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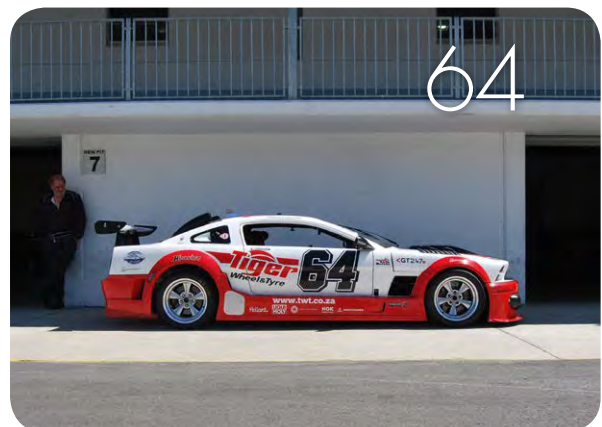
PORSCHE

CONTENTS

— CARS BIKES PEOPLE AFRICA —

APRIL 2018

- 03 **NO FOOLING ABOUT**
Editor's point of view
- 06 **CLASSIC CALENDAR**
Upcoming events
- 08 **NEWS & EVENTS**
All the latest from the classic scene
- 16 **THE HURST SHIFTER**
Starstruck
- 20 **THE YOUNGTIMER**
Fun & finances
- 24 **LETTERS**
Have your say
- 30 **SEMI-AUTOMATIC UNDER FIRE**
Porsche 911 Sportomatic
- 36 **PRE-WAR PASSION**
Memories of the 1939 SA Grand Prix
- 42 **MERC'S REAL STAR**
Mercedes-Benz 300SL Roadster
- 48 **THE MOUNTAIN MASTER**
Austro-Daimler Bergmeister
- 54 **A POWER PACKAGE**
Jaguar XJ6
- 60 **STILL MAKING HISTORY**
Bugatti Type 57T
- 64 **THE MAGIC FORMULA**
V8 Masters Series
- 68 **DESIGN THROUGH ENGINEERING**
Charles 'Spenny' King
- 72 **ON BIKES & MICS**
Roger McCleery
- 76 **FAMILY COMES FIRST...
AND SECOND**
DJ Classic Motorcycle Rally 2018
- 78 **LOCAL & ABROAD**
The Day of Champions
- 80 **TOTAL WIPEOUT**
Robert Kearns and intermittent wipers
- 84 **WHEN YOUR SHIP COMES IN**
The ins and outs of import & export
- 88 **READER'S RIDE**
1958 Austin-Healey Frogeye Sprite
- 96 **GEARBOX**
Classified adverts





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NO FOOLING ABOUT



It's no joke – 2018 is flying. It seems like just yesterday that we were putting the December 2017 issue to bed and here we are signing off the April edition. We are not complaining though, after all, time flies when you are having fun. And fun is definitely what we are having. It seems as if every weekend is filled with some sort of classic motoring event, which not only keeps us busy but also exposes us to unseen cars, bikes and fresh restorations.

One such recent discovery is our achingly beautiful Mercedes-Benz 300SL cover car which, following a two-year restoration, broke cover at the Zwartkops Passion for Speed Festival in January. Besides the wow factor that a car of such ilk carries, it also impressed with the level of local skill and research that went into the build. Even more amazing was finding out that this work was carried out by a group of youngsters, proving that the future of our cherished classics is in good hands.

A similar thread can be seen in Roger Houghton's DJ Run report, where a 26-year-old rider came in fourth overall on a bike that was built 57 years before he was.

Our South African car feature this month revolves around the Killarney-based V8

Masters race car series. Although a lot newer than most specials we've published before, these machines were not only designed by a legendary local car constructor but continue to display the ingenuity and purpose-driven traits so synonymous with South African cars.

Gavin Foster catches up with the voice of SA motorsport, Roger McCleery, and Mike Monk continues showcasing the land's proud racing heritage with a look at some unseen images from the 1939 South African Grand Prix. In keeping with this period he also drives a 1934 Vienna Motor Show Austro-Daimler Bergmeister, an elegant saloon that made its way to Cape Town shortly thereafter.

I get to journey back in time with the technologically odd Porsche 911 Sportomatic, while Graeme Hurst enjoys a stint in one of the most underrated luxury saloons – the Jaguar XJ6. Of course there's more to fill the pages but I'll leave you to browse at your leisure.

We'll be at as many of the events shown on our calendar as possible so feel free to stop us for a chat and keep pointing us in the direction of these uniquely South African tales.

Stuart

LOVE ACTUALLY

During March, FMM was pleased to welcome family members of former South African motor racing champion John Love. Siobhan, his daughter by his third marriage, was visiting Southern Africa from her home in Arizona, USA during which time she visited relatives in John's native Zimbabwe to discover details of her father's background and motoring exploits. She then came to Cape Town to meet up with her nephew Bart to learn more of the family history, and together with Bart's two children, Samuel and James, the pair paid a visit to FMM to view the large collection of John's trophies and memorabilia that the family had previously donated to the museum. Siobhan was greatly impressed with what was on display, which included some of her father's old racing overalls and a helmet. As a surprise – and to the delight of the boys – John's Team Gunston Chevron was fired up in the display hall.

John Love was born in Bulawayo, Rhodesia on 7 December 1924 and started racing Triumph motorcycles before switching to a Cooper-Norton Formula 3 car. In the early 1960s he raced a Formula Junior Cooper-Austin in Europe for Ken Tyrrell. A crash at Albi resulted in a badly broken arm that effectively put paid to him racing in F1, but he did substitute for Phil Hill in a works Cooper in the 1964 Italian GP.

During his career John drove a variety of single-seaters and sportscars. He competed in the SA Grand Prix from 1965 to 1972 and was actually leading

the 1967 race in his Cooper-Climax when a misfire forced a quick pit stop that caused him to drop behind the works Cooper-Maserati of Pedro Rodríguez and finish second. John won the SA F1 Championship six times in succession from 1964 to 1969, as well as winning the Rhodesian Grand Prix six times.

John died from cancer in Bulawayo in 2005, aged 80. The family thoroughly enjoyed their visit to FMM, Siobhan's last port of call before flying back to the States.



DJ DELIGHT



The 2018 Durban to Johannesburg motorcycle rally, the DJ Run, ended on March 11 – copy deadline day for this issue – but FMM curator Wayne Harley was able to text his comments immediately after taking part on the ex-Ian Brodie 1934 Triumph 350 3/1 sponsored by Marius Malherbe. "Yet another great DJ with very few issues to talk

about other than me forgetting to turn on my GPS logger, and getting a little lost on Day 2 when all went really well. Marius prepared the Triumph perfectly and it hardly missed a beat. The fellowship on this event is something else. Everyone is so helpful and competitive but in such a sporting way. I can't say I've ever experienced an event that can come close, and the people in the background are just stars." Wayne bettered his previous year's 61st position on the Triumph by finishing 42nd.

FMM SLOT CAR CHAMPIONSHIP

The 2018 FMM Slot Car Championship got underway in March under a new format. There are two categories, Touring Cars and Sports Cars, with modern and historic classes in both. The challenging two-lane track was designed by experienced slot car organiser Jon Lederle. Competitors race against each other over two time-controlled heats, one in each lane, and the aggregate laps determine the finishing positions. Points are awarded to every competitor based on their finishing position, and a bonus point is awarded for the fastest lap in each category.

With some new competitors taking part, and established members having bought some new cars, the season got off to an excellent start with some very close and competitive duels taking place. In the Touring Car category, Joe Inus's Fiat Abarth TC1000 was the surprise package, taking overall victory over Pieter Venter's rapid Jaguar XK-R and Mike Monk's newly-acquired Zakspeed Ford Capri. Thys Roux set the fastest lap with his Maserati MC Trofeo. In the Sports Car category there were no fewer than three Audi RS5 DTMs and Jon Lederle's car won overall but only after an intense battle with Donny Tarentaal's version, which recorded the fastest lap of the night. Andre Loedloff's Porsche 956 finished third.



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 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 the museum and back 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.

APRIL

1	Angela's Picnic	Delta Park
7	Historic Tour Racing	Zwartkops Raceway
20-21	National Rally Classic Championship	Sabie
22	Vintage & Veteran Club Red Car 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
25-26	National Rally Classic Championship	Delmas
26-28	Kyalami Bike Festival	Kyalami
27	Pietermaritzburg Cars in the Park	Ashburton
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 Racetrack
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 Saturday of the month	Vintage Sports Car Club of Natal – Oribi Rd, Pietermaritzburg
2 nd Sunday of the month	Pretoria Old Motor Club – Silverton, Pretoria
3 rd Saturday of the month	Cape Vintage Motorcycle Club – Parow North, Cape Town
3 rd Sunday of the month	Piston Ring – Modderfontein, Johannesburg
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



1969 Alfa Romeo 1300Ti
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1990 TVR S3 Cabriolet
Dark Metallic Blue with Tan interior, recent rebuild in 2015, excellent overall condition. **R295,000**



1958 R60 with rare Steib side car
Beautifully restored, immaculate condition. **POA**



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



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



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**

**NEW STOCK
COMING SOON:**

1969 Jaguar E Type Series 2 FHC
(in restoration)

1969 VW Beetle Karmann
Convertible (in restoration)

1971 Maserati Merak

1980 Mercedes 450SL

1965 Jaguar MKII 3.8

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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.

3-SERIES ENDS, X3 ARRIVES

February marked another significant milestone for BMW Group South Africa when the last BMW 3 Series Sedan rolled off the production line at BMW Group Plant Rosslyn in Pretoria. The plant has produced five generations (a total of 1 191 604 units) of the BMW 3 Series and will begin a new era of producing the new BMW X3 in the coming months. The BMW 3 Series will continue its current lifecycle and be produced by other plants within the BMW Group production network and imported to our shores. South Africans loved the various 3 Series so much that a few were even nicknamed. Generation two was known as 'Gusheshe' or 'Bhotsotso', the third generation as the 'Dolphin' and the fourth as the 'G-String'.

Write to info@classiccarafrika.com if you know the reasons for the above titles and stand a chance of winning a year's subscription.

Production at BMW Group Plant Rosslyn dates back to 1968, when Praetor Monteorders began assembling cars, utilising BMW engines and drivetrains fitted to Hans Glass sheet metal pressed and shipped from Dingolfing in Germany. In 1973, BMW AG took over full shareholding and established BMW Group South Africa (Pty) Ltd, with BMW Group Plant Rosslyn becoming the BMW Group's first manufacturing facility outside of Germany.





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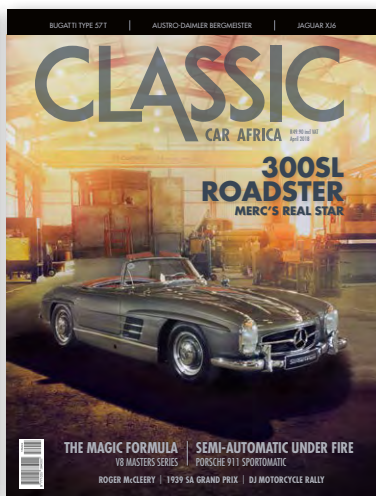
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AIR-COOLED AND MORE

There is no denying that there is something cool about air-cooled cars. Porsche is often first in mind but humble Volkswagens are giving the Stuttgart legend a run for its money of late. This shows in the Dino's workshop. A number of Beetles have been through the shop over the last six months and the tide of people's cars continues to flow. In addition to the Beetles we now see two ultra-cool split-window Kombis in for body jobs. One gets the feeling that these hard-worked people-and-cargo

carriers will soon enjoy a relaxed life as show cars.

We are not suffering air-cooled tunnel vision though. And how can we, with other examples of seriously cool American, German and British muscle and class on hand. It is an inspirational and varied work environment where we learn something about a different car every day.

We'll keep you updated with the lessons we learn, joys and frustrations of working on the classics.



Regular readers will know this E-Type job has been a long and detailed one. Now finished in a factory colour, we are extremely proud of the result.



This Impala has had the paint removed and numerous sections of metal replaced on the outer body. It is now on the lift to get to the underside where a few gremlins lurk in places like the boot area. A sturdy floor is needed to house the control system for the trick adjustable hydraulic suspension in this low rider.



As mentioned before, this Mercedes-Benz 220S 2-door had a recent paint job. Wary of applying new paint on top of this, we've stripped the sides and uncovered some issues that have now been remedied. Next we will do nose and roof and then paint in the two-tone scheme before the owner takes it home to put it back together.



With the E-Type coupé ready for collection, the owner has dropped another E-Type project for us to do metal work and paint on. It was imported from the States and we can immediately see holes in the floor and sill areas. These will be cut out and new metal applied. The owner will source new replacement panels should the need arise.



This Eleanor Mustang recreation was in good shape but the owner wanted better panel fit and paint. It's all lining up brilliantly and it's in the booth for paint but we've hit a slight stumbling block, with the client unable to decide on whether to stick with the dark metallic grey the car came into the shop with or the lighter original, as shown by the Glasurit code.



It took a fair amount of fabrication to fix rotten panels in this oval window. The rear valence, for example, was made up from scratch. But the end is in sight with final preparation for paint being carried out. Once painted, the client will take the body away and complete the build.



These split-window Kombis are all the rage and finding a good one is getting difficult. This one, although sporting rust in most parts, is relatively good. We are lining up all the panels before stripping and bracing the shell for any metal removal that needs doing. Once the body is done, the owner will collect and finish.



See what we mean about the red splittie being relatively good? This one is far from it and is up there as the biggest job of the year so far. We've cut loads of tin worm out the side and thrown some primer on to preserve that while we get cutting and making new floor sections. Then we'll tackle the nose job. Only then will the paint prep start.



The owner of many of the air-cooled projects we've done recently has brought this Beetle pan in for repair. While it is possible to buy a completely new pan, he feels that this might lose some of the heart and soul. It will take time to straighten and replace the metal, and will probably cost a similar amount to buying a new part, but it will keep the originality.



We said the rusty Kombi might be the largest job of the year. It is not. This Dodge Charger is ready for paint. To get it this far we've cut away most of the car. We've imported or made up a new floor, door, firewall, chassis rails, wings... and the list goes on. Once painted, the owner will ship it off to install a hulking V8 and new running gear.



Progress on the Camaro is moving at a good pace. Even though it drove into the shop, there were major issues underneath the paint, with a number of botched jobs. These have been removed and repaired the right way. Fitment and preparation for paint is underway.



We are on a mission to get our own BMW 3.0CSi completed by mid-year. It is on course with fresh paint applied and the various trim sourcing and fitment going well. Wiring, beading, lights, grille and bumpers have made it on to the car. A sunroof mechanism has just arrived so once fitted we will get the hood lining done. The engine is currently at the engineers.

