound that epitomises big-capacity American V8s. The clutch is nicely weighted, the stubby gear shift is snick-snick precise and once on the move the engine's torque characteristics come to the fore. In fact, it has so much grunt that if you only had third gear it would allow you to gingerly pull away and reach well over the Imperial tonne.

The heads-up display is easy to read, and is a reminder of the bonnet-mounted rev counters that became fashionable on '60s muscle cars. The seat is comfy without being particularly supportive given the g-forces the car can pull through corners, and the ride is hard as one would expect, but the Z06 creates an immediate sense of contentment and enjoyment that makes one look for an excuse to go for a drive. Play hooligan even. No matter what the intent, there is a sense of never being let down. Er, except that in 2010 this car displayed some dodgy electrics – and there is still a bit of a problem today, especially with the central locking system. You just have to patiently follow a strict procedure to avoid frustration.

But that aside, the Corvette Z06 is an absolute delight to drive. It feels unburstable and eight years down the line, with just 12 360km recorded on the odo, it still looks great with its gold paintwork glistening in the summer sun. The last C6 was manufactured in February 2013 and it represents one of the best generations of the iconic Corvette. Oh, lest you are wondering, the Corvette got the nod over the Aston... 🇺🇸

It feels unburstable and eight years down the line, with just 12 360km recorded on the odo, it still looks great with its gold paintwork glistening in the summer sun



Silent *Design*

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



Silence ... to relive the moment ...



THE EVOLUTION OF THE SPECIES

Despite Volkswagen's 30-odd-year-old Beetle still sitting at the sharp end of the South African car sales charts in the mid-1970s, the firm's leadership pushed forward with a number of changes and limited editions to keep the bug alive and kicking until the 1980s. In the limited edition department, we saw the likes of the Lux and Fun Bugs but the real show of commitment to Beetle longevity came in the form of a R1 million investment into the production facility for a changed and modernised Beetle species. **Stuart Grant** catches up with the 1600-S Super Bug.





To the layman, a Beetle is a Beetle is a Beetle, but take a closer look at the 1600-S and you'll notice the windscreen on a Super Bug is curved. This addition meant more perceived interior space and allowed the addition of 'modern' niceties like a padded dashboard but also required extensive engineering work to make it happen. Although announced in June 1975, the idea stemmed back to 1973 when, in order to stay in line with the rapidly improving sophistication of its competitors, VWSA's Technical Director Tucker Lockhead led a study into the possible modernisation of the Beetle, which included the building of prototypes, hours of testing and the all-important task of calculating the costs of setting up new tooling. Of course Germany needed to rubber-stamp all this and once a prototype design had been settled on this was made up and sent to the Volkswagenwerk engineers in Wolfsburg.

The Germans, and the rest of the world for that matter, had a good benchmark to compare it with in the form of the 1973-released 1303 model, which also featured a curved windscreen, fresh padded dashboard, carried the name Super Beetle and saw the traditional torsion bar front suspension tossed out in favour of a McPherson strut set-up.

For the sake of simplicity, the Super



Inside the airier cabin the new soft-touch dash and single-gauge binnacle dominated, but the addition of wood grain veneer inserts and three-compartment cubby hole didn't go unnoticed

Bug (officially launched in May 1975) is essentially a hybrid of South Africa's 1600-L and Europe's 1303. The 1600-S went for the curved screen and padded dash option slotted into a 1600-L shell. This meant the pre-1303 front and rear wings were carried across (with the front indicator moved to the bumper) and the torsion beam front-end remained. The curved front windscreen gave a 6% increase in glass area while the rear too saw some enlargement. To accommodate these changes, the boot lid was revised (an SA 1600-S bonnet will not fit a 1303), which being slightly higher in profile gave more room for luggage. At the back the 1600-S kept the old-style rear arches but

followed international trend with the large 'elephant foot' tail light cluster, which meant a bulky body-coloured spacer had to be added between light and fender.

Inside the airier cabin the new soft-touch dash and single-gauge binnacle dominated, but the addition of wood grain veneer inserts and three-compartment cubby hole didn't go unnoticed by those looking for a more up-to-date Bug. Neither did the plush and fashionable '70s corduroy seat inserts, adjustable front headrests, anti-dazzle rearview mirror, hinge-opening rear side windows or improved ventilation system.

All these additions did add weight to the refreshed Beetle's bottom line though and the 1600-S, at 820kg, tipped the scales at 40kg heavier than the regular 1600 and 1600-L. This extra bulk slowed the Super Bug down in the sprint department, where it recorded a 16.8 second zero to 100km/h



time, a full second slower than the L. But it came back fighting in the top-end run with the more aerodynamic lines of the raked windscreen seeing 138.4km/h, enough to make it the fastest Beetle tested by *Car* magazine up to that point.

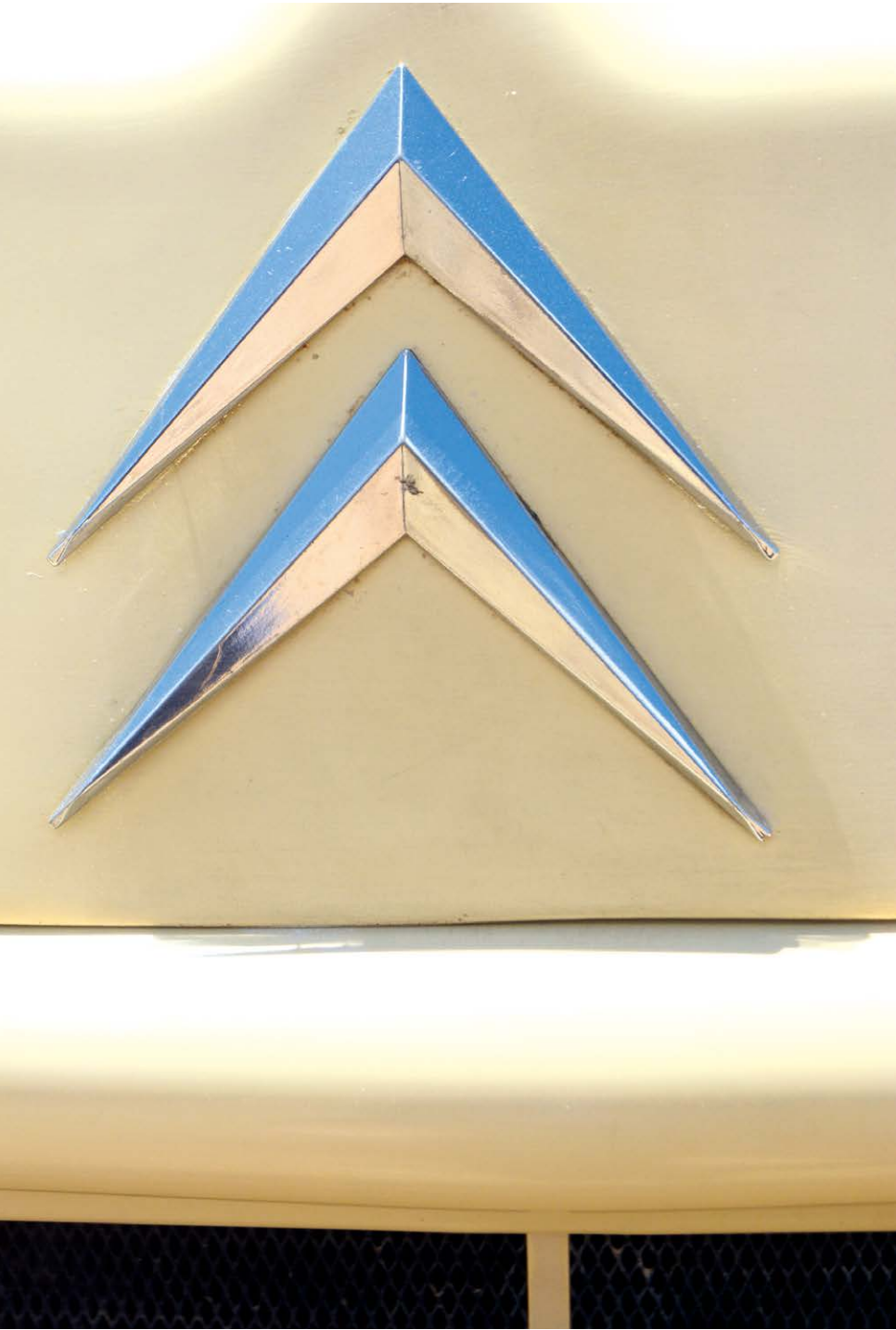
In the handling department the 1600-S stood on a par with the 1974 Fun Bug, with both being head and shoulders above the previous Beetle offerings. This wasn't because of any suspension wizardry but rather the standard fitment of radial-ply tyres instead of cross-ply technology. Although at the top end of the VW Beetle's price ladder, the more refined 1600-S sold well, with a total of just over 5 000 units hitting over a four-year span.

In the original 1600-S press announcement, VWSA indicated that the idea of exporting the locally developed features was being explored but this doesn't seem to have come to fruition, with the Beetle slowly falling off the new car lists as exciting new VW products like the Golf and Passat took centre stage. The 1600-S was discontinued in 1978 and all other models of the Volla were cut off in 1979.

Although borrowing heavily from the 1303, the Frankenstein-like way in which VWSA grafted the curved screen and new panels onto an old-style shell make it a true South African special and another noteworthy evolution of the species. 📷

VOLKSWAGEN BEETLE 1600-S SUPER BUG

Engine:	Air-cooled flat-4
Capacity:	1584cc
Power:	37kW at 4000rpm
Torque:	108Nm at 2800rpm
Fuel system:	Solex 34 PICT 3 carburettor
Steering:	Worm and roller
Suspension:	Front: IFS Torsion Rear: IRS Torsion
Brakes:	Front: 230mm drum Rear: 230mm drum
Tyres:	155 SR 15-inch radial
Kerb weight:	820kg
0 to 100km/h:	16.8 seconds
Top speed:	138km/h





— CAMEL ADVENTURER —

If ever there was a vehicle that epitomised the adjective 'utilitarian', the Citroën Méhari is it. 'Built for a purpose' is perhaps too simplistic a phrase to describe what the Méhari represents but its bare-bones persona is, in reality, full of character. **Mike Monk** went off-road to try one out.

Pictures: Mike & Wendy Monk



The vehicle was named after a fast-running dromedary camel, the likes of which were ridden by cavalymen (*méhariste*) of the French Armée d'Afrique and Army of the Levant

The Méhari was the brainchild of an ace French World War II pilot Count Roland de la Poype, who was a member of the Normandie-Niemen fighter group that fought on the Soviet front. He was also a plastic industry pioneer, and after the war in May 1947 formed the Société d'Etudes et d'Applications des Plastiques (SEAP), having had the vision that plastics and disposable packaging would become very important. Already a supplier to Citroën, SEAP developed the Méhari concept and presented it to the French car maker for approval, who launched it in May 1968, and it was to stay in production for 20 years.

Not surprisingly, SEAP moulded the open-top body in a light but durable plastic called Acrylonitrile Butadiene Styrene (ABS) and the colour was mixed in with the material, so for customers the range was limited. The colours were given quirky desert region

names: green was called Montana (the only colour offered throughout the car's lifespan), with Hopi (red) offered between 1968-75, Kalahari (beige) from 1968-77, Kirghiz (orange) 1969-87, Tibesti (light green) from 1976-79, Hoggar (beige) from 1978-87 and Atacama (yellow) from 1980-87. Bucking the trend, a limited-edition model was made from 1983-87 and was rather boringly painted Azur blue.

The body was mounted on a tubular frame underpinned by the long-travel, all-independent suspension and running gear of the 2CV6. The Deux Chevaux's engine was also utilised, the 602cc flat-twin delivering 22kW at 5750rpm and 39Nm of torque at 3500. Transmission was the customary 4-speed manual with Citroën's oddball pull-push gear shift protruding straight out of the fascia – first opposite reverse, second and third in a single plane, and fourth out on a limb. To the unfamiliar it takes a while to get the hang of it, but eventually it becomes less of a challenge.

The vehicle was named after a fast-running dromedary camel, the likes of which



were ridden by cavalymen (*méhariste*) of the French Armée d'Afrique and Army of the Levant. The French Army purchased over 7 000 Méharis, some of which were modified to have 24V electric power. Apparently, because of their light weight, they were occasionally air-lifted and dropped off in combat zones. Oddly, the Irish Defence Force also bought 12 of them.

But it was not all work and no play. Following an initiative of the French Ministry of Youth and Sports, 25 Méharis took part in the Liège-Dakar-Liège Rally in 1969, where 100 youngsters crewed the vehicles from Liège to Dakar, and another 100 brought them back. Similar exercises were carried out on the Paris-Kabul-Paris Rally in 1970 and the Paris-Persepolis-Paris Rally in 1971. Méharis also provided medical support assistance in the gruelling 1980 Paris-Dakar.