SA SPECIALS HEAD FOR KNYSNA

A stand-out feature of the 2018 Knysna Motor Show, sponsored by Sanlam Private Wealth on 29 April 2018, will be a historical display of production sedans and sportscars only available in South Africa. These cars date from the 1950s to the present day and chart the

amazing engineering and design ingenuity that existed in our country. The following cars will be on display in a special section dedicated to these South African-only cars, which today enjoy huge international interest (and value!) because of their rarity.



Protea (1956-1958)

This humble sportscar was designed and built in Johannesburg by a team led by sportscar enthusiast John Myers. It was the first fibreglass-bodied car to be built in South Africa.



GSM Dart (1958-1965)

Just a few months after the Protea was launched, the GSM Dart broke cover early and also featured a fibreglass body. These cars were built in Cape Town as well as in the UK, under the name GSM Delta.



GSM Flamingo (1962-1965)

The GSM Flamingo followed the Dart when GSM realised that many South Africans wanted a more sophisticated sportscar. The Flamingo featured a distinctive split-window rear window design, actually pre-dating the famous 1963 Chevrolet Corvette Stingray split-window model.



Renault Alconi (1964-1967)

In the mid-1960s, two Joburg race drivers and engine tuners, John Conchie and Eric 'Puddles' Adler, created hotted-up Renault R8 and 10 models that were

homologated and listed for sale as official products with full factory warranty.



Marauder Sports (1971-1974)

The Marauder was a steel-chassis, fibreglass-bodied sportscar built in Randburg in the early to mid-1970s by enthusiast Peter Meefan. It was sold as a kit or in built-up form, and was modelled after the Lotus 7.



Ford Capri Perana V8 (1971-1973)

Arguably the most iconic South African-developed performance car is the Ford Capri Perana, devised and built by race driver and speed shop owner Basil Green of Johannesburg. With a Ford V8 shoehorned in, the Capri offered Ferrari performance for a fraction of the cost.



Chevrolet Fireza Can Am (1972-1973)

They only built 100 of these cars, and they were designed to do just one thing – and that was to vanquish the mighty Capri Peranas. And they did just that, thanks to the inspiration of race drivers Basil van Rooyen and Geoff Mortimer, who were closely involved in the development.

Alfa Romeo GTV6 3.0 (1983-1985)

The important bit about this car is the 3.0 designation. Everywhere else in the world, Alfa Romeo GTV6s



had 2.5-litre engines. But in South Africa, the likes of race engineer Sampie Bosman and his team sourced Autodelta parts from Italy to enlarge the OHC V6 to three litres, and it became the car to beat in Group One racing.



Ford Sierra XR8 (1984-1985)

Ford couldn't take the GTV6's track success lying down, and in mid-1984 introduced the amazing Ford Sierra XR8. This was essentially a Ford Sierra V6, but fitted with a 5-litre V8, special limited-slip diff, 5-spoke alloy wheels and dual-plane rear wing in the boot. Only 250 units were produced.



BMW 333i (1984-1985)

Until 1984, the largest-capacity BMW 3 Series model was fitted with a 2.3-litre straight-6, known as the 323i. But amidst the flurry of homologation specials being turned out by the likes of arch-rivals Alfa and Ford for production racing purposes, BMW in Rosslyn had to get in on the act. Rather outlandishly, the 333i was produced by slotting in a 3.2-litre straight-6 engine from a large BMW 7 Series sedan.

SA SPECIALS HEAD FOR KNYSNA



Volkswagen Caracal Prototype (1990)

This car was conceived by Cape Town architect Gerrie Steenkamp, who distinguished himself in the mid-1970s by importing Lotus and Lamborghini CKD kits and assembling them outside Cape Town. In late 1989 Steenkamp employed race rally driver Nic de Waal to design a sportscar and the result was the Golf 2-litre 16V rear-engined Caracal. The car shown at Knysna is believed to be one of three or four prototypes built by Steenkamp's Inter Motor Makers.



AC Zagato 378 GT (2012)

The AC Zagato 379 GT is an evolution of the Perana Z One, first shown in 2009. It was the result of collaboration between Hi-Tech Automotive of Port Elizabeth and Zagato, the Italian styling house, which provided some design detailing. In 2012 the AC Zagato 378 was launched, and featured a Chevrolet Corvette C6 fuel-injected V8 motor.

The Knysna Motor Show will be held at the Knysna High School sports grounds on Sunday, 29 April from 9am to 4pm. Elegant food and drink stalls will provide refreshments in keeping with the glamour of this top-quality classic car event. Tickets cost R50, kids over 12 pay R10 and kids under 12 get in free. Funds raised go to charity.

For more information, go to the Garden Route Motor Club's website on www.grmc.co.za.

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SAMCA'S 37TH ANGELA'S PICNIC

SAMCA (South African Motor Club Association) hosts the 37th Angela's Picnic on Sunday, 1 April 2018 at Delta Park, Johannesburg from 08h00 to 15h00. A premier classic and collectable car social event, it is a non-commercial affair and car lovers are invited to bring their picnic, enjoy the park surrounded by a plethora of classic cars and at the same time support the Witwatersrand Hospice Association by way of donations at the gate. Over the years SAMCA has collected and donated up to R700 000 to organisations for cancer sufferers and terminally ill people.

The event is held annually in memory of the late Angela Heinz, a remarkable lady whose interests included crop-sprayers, off-road motorcycles, opera, Morgan cars, rifle shooting and Dobermans. She arranged this laid-back, uncompetitive picnic in the park to give SAMCA members and the public the opportunity to see a variety of very special cars in one place. SAMCA is the coordinating body for over 30 car clubs catering for classic and collectable cars in South Africa. For more information email Rob Clark at robherofarm@gmail.com.



PRINTING PORSCHE PARTS

For classic cars owners and collectors, the lack of availability of spare parts can quickly lead to problems. In the worst case scenario, the car may even be forced out of action. Porsche Classic, the division of Porsche dedicated to classic vehicles, has come up with a solution to this problem, namely producing extremely rare parts that are only needed in small quantities using 3D printers. All parts that are produced using the 3D printing process meet the requirements in terms of absolute fidelity to the original specifications – both from a technical and a visual perspective. The Porsche Classic range currently includes some 52 000 parts. If a certain spare part is no longer in stock or stock is dwindling, it is reproduced using the original tools. For larger quantities, production may require the use of new tools. However, ensuring the supply of spare parts that are only required in very limited numbers sometimes poses a major challenge, even for the experts. Producing small batches using new tools would be largely inefficient. Before embarking on a project to produce a particular component, Porsche Classic always evaluates various manufacturing processes.



— TOP OF THE PILE —

Visitors to the 2018 Jaguar Simola Hillclimb, which runs from 3 to 6 May, are in for a treat with the most spectacular line-up of cars and drivers yet in this event's illustrious history. Acknowledged as South Africa's premier annual motoring and motorsport lifestyle event, the Hillclimb attracted a record number of applications for its ninth edition this year, testifying to its must-attend status amongst many of the top drivers in the country, as well as several international competitors.

The number and quality of applications received this year was truly exceptional and the organising committee had the arduous task of narrowing the 220 entries down to just 64 highly prized slots for Classic Car Friday and 84 for the various categories that make up the King of the Hill challenge, which takes place on the Saturday and Sunday.

Classic Car Friday fans can look forward to 26 marques being represented, covering all eras of motoring and motorsport – from the earliest days of grand prix racing in the 1930s to the beautiful sports cars that defined the 1960s, and the V8-powered muscle cars that dominated the 1970s.

The ensemble for King of the Hill, which completes the weekend, is even more spectacular. For the road-based cars, encompassing street-legal and modified racing machines, more than 20 manufacturers will be featured, including big names such as Jaguar, BMW, Ferrari, Porsche, McLaren, Bentley, Mercedes-Benz, Lotus, Shelby, Roush – and, of course, the usual armada of mild to outlandishly wild Nissan GT-R entries. The Single Seater and Sports Car category sees 13 purpose-built racing cars vying for glory on the challenging 1.9km Simola Hill course. Will Andre Bezuidenhout's current record of 37.695 sec in the stunning Dallara F189 Formula One car be beaten?

Full details of ticket prices, hospitality packages and accommodation partners are available and online bookings can be actioned via: www.jaguarsimolahillclimb.com.



CONCOURS SA ENTRIES OPEN

Entries are open for Concours South Africa 2018, to be held at Sun City on 10-12 August 2018. Owners of classic, vintage and veteran cars can now enter their cars for this year's event by visiting www.concourssa.com and following the instructions on the site.

This year's event will be the third annual Concours South Africa, and as in the previous two events, will be held at the marvellous Sun City Venue, on the lawns adjacent to the Gary Player Country Club. Last year's event was won by the 1989 Ferrari F40 belonging to Johannesburg's Keith Rivers, while the very first Concours South Africa winner was a 1985 De Tomaso Pantera GT5, owned by the De Abreu family in Gaborone, Botswana.

Last year over 80 cars entered the various categories, and this year it is expected the entry will swell to some 100 cars, all built before the cut-off period of 1990. The oldest car entered last year was a 1913 Buick entered by Johannesburg vintage and veteran specialist Brian Noik.



1969 Ferrari 365 Gt 2+2



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1970 DKW 1000



1967 VW Beetle



1968 Jaguar E-Type



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BRABHAM HITS 70

The Brabham name first hit the track in 1948, when Sir Jack Brabham made his Australian competition debut. The legendary racer went on to become triple Formula 1 World Champion and is still the only person to win the title in a car bearing his name.

Now, seventy years on, as the company prepares to reveal the start of a new era, it's a perfect time to reflect upon a legacy of achievements and historic milestones. Seventy defining dates, images and insights will be revealed on the website to celebrate the evolving story of a lineage of champion racers, engineers and innovators. Released daily, the seventy moments will also provide glimpses of the future, counting down to

the unveiling of Brabham Automotive's first project on 2 May 2018.

Capturing the passion and success that the Brabham name is famous for, this new project will see one of motorsport's most memorable marques return to the spotlight. Spearheaded by multiple Le Mans winner, David Brabham, this announcement is the culmination of years of planning, design and development. More information on Brabham Automotive will be announced soon, and members of the public are invited to register via the new website, www.brabhamautomotive.com, to receive updates as they become available.



BARN FINDS CAN BE AUTO GOLDMINES

Anything can be found in a farm's barn but the term 'barn finds' has a special meaning for car collectors. This is an entire category of valuable old cars, trucks or tractors discovered hidden away in barns. Jeff Osborne, Head of Automotive for Gumtree SA, says there's nothing more satisfying for some enthusiasts than a good barn find. "In America it's a huge category, with websites and even TV shows dedicated to finding and selling these rural gems, and we're starting see more listings in South Africa."

Osborne says that the typical barn find is "in need of some serious restoration but some vehicles are fixed up before they're sold and, for the really lucky barn finder, are in nearly mint condition after you have cleared off the dust." He points out that old vehicle parts and even vintage documentation found in barns also have value for collectors online.

Among the current offerings on Gumtree which are tagged as 'barn finds', Osborne highlights two – one fully restored and the other in need of some love.

First up is a 1963 Land Rover Series 2 A 88" Pickup. This Gauteng listing is for a beautiful 55-year-old Landy found on a farm in 2016. The owner says it was a military vehicle before being used on the farm and then locked away. It has been fully restored and overhauled and has its original Land Rover 2.25-litre petrol engine. "Offers north of R250 000 will be considered."

Second on his list is a 1958 Peugeot 203. This 60-year-old French classic is described as a straightforward rebuild project with no panel beating or cutting body for rust replacement. It has a complete rolling chassis with gearbox and rear axle fitted. The engine lacks a carburettor. It has its original roof-mounted

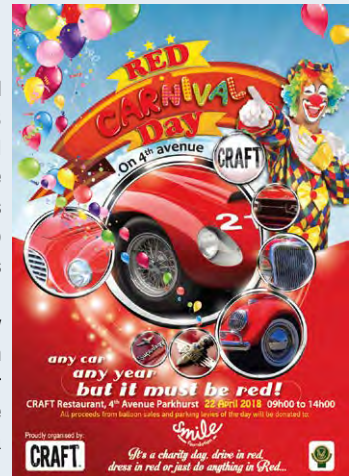


lights, Peugeot mascot and trim fittings. The asking price of R18 750 could be a bargain for someone keen to do some restoration work.

To view more of these potential gems, go to www.gumtree.co.za. If you're selling one, post it there and tag it with 'barn find'.

DRESS IN RED, DRIVE IN RED

The third Craft/VVC charity RED CARnival spectacle will be held on 22 April 2018 in Parkhurst, Johannesburg. The red Routemaster Bus will be coming out the museum again to take everyone for rides and once again money raised will go to the Smile Foundation which provides funds for surgery for children living with facial conditions. The event has grown in popularity and an extremely large turnout is once again expected. Even if you don't have a red car or bike, dress in red and come be part of the show. Old or brand new, it does not make a difference – just so long as it's red!



MUNSTER MOTOR MUSEUM

The South Coast of KwaZulu-Natal is a hotbed for classic cars and the opening of the Munster Motor Museum is sure to take the enthusiasm one step further.

Rod Kinsey who, with Con Engelbrecht and Ken Sink, managed Classic Cars and Motorcycles in Margate for four years, has built a motor museum in a specially constructed barn on his family estate. Known as the Munster Motor Museum, the facility reflects his family's lifelong passion and contribution to cars and motor racing.

The Kinsey family has over 150 years' engineering and motoring experience. Rod's great grandfather William Barnes Kinsey received an acknowledgement from the London Patents Office in February 1867 for 'improvements in gas engines' and also took charge as the engineer building the Port Shepstone harbour in 1898. Rod, his father and grandfather all followed suit with backgrounds dominated by engineering and motoring.

The Munster Motor Museum provides displays of restoration projects through to completed cars with a dose of motorcycles, engines and models showing the inner workings of steam, diesel, petrol and electric lumps thrown in for good measure. Oh yes, and there's a host of model planes, ships and cars mixed in with other interesting motoring, shipping and flying memorabilia.

Dr Rory Byrne, our famous Pretoria-born ace that went on to become chief designer to the likes of Benetton and Ferrari Formula 1 outfits, was on hand as guest speaker at the facility's opening. The museum is situated at Sithela Country Estate in Munster and entrance will cost between R5 and R20 with special rates for pensioners, scholars, groups and frequent customers.

A man with short, wavy hair and a beard is sitting on an orange motorcycle in a garage. He is wearing a green jacket and black gloves. The motorcycle has a clear windshield and the word "INERDA" is visible on the side. The background shows a concrete wall and some lighting fixtures.

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Mercedes truly made its mark in SA, in my opinion, in the late '70s and early '80s. Its 'Engineered like no other car' strapline and that famous TV commercial of a W123 saloon plunging off Chapman's Peak helped to make the Merc a regular a fixture of middle-class Joburg suburbia. These days the proof of that engineering is in the pudding with the sheer number still on the roads. **Graeme Hurst** recalls some of the standout memories that made him a fan of the famous Stuttgart brand.



When last did you see a 1980s 5-series BMW on the road? What about an Audi 500 (the one with the frameless windows and super-low drag coefficient)? Chances are it will have been quite a while. W123 Mercedes? Bet it was yesterday.

Their sheer presence on our roads long after their German rivals have rusted away to the great scrapyards in the sky is evidence of just how well engineered they are. And I have to confess that the older I get, the more I've come to appreciate the ability of an old Mercedes to keep on going – which is probably why we now have three 1980s Mercs in the family stable.

Of course, as a Joburg kid from the late 1970s/'80s, W123 exposure was par for the course. Although we never had the keys to one in our family, at least three of my dad's good mates did, while the range-topping 280E was a popular fixture at the local gliding club as a trailer tow car. It was also technically the first car I drove at the age of 13 when one of my dad's flying buddies whistled at me to get off my bike and get behind the wheel of his W123 to pull the assembled glider to the runway while he walked the wing to stabilise it... but I digress. Elegant, spacious and powerful, the W123 was a popular luxury car.

What's more, back in the era of the 'full-blown' company car, the boot nomenclature

almost came to epitomise social status in our leafy northern suburbs, while fuelling playground rivalry. Seeing a 280E badge was a sure clue that your mate's dad was on the board of a company while the chrome moniker for a 4-pot 230E signified a strong middle-management position. Make that a carb-fed 200 and it was clear that your mate's old man was probably maxing his finances to get the keys. And the mighty 500SE (the W126 S-Class)? That was iron-clad evidence that he sat at the head of the boardroom table.

The W123 exposure continued as a student when one of my digs mates, Mark Russell, came back from his annual holiday to the family farm with the keys to a 300D that had been handed down. This was a fantastic student car as it could lug six people at a squeeze, and being diesel meant it ran on the smell of an oil rag. Only its intergalactic mileage soon necessitated an engine rebuild and I recall that getting back to the farm near East London one holiday revolved around getting that 5-cylinder lump back in with a hoist, with mate Alan Dike almost losing a finger when it got caught between block and bellhousing in the process!

The same trip had an upside though, with a tour of the assembly plant where the W124 was coming off the line. A standout memory was a visit to the engine testing plant where every motor was bench-tested for one hour

and once a week a randomly selected unit was run for 24 hours, mostly at redline, until the exhaust manifold glowed red – as we witnessed. I also recall the tour guide explaining the W124's safety features

and how buying one was akin to buying life insurance that you could actually enjoy.

A few years later my first proper behind-the-wheel enjoyment of the three-pointed star came when good mate Org Groeneveld in Cape Town bought a 220seb coupé. The ink was barely dry on his cheque (which was for a mere R22k if I recall!) when we clambered in to attend a long weekend Merc club run to Gariep Dam. A recent top-end overhaul meant the coupé cruised with effortless ease, three-up, through the Karoo – even passing the Blue Train in the distance!

A few months later, our social exposure to the famous Stuttgart brand expanded when another good mate, Lindsay Stewart, bought a 230S fintail. Supplied new to a dominee in Bredasdorp (surely the archetypal fintail ownership history?), it had remained in the family for 20+ years until it came Lindsay's way and was still fantastically original, down to the yellow/brown hue (which we referred to as 'shikhaki') and sumptuous black leather seats.

Many happy memories of trips to wine farms and the beach were subsequently created with that fintail, which ended up being nicknamed 'Bismillah' after a meal out at a local restaurant of the same name. That name evidently has a religious meaning but to us it seemed to signify a car with a mind of its own, which was highlighted when the fintail exhibited a particular lack of enthusiasm to start in cold weather. To be fair, it was the car's only vice and perhaps its way of tempering my efforts to flog it on Lindsay's behalf after he emigrated during the middle of a wet Cape winter.

It was only years later, after getting into classics and becoming acquainted with uncovering bodes on various 'restored'

And I have to confess that the older I get, the more I've come to appreciate the ability of an old Mercedes to keep on going



Putt-putting through the back streets of Stuttgart with no lights, no registration plate and no insurance

cars, that I realised what a gem that car was. Its new owner clearly agreed after ignoring a polite note expressing interest in buying it that I left when spotting it parked in the street in Seapoint one evening. I went back a few times but it wasn't there again and Bismillah slipped into obscurity for a few years – until I got a call from Org out of the blue. He'd spotted her in the traffic in Goodwood and managed to flag the rather perplexed driver down.

The owner, a rather animated chap by the name of Virgo, was soon in the picture and only too happy to proudly show off the car, which was polished up to within an inch of its life but now boasted an engine upgrade: 'En toe surprise ek haar met a 280!' was how Virgo blurted out his efforts.

By that time I was living in the UK, where my journalist job had me encountering some lovely examples of Stuttgart fare, including an immaculate 250CE W114 series that needed to be ferried cross the country for a shoot. I recall enjoying the comfort of its soft seats and decent heater as it was the heart of winter and also because I'd stepped out of the magazine's rusty 911 (a pool car believe it or not!) that was bereft of any heating equipment after a recent engine fire. In 3-degree wintery England that wasn't much fun.

Other feature car experiences involving a Benz included taking an equally immaculate 280se 3.5 convertible (borrowed from a wealthy art dealer) to a 'luxury drop-top' shoot with the car pitted against a Rolls-Royce Corniche and a Citroën DS. Suitable company it was but I recall that the Mercedes arrived on fumes after I misjudged its appetite for 98 octane when running from cold through heaving London traffic. Thankfully I

made it, which is just as well because if ever there was a car that could make you feel like a film star, a drop-top W111 would surely be the one – except for when it's stranded on the hard shoulder.

It was while in the UK that my thoughts turned to Mercedes ownership after well-known colleague, Martin Buckley – who wrote the book on the W123 series – had a 280TE up for sale. Joburg W123-centred upbringing aside, this station wagon shape made an impression from the model's role in the 1980s television series *Hart to Hart* (featuring Stefanie Powers and Robert Wagner as crime-fighting jetsetters, along with a butler-cum-chauffeur called Max who drove the TE). Only it was a full import in SA, attracting duties that cranked up the price at the time to Porsche 911 territory.

That meant it was super rare when new (and confined to the well-heeled horsey set in Rivonia) and is even rarer these days. Which made Martin's example at the then price of £1 800 tempting, if it weren't for the fact it had endured three decades of salty UK roads and had rust in all the usual spots. But a test drive was enough to get me excited and kicked off a wider search, which led to buying the champagne metallic 1982 version back here, in time for our return to these shores a few years back.

Since then we've been lucky enough to add an R107 500SL and a C126 560SEC to the family garage, and both have hugely impressed with their enduring quality more than three decades since they were made.

But my most memorable time with a Stuttgart product took place in that very town when I was lucky enough to attend a celebratory function at Mercedes-Benz Classic back in 2007. The evening revolved

around a formal five-course meal set in the heart of the workshop, surrounded by everything from 'humble' Pagodas to 300SL Gullwings and 540K Cabriolets in various stages of six- or seven-figure Euro high-end restorations.

The meal was preceded by a talk on the exacting restoration standards that were followed, in line with the company's reputation for quality and safety, we were told. And in typical German style the evening was conducted in immaculate fashion, until we got to the end of a tour of Mercedes Classic's private storage facility, that is.

This is where you can see (but not photograph) a range of interesting stuff: prototypes, race cars, former popemobiles and so on. And it's also where they store a replica of the famous 1886 Benz Patent-Motorwagen, the world's first 'internal combustion' vehicle built by Karl Benz.

The original is ensconced in the Deutsches Museum in Munich so this was a tool-room replica, built to celebrate the brand's centenary in 1986. And, 21 years on, it was still in working order as I found out when the curator for the evening fired it up (by spinning its enormous horizontal flywheel) before asking me if I'd like to get behind the wheel (actually a tiller) for a drive.

Yes, a drive. In a car boasting single-cylinder, 120-year-old technology. Putt-putting through the back streets of Stuttgart with no lights, no registration plate and no insurance. On a weekday, close to midnight. After the precision of the whole evening the situation couldn't have struck me as being more un-German, but was nonetheless utterly thrilling. And absolute proof that a Mercedes-Benz is indeed engineered like no other car in the world! **C**

FUN & FINANCES

By Robert Peché

Perspectives from a 30-year-old classic car fanatic



The weekend is a beautiful thing. I spent my Saturday at the first Power Series event of the year at Killarney. The racing in formats such as Clubmans and Formula

GTI was intense and highly entertaining. Stepping it up significantly in terms of power, the V8 Masters and Formula Supercars also provided plenty of thrills. The incredible backdrop of Table Mountain in the distance only added to the spectacle. So what was missing? More classics, that's what.

The great thing about cars is that there are just so many ways to enjoy them. From Sunday morning breakfast runs with friends and non-competitive track days, through to full race seasons in purpose-built cars, the endless variety of cars caters for every type of driver.

But, as fun as breakfast runs are, there is no denying that competitive sport is something that South Africans love. I think that the only reason most of us still have DSTV is because of the sport. Then again, finding decent coverage of anything other than Formula 1 on SuperSport is damn near impossible. Where did WRC go, anyway? Sigh.

Although we are somewhat starved for major motorsport events in this country, there are some absolute gems (such as the Knysna Hillclimb or Passion for Speed events) put together by people who are completely committed to keeping the sport alive.

2017 saw a fully FIA-sanctioned event come to our shores once more, this time in the form of World Rallycross. I managed to organise a VIP pit pass for the event and even saw Sebastien Loeb dishing up his chicken for lunch. I finally understood what

it must feel like to be a 15-year-old girl at a Bieber concert, as I came to terms with meeting (read: stalking) one of my all-time sporting heroes. That man drifting a rally car is something to behold.

Unfortunately, South Africans are a rare breed in the upper echelons of global motorsport. The sheer cost of pursuing a career in motorsport is generally prohibitive. By the time you convert the costs to Randelas, you are in deep trouble – no matter how many good speeches Ramaphosa delivers.

There are some exceptions. The locally-based Toyota Gazoo racing team does an incredible job of giving the Peugeotts a run for their money at the Dakar, despite each Peugeot costing six times more than the equivalent Toyota. I'm privileged enough to know two Dakar finishers, and these guys are seriously tough.

Among our young talent trying to crack the big time overseas, the Van der Linde brothers seem to stand out. Kelvin has written some excellent blog posts on what it actually takes to become a professional racing driver – well worth a read if this is something that interests you.

Based on estimates I've seen, developing your 5-year-old from an adorable cadets karter through to a 20-year-old with a Formula 1 contract will require as much as €7m. I don't have €7m and I suspect you don't either, so a future as a professional racing driver is nothing more than a pipe dream for most of us and our children.

Let's take a step back. The goal of racing is to have fun. Ruining yourself financially isn't fun or smart under any circumstances, so you need to find something affordable if racing is something you dream of (spoiler alert: there is a difference between 'cheap' and 'affordable' and only the latter can be found in motorsport).

I've started out in Clubmans karting, but there are main circuit equivalents that will similarly set you back R30-50k

a year to compete decently in one of the lower classes. I would highly recommend karting as a starting point though, as the main circuit classes are littered with ex- and current karters on the podium.

If you are really serious about your driving, then racing a reliable car with readily-available parts is probably the wisest choice. These classes are more about the drivers than the cars; I struggle to believe that anyone can truly feel an emotional connection to an old Polo, even if it does have a brightly-coloured roll cage and lifts the inside wheel through every corner.

There is, of course, another option – one where the car is more important than the driver. You know exactly where I am going with this. Historic racing, where resale values of collectible cars generally go to die. Seriously though, historic racing is a special event and is growing in popularity worldwide. If you really get it right, the value of your car won't take too much of a knock, as historic racing cars are also sought-after in the right circles.

Everybody loves watching a Mini battle it out in the twisties with a Mustang. The cars might not swap paint nearly as often as the fast Polo crowd, but this is still proper racing. If you have a racing itch, this might be a great way to scratch it.

Long live club racing, in every format. 🏁

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.

I don't have €7m and I suspect you don't either, so a future as a professional racing driver is nothing more than a pipe dream for most of us and our children



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ZAKSPEED ESCORT ON TRACK AT FESTIVAL OF MOTORING



Zakspeed on track at Kyalami.



Sarel van der Merwe appointed as Grand Marshall.



2017 Sasol GTC Champion Michael Stephen (Engen Xtreme Team Audi) at Kyalami.



Dean Venter (Formula 1600 Mygale) at Kyalami in 2017.

The South African-built Zakspeed Escort recreation that received the invitation to the Goodwood Members' Meeting will be back at the 2018 Festival of Motoring. The car, owned by Lance Vogel and built by Paolo Piazza Musso (Piazza Motorsport), will form part of the Wynn's 1000 tribute each event day. A Zakspeed Escort of this type, winner of the 1977 Wynn's 1000, has not been driven around Kyalami for over 40 years.

Sarel van der Merwe invited as Grand Marshal for Festival of Motoring

The Festival of Motoring will once again pay tribute to SA motorsport legends. Sarel van der Merwe will return in 2018

and has also been confirmed as the Grand Marshal for the 2018 event. "Sarel is a true South African icon; we are privileged to have him act as the Grand Marshal for this year's event," said Shaun Swart, Festival of Motoring Show Director.


Sasol GTC and Investchem Formula 1600 to race at Festival of Motoring

An added feature for the 2018 show is the inclusion of two national motorsport categories as part of the track content for the Festival. The Sasol GTC Championship and the Investchem Formula 1600 Championship will form part of an exciting track programme over the three jam-packed show days. "The Festival of Motoring provides a great platform for both categories to expose drivers and

teams to a much wider audience. Over 65 000 visitors are expected to attend this year's event," added Denis Klopper, Festival of Motoring Content Manager.

OEMs will, as in previous years, have a range of vehicles on display. Show visitors will have the opportunity to drive various models on the Kyalami Handling Track themselves or be professionally driven around the world-class Grand Prix Circuit.

The Festival of Motoring presented by WesBank will be held at the Kyalami Grand Prix Circuit from 31 August to 2 September 2018. Tickets for the event will be available from www.itickets.co.za in early April 2018.

See you at Kyalami! 

For more information, visit www.safestivalofmotoring.com.



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LUCKY STRIKE

Dear Stuart,

The enclosed photographs might be of interest. Thirty years ago I found them in a copy of *Sun on the Grid: Grand Prix and Endurance Racing in Southern Africa*, bought from a Long Street second hand book shop.

Regards,
Dick Riley

Hi Dick, Sun on the Grid is the undisputed king of South African motorsport books and filled with unbelievable facts and pictures. The extra two images you found in your copy make it even more special; they are of exceptional quality and incredibly sharp and therefore probably professional shots. The workshop image had the following information printed on the back of it: "No. 5. BPD. Natal Grand Prix – 17/12/61. Picture shows the four racing cars that were housed in Shepherd's Motor Garage, Pinetown, during Grand Prix week. In the foreground can be seen Tony Maggs and Bruce Johnstone, who were the team drivers for Yeoman Credit. Behind them in short sleeves is John King, team mechanic."