In 1979, a 4-wheel drive version (not to be confused with the twin-engined Citroën Sahara 4x4) was introduced for a limited period. The normal transmission was supplemented with a 3-speed transfer gearbox "for crossing slopes up to 60%". At

the time, the all-wheel drive Méhari was one of the few 4x4s with 4-wheel independent suspension, and also boasted disc brakes all round.

This particular Hoggar Beige example is in superb condition for a near-40-year-old off-roader. The elaborately-hinged shallow doors give access to a spacious cockpit housing a pair of bucket seats. Like all Méharis, it is left-hand drive and the trademark Citroën single-spoke steering wheel is noticeably near-horizontal. The pedals are offset to the centre of the vehicle – the brake and accelerator are virtually in the centre to the right of the steering column – so the driving position is far from ideal, but such is the character of the car that it does not become an issue.

Measuring 3 520mm long, 1 530mm wide and riding on a 2 400mm wheelbase, the compact Méhari is rectangular in plan view. With the fabric roof and sides in place it stands 1 640mm high, but

Apparently, because of their light weight, they were occasionally air-lifted and dropped off in combat zones. Oddly, the Irish Defence Force also bought 12 of them



You would have to be young to drive from Liège to Dakar and back without complaint, but it is all part of the adventure that the youngsters who undertook those rally raids must have enjoyed

with everything removed and the windscreen folded flat, the Méhari is no more than waist high. It is highly manoeuvrable, with a usefully small turning circle.

Despite its modest power output, because its curb weight is around 570kg the Méhari is still relatively lively, a sensation accentuated by the minimalist weather protection that affords the 'wind in the hair' pleasures of al fresco motoring. Mind you, on the day of my drive, having the fabric roof erect was a blessing in the middle of a 38-degree day in the grounds of the Franschoek Motor Museum on the L'Ormarins Estate. The open cockpit sides contributed to a superb view out, which is just as well because the plastic in the removable side windows is almost opaque.

On the open road it is easy enough to keep the Méhari at a steady cruising pace, but off the beaten track you have to keep the flat-twin's revs up to avoid getting

bogged down. The ride is, as one would expect, pleasantly supple but over rough ground the body rattles and squeaks a bit, but again no more than one would expect. You would have to be young to drive from Liège to Dakar and back without complaint, but it is all part of the adventure that the youngsters who undertook those rally raids must have enjoyed.

A total of 144 953 Méharis were built, the best year being 1974 when 13 910 were produced. Apart from France, it was built in factories in Belgium, Spain, Portugal, Yugoslavia, Uruguay and Argentina, where the body was made from glass fibre. Today they make fun restoration projects, with engine and suspension parts all still readily available. However, 4x4 transmission components are practically unobtainable. Replacement bodies can be ordered, but are only available in white.

With its basic construction, the Méhari has proven to be amazingly versatile, capable and durable. This is one camel that does not give its rider the hump. 🐪



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CLIMBING THE VOLKSWAGEN FAMILY TREE

What do you do when you are a self-confessed Volkswagen nut, who finds himself with 24 hours to kill in Germany? You, like **Reuben van Niekerk** did, search train schedules and make sure you are on the next train to Wolfsburg, that's what.



For me that meant a 5am wander to the station while drunken partygoers stumbled out of bars and the music was still blaring in dance venues. From Dusseldorf, where I found myself one chilly Sunday, it was a three-hour train trip and I kept asking myself, how did I get so lucky?

But the train trip also got me thinking about what I might see. Everybody knows that the Beetle was the model that got things rolling for the company but what not many people realise is how many different

models followed on from the first Beetle in 1938. The Beetle started what is now known as evolutionary design; every year saw the couple of models on sale get small updates to lights, windows, engines and equipment. This means that each model year is unique in its own way and the first and last Beetles look vastly different, although the basic shape and layout remained the same throughout the 65-year production run.

In the late '40s, the Transporter joined the family after Dutch Volkswagen importer Ben Pon saw an improvised parts-mover during a visit to Wolfsburg and started doodling, proposing a payload of 690kg and placing the driver at the very front.

In the 1960s, as sales of the Beetle

started declining and Volkswagen started looking for a replacement, a large number of interesting models were produced including the Type 3 in Fastback, Notchback and Squareback format. This was followed by the quirky looking Type 4 models before a genius named Giugiaro penned the three-box design and called it a Golf.

Furthermore, the coach-building scene was big business during those times and the Beetle platform became a favourite for the likes of Karmann, Rometsch and Hebmüller.

Although Volkswagens remained simple cars, their development never stood still resulting in a huge number of branches on the family tree. The history of Volkswagen is made up of hundreds of models that made it to production and many that fell through the cracks during the development phase. I reckoned I was in for a treat and

My first stop was the Autostadt; this facility is on the grounds of one of the original factories, which still builds models like the Golf and Tiguan today



Early Golf Diesel alongside rear-engined Golf 5 built for the Wörthersee festival.



Display of Beetles and coach-built cars in the Stiftung AutoMuseum Volkswagen.



Race Iltis Paris Dakar. Freddy Kottulinsky and Gerd Löffelmann were victors in 1980 with this nearly standard production Iltis in the 10 000km Oasis Rally from Paris to Dakar.



1951 Dannenhauer & Strauss Coupe. Between 1950 and 1957, Stuttgart coachbuilders Gottfried Dannenhauer and Kurt Strauss manufactured around 100 cabriolets, predominantly based on the Beetle and DKW. This sublimely equipped specimen is powered by an Oettinger high-performance engine.



The Beetle was the most popular roadside assistance used by the 'Yellow Angels' of German motoring association ADAC.

that there would be lots to drool over.

My first stop was the Autostadt; this facility is on the grounds of one of the original factories, which still builds models like the Golf and Tiguan today. This impressive facility has pavilions showcasing a number of the brands in the Volkswagen Group including Audi, Porsche, Skoda and SEAT, each in their own uniquely designed building, which are architectural masterpieces in their own right. European customers can also sidestep a dealer visit and take delivery of their new Volkswagen right here on the doorstep of the factory – about 400 new cars leave Wolfsburg in this way every day.

Autostadt is also home to the Zeithaus, an impressive five-storey building that appears to be made entirely of glass and when viewed from the side it looks a bit like a

stack of model cars in their Perspex boxes. Inside, the ceilings are covered in mirrors creating the most amazing effect.

This museum takes visitors on a journey through Volkswagen history, showcasing models from both Volkswagen and other brands to help visitors understand how and why cars evolved the way they did and what influenced certain directions in automotive design. In this way the Zeithaus museum tells the story of the 125 years of the automobile while, at the same time, chronicling the development of an exclusive product for the few to a necessity for many.

Much like the relationships between people, automotive history is full of related car

models. In some cases the chemistry is just right, in others it is less than perfect. The Autostadt showcases automotive pairs and a few trios with obvious – and sometimes surprising – similarities.

The exhibition includes unmatched pairs, whose relationships stem from their background or innovative significance. For

Autostadt is also home to the Zeithaus, an impressive five-storey building that appears to be made entirely of glass and when viewed from the side it looks a bit like a stack of model cars in their Perspex boxes



Despite the rear-engine layout, a large number of Transporters went to fire brigades.



Type 181 Thing might not be everyone's cup of tea, but this civilian off-roader might have started the SUV trend.



This slant nose 1303 measures 2.2m wide at the rear. This one-off was put together for show purposes by Oettinger using a 6-cylinder Porsche engine. It stands alongside a rather narrow looking oval window.



This car built by Formcar is one of the oldest remaining Formula Vee race cars.

example, the Volkswagen Golf Cabrio and Golf Country pioneered two new vehicle categories in 1980 and 1990 that became successful in the 21st century: one is a four-passenger convertible with front-wheel drive, the other is an SUV with all-wheel drive, known today as a crossover.

Highlights from this facility included a very early Type 1 Transporter panel van in the Sinalco drinks company livery, a 1938 Beetle, of which only 210 were built before the war broke out, as well as coach-built cars like the Hebmüller, Rometsch and a replica of an Erwin Komendas prototype that would go on to become the first Beetle as well as the last Beetle to roll off the production line in Mexico in 2003.

Down the road, between a McDonalds and a car rental lot, is a very unassuming single-storey building with signwriting that looks like it should be on the window of a Montessori pre-school

Down the road, between a McDonalds and a car rental lot, is a very unassuming single-storey building with signwriting that looks like it should be on the window of a Montessori pre-school. The Stiftung AutoMuseum Volkswagen is a real treasure trove that gives a great understanding of Volkswagen's history, as this museum is home to just over 150 Volkswagens.

This collection includes the most important series models, prototypes and unique vehicles, as well as sportscars from Volkswagen and Volkswagen Commercial Vehicles.

There are more than 30 Beetles and Beetle offshoots in the permanent exhibition. These include the legendary models, from the split window to the oval and rectangular versions, referring to the rear window, and offshoots produced by Karmann and Hebmüller.

Some of the wackier displays included a Beetle that crossed the strait between Calabria and Sicily, demonstrating the

car's degree of buoyancy and a Beetle stripped down and used as the basket below a hot air balloon at an international Beetle meet in the Swiss town of Château-d'Oex.

The 1303 Oettinger Special was put together by Oettinger using a Porsche 6-cylinder engine and sports a set of huge tyres and fenders to match, making it 2.2 metres wide.

One of the *Herbie* movie cars adorned with the now iconic number 53 which was the regular start number used by Counte Berghé von Trips, who before his Formula One days competed in rallies in a Beetle, also came to retire here.

The first vehicle accessory that Kamei, a tuning and accessory company owned by the Meier Andrae family, produced was a lift-reducing front spoiler for a Beetle and their test mule can be seen here too.

Alongside the Beetle and Golf, no other model has characterised the face of the marque quite like the Type 2. Whether as a van, pickup truck, samba or holiday home. The fascinating diversity includes fire engines, the all-wheel Kraxler or an electric version – over a dozen examples are on display.



Silhouette models in the Porsche pavilion at the Autostadt.



Johannes Beeskow designed the pontoon-shaped bodywork of the Rometsch, which is based on a Beetle platform. This attracted many celebrities to the brand.



A display of '70s Volkswagen models including the Passat and Scirocco in the Stiftung AutoMuseum Volkswagen.



The Ghia Aigle Coupé was penned by Giovanni Michelotti, head designer at Ghia Aigle Suisse, a spin-off from Carrozzeria Ghia. He designed the elegant sports coupé, of which only two were produced.

As people's expectations of cars changed, Volkswagen built more spacious mid-range models with air-cooled engines – starting with the Type 3 and in 1968 the Type 4 with unibody construction.

The development of a worthy successor to the Beetle came with the revolutionary Passat, Golf, Scirocco and Polo. Water instead of air cooling, in-line instead of boxer engine, front- instead of rear-wheel drive, functional design instead of fanciful curves. Business-like efficiency characterised these new models in 1973. Italian designers played a significant role in the designs, in particular Giorgetto Giugiaro and Nuccio Bertone.

The Volkswagen development department had to span the divide between maintaining the tried and tested and creating something new to carry the marque forward. Evidence of this can be seen in the countless prototypes, test vehicles and concept cars. The EA142 for example was the immediate predecessor of the Type 4, with the first monocoque body designed by Pininfarina, and retained the rear boxer engine layout.

In the 1970s the front-wheel drive concept car codenamed EA272 was created to replace the rear-wheel drive Type 3; it had a

transverse mounted in-line cylinder engine upfront. VW went with the Passat instead after having Giugiaro transform the front and rear of the Audi 80.

Volkswagen also made history in the world of motorsport on virtually every surface. What began in the mid-1960s with Formula Vee continues into the future with WRC.

A very early 1965 Formula Vee built by Formcar is on display as well as racing Beetles from the 1960s; high-powered Polos and Golfs are parked alongside off-rovers like the Iltis and Nasser Al-Attayah's Dakar-winning Touareg.

There is no denying Volkswagen's military connection and two amphibious cars were developed at Porsche in Stuttgart: the large Type 128 of which 150 were built and the 40cm shorter Type 166 of which 12 283 were built. Apart from being 4-wheel drive, this vehicle had amphibious capability and in the water this open-top car had a top speed of 10km/h thanks to forward propulsion from a folding three-blade ship's propeller.

Some of my favourites in this facility included the Fridolin or Type 147, one of 6 123 that were built at Westfalia for the German

post office. It was made up of a mixture of parts from the Type 1 along with a Type 3 engine, totally utilitarian, but it oozes cool.