I am sure the readers will be able to identify the year, cars and drivers in the second image. A lovely find, thank you for sending them in.

Stuart

**(HOTCH)KISS GOODBYE**

Hi Stuart,

Thank you for a lovely, informative magazine. I refer to the article 'Rusting in the Fast Lane' in your Jan/Feb 2018 issue in which a mention was made of a Hotchkiss (one of just two in SA).

I feel very guilty telling the story but in late 1960, we bought a property from my late father-in-law in Parktown North. In the back garden was a Hotchkiss with grass growing through the floorboards and a host of guinea pigs breeding under it!

Being an eyesore, and not realising its rarity, we had it removed to who knows where by a tow truck company. However, I have found out that it belonged to a Mr Mocha Smolson from Warmbaths (now Bela-Bela). The model was around about 1939 and the registration was TWB 442.

Maybe there is a reader out there who knows what could have happened to the car after it was removed from our home?

Best regards,
Boet Le Roux

Hi Boet, what a rare find and classy home for the guinea pigs. No need for the guilt as the vast majority of us would have done the same with such a rusting car spoiling the landscape design. I wonder if whoever got the car from the towing company had any idea as to what it was and just how few were in SA. If so, it might well have been saved. Let's see if any readers know the whereabouts of TWB 442.

Stuart

A WORD FROM DOWN UNDER

Hello from Perth,

Your March issue is a great one, bringing back lots of memories for me. A former Joburg-based motoring scribe for *The Star*, the SABC, the *Rand Daily Mail* and later *The Citizen*, I reported on many events, including the Wynn's and Rand Daily Mail 9-Hour races and the SA Grand Prix at Kyalami.

I was among the first guys to race small cars – I drove an Autobianchi at Grand Central and another minicar entry was a doctor (forget his name) in a BMW Isetta in 1959. I ran second to Peter Kat, who was driving Dirk Marais' Saab GT.

The Porter brothers arrived a year later in Fiat 500s. Years later I had a few hot laps with Phil in an R10 at Kyalami, also with Jody Scheckter in an R8 and I interviewed the Porter brothers at the then Jan Smuts Airport when they returned from the Monte Carlo Rally.

I was sad to learn of Scamp's passing.

Anyway, now old and grey, I'm still messing about with motor cars. I have a '72 Lancia Fulvia Coupé in the garage and my son has a 911, 240Z, Alfa 105 GT, BMW 2002 and a Megane F1 among his collection. And I still write about things motoring, hence the submission of my Bugatti yarn attached. Hope you like it.

Best wishes,
Bill Buys

G'day Bill, thank you for the kind words and the brilliant Bugatti article (which is published in this issue on page 58). I am continuously blown away by what seriously exotic cars made their way out to race in South Africa in the past, and of these which ones remained to be campaigned locally. Sadly, this one didn't stay in SA but I suppose the next best place for us Southern Hemisphere fans would be Australia. I will be in touch regarding the small car racing – this after all was often the grassroots motorsport class that got many started on the path to great things.

Stuart



THE INNOVATION DRIVER

Hello Stuart,

The article about Scamp Porter brought back many fond memories about the 1963 9 Hour. I was working for Lawson Motors in the pits doing the timekeeping for the Dauphine Gordini. It was in fact a 1093 Dauphine. There were three versions of the Dauphine. The standard Dauphine was a 1091, the Gordini the 1092 and had disc brakes and a 4-speed box and then there was the 1093 version that was never for sale in SA because the R8 started replacing the Dauphine. The 1093 had a twin-choke carb with more compression. Needless to say, the Dauphine ran like clockwork for the whole race. I owned a few Dauphines and a Dauphine Gordini during the early Sixties.

Regards,
Billy Matthee

Hi Billy, thanks for the mail. Glad to have rekindled a few memories of Scamp and the giant-killing Renaults he and others played with. I met Scamp for the first time last year and he spent hours giving me advice on how to make my R10 1100cc perform a bit better – a great engineering mind and phenomenal memory. We've covered the R8 Gordini but with very little mention of the Dauphine and Dauphine Gordini so the time is coming to look at these machines – I will be in contact with you for some firsthand experience of them and behind-the-scenes 9 Hour info.

Stuart

FERRARI RACER INFO

Stuart,

Do you have a copy of the article written by Mr Lupini about the 1952 Ferrari imported by his grandfather? It was published in May 2007 in *Classic Car Africa*. The car was raced in a number of races locally.

Regards,
Robert van Zyl

Hi Robert,

Yes, I have a few copies of the May 2007 issue remaining, so will post one to your subscription address.

Stuart

MARITZBURG SHOW DATE

Hi Stuart,

Congratulations on an incredible publication, it certainly contains something to suit anyone's taste. If I may bring to your attention that in the 'Make a Date' column of CCA, the date for Pietermaritzburg Cars in the Park – Ashburton is reflected incorrectly and should be listed as 27 May 2018. This could lead to some confusion amongst



potential visitors. Exhibitors would become aware of this when registering online. Could you also be so kind as to include in the Monthly Must Do column the Vintage Sports Car Club of Natal monthly open day which occurs on the 2nd Saturday of the month at the VSCC Clubhouse in Oripi Road, Pietermaritzburg.

On a side issue, I have recently reluctantly sold my very original 1959 Sunbeam Alpine S1 and replaced it with the Blue 1976 Alfa Berlina 2000 auto, advertised in the October CCA (the same edition as the interesting Black Mamba/Protea Triumph article), which had till two years ago belonged to Kevin Strapp of AK Classics. You may know the car. I took the plunge and bought it unseen, other than a couple of photos, and am very happy with the purchase. It's a much more practical everyday vehicle but certainly doesn't have the same appeal as the Alpine, and being an auto is rather pedestrian, but I wasn't after a racing car.

Keep up the good publication, and hope to see you at CitP in May.

Kind Regards,
Ron Richmond

Thanks for the correction Ron, I have amended the PMB Cars in the Park date in the calendar and have added the monthly VSCC meeting in the Monthly Must Do section. Congratulations on the Berlina purchase. I know the car well, having seen it at AK Classics over the years. It looks like a beautiful specimen and it is refreshing to see an Alfa not painted red and featuring an auto gearbox. It might be a bit pedestrian compared to a the Alpine or a manual Alfa but with today's traffic it is perhaps the best option to ensure it does lots of daily mileage. All the best with it and the show.

Stuart

MANTA OWNER WANTED

Dear Stuart,

An article on the Opel Manta appeared in your Jan/Feb 2018 issue, which I tremendously enjoyed reading. Classic cars are my passion, being old-school and all, hence my love for these beautiful cars. I'd like to find out if the details of the current owner are available as I would very much like to get in touch with this person.

Your assistance in this matter is greatly appreciated. I look forward to hearing from you in due course.

Yours sincerely,
Nico Roetz

Hello Nico, thanks for the positive feedback. The Manta is one of the most eye-opening cars we drove last year. It is not often thought of when talking about practical classics but should be as it combines practicality, performance and price with one of the prettiest silhouettes. I will pass on the owner's details to you.

Stuart



UNUSUAL CAR NAMES

Many years ago when the automobile was still in its infancy the naming of a new product model was of all importance, more so should your family name be engraved on the bonnet emblem.

Some of the more unusual names to be seen adorning wood, spoke and fabric cars were the Star 2-seater runabout, Moon Country Tourer, Alldays and Onions Landalette and, would you believe it, the Little Town Car. The Star Automobile Company lasted into the Twenties, manufacturing cars of quality, however with the advent of WWI finances became tight and the company was sold off. Moon fared no better, lasting a matter of ten years before the moonshine went out of their models.

The British Alldays and Onions Motor Works was doomed from the start, as although they built a good car, the name was just not acceptable to the upper-class English.

As an American auto manufacturer, the

Little Motor Company came off best, selling out to Durant Automobiles who were later to be taken over by Chevrolet and finally being part of the auto giant General Motors, who still hold the rights to the name Little, eg The Little Chev racing car!

Another car to have an unusual name was the Henry J, manufactured by Kaiser, who had made a fortune building Liberty ships during WWII. Having smelled success with the Jeep CJ2, Kaiser decided to take on the Big Three by building a small 2-door compact fastback powered by a 6-cylinder engine, and in a moment of self indulgence he named the car after himself, his name being Henry J Kaiser. Alas, with the cars being sold through retail store Sears Allstate in the USA, sales did not take off and many Henry Js were left on the floor. A good number of these cars found their way to Cape Town during 1954, where they were sold by Farbers Dock Road. Today there are still motor manufacturers who are coming

up with crazy names – how about Avenis, Cactus, Yaris and Qashqai – not easy to remember either!

**Regards,
Ian Little**

Hi Ian, fascinating information, thank you. I wasn't aware of half these names but having seen them I wonder what the decision makers were thinking (or smoking) at the time (Alldays and Onions Motor Works is now my favourite car maker). While on a new car launch we were once told how difficult it is to name a model, with one thing meaning X in English but Y in another language (with Y often being somewhat rude and distasteful). Try a quick Google search on Mitsubishi's Pajero, Toyota Fiera and Chevy Nova or see why Rolls-Royce had to swap to Silver Shadow from Silver Mist. It's for these reasons that manufacturers hold extensive workshops on naming, and why many models end up with names that are in essence meaningless.

Stuart

MONARO & SS COVERED

Hi Stu,

I'm a proud South African living in Tasmania, Australia. I'm 27 years old so never knew of the Monaro or Chev SS until I got here. I now have 3 x SS and 1 x GTS. I would like to purchase a copy of the April/May 2016 magazine where you featured both models. I have to have this, good work! For interest's sake, do those cars belong to someone in SA or have they been exported? All my cars are in South Africa, on the West Rand.

**Hope to hear back soon,
Bevan van Rooyen**

Hi Bevan, good to hear of a 'youngster' so focused on preserving classic cars and our local motoring heritage. That's a really nice set you have and I am glad to hear they are still here in SA. The featured cars are both also still local and part of a collection so unlikely to be exported. I have back issues of the April/May 2016 issue so will pop them in the post. Thanks for the support from across the ocean and please be in touch when you are back home so we can see your cars.

Stuart





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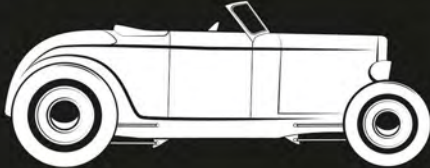
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SEMI-AUTOMATIC

UNDER FIRE

Porsche's modern PDK gearbox is widely regarded as the leader of the transmission pack, offering the everyday practicality of an automatic setup and also the thrill of manual operation that so many of us 'drivers' yearn for. But it is not the first time the firm has attempted to keep fans of both driving modes happy; there was a go in the 1990s with its Tiptronic and, as **Stuart Grant** finds out, even earlier with the fabulously badged Porsche 911 Sportomatic in 1967.



While all three of these strove to combine manual and automatic driving attributes, they skinned the cat in different ways. It all gets rather technical but here are the basics.

PDK is an acronym for 'Porsche Doppelkupplungsgetriebe', which translates to Porsche double-clutch transmission. In simple terms it is two gearboxes in a single case that incorporates two concentric shafts, one for even gears and the other for odd gears, each driven by its own clutch. The key benefit being that it starts to engage the next gear as soon as the clutch on the previous gear's shaft starts to disengage, which means a super-quick change and uninterrupted power delivery. It first appeared in a testing capacity as a 5-speed in the 956 race car in 1983 and won its first race in 1986 when fitted to a 962.

With a traditional foot clutch pedal to get the 956 and 962s off the line, and the inability to downshift more than one cog

at a time, these early PDK vehicles were as labour-intensive to drive as a regular manual. Continued testing came to fruition in 2005 though with the fitment and launch of the PDK to the road-going 911, Boxster and Cayman. Similar in function, the main difference between the race car test units and the production models was the lack of clutch pedal – this was tossed in favour of an electronically-controlled valve body that actuated the correct clutch when it was needed.

PDK cars can be driven in a traditional auto manner, or manual if you choose to operate the swaps via steering-mounted paddles, which blips the throttle on downshifts better than even the fastest footwork can heel-and-toe. In simple speak, the PDK gives you automatic control over a manual transmission.

Tiptronic, on the other hand, offered manual control over an automatic box. At the heart of the matter was a ZF automatic box, but to meet the brand's sporting intentions Porsche fitted sensors that read throttle

position, engine revolutions, road speed and whether or not ABS was activated. These sensors fed information to the 4-speed automatic, which through some serious equations altered the gear-shift mapping to suit the current driver's attitude. Five different maps were on hand but if the need for a more manual approach arose, there was an override setup that allowed the pilot to choose his own gearing by using the + or - function on the lever. Oddly, this action was the complete opposite to that of the firm's race cars, with upshifts requiring a forward stab and downshifts a pull. Later, Tiptronic cars saw the + and - added as push buttons on the steering wheel, which somewhat remedied the confusion, but Porsche never did get to complete the must-have throttle blip so many boy-racers desired.

That said, Tiptronic was seen as a vast improvement over the Sportomatic – which also didn't blip and give off that iconic flat-6 exhaust note bark. What does sound cool, though, is the name: SPORTOMATIC. Say it out loud. Doesn't it perfectly suit the trending



American advertising taglines and products that surrounded the space race and moon landing period, perhaps doffing the German hat toward the US in the hope of increasing sales to that automatic-favouring land? It has also been mentioned that Porsche needed to convince the FIA motorsport body that the 911 was not a sporting GT but rather a saloon, and eligible for the Group 2 Sedan racing class. And the easiest way to fool the masses that a machine is not a sports car was to make it an auto.

In line with this, Porsche tagged the Sportomatic as an automatic but it was a full-on manual box and had no auto setting. Yes, the cockpit featured only two pedals (go and stop) but unless you liked left-foot braking, there was no need to operate the car with both feet.

At the core was a slightly modified 4-speed manual box and the driver would select gears on the fly by moving the lever through a standard H-pattern movement, but without depressing a clutch pedal. Instead of using a foot, the latter was

accomplished by means of a vacuum-operated single-disc dry clutch.

While the H-pattern was standard, the symbols atop the ball were anything but, reading 'P', 'R', 'L', 'D', 'D3', and 'D4'. 'P' for Park. 'R' for Reverse. 'L' was similar in ratio to a regular first gear in a traditional manual gearbox but wasn't recommended unless on a steep incline. For general use 'D', which was slightly shorter than a standard unit's second, was ideal for getting going before the 'D3' and 'D4' could follow as the velocity and revs increased. But how did this wizardry happen?