The Rometsch Lawrence Coupé with its American styling was penned by head designer Bert Lawrence and was available as a coupé or cabriolet. Completely manufactured out of aluminium, only 200 were ever built by the Berlinese coachbuilder between 1957 and 1961.

Another beautiful creation was the Ghia Aigle Coupé. In 1956 Giovanni Michelotti was at Ghia-Aigle Suisse, a spinoff of Carrozzeria Ghia, and designed an elegant sports coupé of which only two were produced.

My favourite was the Dannenhauer and Strauss Coupé manufactured by coachbuilders Gottfried Dannenhauer and Kurt Strauss. They were based on DKW and Beetle underpinnings and an Oettinger high-performance engine powers this example.

It took me about five hours to fully absorb both these exhibits and the return train trip had my head spinning thanks to this sensory overload. A day like this might not be for everyone, but it is a worthwhile excursion for somebody who sleeps in Volkswagen pyjamas at night. ☑

ENGINEERED

LIKE NO OTHER COLLECTION

South Africa has an enthusiastic following for the three-pointed star with several Mercedes-Benz Club members owning more than one model and many focusing the contents of their garage exclusively on the famous Stuttgart marque, such as Capetonian Graham van Heerden. Only his 34-strong collection goes a step further: it boasts one example of each post-war body style says **Graeme Hurst**, who paid a visit to his impressive 'Mercseum'.



“I decided I'd rather be a stickler for detail than a jack-of-all-trades,” says Graham van Heerden when describing his Durbanville-based collection. “I'm very brand-loyal and a Mercedes has superior engineering to American and even other German makes of the day.”

As with many of the marque's enthusiasts, the 58-year-old's passion for the Stuttgart brand began when he was a youngster: “I grew up with Mercedes-Benzes as my dad had them as long as I can remember; I believe you're either a car person or you're not.” Graham's sentiment would explain the nature of his interest: “The model that

really triggered my interest was actually very ordinary: a 1974 W115 230.4 that my dad bought new. The quality of the car was immediately obvious to me, even at a young age.”

Two decades later Graham was in a position to use his passion to put a collection together, starting with a 219 – the entry-level 6-cylinder

version of the ubiquitous '50s 'Ponton' saloon: “It was the first car I bought back in 1996 when I had some excess funds,” says Graham who, by then already a well-known marque enthusiast in club circles, decided to focus on post-war models produced up until the '90s.

Today the 219 lines up with a desirable cabriolet and a more humbly-specc'ed 190 – with each representing subtle changes in styling. They're parked alongside a pair of desirable 1950s models that would've been premium sales floor siblings in their day: a gorgeous 190SL convertible and a mighty 300d 'Adenauer'. “It's a 1958 'd' model which means it's pillarless. And it has an American Borg Warner automatic gearbox, which was a rare option,” explains Graham about the latter.

Named after the German chancellor of the time, Konrad Adenauer, the hefty saloon (it weighs two tonnes!) boasts similar technology to the exotic Gullwing, which it almost rivalled on price – being just 500DM less at 28 500DM. “The engine block and pistons are the same as used on the gullwing but it has manifold fuel

The model that really triggered my interest was actually very ordinary: a 1974 W115 230.4 that my dad bought new. The quality of the car was immediately obvious to me, even at a young age



injection versus the direct injection found on the 300SL,” explains Graham. The car was bought as a wreck. “It was like a chicken coop and had a lot of missing parts which we had to track down.”

It’s a significant inclusion but not the Mercseum’s oldest: that title belongs to Graham’s 1950 170S Sedan W136 – a pre-war design that was updated for 1949 and features a central lubrication system and optional period Becker radio. Although the car was bought in 2000, Graham is technically its first registered owner: “I bought it from Kees Beekman, who is the founder of Beekman canopies. He kept it in a collection after he acquired it from a dealer who had it as dealer stock from new – so I am the first person to register the car from new.”

The 1960s is well represented too, with an elegant Pagoda – a desirable 280SL version – and three examples of the SL’s even more opulent showroom sibling: the W111 ‘fintail’ series (saloon, coupé and a cabriolet) – the latter that turned out to be the same example featured in a book on the model after Graham found the car’s

original TJ plate under the back seat.

Sharing the same line-up is a highly-specc’ed W108 – complete with rare sunroof and factory air-conditioning – that once saw service for the head of well-known Cape Town department store Garlicks. “It was chauffeur-driven but the driver was instructed to wash the car every day, which meant the doors were rusted out, but it was otherwise immaculate.”

It parks up alongside something that was also chauffeur-driven; a mighty W100, better known as the 600 ‘Grosser’, thanks to its size and epic 6.3-litre V8 engine. Much loved in period by African dictators and heads of state (our own former state president Nico Diederichs enjoyed one) the hand-built 600 was also a celebrity favourite, as was the case with this example which was bought new in Hong Kong before finding its way over to SA.

It was subsequently in the hands of a mining magnate before being acquired by the late Brett Kebble. “I bought it from him and he was in the process of transferring the desirable three-digit CA registration off it when he died, so it remained with the



The collection isn't limited to cars and information boards as there's a lot of period-related ephemera – from period magazines or road test reports for a particular car to garage signage on the walls

car.” Take a look inside the opulent cabin and you’ll spot a reminder of the notoriety of Kebble’s passing – a copy of the issue of *Rapport* (along with a fake gun!) in which Kebble’s demise made the front page.

Also boasting the same engine is an example of one of the greatest Q cars of the 1970s, a 300SEL 6.3 (or W109 to give it the correct nomenclature). This 300bhp, seemingly ordinary-looking Mercedes boasts a 0-100km/h time of 6.5 seconds and a top end of 220km/h – blistering metrics for a 1 740kg saloon in its day.

The 600 Grosser isn’t Graham’s only limo, mind you: he also has a V114 variant, a 230.6 that was – rather oddly, given the brand’s German roots – supplied by the British government to the King of Lesotho. “It’s one of just two W114 limousines built to

a luxury specification with air-conditioning, a drinks cabinet and self-levelling suspension. The rest were built as taxis.” This one was in a poor state by the time it came Graham’s way. “The previous owner bought it at a state auction. He was a guesthouse owner on the North Coast and used the

car to fetch guests from the airport, but struggled to maintain it as the self-levelling suspension had been disconnected. When I first drove the car, the engine was revving high at speed and we found that top gear had been disabled, possibly for use in military parades.”

The limo is joined by a coupé variant (a 250CE) and some other more familiar shapes such as a W116 – the model that formalised the S-Class brand in the 1970s – and a trio of the model that really cemented Mercedes-Benz’s position as a luxury carmaker in SA: the good old W123. All three body styles are represented, starting with a one-owner example of the range-topping 280E (with just over 60 000km on the clock) and including the pretty CE 2-door version and the station wagon variant, the 230TE. Super rare and expensive when new (owing to import duties) but now often in poor condition after three decades of carrying loads and corrosion, the estate is immaculate – thanks to spending most of its life in Namibia. “It was dry but the engine needed rebuilding as it had a loose air-filter connection and the dust wrecked the pistons and bores.”

Another car that took strain with dusty conditions was Graham’s 190e 2.3 16V –



the baby Mercedes saloon that sports a Cosworth-derived engine and famously holds an endurance record after completing a 50 000km run at Nardò in a little over 200 hours. In contrast to that this one had to endure life on a Karoo farm of all places. “The owner retired to a farm outside Calitzdorp and he used to commute into town on a gravel road. It was in a very bad state and we stripped the car but it was still mechanically superb.”

Adding to the marque’s more recent reputation for indulging customers who wanted a bit more grunt is an AMG version of the (already impressive) 560SEC. With just over 60 000km on the clock, it’s an immaculate and striking example of arguably one of the prettiest body styles to come out of Stuttgart: a coupé take on the elegant W126 saloon.

There are two further notable additions to the Mercseum’s line-up of performance icons, which include the Porsche-engineered 1993 E500 and a 2010 SLS AMG 6.3 coupé. The pair are the exceptions to Graham’s ‘pre-1990’ rule but only because they’re such standout icons of Stuttgart history. “The E500 was a very special model and this is the only one in the country; the other two or three being pre-facelift 500Es. It was owned new

by the German Embassy and I bought it from an enthusiast locally. And the SLS is simply an icon; which is why it’s the only modern Mercedes to have increased in value in the first ten years of its life.”

Like all the Mercseum cars, the 317km/h modern day ‘gullwing’ is displayed alongside an information board giving production, mechanical specification and performance details – only in this case he’s added a list of the cost of a few options such as the interior carbon fibre kit (a whopping R121 500!) and a B&O sound system (R86 500).

Naturally a collection of this making wouldn’t be complete without the maker’s R107 model (the variant that put the ‘SL’ moniker into automotive lexicon, having been made famous by product placement in the TV series *Dallas*) and Graham has a mint early example, a 1973 350SL.

The collection isn’t limited to cars and information boards as there’s a lot of period-related ephemera – from period magazines or road test reports for a particular car to garage signage on the walls and a fantastic model car collection.

And the displays themselves aren’t limited to cars either: there’s an example of a Mercedes-Benz hybrid electric bike on display, along with a 1964 Velo Solex –

complete with its signature single-cylinder engine mounted on the front wheel ahead of the handlebars. “It was the first motorised transport that I ever experienced personally when I was in Standard 4. We had an elderly neighbour who had one in his garage and he would allow us to ride – we used to steal petrol out of our parents’ lawn mowers to run it!”

With the calibre of some of the cars, such as the SLS and the 600, one could easily assume that Graham has a favourite but his passion is spread across all things Mercedes. If anything, he favours originality and low mileage. Such as the immaculate 17 000 miles-from-new 1964 220seb ‘fintail’ saloon on display. “It belonged to a club member in Johannesburg and I heard about it in the mid-1990s. He was at the point of selling it to a collector in the UK for R80 000, which was one hell of a lot of money for a ‘fintail’ back then. I asked him if he’d let me have the car if I matched the offer and he agreed,” recalls Graham. “My Mercedes friends said I was mad but I always say you can never pay too much; you only buy a good car too soon.” 📍

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UNLOCKING COMBUSTION'S MYSTERY

This fictitious interview by **Jake Venter** is with Sir Harry Ricardo (26 January 1885 - 18 May 1974). His father was the architect Halsey Ricardo and his mother was the daughter of Sir Alexander Rendel, a well-known civil engineer. Harry grew up in an intellectual atmosphere, attended the famous Rugby School and qualified as a mechanical engineer at Cambridge. At the age of ten he built a one-twelfth scale model of a single-cylinder vertical double-acting steam engine from mail-order castings and forgings that he had to machine.

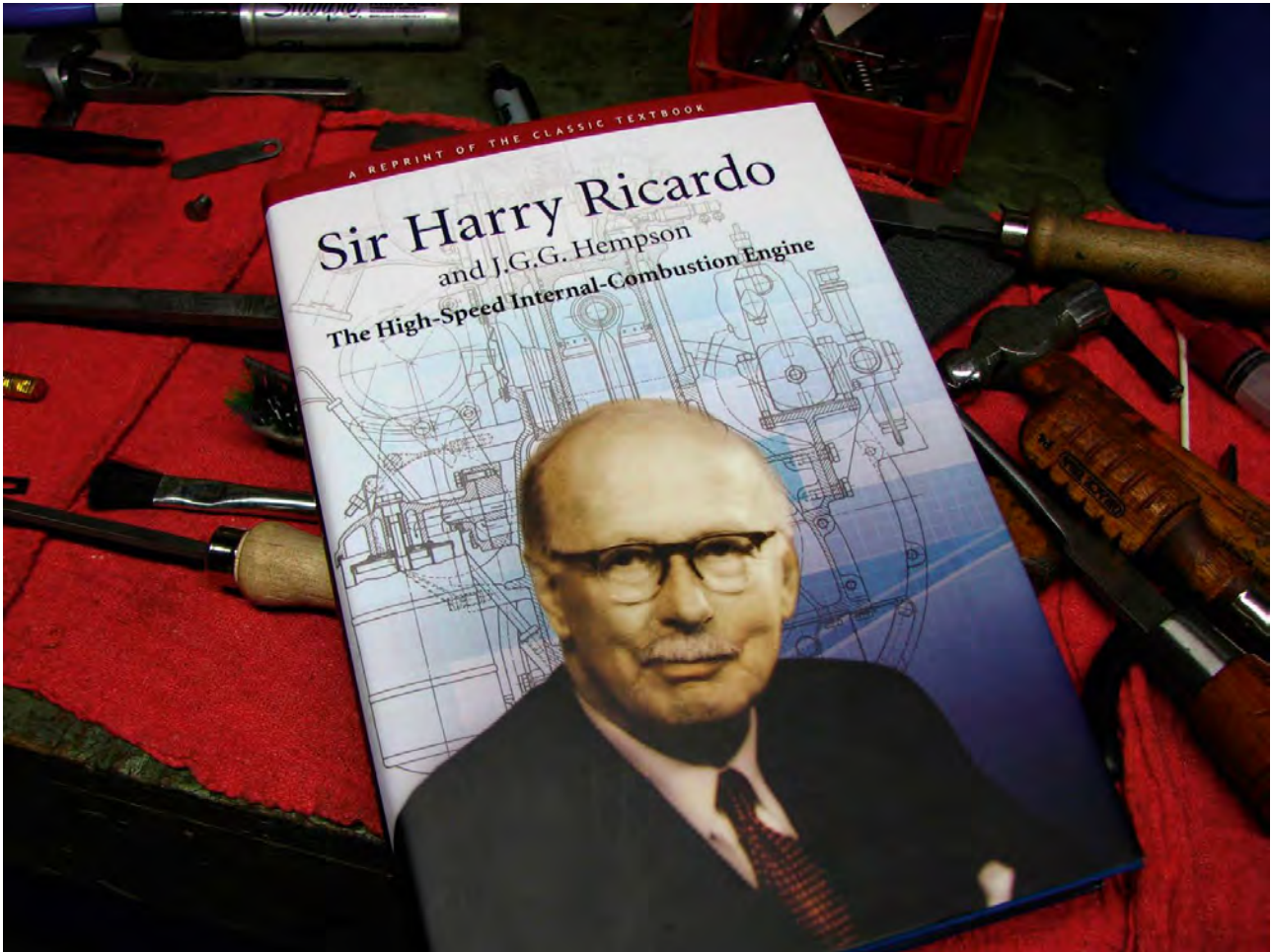
This engine never ran properly because the machining was so inaccurate that steam leaked out of all the joints, but by the time he left high school he was an accomplished machinist. While still at school he built two more steam engines, and then built a series of petrol engines, mainly to study various combustion phenomena. During his life Ricardo also designed an impressive number of different engines, one example being a special smokeless engine that was fitted into British tanks that were sent to the battlefield in WW1.

He and his associates also did important research on engine knock, combustion, combustion chamber design, supercharging, fuel quality, lubrication, engine wear and sleeve valves, to name just the major research areas. In 1927 he formed Ricardo Consulting Engineers (now known as Ricardo plc) which is at present the foremost independent automotive research group in the world, with branches in all the important automotive manufacturing countries.

He was awarded at least two honorary doctorates, made a Companion of the British Empire (CBE) and elected a Fellow of the Royal Society. He was knighted in 1948 for his contribution to internal combustion engineering research.

I conducted the interview at Ricardo's home in Graffham, West Sussex in 1948, just after he was knighted. It was a sunny spring day, and we sat on a terrace overlooking his magnificent garden.





JAKE: It's very kind of you to agree to this interview, and I'd like to offer my heartfelt congratulations for the great honour that has recently been bestowed on you.

RICARDO: Thank you. I must emphasise that a great deal of the honour should be directed to the brilliant co-workers that have helped me throughout my career.

I was interested in machinery from an early age. By the time I was ten I had made friends with an old machinist working in a small engineering shop

JAKE: You've had such a long and successful career that I would like to limit my questions to the most important pre-war engine research results. I must mention that I'm an automotive engineer, so it's likely that I'll be able to understand most of the terms you'll be using. I've also spent many hours demonstrating one of your variable-compression engines to students in my previous career as a university lecturer.

RICARDO: I'm relieved that you're not just a wordsmith. It's so much easier if I can use engineering terms freely.

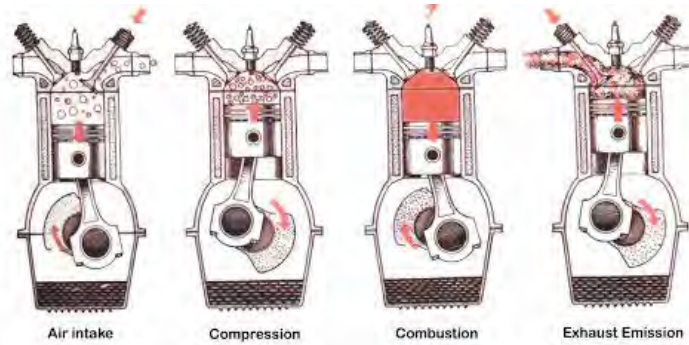
JAKE: I believe you built your first engine at the age of ten. How did you manage that?

RICARDO: I was interested in

machinery from an early age. By the time I was ten I had made friends with an old machinist working in a small engineering shop. I spent a lot of my free time pedalling his ancient lathe and in return he taught me a great deal about the various metalworking techniques. My parents and grandparents encouraged this interest, and even gave me a small lathe and helped me to equip a workshop at home. I devoured magazines like *The English Mechanic* and *The Model Engineer* so that I was up-to-date with the latest designs and their advantages or shortcomings.

JAKE: You built two more steam engines while still at school. Did they incorporate any new ideas?

RICARDO: The second engine was



conventional but the third was not. During my time at Rugby School I teamed up with my cousin Ralph Ricardo to design and build a third engine. It was a single-acting twin that worked on the uniflow principle. We sold about a hundred of these engines in kit form. Are you familiar with the uniflow principle?

JAKE: Yes. I was part of a three-man team that built a single-acting uniflow V-twin steam engine during my time at university. The steam entered the cylinders at one end through a poppet valve, and exited at the other end through ports uncovered by the descending piston.

RICARDO: Yes, that's the idea. It's a pity that the uniflow principle came into being too late to help the steam engine in its battle with the diesel for supremacy in the large engine classes.

JAKE: You became interested in stratified petrol engine combustion, also called lean-burn, at an early age. Why?

RICARDO: During the Christmas holidays in my final year at Rugby I attended a series of lectures by Sir Dugald Clerk, one of the early 2-stroke pioneers. He pointed out that controlling a petrol engine by

throttling a homogeneous mixture wastes a lot of energy. Instead, it would be better to control an engine by means of varying the mixture quality, the way it happens in a diesel engine. The mixture would have to be rich close to the spark plug in order to initiate combustion, but the further progress of the flame could be controlled by having successive layers of weaker mixture.

JAKE: I bet this idea dominated your thoughts for many months.

RICARDO: Indeed. I was determined to investigate. At about this time my father wanted an engine to pump water from a borehole, and asked me to build one. I devised a modified cylinder head to go with an existing bottom end. I replaced the spark plug with a bulb-shaped chamber containing a spring-loaded automatic inlet valve and a spark plug. I delayed the opening of the normal inlet valve so that during the first few degrees of the suction stroke the rich fuel/air mixture would be inhaled into the bulb. Thereafter, a full charge of only air would enter through the normal inlet valve. Surprisingly enough, this arrangement worked well at the very low output of one hp from an engine of nearly two litres. Fuel was supplied to the automatic inlet valve by an adjustable needle valve that dribbled petrol onto a wire gauze at the entry to the valve. Engine speed could be controlled by adjusting the needle valve, hence there was no need for a throttle butterfly. Later attempts by me and others to achieve

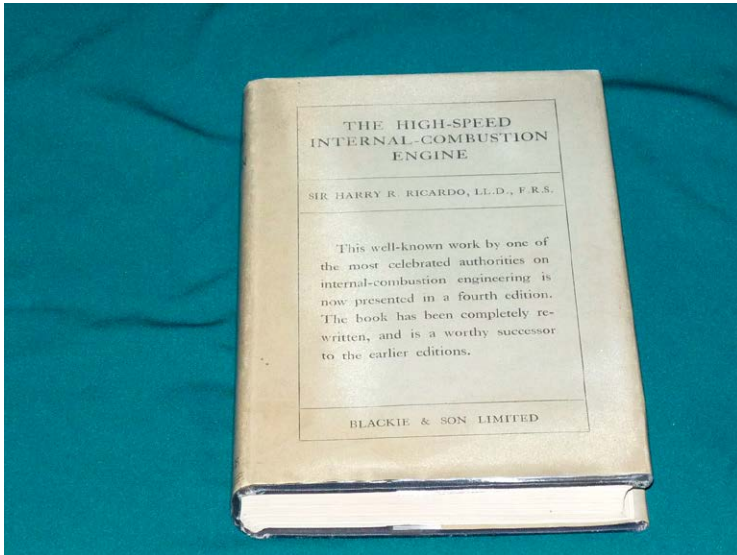
homogeneous combustion at respectable power outputs were doomed to failure due to the slow combustion speeds at mixtures close to the limit of petrol's burning range. *(See postscript)*

JAKE: You've also spent a great deal of time on the causes of detonation. Please tell me how this came about.

RICARDO: I went up to Cambridge in October 1903 to study civil engineering because I was supposed to join my grandfather's firm. However, Prof. Hopkinson, the head of the mechanical sciences department, realised that I was more interested in engines, and the pair of us managed to persuade my father to let me qualify for a degree in mechanical engineering. In the process I managed to do some research with Hopkinson on engine knock. At the time, many engines made an alarming knocking sound at close to full output.

This was widely believed to be due to pre-ignition, i.e. fuel mixture igniting before the spark occurred. Hopkinson believed it was due to post-ignition i.e. a portion of the mixture igniting spontaneously after the main combustion event. I helped him to prove that he was correct. We experimented with gas and petrol engines and discovered that gas engines tended to pre-ignite but petrol engines tended to post-ignite i.e. it was to a large extent a quality of the fuel. We used an optical indicator that Hopkinson had invented to draw pressure/volume diagrams of the events inside an engine and these clearly showed a wavy expansion line when post-ignition had taken place.

We experimented with gas and petrol engines and discovered that gas engines tended to pre-ignite but petrol engines tended to post-ignite i.e. it was to a large extent a quality of the fuel



I was approached by Shell to investigate the tendency of various hydrocarbon mixtures towards knock, and designed a variable compression engine that became the prototype for the series production model that you're familiar with

JAKE: I believe these experiments eventually led to you doing fuel research for the Shell Petroleum Company and establishing the octane rating that is now in universal use?

RICARDO: Yes, I was approached by Shell to investigate the tendency of various hydrocarbon mixtures towards knock, and designed a variable compression engine that became the prototype for the series production model that you're familiar with. It was eventually built in limited numbers for universities and research establishments. We used this engine to compare the anti-knock value of various fuels by running it under load on the fuel to be tested and slowly changing the compression ratio until the engine starts to knock. The fuel is then changed to a mixture of heptane that knocks readily, and toluene, that is very resistant to knocking. Various percentages of these two are then tried until we find a brew that knocks at the same compression ratio as the test fuel. The percentage of toluene in the mixture is then a measure of the fuel's anti-knock tendency. Later, at the insistence of the SAE (Society of Automotive Engineers) iso-octane took the place of toluene. At present the octane number is used as a measure of fuel quality.

JAKE: In the mid-'20s the side-valve engines were on their way out because they were so inefficient, but you delayed their departure from the motoring scene until after WW2. What did you do?

RICARDO: The typical early side-valve engine had a combustion chamber that was just an unshaped cavity over the top of the piston and valves. Our experiments showed the importance of turbulence in the fuel/air mixture. Too much or too little slows

combustion down, but the correct amount will speed combustion up dramatically. We reshaped the combustion chamber so that a portion directly above the piston is flat and horizontal (on a vertical engine) to promote turbulence. This resulted in at least a ten percent increase in engine efficiency because it allowed a higher compression ratio to be used without incurring the dreaded knock.

JAKE: You've been involved in so many automotive designs, directly or indirectly, that this interview could go on for many hours, but I think we've both had enough. Thank you very much for being so helpful. May I wish you every success in the future.

RICARDO: It's been a pleasure to talk about engines, and thank you for not asking irrelevant or embarrassing questions. 📺

POSTSCRIPT

1. Ricardo has been my inspiration as technical writer ever since I discovered and devoured his famous textbook called *The High-Speed Internal-Combustion Engine*. It has been revised and reprinted a number of times.
2. The variable-compression engine mentioned in the interview was a single-cylinder 4-stroke unit that had interchangeable cylinder heads, so that it could be run as either a petrol or diesel engine. An overhead camshaft was driven from the crankshaft by a vertical shaft via a helical gear at each end. The cylinder barrel could slide up or down in or out of the crankcase, to change the compression ratio, and was fitted with a rack and geared handle so that an operator could move it while the engine was running. The camshaft drive was fitted with a splined coupling to accommodate this movement and a scale at the side enabled the movement and hence compression ratio to be determined.
3. The Ricardo turbulent side-valve cylinder head was obviously patented. It was adopted by the majority of engine manufacturers, but one of the companies refused to pay royalties. Ricardo Consulting Engineers sued them, and won the case.
4. Ricardo was also involved in a lot of diesel engine research, and produced a series of widely-used patented diesel engine pre-combustion chambers under the name Comet marks I, II and III.
5. Stratified combustion, the holy grail of combustion engineers, is now a reality.
6. In 1964 Ricardo retired from active work, and in 1974, at the age of 89, he broke his leg in a fall. He died six weeks later on 18 May.