As a driver's hand moved onto the gear lever, the smallest amount of downward pressure activated a micro-switch, which via a solenoid opened a pneumatic valve and resulted in a vacuum cylinder disengaging the clutch, allowing the synchromeshed gears to change before the clutch was re-engaged as the driver let go of the knob.

To ensure the Porsche didn't

come to a shuddering halt when stopping at an intersection, no engine-to-box shaft was fitted. Instead a torque converter as used on traditional automatics found a place. This had the added benefit of being a torque multiplier, which meant that the laziest of drivers could opt to pull off in any gear without too much effort.

On paper the Sportomatic is a clever bit of kit, but in reality it was somewhat of a flop for the 911, and the press lambasted it to a certain degree. One does however get the feeling that most of this negative reaction came because it was a Porsche – the ultimate enthusiast's car – and the idea of an automatic variant did not fit its sporting credentials (nor, for that matter, did the 5% price hike it had over the regular manual

In line with this, Porsche tagged the Sportomatic as an automatic but it was a full-on manual box and had no auto setting



911). Most reviews ended with a line along the lines of 'no matter how bad the traffic is, and that your left leg muscles will ache from all the clutch action, there is no need for a 911 that is perfect for both enthusiast and non-enthusiast alike.'

So just how bad is it?

Start-up procedure is as with any automatic or manual: with a crank of the key and a stab of the accelerator, the 2.2-litre flat-6 engine bursts into life with the acoustic that can only be Porsche (this being a 1971 911E, but the Sportomatic was applied across the range of 911s until 1980).

A glance at the gear knob's odd lettering sends my brain scrambling. I take the advice not to use 'L' unless on a slope or in inclement weather, so I put my hand on the lever and pull it down to 'D'. Handbrake down, and not knowing what to expect, I gently squeeze the throttle. The 911 trundles off the line. As the revs increase I go for 'D3' (and wonder to myself why Porsche omitted a 'D2'), and tap off the


accelerator slightly. It works. As I release the knob and continue accelerating, the car keeps pushing on.

The time comes to drive with a bit more enthusiasm, as any 911 encourages. With a heavier right foot I pull off from the line more briskly. It's here that the torque converter raises its head; it feels like a slipping clutch, with the result that the busy revs and exhaust noise increase rapidly while the speed remains a bit pedestrian compared with dumping the clutch on a traditional manual. This over-revving continues as you move into 'D3' and 'D4', only settling down once up to a cruising speed. It's here that the Sportomatic shows its positives, with a stab of the loud pedal resulting in effortless overtaking as the 'slip' pulls the revs up to the right spot on the torque curve. There is one thing I should warn you about – though it shouldn't be a problem if you're adhering to proper driving principles – and that is not to rest your hand on the gear lever. Doing this, even with the slightest pressure,

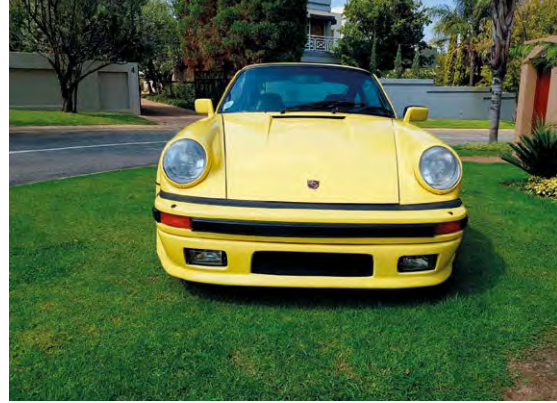
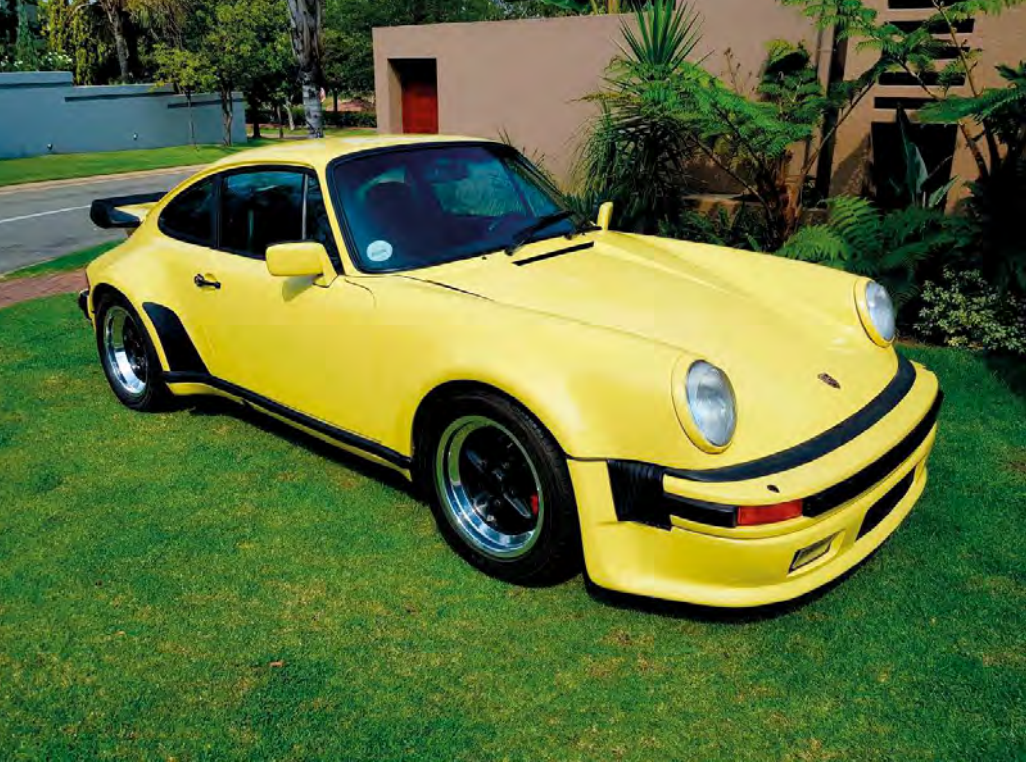
results in the switch being depressed and the clutch coming into action. It isn't only your hand that needs to be watched; a wayward knee might induce the same problem while you're taking in the Porsche's outstanding handling attributes on a mountain pass – not ideal to suddenly

find yourself in neutral while powering away from the apex!

Around town it seems best to leave the old Sportomatic in 'D4' and let the torque converter do the job – it does mean that you have to get used to sounding like you are 'windgating' while going nowhere slowly. The only way to fix this and to improve the acceleration time is to ignore the page in the manual about not using 'L' – in this mode the pull-off is more instantaneous and the engine revolutions seem to match the forward motion more accurately.

Idiosyncrasies aside, the Sportomatic is a fascinating bit of technology and was the first step in the direction of gear leverless Porsches. And perhaps to prove to the moaning 'purists' that the Sportomatic wasn't just a decoy, Porsche took it racing prior to the production car launch in '67. The chosen car was a factory 911R and the race – a gruelling 84-hour endurance at the Nürburgring known as the Marathon de la Route. In the hands of Vic Elford, Hans Hermann and Jochen Neerpasch the 911R Sportomatic proved not only reliable but also fast, and took the overall win. Love it or hate it, inventiveness and relative rarity have combined to make the Sportomatic highly collectable and desirable. And for those 1970s naysayers that felt there was no place for a Porsche that crosses both enthusiast and non-enthusiast borders, go take a test drive in a modern PDK-fitted Porsche – it's mind-blowing. 

It's here that the torque converter raises its head; it feels like a slipping clutch, with the result that the busy revs and exhaust noise increase rapidly while the speed remains a bit pedestrian



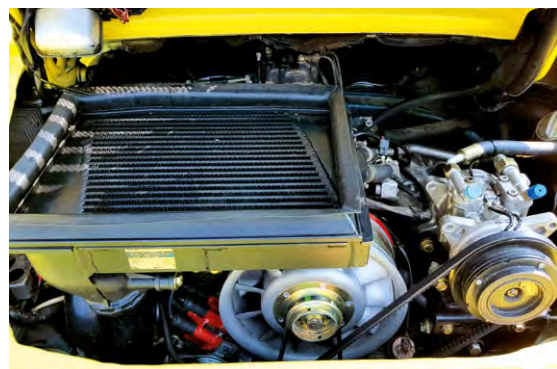
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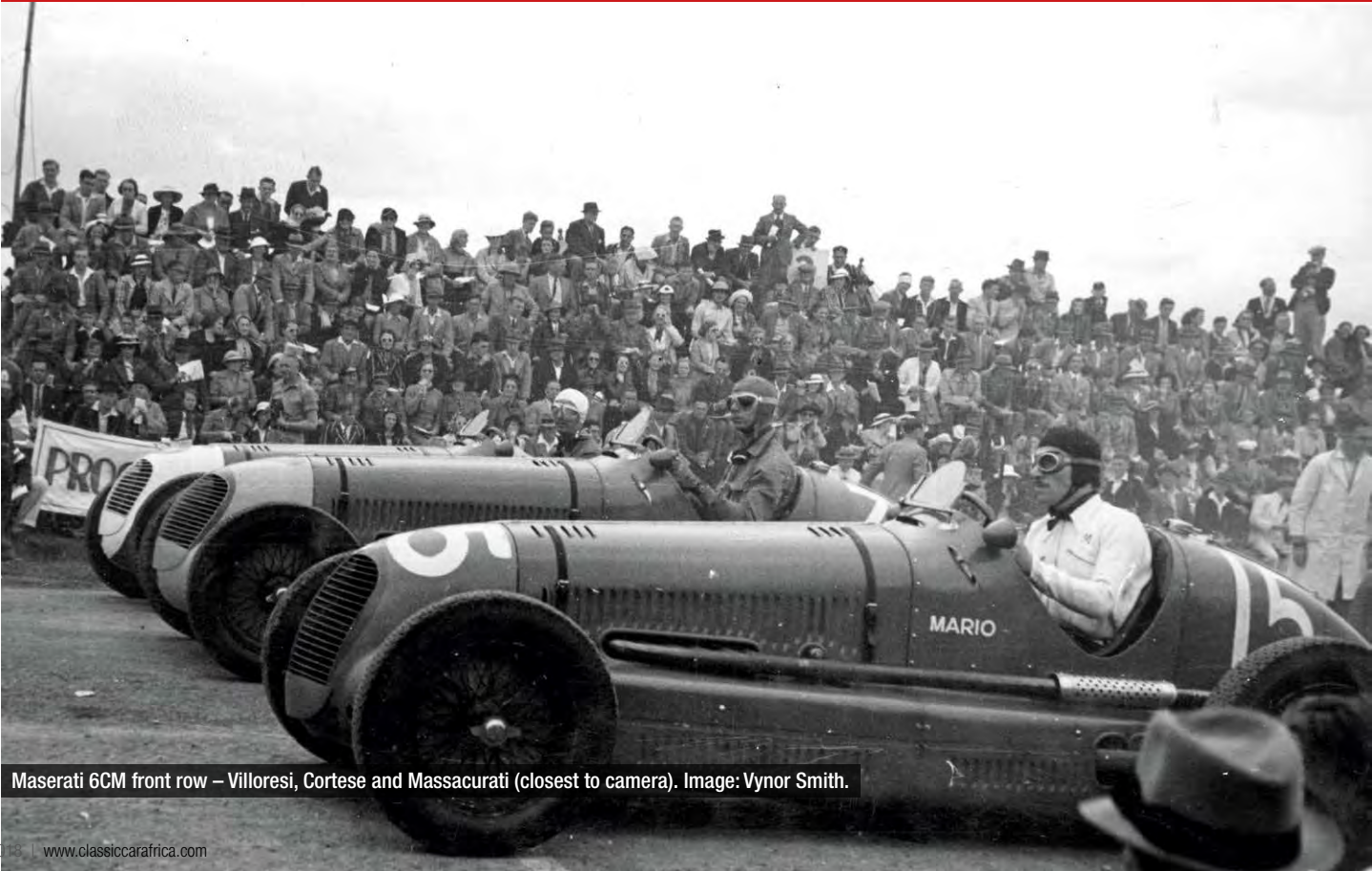
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Gavin 082 902 9354



Splash and go for Villoresi's Maserati. Image: Vynor Smith.



PRE-WAR PASSION



Maserati 6CM front row – Villoresi, Cortese and Massacurati (closest to camera). Image: Vynor Smith.

A calm Villorresi before the start. Image: Vynor Smith.



With the 2018 Historic South African GP Festival in mind, **Mike Monk** reviews the country's pre-war grands prix and takes a look at the 1939 event, with the aid of some previously unpublished photos. **Images by Vynor Smith**



Third row of the grid. Armand Hug's Maserati (5) hiding Roy Hesketh's ERA and the Hon Peter Aitken's ERA R11B (11). Image: Frank Hoal collection.



Hesketh's ERA and Hug's Maserati (5). Image: Vynor Smith.



Howe ERA (14), Chiappini's Maserati (9) and Pietsch's Maserati (4). Image: Vynor Smith.



Howe's ERA with Taruffi's Maserati (8) alongside. Image: Vynor Smith.

Three overseas drivers took part, headed by American millionaire racer, aviator and businessman Whitney Straight in his supercharged 3-litre Maserati 8CM

Despite its geographical position, South Africa was a popular motorsport venue in the pre-war years and thanks to the efforts of East London's *The Daily Dispatch* motoring editor Edward 'Brod' Bishop, the country hosted its first grand prix on 27 December 1934. The East London municipality had just constructed a Marine Drive circular road on the west bank of the town alongside the Buffalo River, and driving the scenic route Bishop thought the road would be ideal for staging a motor race. Together with fellow enthusiasts, Bishop formed the South African Motor Road Race Organisers (Pty) Ltd and permission was obtained to stage such an event.

The plan was for a Tourist Trophy-style race for locals run over six laps of the 24.5km circuit under the title 'Border 100', but the concept whipped up so much enthusiasm that it rapidly developed into a national event. Better still, overseas publicity efforts caught the eye of sports editor of *The Autocar* SCH 'Sammy' Davis, who helped elicit overseas

entries that, once accepted, raised the event's status to international level and the race title became the South African Grand Prix. Three overseas drivers took part, headed by American millionaire racer, aviator and businessman

Whitney Straight in his supercharged 3-litre Maserati 8CM, his brother Michael in a 4-litre Railton Terraplane and Britain's Dick Seaman in a works 1087cc MG K3 S/C Magnette. Whitney overcame a 22 min 24 sec handicap to snatch the lead on the last lap and thrill the crowd of well over 40 000 spectators. The race was claimed to have been the largest ever to gather for a single sporting event in the history of the Union.

The construction of a new link road, the now-famous Potters Pass (named after the Divisional Council's road engineer), to avoid passing through the township of West Bank, led to the circuit being shortened to 18.27km. The pass was opened on 7 December 1935 and the new circuit was named the Prince George Circuit to commemorate the Duke of Kent's visit to SA. Held over 18 laps on 1 January 1936, the race once again attracted an international field but it was a local resident who took the chequered flag – the enigmatic Dr Mario Massacurati, driving a Bugatti T35B. The attendance figure was given as 82 000.