YOU WYNN SOME, YOU LOSE SOME

When talking endurance racing in South Africa one event springs to mind – the 9 Hour. The event kicked off at Grand Central in 1958 but moved up the road to the newly opened Kyalami circuit in 1961 and with numerous international cars and drivers making the pilgrimage, soon became a world-famous race – even holding World Championship status. It thrilled hordes of spectators until 1974, when for various reasons it dropped to six hours. For 1975 a new format entered the fray, which saw the endurance become a distance-based affair (1 000km) and a new legend was born – the Wynn's 1000.

By Stuart Grant

09 NOVEMBER 1974

Reason for the shortening in 1974 was two-fold. The first being the impact the fuel crisis had on motorsport. And the second, spotting a gap to make the Kyalami event a round of the World Championship. This came to fruition when the Argentinean round was cancelled with political unrest at the core. In order to meet the championship's rules, the race had to be chopped from nine to six hours. Without the dominant Ferrari team making the trek the door was left open for the French Matra-Simca outfit, who capitalised and ran in first and second with the Gerard Larousse/Henri Pescarolo machine leading in Jean-Pierre Beltoise/Jean-Pierre Jarier. Third went the way of the David Hobbs/Derek Bell Gulf Mirage Ford. The first local driver to finish was Guy Tunmer, who teamed up with John Lepp (UK) to bring a Chevron B26 in fourth overall.

International saloons came to the party too with the works Cologne Capri 3100RS of Jochen Mass/Toine Hezemans set to continue the tussle against the Munich-based works BMW 3.5CSL driven by Ronnie Peterson and our man Jody Scheckter. It was a fierce fight that ended as evening fell when Peterson, driving full-tilt in a characteristic Highveld thunderstorm, rear-ended a Porsche 908.



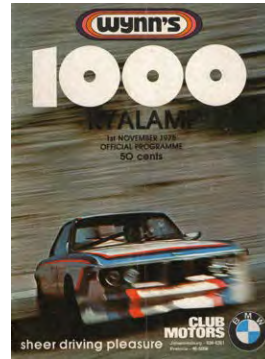
1. Larousse/Pescarolo Matra, 1974.
2. Lepp/Tunmer Chevron B26.
3. Peterson/J. Scheckter BMW 3.5CSL.
4. Mass/Hezemans Capri RS5.
5. I. Scheckter/Gethin Chevron B26.



01 NOVEMBER 1975

Sportscars didn't form part of the '75 race, with the focus being on saloons. And as mentioned the race moved from a time-based length to distance – 1 000km. The internationals didn't hold back with a brace of BMW 3.0CSLs, a Cologne Capri, a Zakspeed-prepped Escort RS1800, a Mazda RX3, a Datsun 140Y and a wild Alfetta GT battling against a local Escort RS1600 (Philip Booyesen/Richard Sterne) and Datsun 140Y (Geoff Mortimer/Jochi Kleint) in the Group 2 Special Touring Car class.

Rain played its role again and although very brief, it was enough to see wet tyre strategy come into play. The Hans Heyer/Peter Hennige Zakspeed gambled on staying out on wets and, with the BMWs visiting the pits on numerous occasions with a series of gremlins (including accident damage), romped home to victory 17 laps clear of the Hans Stuck/Ronnie Peterson BMW. The Derek Bell/Brian Redman BMW nabbed third with the Mass/Klaus Ludwig Capri retiring with a blown head gasket. The George Santana/Hennie van der Linde team came in as the first local car in fourth place, surprising many in their lesser modified SA Modified Production



Cars class Datsun 1200GX. John Gibb and Len Booyesen powered their Big Six Cortina home in ninth overall to take the SA Production Car category honours.

With fuel restrictions still fresh in the mind, an Index of Fuel Efficiency award was added and with an average of 16.55 litres per 100km under their Escort 1600GL belt, Desiré Wilson and Judy Charlton scooped the prize.

06 NOVEMBER 1976

Intent on rectifying its 1975 'failure,' BMW Germany arrived for the '76 Wynn's 1000 in serious mode with an Alpina 'Batmobile' for Jody Scheckter, Harold Grohs and Gunnar Nilson and a second car for John Fitzpatrick (UK) and Ronnie Peterson (Sweden). But Ford wasn't that happy to give up the title and once again sent Hans Heyer and Klaus Ludwig out armed with a Zakspeed Escort RS1800. This was further beefed up with similar cars with Werner Schommers/Reinhold Jöst and Hezemans (Netherlands)/Tim Schenken (Austria) at the wheel. Another serious Group 2 Special Touring Car threat came in the form of a brutal Chevrolet Camaro driven by Reine Wisell (Sweden) and Stuart Graham (UK) and the Italian Autodelta Alfetta of Arturo Merzario and Spartaco Dini.

The Fitzpatrick/Peterson BMW dropped out with a fuel tank leak 98 laps in but the firm was rewarded with victory in the Scheckter/Grohs/Nilson car. But it wasn't without controversy as a protest for deliberately bumping off the Santana/Basil van Rooyen SA Modified Saloon Cars Datsun GX was lodged against Nilson. It was, however, overruled and their win stood. Nonetheless it was a sterling performance with the BMW trio completing the last two-and-a-bit hours without an operational clutch. This dangled a carrot in front of the second-placed Heyer/Ludwig Escort, but they couldn't capitalise when they were forced to stop in the pits to fix a non-functioning taillight. They kept second place though, and third went to the hulking Camaro. The winners covered the 243 laps in 6 hours 40.13.

First of the SA Modified Saloons home was the Eddie Keizan/Ian Scheckter BMW 530 while Standard Production and Index laurels went to John Gibb and Adrian Woodley in a Group 1 Mazda RX-3, who impressed even more with a tenth overall.

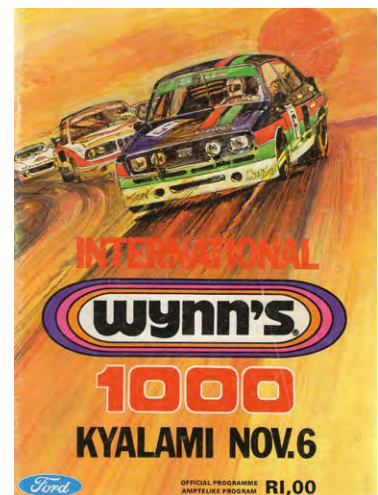


J. Scheckter/Nilsson/Grohs BMW leads Zakspeed Escort and Camaro.



I.Scheckter/Keizan BMW 530 on the way to the SA Modified Class win.

The winners covered the 243 laps in 6 hours 40.13



But the biggest news for race fans was the splitting of the event into two heats and a whacking great (at the time) R20 000 prize kitty

06 NOVEMBER 1977

Jody switched camps from BMW to Ford for '77 and paired up with Heyer in one of two Zakspeed-entered Escorts. BMW were represented by three 320s and a Schnitzer-built 2002 Turbo. But the biggest news for race fans was the splitting of the event into two heats and a whacking great (at the time) R20 000 prize kitty.

The 1.4-litre Harald Ertl/Klaus Ludwig BMW 2002 Turbo set the practice pace with a blistering 1 minute 15.4 lap time and then continued the form in Heat 1 – until a broken driveshaft forced retirement around the 50-minute mark. The Heyer/Scheckter Zakspeed initially took up the lead and a serious challenge from the Manfred Winkelhock (Germany)/Marc Surer (Switzerland) BMW 320 and Grohs/Höttinger BMW 320 saw the lead change 18 times in the first hour. The Winkelhock BMW lost power with a misfire just after an hour and Grohs ran out of fuel (he pushed the car 500m back to the pits) which dropped that 320 down the order. The Stuck/Peterson BMW 320 came to the party though, charging through the pack and taking the win from the Heyer/Scheckter Escort.

The 2002 Turbo was repaired for Heat 2 and charged through the field for three laps before retiring with blown head gasket. Stuck led the race for BMW but retired six laps in with gearbox issues. The Surer/Winkelhock BMW came good though and took the heat, but on combined time Ford took the overall win and 1-2 with the Heyer/Scheckter car on the top podium step.

First of the all-South African crews was the BMW 530 driven by Keizan and Tony Martin to seventh overall and first in the SA Special Saloons class.



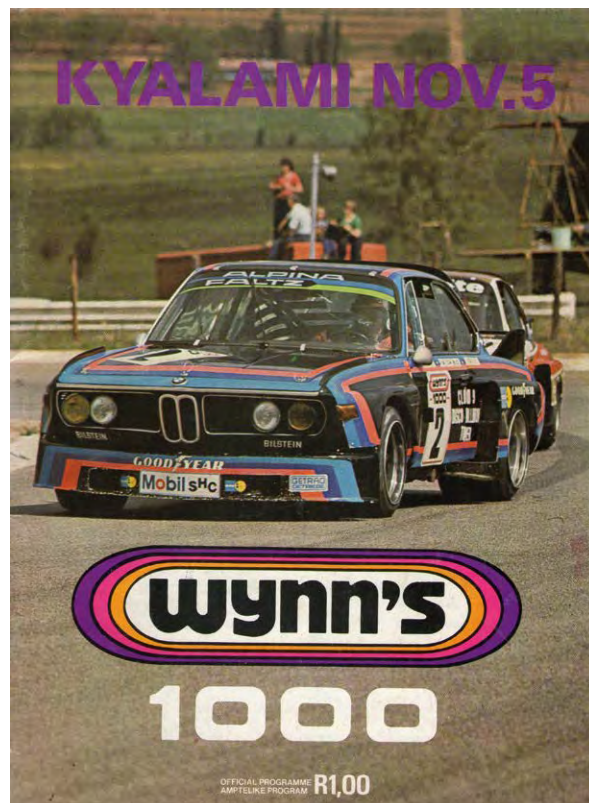
J. Scheckter/Heyer Zakspeed Escort.



Winkelhock/Surer BMW 320.



Chatz/Scott Alfetta GTV.



04 NOVEMBER 1978

The European and international teams stayed away from the Wynn's 1000 in 1978 but this didn't mean that the Kyalami faithful weren't treated to some insanely fast saloons and some import drivers like Derek Bell, Tony Dron, Mike Hailwood and David Hobbs, who couldn't resist a drive in the African sunset. The race marked the first round of the SA Manufacturers Challenge – basically a silhouette formula that allowed for some ridiculously fast race cars clothed in shapes that vaguely represented a car you could buy at your local dealer. BMW used CSL underpinnings in a winged and spoiled 530, Mortimer slotted a V8 lump into a Chevair, Mazda made up a race monocoque chassis and slapped a 323 shape atop, while Fiat eventually squeezed a Ferrari engine into its 131.

The Bell/Dave Charlton Mazda failed to start, and so did the BMW 530 of Sepp Mayer (Germany) and Nols Nieman (South Africa). Race one had the Keizan/Hobbs BMW 535 led by the Mortimer/Sarel van der Merwe/Roy Klompfas Chevair, until the latter retired a lap in with an oil leak billowing smoke out the rear. The BMW soldiered on and won from the SA Modified Saloon leading 2-litre Alfa GTV driven by Arnold Chatz and Bobby Scott in second.

Race two looked likely to be another BMW win but with just over an hour left, Keizan suffered brake failure and parked the 535 in the fence. It took time to extract the car from the old-style catch fence and although the car got back to the pits and was deemed to be capable of continuing, it retired soon after Hobbs hit the track again and discovered broken rear suspension. The team didn't give up and kept trying to repair the damage but a pair of 1400cc Datsuns snuck in to take first and second places – the Brian Cook/Phil Adams 140Z just ahead of the Santana/Van der Linde 140Y.

On combined time the BMW 535 scored third place and with the Chatz/Scott Alfetta out of the running after a flywheel failure, fourth overall and first on Index of Performance went the way of the Mazda RX2 RS piloted by John Rowe and Tony Martin.



Cook/Adams Datsun 140Z.



Santana/Van der Linde Datsun 140Y, 1977.



Ludwig/Heyer Escort RS, 1976.



Hennige/Mass/Heyer Escort RS, 1975.



Mass/Ludwig Cologne Capri, 1975.

30 NOVEMBER 1979

Sportscars and an international flavour returned to Kyalami in 1979 with the arrival of five mid-engine BMW M1 Procars and numerous big name F1 drivers. The local Manufacturers Challenge cars were out too and keen to prove a point. Van der Merwe/Martin had the deceptively quick Mk2 Escort driven by a 3.4-litre Cosworth V6 and ran within a second or so of the lap time of the M1 but it wasn't to be as the Helmut Kelleners/Eddie Keizan M1 secured race 1 victory from the similarly mounted Hans Stuck/Manfred Winkelhock. It was a BMW podium lockout, but not the expected one when the local BMW 530 of Philip Booyen and Geoff Goddard cruised in third and secured the SA Modified Saloon victory.



1975 was all about the Ford versus BMW. BMW took the win that year.



Vermeulen/Charlton Mazda RX-3, 1976.



Start of the 1975 Wynn's 1000.



Fitzpatrick/Peterson BMW CSL, 1975.

Race 2 had the crowd on their feet as Sarel blasted the Escort into the lead ahead of the M1 Procars. It only lasted a lap and a half though because Mass attempted to pass Van der Merwe and the pair collided. The Ford returned to the pits where it was given the go-ahead to continue and Sarel put on a spirited show until the engine popped. The rotary-powered Mazda 323 of Bell and Charlton took up the charge but was forced to pit for a new windscreen and tyre change. Unfortunately they too were forced out of the action when the Mazda lost a wheel and landed in the catch fence at Barbeque. Once again it became an M1 tussle for the win. Stuck pulled out a gap but an issue in refuelling meant he had to repeat the stop, handing the lead to the Surer/Van Rooyen machine. They were

however caught and passed by the Manfred Winkelhock/Hans Stuck M1, who looked on for the spoils until the gearbox linkage played up. They limped home in second behind the Helmut Kelleners/Eddie Keizan Eggenberger Motorsport M1.

Total race 1 and 2 distances combined meant that Kelleners and Keizan finished on top, Manfred Winkelhock and Hans Stuck second and the local hero 530 of Booysen and Goddard third.

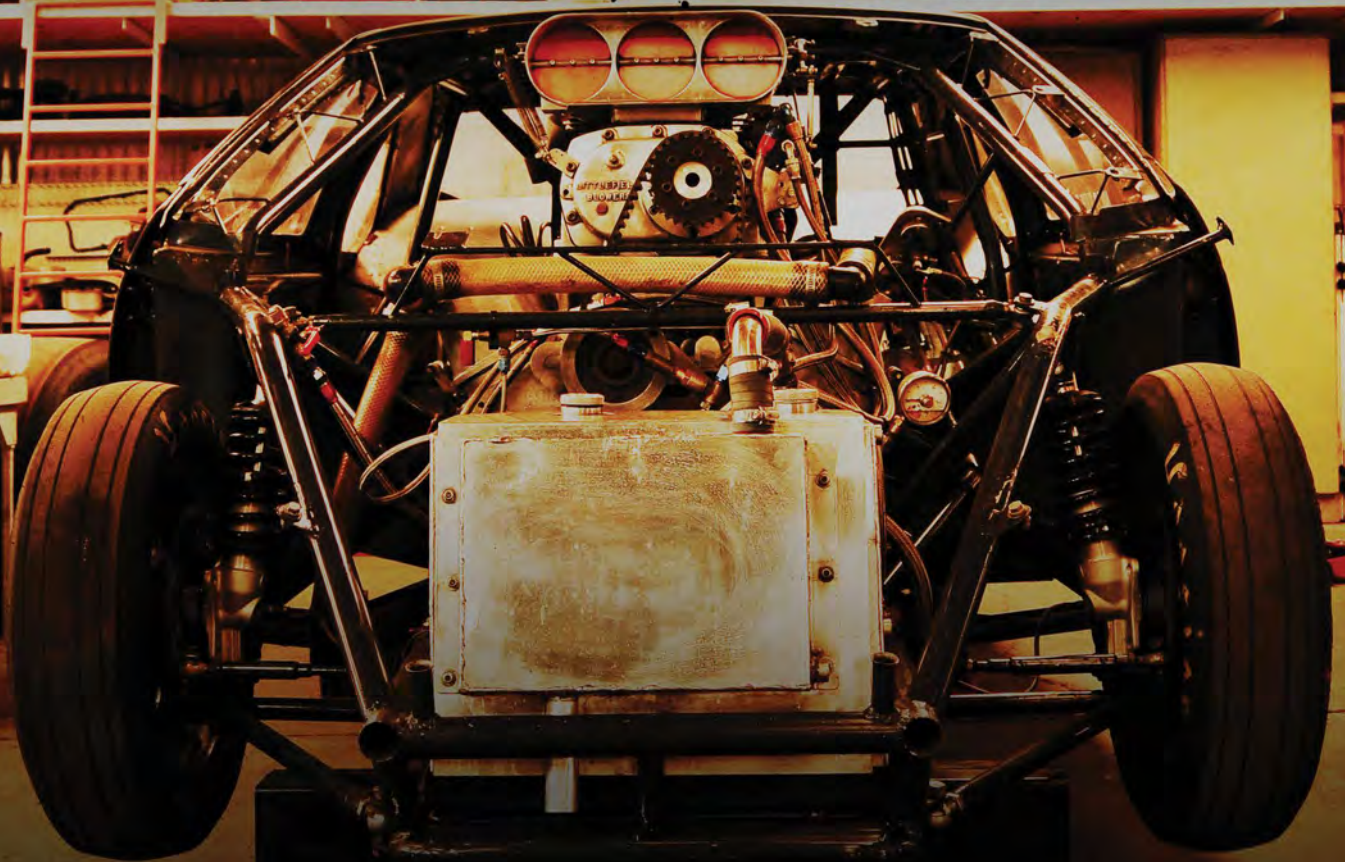
The coveted Index of Performance title was taken by Tony Viana and Pop Diederiks in an Alfa Romeo Giulietta in Standard Production Car format.

1980 saw the endurance extravaganza pulled from the calendar but it returned in '81, once again as a 9 Hour, with sportscars the flavour of the month. Porsche took the

win with Jochen Mass and Reinhold Joest driving a 936 and then the firm repeated this with Jacky Ickx and Mass in a 956 a year later. For 1983 and '84 the event was back to the 1 000km length and returned as a round of the World Sportscar Championship. Derek Bell and Stefan Bellof powered a Rothmans-liveried 956 to the win in 1983 and Riccardo Patrese scooped the 1984 trophy in the Lancia LC2-84.

A 1985 race never materialised but it was back in 500km non-championship form in 1986, '87 and '88 with Piercarlo Ghinzani, Jochen Mass and Bob Wollek winning respectively. Thereafter the curtain fell on the original Kyalami endurance career but the sights, sounds and memories of these special machines being pushed hard into Sunset remain. 🏁

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AN EXPERIMENT AHEAD OF ITS TIME?



In the late '60s, the saloon car battles at Kyalami and other circuits around the country were legendary. The Basil van Rooyen and Koos Swanepoel Lotus Cortinas of 1964 set the stage for ever more modified saloons and local car tuners took up the challenge with vigour. One such operation, Alconi Developments, run by John Conchie and Eric 'Puddles' Adler, dabbled in blown Renaults. **Martin Pomeroy**, who helped the firm fit other performance parts to 50 road-going 1108cc Renaults in the 1960s, takes up the tale – with input from Mr Adler.

In August 1968 the battle hotted up. The Class Y rules of 1968 stipulated 2000cc or capacity x 1.4 for supercharged engines. This equated to 1428cc for blown engines. Turbochargers were uncommon for petrol engines at that time and pump fuel had to be used.

Willie Meissner prepared the Meissner Escort with a Ford Cosworth FVA twin cam engine of 1800cc for Peter Gough, while Alconi's Adler drove a supercharged Renault R8 limited to 1296cc.

The Renault R8 was a standard 1108cc body fitted with the well-proven Gordini pushrod engine. Adler fitted a Rootes-type supercharger driven by a toothed belt at around 50% engine speed. The blower was apparently a cabin pressure blower from

a Viscount aircraft and sucked the air/fuel mixture through a single 45DCOE Weber carburettor, with choke tubes bored out to 40mm. To cope with the boost (pressure unknown), 'pump fuel' in the form of Union Spirits (derived from sugar cane) was purchased from a garage forecourt pump in Jeppe.

Power was transmitted to the wheels through a standard Renault Gordini 5-speed gearbox but the differential was locked solid. Standard Renault 4 disc brakes and callipers were considered adequate and as expected, the car proved quite a handful to drive.

The highest diff ratio available was 3.78 and the engine had enough power to rev well over 8000 (very high rpm then!) on the straight. Only tachometers with a

maximum reading of 8000 were available so the solution was to 'decalibrate' the gauge to read lower and at least offer a constant reading.

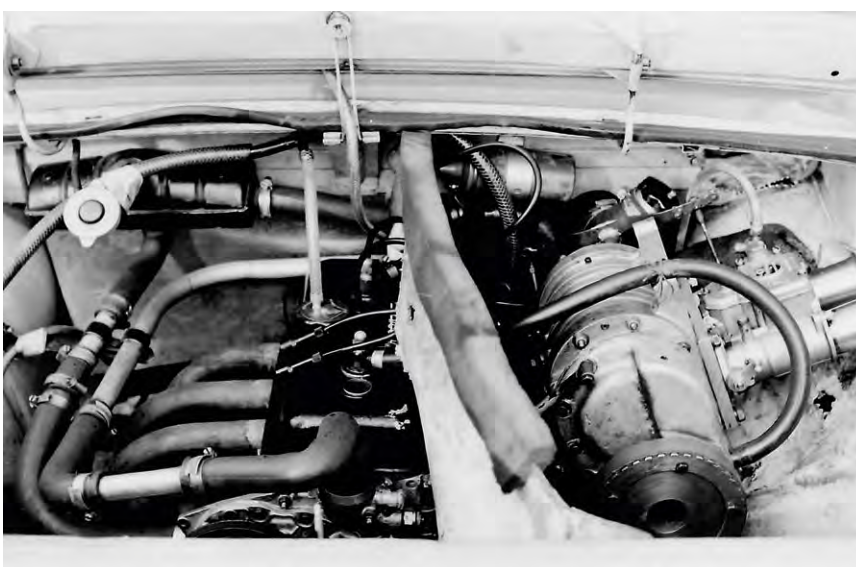
What made the Renault all the more remarkable was that it was restricted in terms of tyre width as initially no wheel spats were homologated, whereas the Escort ran wide rubber with full spats.

Keep the following in mind when reading on – it puts the giant-killer saloon antics into some perspective.

The first Kyalami lap record was set by Ernest Pieterse in the 1500cc Heron Alfa on 4 November 1961 at 1:43.5 and Jim Clark in the 1500cc V8 Lotus 24 Climax Formula 1 did 1:35.3 in 1963. The track was, however, widened in 1967.



Alconi Super 10.



The R10 appears to have 15" wheels. Compare with Scamp Porter's Gordini.



Rand Grand Prix 1 March 1969.



Scamp Porter Bulawayo 14 Sept 1969
13" wheels and spats.

Renault R8s were now using wider wheel spats, but the supercharged Alconi, in the interests of publicising the vehicle, was converted into an Alconi Purple R10 body, which was not homologated with the wider bodywork

KYALAMI – 3 AUGUST 1968

The unassuming pale blue Renault R8 first appeared at Kyalami where it created a stir for its spectacular, if unreliable, performance. In practice the R8 passed Gough's Escort down the straight and was faster than Basil van Rooyen's Alfa. Gough, though, set Pole at 1 minute 39.3, the Renault at 1 minute 39.7 and the Alfa at 1 minute 40.4.

Rumour has it that the Renault was timed at 142mph (228km/h) down the straight! Tyre size is unknown but the car was probably running the 3.78 diff and 5.50 x 15 Dunlop Green Spot R6 tyres. The quick but unproven Renault unfortunately expired after only two laps.

RAND SPRING TROPHY – 5 OCTOBER 1968

Gough set a lap record of 1 minute 39.4 while the Renault did a 1:39.6.

RAND GRAND PRIX – 1 MARCH 1969

This time out, Puddles thrilled the crowd by passing Arnold Chatz in his Alfa Romeo GTA down the straight and leading the race for a number of laps before retiring. Chatz won the race. Gough did not start.

The Renault retired due to the overheated and smoking diff, which vapourised the oil with excessive power and high revs in top gear. A successful solution, which eliminated further difficulties, was the use of Castrol 'R' (vegetable oil) that of course had the added advantage of that delightful

smell. As an aside, the car was so fast and impressive when it whizzed past the GTA that after the event JP Beltoise, who was there with an overseas F1 team, rushed over to try to buy the car and take it back to France.

RAND AUTUMN TROPHY RACES – 26 APRIL 1969

Gough's Meissner Escort had been enlarged to 1976cc. Renault R8s were now using wider wheel spats, but the supercharged Alconi, in the interests of publicising the vehicle, was converted into an Alconi Purple R10 body, which was not homologated with the wider bodywork.