Now established as a New Year's Day event, in 1937 two of the mighty supercharged 6-litre Type C Auto Union 'Silver Arrows' headed the entry list in what was to become a race of attrition, with Pat Fairfield in his ERA R4A taking the honours after Buller Meyer's Riley Ulster blew its motor on the last lap while in the lead.

Ten Maseratis dominated entries for the



Roy Hesketh ERA R3A. Image: Frank Hoal Collection.



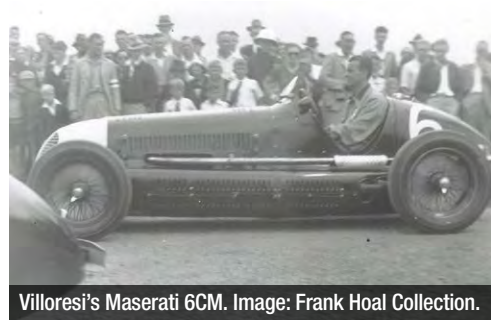
Villoresi, Cortese and Massacurati. Image: Frank Hoal Collection.



Steve Chiappini Maserati. Image: Vynor Smith.



Massacurati's 6CM. Image: Frank Hoal Collection.



Villoresi's Maserati 6CM. Image: Frank Hoal Collection.

1938 race but it was the previous year's 'Almost Man' Buller Meyer who came home first to become the first South African to win his home grand prix, to the delight of 70 000 spectators.

Then, for 1939, grand prix racing in Europe changed its format from the established formula libre handicap style of event to a less complex scratch race voiturette (small car) formula, the rules of which allowed for cars with engines limited to 1500cc with supercharging optional. Without the necessity for handicapping – when the starting flag fell, all cars left the grid – following the race was easier for spectators and it was to become the preferred format in the post-war years.

The downside of switching formats was that it precluded many local entries and only 14 cars were entered, nine of which were supercharged 6CM Maseratis. But what a quality field it was. Maserati entered two cars for Luigi Villoresi and Franco Cortese, which were backed up with overseas privateer entries from Paul Pietsch, Armand Hug, Louis Gerard and Piero Taruffi. Completing the group were local drivers Buller Meyer, Mario Massacurati and Francis 'Steve' Chiappini. Rivalling the Tridents from Italy were four ERAs: Lord Howe in an R8B, Peter Whitehead in an R10B and the Hon Peter Aitken in an R11B were visitors from England, supported by SA's Roy Hesketh in an R3A. Completing the line-up was a lone

non-supercharged Riley prepared by the legendary Freddie Dixon and driven by the notorious Miss Fay Tylour.

Villoresi was on pole for the 18-lap race, with Cortese and Massacurati making up the front row of the 3-2-3-2-3-1 grid. As most pundits expected, Villoresi shot off into the lead and after all 14 cars successfully negotiated the first few corners he was never challenged, his teammate running steadily behind throughout. For Taruffi and Pietsch the race was short-lived, the Italian's car suffering clutch failure while the German's engine blew a piston, both on Lap 1. Whitehead dropped out on Lap 2, also with piston failure. Massacurati was slowed for a while with clutch problems as Meyer joined the 'Piston Poopers' on Lap 3. When Tylour's engine failed on Lap 4 the race was in danger of fizzling out for the 63 000 spectators, but Massacurati was back to full speed and making up lost ground, while Hug and Hesketh were having a close dice. Gerard, too, was putting in a thrilling drive until he became the sixth (and final) retiree, just after half-distance, with burnt valves. Howe had to pit for fresh plugs and, while Hesketh stopped for two rear tyres on Lap 15, Massacurati slipped by him into third place and set the fastest lap at 104.272mph

(167.81km/h) on the next lap – a pre-war record.

Villoresi won in a time of 1 hr 59m 25.8s at a record average speed of 99.667mph (160.39km/h), followed by Cortese (98.60mph/158.68km/h) and Massacurati (97.08mph/156.23km/h). Behind the Maserati trio came Hesketh, Howe, Hug, Aitken and Chiappini, all completing the full race distance. It was the last time the Prince George Circuit was used.

And amongst the 60 000-plus crowd was a young lady who was not expecting to be there. Vynor Smith had been holidaying in Europe with her mother and they were travelling home from Italy on the Italian liner *SS Duilio*. On board were some of the cars and drivers heading for South Africa via the Suez Canal, and during the voyage the pair got to hear of the race and made the decision to disembark in East London and watch the race. And such was the relaxed nature of grand prix racing at the time that Vynor, then around 19 years of age, went around the circuit with her box camera and the photos, which are reproduced here for the first time, captured the spirit of the

And such was the relaxed nature of grand prix racing at the time that Vynor, then around 19 years of age, went around the circuit with her box camera



Miss Fay Taylor in the non-supercharged Riley. Image: Frank Hoal Collection.



Paul Pietsch prepares for the start. Image: Frank Hoal Collection.



5th S.A. GRAND PRIX
—“LINE-UP”

DRIVER	COUNTRY	CAR	NUMBER
LORD HOWE	Britain	1,500 cc. E.R.A.	1
BULLER MEYER	South Africa	1,500 cc. Maserati	2
FAY TAYLOR (Miss)	Britain	Riley	3
PAUL PIETSCH	Germany	1,500 cc. Maserati	4
ARMAND F. HUG	Switzerland	1,500 cc. Maserati	5
L. VILLORESI	Italy	1,500 cc. Maserati	6
F. CORTESE	Italy	1,500 cc. Maserati	7
PIERO TARUFFI	Italy	1,500 cc. Maserati	8
F. CHIAPPINI	South Africa	1,500 cc. Maserati	9
P. N. WHITEHEAD	Australia	1,450 cc. E.R.A.	10
PETER AITKEN	Britain	1,450 cc. E.R.A.	11
LOUIS GERARD	France	1,500 cc. Maserati	12
ROY HESKETH	South Africa	1,500 cc. E.R.A.	14
"MARIO"	South Africa	1,500 cc. Maserati	15

Page Thirty-nine

occasion. After the race, the pair travelled home to George by rail.

Incidentally, the SS *Duilio* was Italy's first super-liner. It made its maiden voyage in 1923 and in 1939 it was owned by the Lloyd Triestione line, but was laid up the following year. During WW2, it was briefly chartered to the International Red Cross in 1942 before being laid up in Trieste, where it was sunk by Allied aircraft in 1944.

But even as the 1939 race was taking place, war clouds were looming and the fifth SA GP was the last to be held in the country, bringing the curtain down on a memorable golden era of motorsport. The grand prix was revived on 1 January 1960, when the race was run as a non-championship event at the new East London Grand Prix Circuit, a venue that still exists in almost unaltered form. In 1962 the South African Grand Prix was placed on the Formula 1 calendar. Those were the days... 📷

2018 HISTORIC SA GP FESTIVAL

As outlined in the January/February issue of *Classic Car Africa*, the 2018 Historic South African Grand Prix Festival will take place from 25 November to 2 December, during which cars that raced in the pre-war grands prix will once again take to the roads of East London that made up the original Marine Drive – later Prince George – Circuit. Afterwards, the cars will travel to Cape Town where they will be put on display. Overseas interest and involvement has been particularly strong and local enthusiasts will be able to witness the likes of the 1934 inaugural GP-winning Maserati 8CM that was driven by Whitney Straight, the Talbot 105 that took part in the same race, and the famous ex-Roy Hesketh supercharged ERA R3A that finished fourth in the 1939 race.

For more information visit www.sahistoricgp.com.

The author wishes to credit *Sun on the Grid: Grand Prix and Endurance Racing in Southern Africa* by Ken Stewart and Norman Reich, *South African Grand Prix* by Brud Bishop, the Frank Hoal Collection and John Smith for some of the material used in the compilation of this article.

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THE INTERNAL BATTLE

Ask a car fan to name the most iconic Mercedes-Benz model and the vast majority will in all likelihood automatically say the 300SL Gullwing of the mid-1950s. But, as **Stuart Grant** debates, the roadster equivalent from the firm could well be even better and possibly fly the flag as the ultimate Mercedes star.

Photography by Mike Schmucker



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Just one look at Franco Scribante Racing's immaculately restored drop-top version already had me pondering as to whether this or a Gullwing would take the Merc spot in my imaginary garage. But in order to carry out a free and fair election, the models need to be looked at in more detail.

The road-going 300SL (and the SL moniker for that matter) has its roots firmly

entrenched in the world of motorsport and dates back to 1952, with the arrival of the first post-war-designed Merc racer, the W194 300SL. It was a revolutionary bit of kit with a welded aluminium tubular chassis at the core. This chassis design and aluminium bodywork meant that what the car lacked in power from the firm's trusted inline 6-cylinder engine was more than made up for in the lightweight and torsional strength department.

And the name SL? That stands for 'Super Light', of course.

Proof was in the pudding, and on debut at the 1600km Mille Miglia the 300SL came in second. This was then followed up with victories in the Bern Prize for Sports Car, 24 Hours of Le Mans, the Jubilee Grand

Prix for sportscars at the Nürburgring and the Carrera Panamericana. While an open-top version of the W194 was on hand the real crowd favourite, and best version for such long races in variable weather circumstances, was the coupé version. Downsides to this fixed roof were serious cabin heat build-up and the fact that the high-sided chassis needed for rigidity meant that traditional front-hinged doors couldn't be fitted. The solution was to roof-mount these, with the doors swinging upwards. The sight of these in open position soon earned the 300SL the 'Gullwing' nickname for obvious reasons. It could so easily have been tagged with 'Vulturewing' instead after Karl Kling and Hans Klenk collided with one of these carnivorous creatures while on the way to victory in the Carrera Panamericana.

Whatever the name, the W194 300SL was only ever a race car and Germany had

Downsides to this fixed roof were serious cabin heat build-up and the fact that the high-sided chassis needed for rigidity meant that traditional front-hinged doors couldn't be fitted



no intention of making a road car of this genre. Thankfully, an American did. Enter Max Hoffman, a newly signed importer of Mercedes to the States. A keen racer himself, Hoffman had seen the W194's successes and knowing his home market well, thought a road version would suit some of his well-to-do clientele. Hoffman put the idea to the sceptical German board and, after much lobbying from the USA, the go-ahead was given in September 1953, with chief engineer Rudolf Uhlenhaut put in charge of the project. Five months later, in February 1954, the road-going W198 300SL coupé made its debut, not at the Merc traditional Frankfurt Motor Show but rather the International Motor Sports Show in New York.

With its centrally-mounted hinged doors on the roof and svelte looks, it was the showstopper. The press went wild – without

even driving it. When they did get a stint behind the wheel later, the performance, technological prowess and performance further blew their socks off and the Gullwing became an instant classic. It was more than a stylish exercise. It was the world's first 4-stroke production passenger car to use mechanical direct fuel injection (a Bosch system derived from the unit used on the Messerschmitt Bf 109E war bird) and good for 215hp (158kW), which with the lightweight structure saw it reach 250km/h to secure the title as the fastest production car of its day.

Hoffman received his initial order of cars in 1955 and sold a total 1 100 Gullwings over the next three years – that's close on 80% of all the 1 400 Gullwings produced.

Drop-top driving appeal was at an all-time high at the time and Mercedes-Benz responded in 1955 with a 4-pot 190SL that

carried through styling cues from the 300SL Gullwing – sans roof and wing doors. But sales of the Gullwing showed there was desire for more performance, and more importantly the financial ability to pay for this from some quarters. Enter the Mercedes-Benz 300SL Roadster in 1957.

In roadster form, the 300SL employed a modified (90kg heavier) version of the super-light spaceframe chassis, with the most noticeable difference being lower side sections, which meant conventional front-hinged doors could be fitted. Less obvious changes included flatter rear-end, redesigned fuel tank, the spare wheel was moved under the floor and the boot space was actually useable. The rain set in the soft top was easy to operate, pulled by hand from a hatch behind the seats, or you could spec the car with a classy hardtop from 1958. In 1961, the Roadster became the



first Merc production car with disc brakes at all four corners and a year later some of the additional weight was lost when an aluminium engine block replaced the dated cast-iron lump. Production came to an end in 1963, with a total number of 1 856 units delivered. The demise of the 300SL also brought a curtain down on Merc's separate chassis/body type designs as monocoque construction took hold.

So far the Gullwing seems like the 300SL to have. After all, the lighter weight means it is a touch faster, there were 456 fewer made and it can put a smile on anyone's face with those Gullwing doors. But let's carry on...

Equipped with a new rear axle/suspension design with an independent type that Merc describes as a 'single joint swing axle', the testers felt more confident driving the Roadster at pace through the twisties

Climbing (and I mean that literally) into a Gullwing is not ideal, despite the revolutionary doors. The very high sill gets in the way and even though Merc fitted a downward-hinging steering wheel, you have to thread yourself into the cockpit. Sitting snugly on a tartan bucket seat, you then need to stretch up and pull down the hydraulically-hinged door. Door closed, it is tight inside and... wait for it... the side windows don't wind down. This combines with the hot gearbox tunnel nestled between you and the passenger to make it a sweat-inducing ride. The only option for air is to swing the small corner windows open.

Moving to the Roadster. First thing you'll notice is the lower door/sill line. Pull the lever and the door hinges from the front to allow 'normal' non-contortionist entry to the 300. Even with the optional hardtop fitted, access to the cabin is a walk in the park compared with the Gullwing. Despite the cabin dimensions being near-as-dammit identical, the feeling

of a roomier interior is there – of course enhanced by having the roof open. Fresh air flow and overwhelming heat is also not an issue because of this, but should you go top-up then the Roadster has another trump card over the Gullwing, with fully functional wind-down glass windows.

Having held the title as the fastest car in period, you know that both variants are a thrill to drive. The experience starts with a deep burble from the 2996cc straight-6. Stomp on the gas and the induction noise becomes intoxicating. The surge forward is strong with the 158kW to 1 300kg power-to-weight ratio similar to the latest hot hatch offerings. Braking is not quite in line with these modern front-wheel drivers though and requires some serious leg pressure to bring the SL to a stop – scary when you remember these cars can hit the 250km/h zone.

While it's difficult to really differentiate between the Gullwing and Roadster offerings in the above departments, it is easier to draw a line between them in the handling sector. Testers quipped that when entering a corner with gusto the heavier Gullwing front-end would bite hard, then the back would go



loose and the driver would have to saw away at the wheel with corrective inputs. Feeling like a Mille Miglia ace, said driver would climb back onto the accelerator only to hear the power escaping through the unweighted and spinning inside wheel. Equipped with a new rear axle/suspension design with an independent type that Merc describes as a 'single joint swing axle', the testers felt more confident driving the Roadster at pace through the twisties.