In practice Peter Gough was fastest at 1:39.6, with Puddles Adler second at



Rand Winter Trophy 9 Aug 1969.



Rand Spring Trophy Oct 1969.



22 Hall Street, Selby, Johannesburg
Telephone 836-6157/8



Natal Winter Trophy
5 July 1970.



Kumalo Races Bulawayo 14 Sept 1969.

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The Escort driver then went on to break the race lap record with a 1:38.9, while the Renault equalled the previous record of 1:39.4 on two occasions

1:41.1. Holding the lead throughout, Gough won, beating the Renault by 25 seconds. The Escort's fastest lap was 1:40.8 while the Renault did 1:41.4. Jody Scheckter set a Class X lap record of 1 minute 42.7 in the 1300cc Gordini.

REPUBLIC TROPHY – 31 MAY 1969

Jody Scheckter was entered to drive the supercharged Renault and was second on the grid at 1: 44.0, but did not start the race due to an engine problem. Gough turned in a qualifying time of 1:40.3 and won the race from Scamp Porter in a 1300 R8 Gordini.

RAND WINTER TROPHY – 9 AUG 1969

Gough churned out a 1:39.1 in practice, with Puddles snapping at his heels on 1:39.7. The Escort driver then went on to break the race lap record with a 1:38.9, while the Renault equalled the previous record of 1:39.4 on two occasions. Gough took the win, 13 seconds clear of Adler in the blown Renault.

RAND SPRING TROPHY – OCT 1969

When compared to Scamp Porter's R8 Gordini, the R10 appears to have had 15" wheels fitted for this event. Gough, again

in the 2-litre Escort, led the race from the get-go. While Adler and the R10 had the pace and followed closely, the mechanical gremlins continued and he retired with engine maladies.

KUMALO RACES BULAWAYO – 14 SEPT 1969

This time Scamp Porter fitted the supercharged engine to his blue (No 128) R8 Gordini body that featured wide wheels and wheel spats, meaning he was running in the same class as Gough in an effort to get an upper hand in the championship title. Gough had pole at 1:31.2 while Porter did 1:33.6. Scamp's title bid failed as Gough won, with the Renault coming second.

KILLARNEY CAPE SOUTHEASTER – 10 JAN 1970

Gough raced the new 2-litre Escort while Scamp Porter and Jody drove 1300cc Gordinis.

KYALAMI – 6 JUNE 1970

The Alconi engine was rebuilt to the 1400cc supercharged limit and fitted to Scheckter's white wide-track R8 that he had up to then been racing in Class X



with a naturally-aspirated 1296cc Gordini power plant. Jody set up a Class Y lap record of 1:38.7 but only managed third place. Scamp Porter set a Class X lap record of 1:41.3 in the 1300cc Gordini but Gough blew his 2-litre in practice and didn't start the race.

BULAWAYO RACES – 14 JUNE 1970

Scheckter won.

NATAL WINTER TROPHY – 5 JULY 1970

Arnold Chatz's Alfa Romeo GTA set off behind Bobby Olthoff's 5-litre Class Z Capri Perana, with the Gough Escort and Scheckter Renault Alconi in hot pursuit. The Alfa's flywheel disintegrated, putting Gough and Scheckter into second and third. After a stirring ten-tenths battle, during which Scheckter set a Class Y lap record of 1:18.4, he finished second to the Capri (outright lap record 1:16.9) with Gough in third, 13 seconds behind.

RAND WINTER TROPHY – 1 AUG 1970

Scheckter was entered to drive either the 1308cc supercharger in Class Y or the 1296cc Gordini in Class X. He elected to drive the 1296cc. Gough entered to drive

either the 1420cc turbocharged Escort or the 1998cc twin cam Escort in Class Y. Both Gough and Scheckter spun, allowing Chatz in the Alfa GTA to win, who on the way to the spoils set a Class Y lap record of 1:38.6. Scheckter also set a record, this time in the un-supercharged Class X car with a 1:39.3.

FALSE BAY 100 – 29 AUG 1970

For this event Willie Meissner built a 1424cc turbo lump for Gough's Escort, reputed to produce 225bhp. Bob Olthoff's Capri Perana won, with Gough second after being challenged by the Chatz GTA. Scheckter drove a 1300cc Gordini in Class X in an effort to improve his championship points.


RAND SPRING TROPHY – 3 OCT 1970

Scheckter qualified 4th but didn't start the race. Gough in the turbocharged Escort set a new lap record of 1:37.7 before retiring. This event marked the end of the Saloon Car Series in this format as 1971 saw new regulations coming into force.

In retrospect, racing the Renaults helped Jody Scheckter establish a firm

reputation for himself as well as develop a soft spot for R8s – and the supercharged version in particular. Of course, he then went on to greater things...

And a final word from Puddles Adler (the 'Al' of Alconi Developments):

"The pity of the situation is that this was a very early foray into modern forced induction. Alconi were thinking ahead of their time, and ahead of themselves. The R8 Gordini engine was incredibly reliable with all that power, but the problems with clutches disintegrating, pushrods bending, and power developed well above the 8000rpm limit where valve springs were temperamental, detracted from the potential success of the project. Renault gearbox and diff parts were not available for serious racing, so small tyres and wheels just made too many revs. John Conchie (the 'Coni' of Alconi) later became an acknowledged master of turbo- and supercharging. In hindsight, just a little of this later knowledge in charge intercooling and water injection (which was not done then) would have given a reliable 200-plus bhp instead of power that slowly disappeared when everything got so hot!" 

IT'LL NEVER HAPPEN NOW

In the December issue **Gavin Foster** waxed lyrical about some of the unexpected nuggets of useless information that occasionally pop up during interviews with old racers. This month he brings you more of the same, relating mainly to some of the bikes our heroes of yesteryear rode and how that came about.

It was surprising to hear that the late, great Mike Hailwood, in trying to do good did an enormous disservice to a young Durban racer by lending him a racebike that almost got him thrown into a jail cell. Then, a few years later, when Hailwood came out of retirement and was snubbed by Honda, he borrowed a Suzuki 1000 from another Natal boykie and rewarded him handsomely for the favour. British star Mick Grant elaborates on how he once started the day on a single-cylinder privateer Manx Norton and brought it to a conclusion on a works MV Agusta 500, while his countryman and fellow GP star, Steve Parish, explains how he found out exactly to what extent his more famous teammate's bike was superior to his own. And, finally, how a young racer from Maritzburg got Agostini's bum on a Harley...

Back in 1975 Pinetown's 21-year-old Alan North embarked on an eight-year GP career that saw him take a win, five podiums and six pole positions from just 31 GPs. The 21-year-old double SA champion had already attracted a lot of interest by winning his first event in the UK, the season-opening

British 350cc championship race, ahead of a bunch of international stars, in the rain at Mallory Park on a Yamaha TZ 350. He was, of course, thrilled when his father soon afterwards told him that Mike Hailwood had phoned to offer him a Yamaha TZ 750 for the rest of the year. "Yamaha in Europe had given it to Hailwood for Paul Smart to race in the UK that year, but Paul fell off at Daytona and broke his leg in March or April," remembers Alan. Hailwood had brokered a deal between the Irish Yamaha importer, Danfay, and Yamaha Europe, and was now stuck with a beast of a bike and no rider. Alan had raced a TZ700 very successfully in SA in the second half of 1974, winning all but one of the races he entered, and this had no doubt also attracted Hailwood's attention. "Danfay's Danny Keany, the team owner, was supposed to supply any parts and I thought the offer included more than just the bike, but the first time I needed spares Danny asked who was going to pay, so I ended up paying for them myself." Alan raced the bike for the rest of the year, with Hailwood Danfay Yamaha plastered all over it, picking up a third behind Barry Ditchburn and Mick Grant on the factory Kawasaki

750s at the North-West 200 and finished well up in the rest of the events he entered. Until, that is, the season-ending meeting at Brands Hatch, where the police arrived to arrest him before the start because nobody had paid the import

Until, that is, the season-ending meeting at Brands Hatch, where the police arrived to arrest him before the start because nobody had paid the import duties on the bike



Steve Parish takes a back seat to Barry Sheene.

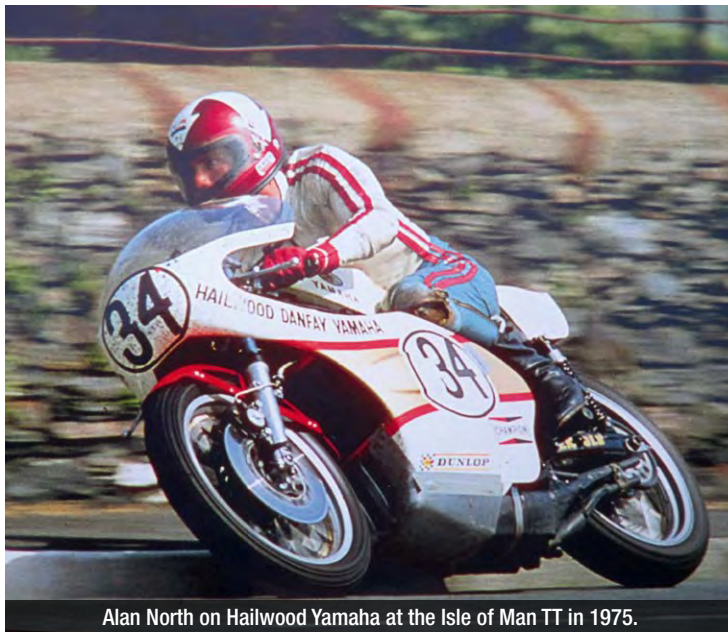


Mick Grant on a Suzuki at Zwartkops in 2008.

duties on the bike that Alan had fetched from Yamaha Europe's Dutch headquarters. Things looked pretty grim until Alan mentioned Hailwood's name and the fuss died down. "I dropped the bike off at Mike's house as soon as I could and never heard another word," remembers Alan.

Another double SA champ who impressed while racing in the UK in the late '70s was Dudley Cramond. He and fellow South African Tommy Crawford arrived for their first race at Cadwell Park with their bikes in a rusty and decrepit Mini panel van with a blown cylinder head gasket, and about £60 in their pockets. "When we arrived we assembled the bikes in the rain – we'd had to disassemble them to fit. I'd never seen the circuit before and it was raining, but I won two races and got a third in the other," he told me in 2007. "There was this little uphill section and every time I came over it the front wheel would come up and I'd wheelie all the way to the next turn. The bike was really on song and so was I." He certainly found an audience amongst the stodgy race officials. "The Clerk of the Course came along and told me to stop doing that because it was dangerous! We went home with about 900 pounds, though."

Anyway, Dudley's riding earned him some decent rides and in 1978 he also became involved with Hailwood, who had that year staged his miraculous comeback at the Isle of Man TT on a Ducati after an 11-year layoff. "At the time I was racing for Paul Dunstall," said Dudley, "and he asked if I'd let Hailwood ride my Suzuki at the Post TT



races at Mallory Park. I agreed, but asked if Mike would pay me the start money the organisers had promised me. Mike agreed, and after the meeting sent me a cheque and a very nice thank-you letter which is still very special to me."

That takes us on to 1970s GP star and seven-time Isle of Man TT winner Mick Grant, and his single brief outing on a works MV Agusta. I interviewed him for a story in *Two Wheels* magazine back in 2008, and he told me about it thus: "It was at a meeting at a road circuit at Runcies in France," he said. "Kent Andersen qualified quickest on a Yamaha and then Ago on the MV with me behind on my Norton, which wasn't easy to bump start. Phil Read gave me some advice – catch up on the brakes as soon as possible after the start. I made a good start and set off after them, and there were a couple of jumps in the road. I was catching them over these, and honestly, I'd miscounted – I thought there were four jumps, but there were only three. The first you're just about weightless, on the second you jump a little and the third you're quite a bit off the floor. As I came up to the third I saw Ago braking, I thought, far too early, so I just kept it flat out. As he tipped it into the corner I arrived well up in the air and dive-bombed him – I landed in the middle of his back, really, and took us both into the straw bales. So I had a ride on the works MV, although there were two of us on it at the time!"

Ah! Agostini! I don't know if he ever rode a Harley, but Pietermaritzburg racer Mike Grant got him to sit on one back in 1971 at

Kyalami, and has the photo to prove it. Mike was cruising around the South Coast on his new Honda 750 Four in late 1969 when he met up with the Johannesburg Hells Angels, who styled themselves upon the American Angels until the Yanks shut them down. Anyway, he became involved in an impromptu street race against Neville Bramley's tuned Norton Commando, and narrowly lost. Mike afterwards mentioned that he would be racing the bike in the 1970 season and the Angels insisted that he come past Mike Bramley's Bramley Speed & Customising in Johannesburg on the way to Kyalami next time. "Anyway, when I was coming up for a race meeting I phoned and they met me in Alberton and escorted me all the way to Mike's shop. There must have been 30 or 40 Angels, with me in my Studebaker Daytona towing the bike trailer. The next morning we went to Kyalami for the races and the Angels went with. Agostini was out for the TT and Kyalami meetings that made up the series and the Angels wanted to meet him so I got them all into the pits and got this awesome pic of Ago surrounded by all them."

Last but not least comes Steve Parish, who was Barry Sheene's best buddy and teammate in the Suzuki 500cc GP team in 1977, '79 and '80. In 1978 he was dropped by Suzuki but Beatie George Harrison, who used to hang out with him and

Sheene, was annoyed by this and handed over a cheque for £55 000 to get him through the year as a privateer. In 1979 Parish was taken back into the official Suzuki fold, and at the Race of the Year at Mallory Park got to see how much quicker Sheene's bike was than his own – the champ always insisted on having a better bike than his teammate. The team's superstar rider was having trouble with an old knee injury and needed to rush off to see an osteopath during qualifying, so called his old mate aside and asked him to sneak into the truck, don his, Sheene's, riding gear and then qualify on his No. 7 bike, even if it was at the back of the grid. This Parish did, with a warm up circuit, two hot laps and a cooling down one before pulling into the pits, ducking into his truck and emerging minutes later as himself to qualify on his own factory Suzuki RG500. "When the time sheets came out I'd put him third on the grid, on the front row, after just four laps in total, while on my own bike I did 30 laps and qualified on the second row in sixth place!" 🏍️

The team's superstar rider was having trouble with an old knee injury and needed to rush off to see an osteopath during qualifying, so called his old mate aside and asked him to sneak into the truck, don his, Sheene's, riding gear

OVER THE HILL? NO NEVER!



Just over a year ago the Model T Ford Club of South Africa was formed, and in early February 2018 these hardy veterans – I am referring to the membership here, never mind the cars! – spent four piping-hot days in the mountain passes in the George-Oudtshoorn area in cars ranging in age from 78 years to 110 years. **Stuart Johnston** went along for the ride.

At one stage in Oudtshoorn the ambient temperature climbed to 47 degrees!

The event was more a social get-together than a hard-core regularity rally, although on each of the four days competitors competed over a short timed section to achieve a perfect score over a timed distance of a few kilometres. Competitors came from all over, including Gauteng, the Western Cape, KZN and Mpumalanga.

In their wisdom, the organising team led by arch George-based Model T enthusiast Philip Kuschke opened the event to other marques

produced until 1930.

"I initially anticipated a maximum of 30 entries, but we ended up getting 52, which was amazing!" said Kuschke. Major sponsorship came from Imperial Ford, The Samuels Service Centre Group with its Veedol oil brand and there was assistance from a host of other sponsors.

The oldest Fords entered on the event were Oliver Geronoleanos's 1907 Model N, followed by Ali van Jaarsveld's 1908 Ford Model S (a predecessor of the T), who won the special Ladies' Award. 'Non-Fords' of note included Nick Middelman's 1907 Nordenfelt (the only surviving example in

the world), a bull-nosed Morris from the mid-1920s and a 1926 Hupmobile owned by Leonard Schneider.

Adrian Denness drove his 1919 Model T pick-up solo all the way from Cape Town, did the route of over 600km which ended at the George Motor Show on Friday, 9 February, and then drove home again to Cape Town!

The Model T Ford entry was remarkable, comprising 26 cars built between 1911 and 1926. And the T entry was backed up by a number of beautifully turned out Model A Fords, the Model T's successor built from 1928 until the early 1930s. **C**



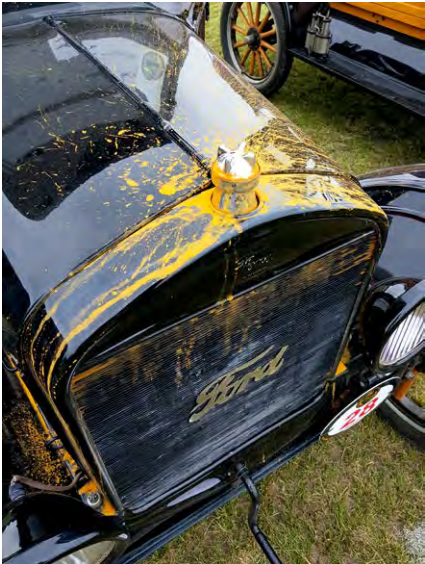
A bull-nosed Morris from 1925, owned by Hans Zwets.



Unrestored barn-find entry on the Model T Tour, with period after-market spring-dampers.



Syd and Pat Biddulph en route to the Cango Caves in their 1911 example.



Base camp on the 2018 Model T Ford V&V Tour.



No wonder they coined the term Ragtop for early model convertibles!



Kobus Halliday's neat 1930 Model A Ford, with handy aftermarket luggage trunk.



Ali van Jaarsveld's 1908 Model S Ford, flanked by the black Model T owned by organiser Emil Kuschke.



Adrian Denness's 1919 Model T pick-up.



Leonard Schneider's 1926 Hupmobile, with an Austin 6 alongside.



CLASSIC RALLYING

Welcome to the 2018 season. What follows below from **Terry Illman** is your up-to-the-minute summary of what you need to consider if you are interested in, or wish to participate in, this year's National Rally Championship – Classic Class. So come on, join in on one of the most exciting and affordable motorsport activities in SA. **Images courtesy of www.motoprint.co.za.**

101



In 2017, the NRC Classic Class was the official support class to the National Rally Championship. For the first time, classic and historic rally cars, identical to or very similar to models that were rallied in South Africa prior to 1985, were reintroduced to the public at national level – seven rounds. We kicked off with the Tour Natal, run in the Scottburgh area, followed by the York Timbers Rally, formerly known as the Sasol Rally, in and around the towns of Sabie, Nelspruit, White River and Graskop in Mpumalanga. The

action then moved to the Highveld in May, to Secunda, where a Classic Class entry won the event overall. In July, the tour moved to Uitenhage and Port Elizabeth, where we enjoyed the running of the 25th edition of the Volkswagen

Rally, then back to the Highveld, where the HMC Club hosted Round 5 in and around Bronkhorstspuit. August saw the series move to Caledon in the Western Cape, where Johnny Gemmell's lime green Porsche 911 notched up a second overall win for a classic, on the very fast and open roads of the region's wheat and canola fields. The season finale took place on the roads around the Carnival City Casino.

Let's quickly put the recent evolution of rallying into perspective. Having removed the rapid and highly technical AWD S2000 cars from the mix in 2017, the S1600 Super Class, which served as the support class for some years, was elevated to the position of the National Championship class for the new season. Sadly, car manufacturers had withdrawn the factory cars and the fields for 2017 were always going to be lacking depth in numbers.

The S1600 R2 is a FWD 1600cc formula producing some 230hp. The change in direction dictated finding a supplementary

Historic or classic rally cars from the 1970s and '80s are for the large part RWD cars, some developing more horses than the S1600s and put the power to the road in a much less sophisticated manner



formula which would hopefully find favour with spectators and crews alike. Historic or classic rally cars from the 1970s and '80s are for the large part RWD cars, some developing more horses than the S1600s and put the power to the road in a much less sophisticated manner, making them pretty spectacular to watch. The concept worked, and here we are heading sideways into 2018.

With the cost of motorsport having spiralled out of all proportion, finding a formula which would not break the bank also plays a considerable role if rallying is to survive this watershed period.

THE 2018 PHILOSOPHY IS AS FOLLOWS:

Cars should look and perform much as they did in the period, providing an affordable platform for the return of actual rally cars from the era or properly constructed period-correct cars to capture the public's attention and provide good entertainment value and enjoyment for the fans and crews alike.

So, here are the answers to some of the questions you were afraid to ask...

The Classic Rally Car. Without bandying about terms such as Appendix K, Group A and B, Group 2 and 4, original, replica, or authentic, let us try and put things into perspective with emphasis on key considerations. I am going to set things out very simply here. The regulations go deeper than this and should be carefully studied and interpreted before building a car. Almost every statement made here could be suffixed by the comment 'within reason'.

1. The chassis should have been produced before 31 December 1987.
2. An engine of the same manufacturer as the chassis may be fitted. The body silhouette should be as per the original vehicle as produced by the factory.
3. The gearbox should be manual with no more than five forward gears. (There is a class that permits six forward speeds and sequential gearboxes. This allowance is spelled out fully in the regulations.)

4. Fuel injection is permitted only in cars that came out of the factory with fuel injection fitted. If a car was produced with mechanical fuel injection in the period, such car may use only that self-same mechanical fuel injection.
5. Turbo-charging is not allowed.
6. Only 2WD is permitted. FWD and RWD are both permitted.
7. Purpose-built off-road vehicles are not permitted.
8. The vehicle must be registered, licensed and roadworthy.

Under the regulations, it is possible to get into the sport without breaking the bank at Monte Carlo. Rallying is by no means a cheap sport and money will always play a big part in just what sort of game you can buy. If winning at any cost is your aim, be prepared to spend a large chunk of your hard-earned cash. If you want to take it fairly seriously, you can probably play for half of what the WAAC brigade will spend



and if you want to compete and have a lot of fun going sideways in the dirt under controlled, organised conditions, you could get started for considerably less money.

There are cars that competed last year that cost around R50 000 to get on the road as well as some older rally cars that at R30 000 needed some loot spent on servicing dampers, updating the racing harnesses, tyres, brake seals, pads and a general service. Build or buy, it's your choice – here are some options:

Buy a used, running, entry-level car and get started – R50k.

Or

Find a good donor body, add a roll cage and seam welding, overhaul the engine, build a rally suspension, fit seats and seat belts and a set of wheels and tyres – R100k.

There are cars that competed last year that cost around R50 000 to get on the road as well as some older rally cars that at R30 000 needed some loot spent

Or

Have a known car builder construct a period-correct car for you, again starting with a donor body. Using a Mk2 Escort as an example, with a newly overhauled Kent engine and a new period-correct gearbox, one could probably build a car for around R450k.

Safety is one area where the regulations are extremely rigid – and so they should be.

The core to the chassis/monocoque strength is created by the construction of a suitable integrated roll cage. There are numerous cage builders around. Select someone who has a good reputation in the sport. Expect to pay around R7 000 for a pretty good cage. Your roll cage builder will also do your seam welding for a small add-on charge. It is a filthy job... leave it to him; you will regret taking on this task yourself. If you want your tub to last, seam welding is a must and adds rigidity and longevity to your monocoque.

Last but by no means least, you need a crew. A rally car is crewed by a driver and a co-driver or navigator. One requires

bigger... er... enthusiasm than the other. It is this same crew member's responsibility to keep calm while all around him it appears there is chaos. It is this same co-driver who must have the ability to read pace notes in a car travelling at high speed on gravel, over rocks and through hairpins and water splashes, bumping and bucking, whilst all the time calling instructions to the driver in an unflustered sing-song voice, in the hope that the driver actually understands what he is saying, or is actually bothering to listen.

In all seriousness, the co-driver is the manager, team co-ordinator, the one that needs to keep the service crew calm, the one that puts in the work for the four days before the event, the one who usually ensures that accommodation is booked and that the entry form is in and paid for. He is the responsible person. Whatever goes wrong, he is responsible.

The driver... well he is just that, the driver.

As always, I put my money where my mouth is. For any assistance with contact names or ideas, feel free to mail Terry Illman on aviationparts50@gmail.com.

See you on the tour. RALLY ON! 🏁

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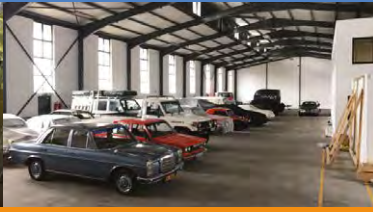


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- #2 Peugeot 206 WRC Monte Carlo 2003
- #14 Audi Quattro San Remo 1981
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- #12 Ford Sierra Cosworth Monte Carlo 1991
- #4 Subaru Impreza RAC 95
- #7 Subaru Impreza WRC New Zealand 2003
- #5 Triumph TR7 V8 Manx 1978
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MG spare parts. For a complete list please contact William: intercept@pacernet.co.za.

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FRANSCHHOEK MOTOR MUSEUM

The Franschhoek Motor Museum offers visitors a special opportunity to look back at more than 100 years of motoring history with its unique and exciting collection of vehicles, motorcycles, bicycles and memorabilia in the magnificent setting of L'Ormarins. Across the length and breadth of Southern Africa, only one place can adequately portray the evolution of the automobile, The Franschhoek Motor Museum.

Admission prices are: R80 adults | R60 pensioners | R60 motor club members | R40 children (3-12yrs)

BY APPOINTMENT ONLY

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