Call me crazy, but by my maths that puts the Roadster out in front of the Gullwing in the 300SL race. They both pack powerful, purposeful yet beautiful looks, performance in the bucket-load, pedigree and rarity but the Roadster adds practicality and real-life usability into the mixture. It is truly a car you can drive.

Just ask Franco Scribante Racing. Shortly after our photo shoot, their Roadster headed off from Joburg with Durban as its destination. It's the start of many road trips for a car that the team feels needs and wants to be driven, and the culmination of a two-year in-house rebuild by a bunch of relative youngsters.

Cobus Jonker and the team of Dwain Degenaar, Eugen Katzke and Eddie Kupan have built and developed numerous race cars for the outfit. Many of you might have seen their historic Chevron B19 or Chevron B26 conquering both the Knysna Classic Friday and King of the Hill sprints, or perhaps the one-of-a-kind Porsche twin-turbo in various supercar races – this car being one-of-a-kind with most aspects, including the aero-kit being developed in-house. Between this they've churned out some custom 2-wheelers and a tastefully modified a 1950s Ford Pick-up hotrod, which means a lot of clever thinking and problem-solving has come into the equation – not to mention getting to grips with modern developments like PDK gearbox, launch control and computer mapping.

Despite this, the 300SL's engineering mastery offered a host of unseen aspects. Jonker was quick to point out that having an original workshop manual was imperative. If the book said replace the bolts in the order 1, 3, 2, then fit the 'next part' and come back to fit bolt 4, then you'd best do that. It's not the Germans playing games –

it simply means that doing so in any other order will mean the 'next part' will not fit and you start again.

With the body removed, it was fixed with painstaking lead work and then painted in-house. Every last mechanical was fully stripped and where not repairable, genuine replacement parts were installed. It is now mechanically as it was when it left the showroom floor more than fifty years ago. In the looks department it's spot-on too, barring the change of colour (although still a period-correct one), and as this is a driver's car, a modern radio masquerading as a classic finds home in the dash.

It's a masterful restoration by a skilled team that not only does justice to arguably the best version of the 300SL but also showcases the best form of preservation, while retaining its usability factor.

So what will fill the 300SL spot in my dream garage? The brain says Roadster but the image of the Gullwing poster I had on my wall as a kid is tugging at the heart strings. I suppose I'll have to move another brand out from the garage and just get both 300s – a perfect summer and winter combination. **C**

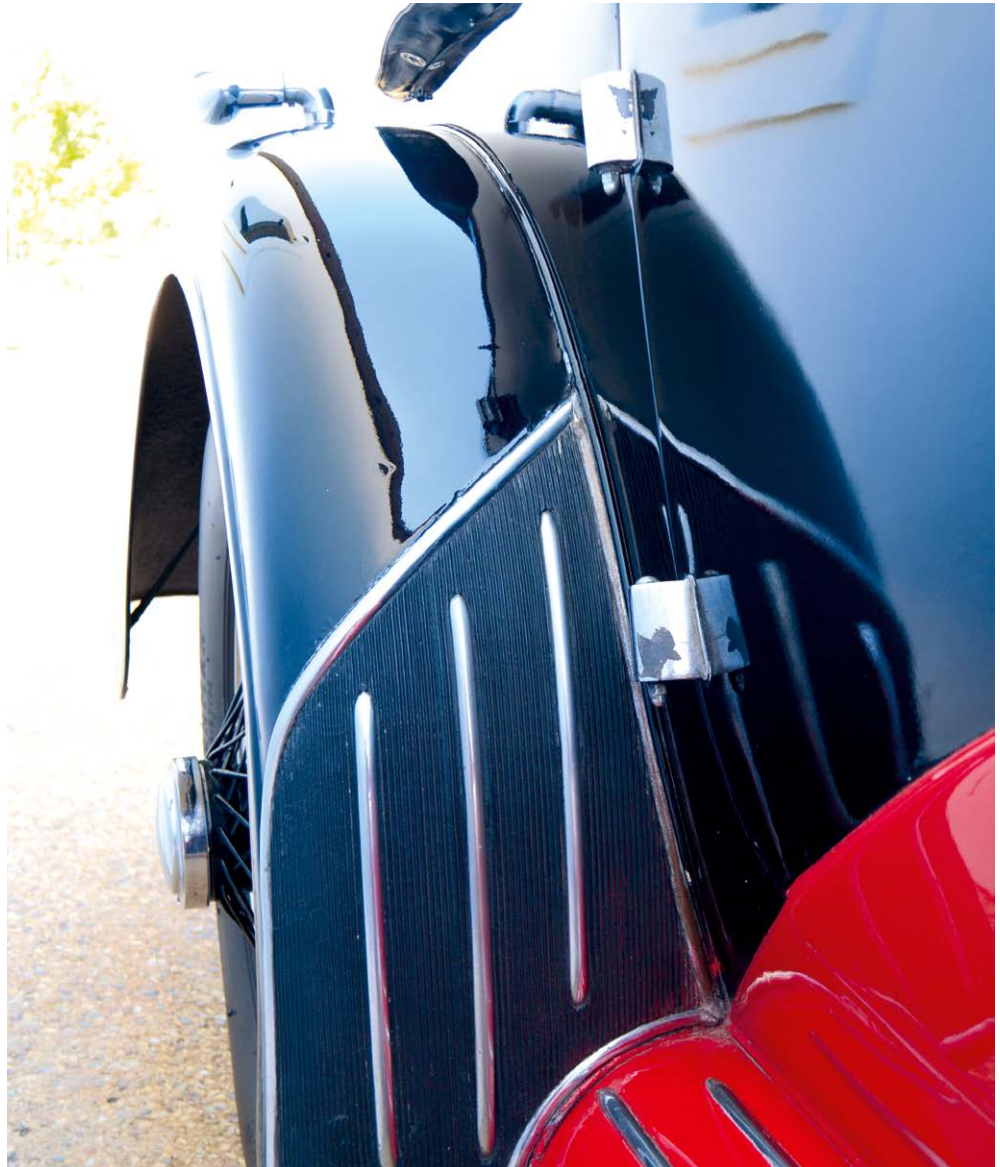
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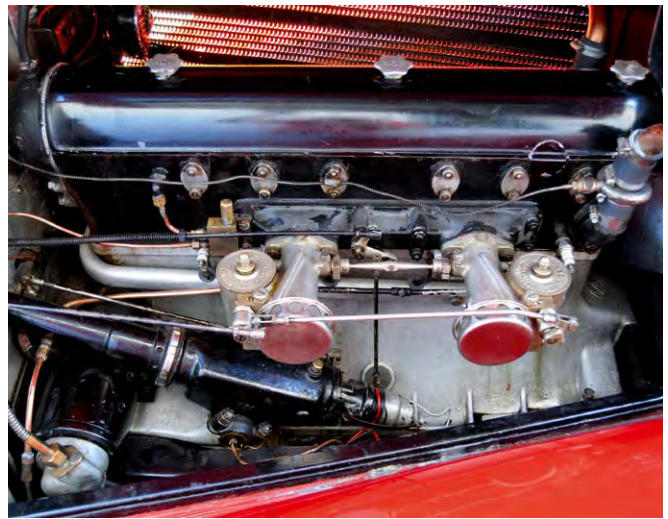


Mike Monk takes a ride in a bespoke example of one of the last models from Austria's most prestigious auto maker.

Images by Mike & Wendy Monk







Since the turn of the last century, Austria has had just three motor car manufacturers – Austro-Daimler, Steyr and, on a much smaller scale, Puch. Not surprisingly, the country's close relationship with influential neighbour Germany played a part in the creation and development of all these brands, including the 37-year rise and fall of prestige brand

Austro-Daimler. The car featured here represents one of its finest achievements.

The company was founded in 1899 when Daimler, then based in Cannstatt (today Bad Cannstatt) on the outskirts of Stuttgart, established Daimler Motoren Gesellschaft (Daimler Motors Corporation – DMG) in Wiener Neustadt, Vienna to produce around 100 copycat Daimlers annually. In doing so, DMG became the auto industry's first multinational. In 1905, Ferdinand Porsche replaced Gottlieb Daimler's son Paul as a director (Paul returned to Germany to take over the R&D department following Wilhelm Maybach's departure), and on 27 July 1906 the company became a separate financial entity, heralding a rise in status and popularity. With a workforce

of 800, DMG was renamed Austro-Daimler on 27 July 1906.

In 1908 the company began producing Zeppelin engines as a sideline, and in 1909 Porsche was responsible for it gaining independence from DMG ownership, leading to Oesterreichische Daimler Motoren AG (Austrian Daimler Engines) being established in 1910. During the years preceding WWI, new motor cars appeared including the Prinz Heinrich model, otherwise known as the Prince Henry.

After the war, still with royal patronage thanks to the Prinz Heinrich connection, Austro-Daimler returned to car production with predominantly luxurious tourers, but the company fell into a slow financial decline. Porsche left in 1923 to join DMG in Stuttgart, but had laid the foundation for the new ADM model that proved to be a tour de force. This was developed into the

After the war, still with royal patronage thanks to the Prinz Heinrich connection, Austro-Daimler returned to car production with predominantly luxurious tourers



ADR and, later, ADR Sport by Porsche's successor, fellow Austrian Karl Rabe. These cars proved to be competitive in motorsport, winning 70 races during 1924-25 and in 1926 a modified version lapped Brooklands at over 100mph (161km/h). Austro-Daimlers won the team prize in the prestigious 1924 Alpine Trial and in the 1928 Tourist Trophy. Hans Stuck Snr in particular achieved some outstanding results, winning 46 events and setting fastest time of the day seven times in 1927, fourteen in 1928 and nine in 1929. He won the Swiss Hillclimb Championship in 1928, the Austrian title in 1929 and the first European Mountain Championship in 1930. That same year he set FTD at Britain's Shelsley Walsh Hillclimb with a time of 42.8 seconds, which was not bettered until 1933.

Then in 1932 the more advanced ADR Bergmeister appeared, based on the ADR Sport but with a tubular backbone

chassis and swing-axle independent rear suspension that so resembled Hans Ledwinka's design for Tatra that the Czechoslovakian company attempted to take legal action against Austro-Daimler.

Nevertheless, in place of the ADR's 3-litre engine, the Bergmeister boasted a new 3614cc straight-6 under the lengthy bonnet. (A straight-8-cylinder ADR8 arrived the following year.) The engine's aluminium crankcase housed a three-bearing crankshaft, and the single overhead cam was shaft-driven and propelled the cooling fan. A combination of Bosch magneto and battery ignition was used with two plugs per cylinder. With twin Zenith side-draft carburetors and a high-for-the-time 7.3:1 compression

ratio, maximum power was 89.5kW (120hp) at 3600rpm, which although adequate was not that impressive when compared with the outputs of the 5-litre engines being offered by Mercedes and Horch. Mated with a 4-speed gearbox, top speed was around 140km/h, although the engine was torquey enough to allow the car to drop down to 10km/h in the 1:1 fourth gear: 10-100km/h in top gear took 23 seconds. Fuel consumption? Around 20 litres/100km from a 100-litre tank.

These cars proved to be competitive in motorsport, winning 70 races during 1924-25 and in 1926 a modified version lapped Brooklands at over 100mph (161km/h)



But the Austro-Daimler's strongpoint was not power, it was roadholding. The key was the forked tubular backbone chassis with a special floating rear axle designed to prevent camber and toe-in changes. Suspension was by half- and quarter-elliptic springs up front and the special floating rear axle had a centre-pivot transverse spring with wheels independently sprung on cantilever springs. The wheelbase was 3 500mm with front and rear tracks of 1 410 and 1470mm, respectively. Rudge-Whitworth wire-spoke wheels were fitted with 650x20 tyres, with two spares attached to the rear of the bodywork. Huge mechanical drum brakes were used on all four wheels and the handbrake operated on the rears.

Although competitive in motorsport, the Bergmeister was conceived as an elegant sportscar, not a race car, and the Franschoek Motor Museum's example is thought to be the last to be built. Sadly, during wartime the company's records were destroyed so it is not known for sure how many were made, but the most common estimate is four. This car's two-tone

bodywork is by Gläser Karosserie of Dresden and the bespoke cabriolet – the company's speciality offering – was completed in 1934. Incidentally, coachbuilder Gläser was formed in 1864 and turned to making car bodies in 1902. However, post-WWI during the world economic crisis, the company ran into financial difficulties and after a contract with General Motors was cancelled the company went bankrupt, but was re-formed in 1933.

This car was shown at the 1934 Vienna Auto Show from where it was purchased by Boytjie Marais and imported to Cape Town. It was later sold to biscuit manufacturer D. E. Baumann and then became part of Waldie Greyvensteyn's discerning collection in Bloemfontein, before joining the FMM collection. The striking red-and-black paintwork with the dividing line swooping down from the base of the windscreen is quite dramatic, and partially disguises the car's almost 5m length. The louvred bonnet, stylish fenders and running boards are proportionately perfect, and the offset door handles add a neat detail touch.

The radiator grille, often a distinctive item on prestige brands, is rather imposing.

The doors are not particularly large but access is easy enough. Legroom, however, is far

from generous. The large 4-spoke steering wheel is set at a good angle – and it is worth noting that this car is right-hand drive as Austrians drove on the left in the 1930s. Thankfully there is plenty of room in the footwell around the pedals, which has the accelerator in the middle. Depress the floor-mounted starter button and the engine starts immediately – and oh so smoothly. Engage first with the long ball-and-socket gear shift and the near-two-tonne Bergmeister pulls away with utter ease. Within a few hundred metres this car's solidity is already apparent and once on winding roads its manoeuvrability shines through – no wonder its predecessors were a sporting success. For a car more than eight decades old, this Bergmeister is remarkably solid and once into top gear, the almost complete lack of mechanical fuss endorses the car's *raison d'être* – a premium sportscar built for cruising by the wealthy.

And at the time, that was the problem. The Great Depression was in full swing and although the struggling Austro-Daimler company became part of the Steyr-Daimler-Puch conglomerate in 1934, the writing was already on the wall and it closed down in 1936. The Bergmeister is probably the jewel in the crown of a company whose products and royalty-backed presence has all but been lost to history. **C**

This car was shown at the 1934 Vienna Auto Show from where it was purchased by Boytjie Marais and imported to Cape Town



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POWER PACKAGE



Jaguar has a fine history of delivering spectacular sportscars but it was arguably the more humble XJ6 that secured the marque's future by packaging similar performance and driver appeal in an upmarket yet affordable 4-door package. **Graeme Hurst** samples a desirable manual variant to celebrate the model's golden anniversary.

Photography by Gareth Emmerson



There have been some big years in Jaguar's history when you look back. An easy one is 1948, with the unveiling of the XK120 – and the iconic twin-cam that powered it – as is 1961, when the sensational E-Type stopped the automotive world in its tracks at the Geneva Motor Show. And 1968. Not ring a bell? That's when Jaguar founder William Lyons delivered the XJ6, a 4-door saloon that boasted a lot of the E-Type's clever thinking

and performance packaged in an elegant and luxurious format that would set the template for the marque's future.

Boasting all-round independent suspension and disc brakes, along with enough leather and wood to keep the British establishment happy, this understated, 112+mph saloon was simply peerless when it arrived 50 years ago. No other British luxury 4-door saloon barring a Rolls-Royce, which was three times the money, offered such a blend of those elements or such

magnificent ride quality. Or performance. All in all, Jaguar quite simply hit the mark and both copy inches and sales flowed following the model's launch at the Frankfurt Show that year.

Powered by the venerable XK engine, the XJ6 was a product of a rapid four years of development in the famous Browns Lane factory. In one stroke it replaced the marque's complex-to-build two-tier saloon line-up, which featured the rather gigantic 420G and more junior 420 saloon sibling –



the latter boasting origins in the elegant but rather technically basic MkII.

The XJ6's body was an all-new monocoque design that was sized with Jaguar's upcoming V12 (of still-born XJ13 racer fame) in mind but, when that wasn't ready, the 4.2-litre unit was slotted in. So too was Jaguar's independent rear suspension unit, developed for the E-Type, but the front of the car received new clever anti-dive geometry and a sub-frame layout to eliminate vibration. That was a big goal by Lyons's engineers, who also paid careful attention to eradicating the then-newly contemplated concept of NVH (noise, vibration and harshness) through the use of sound-deadening materials and the adoption of pin plugs to join the wiring through the bulkhead.

Jaguar also offered a 2.8-litre version for markets offering tax breaks for lower-capacity cars, while both options could come with either a 3-speed Borg Warner

automatic gearbox or a 4-speed manual with optional Laycock de Normanville overdrive. Power steering by rack-and-pinion (a first for a Jaguar saloon) was standard.

As with Jaguar's previous models, the XJ6's combination of performance (particularly its long legs) and interior space made it appealing to buyers here in SA and, a year into production, the Coventry-based carmaker made plans to assemble CKD (complete knocked-down) kits at Leykor's (which stood for Leyland Korporasie) Blackheath plant outside Cape Town.

In the run-up to that, *CAR* magazine got their hands on an imported 4.2-litre automatic example for its September '69 issue and the testers were effusive over its abilities, stating that the XJ6 offered "a new air of modernity and was quite superlative in its behaviour on the road" before claiming it to be "certainly the finest road car that we have ever tested."

Their test results certainly backed that up: 0-60mph in 10.5 seconds and a top speed of 111.5mph; heady figures for a luxury saloon nearly 50 years ago. Following their assessment, that particular car was stripped down at the Blackheath plant

to allow production staff to cut their teeth on the assembly process, with the first car rolling off the line three months later.

With a waiting list generated by the model's reception overseas, Leykor wasn't shy about the pricing: the listing of R6 181 pegged it at the top of the company's 10-strong product line-up. It was also the most expensive car produced in the country, even above Mercedes S-Class territory and more than double what a Valiant Regal went for at R3 048.

That didn't seem to put buyers off, mind, as more than 1 260 XJ6s were delivered here by the end of 1970, although to be fair around half those were the manual-only (in SA) 2.8-litre version, which was just over R800 cheaper.

Sales for the range-topping 4.2-litre picked up steadily and, three years in, *CAR* was back behind the wheel of an XJ6 in their September '72 issue, this time an example in manual overdrive specification. Featuring the same 3.54 final drive as the automatic car, the lack of a power-sapping torque converter, plus the overdrive function, made for much improved fuel economy (up from 20.3mpg at 60mph to 26.7mpg). The manual car could also crack the 0-60mph sprint in 9 seconds, a second and a half less than

The manual car could also crack the 0-60mph sprint in 9 seconds, a second and a half less than the auto managed



the auto managed. And it was over R300 cheaper at R7 325, with the 2.8-litre retailing for R6 130. Interestingly, the overdrive feature was standard on SA-built manual cars, most likely to cope with our propensity for long-distance journeys.

Intriguingly, the same issue covered the first road impressions of the V12 variant which had been launched in the UK as the XJ12. This was the motor the XJ series was meant to have from the start but which got held back in development. It was clearly worth the wait as the all-alloy 5.3-litre unit's whopping 265bhp (198kW) and hefty 480Nm of torque massively boosted the XJ saloon's ability.

0-60mph was now achievable in a mere 7.6 seconds, while top speed was up to 140mph... no surprise that the tester, none other than Gordon Wilkins, joked that "other cars seemed to be travelling in reverse!" Of course, there's no free lunch and the impressive metrics on the tarmac were offset by the car's rather dire 14mpg average fuel consumption, which was an issue with the onset of the notorious oil crisis in late '73 and stymied sales. As a result, Jaguar pressed on with the XJ series in 6-cylinder guise.

By then the famous British carmaker had

ceased production of both the 2.8-litre and the manual-overdrive option for the 4.2-litre. It was also busy with preparations for the launch of the Series 2 range, which debuted in '74 and featured a revised 'shallower' front grille and higher (by 4in) bumper treatment to accommodate the ever-threatening safety legislation in the important US market.

There were changes inside, too, with the Series 1's rack of central gauges and rocker switches (an ergonomic hangover from the E-Type and MkII) making way for an improved ventilation system, which now featured air-conditioning as standard. The latter was a response to customer feedback about poor in-car airflow, along with standardised electric windows to overcome complaints about winding the windows manually. There was also more room in the back, thanks to the option of a long-wheelbase version, which featured an extra four inches of metal in the rear doors. The added refinements and inflation pushed the local price up to R10 950 by '74.

Three years on there were further revisions, with the model badged as the 4.2 Executive

for the SA market and featuring pure wool upholstery, cruise control and inertia reel seatbelts – proper 'luxury car' fare. By then the price had crept up by another six grand and sales were starting to slow, with 566 rolling off showroom floors in '77 – half the number that rolled out of Blackheath in 1975. It's not entirely surprising as, nearly 10 years on, the XJ6 shape was getting a bit long in the tooth, while a lot of the competition (such as BMW) had attractive premium offerings.

That concern was shared by the bosses of British Leyland over in the UK, who opted to give the XJ6 another stay of execution by revising instead of replacing it. Only this time they farmed the work out to Italian styling

The £7m project (more than the XJ6's original development cost!) resulted in a substantial modernisation of Lyons's original shape, most noticeable in the raising of the rear roof line and with the adoption of flush door handles and rubber bumpers

The difference is in the drivers.

Certainly there is a difference between these two cars, though each is unquestionably a Jaguar XJ6. Each has had a degree of modern equipment, a convincing sense of fine-tuned details. Both are elegantly appointed inside. With careful repairs and careful maintenance. Some seem to have aged more gracefully than others. Some seem to have aged more gracefully than others.

The XJ6 is the right car for a 4.2 litre engine with automatic transmission. A single combination that makes driving a pleasure. The XJ6 is the right car for a 4.2 litre engine with automatic transmission. A single combination that makes driving a pleasure.

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Jaguar

The XJ6 is the right car for a 4.2 litre engine with automatic transmission. A single combination that makes driving a pleasure.

FIRST JAG XJ-6: The first South African-assembled Jaguar XJ-6 coming off the line at Blackheath, Cape, in August. Initial production rate is 150 a month, and the price is under R6,000.

CAR December 1969

A model run of 20+ years (40 when you consider the origins of the XK120's engine) is testament to how ahead of its time the original XJ6 was five decades ago

house, Pininfarina. The £7m project (more than the XJ6's original development cost!) resulted in a substantial modernisation of Lyons's original shape, most noticeable in the raising of the rear roof line (to increase rear headroom) and with the adoption of flush door handles and rubber bumpers.

There were other styling tweaks too, including less pronounced rear flanks and larger tail lights. Launched in '79, the cost of the changes paid off as the Series III (as it became known) was sufficiently modernised to see the XJ6 all the way through to 1992. That was in Daimler Double Six (as the badge-engineered version of the XJ12) guise as production of the 6-cylinder XJ6 ceased in 1987. All told, just over 300 000 cars of all derivatives were made.

A model run of 20+ years (40 when you consider the origins of the XK120's engine) is testament to how ahead of its time the original XJ6 was five decades ago. And getting behind the wheel of this 1971 Series 1 is a reminder of how impressive it must have felt. Here was a car that blended traditional Jaguar gentlemen's club-like finishes with svelte looks and a simply sublime ride. One that felt otherworldly compared to the usual live-axled saloon fare of the time.

The abundant torque from the 4.2-litre

unit, which had been enlarged from 3.8-litre form to cope with the outgoing MK10/420G series' weight, makes for smooth and effortless progress, rendering frequent gear changes unnecessary as you pootle along, enjoying the car's well-insulated road manners and feather-light power steering.

But opt to give it stick and the big cat will reward with simply prodigious pace while still feeling reassuringly planted on the tarmac, with any trace of over and understeer deeply muted by the grip from the wide 70-profile rubber. Even today the XJ6's 9-second, 0-60mph ability feels strong for a near 1.7-tonne saloon, while flicking the overdrive switch on the gear knob brings an instant 20% drop in engine revs, putting you back into serene comfort after you've finished having fun.

And that's what is most striking about this '60s luxury saloon: it can be an opulent conveyance, wafting a captain of industry to his next board meeting in comfort, or a rewarding drive for the owner-driver who appreciates a car with significant performance on demand. The split personality is arguably not quite so apparent with the auto-only Series II that followed and which was positioned more for those captains of industry. But it was

still popular and helped boost total South African XJ6 production to 11 848 cars by the time production stopped in 1981. A small figure against the 165 000 to come off the line in Coventry, but impressive nonetheless for our market.

After that, local Jaguar enthusiasts had to bear the brunt of import duty to get their hands on a Series III, which wasn't screwed together over here. Again, the increasingly crowded market, which included an in-house luxury offering in the form of the Rover 3500, tempered sales. As did SA's excise duty (and subsequent rampant inflation of the mid-1980s) which cranked up the price of an XJ6 to just shy of R120 000 by the time the model bowed out in 1987, after which a mere 449 had been sold here. The Daimler Double Six remained on offer until 1991, by which time you would've needed close on R240 000 if you fancied being one of the five local customers that year.

Thankfully, unlike Jaguar's sportscars, those stratospheric numbers haven't influenced today's prices and as a result, an XJ6 makes a fine 4-seater classic. Good Series II automatics are on offer from as little as R50 000, while smart Series IIs in desirable manual overdrive spec trade for around double that. With decent examples of the cheapest E-Type variant regularly cracking the million mark, that is simply brilliant value for an important and highly rewarding piece of Jaguar history. 📌

*The author wishes to thank Ryno Verster for providing production figures.



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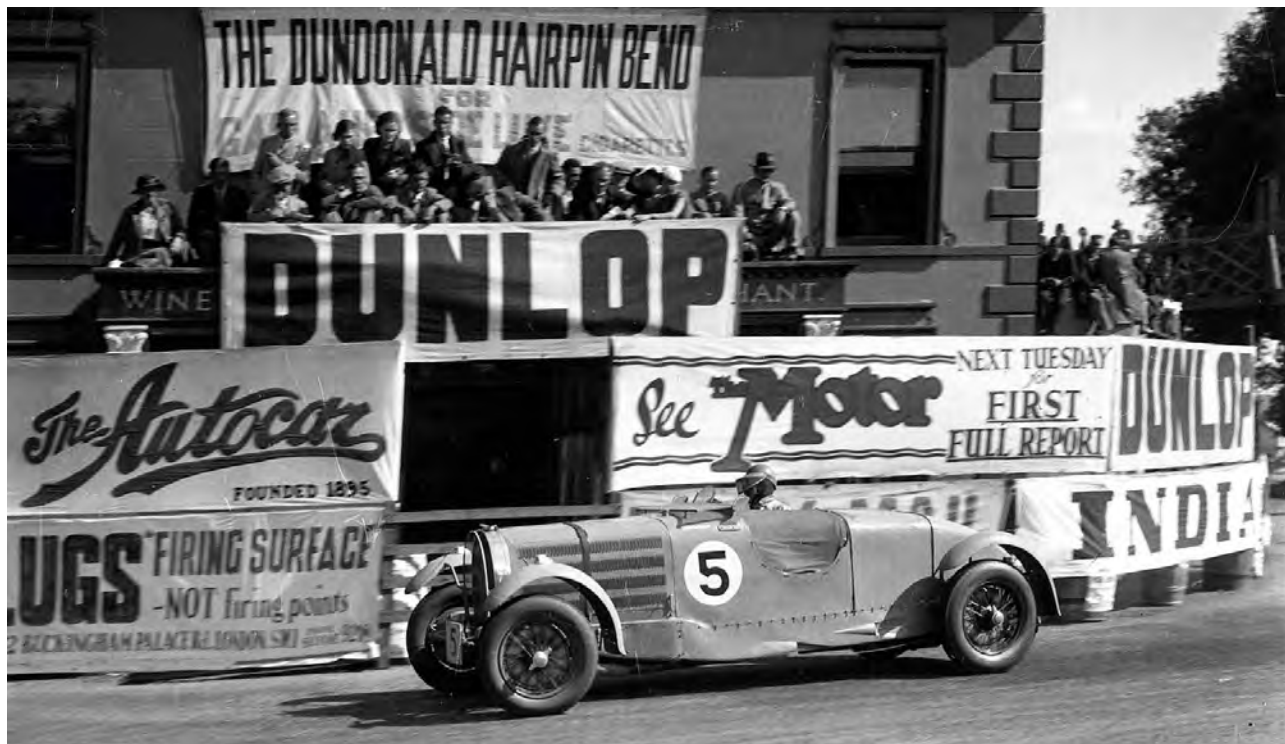


Silence ... to relive the moment ...



STILL MAKING HISTORY

A 1935 Bugatti Type 57T, owned and raced by some of the world's most famous drivers of the time, has just been sold in Paris after spending 79 of its 83 years in Perth, Western Australia. **Bill Buys** charts the car's esteemed history.



The Type 57 series with its straight-8, twin-camshaft 3.3-litre engine was perhaps not the prettiest of the famed French marque, but this particular car, with chassis No: 57264, was probably the most illustrious in the Southern Hemisphere.

It began life as a Ventoux coupé and was converted by the Bugatti works for the 1935 Ulster TT, where it was driven by the fabled Earl Howe, president of the British Racing Drivers' Club from 1929 until his death in 1964. One of the true gentleman drivers of his time, he debuted the car at the Ulster TT race in 1935, where he finished third behind Freddie Dixon's Riley TT Sprite and Eddie Hall's Bentley.

There were 13 finishers and 22 non-finishers, with 'Bira,' officially His Royal Highness Prince

Birabongse of Siam, among the latter in an Aston Martin Ulster.

UK magazine *Motor Sport* reported that the car was of light construction with a duralumin shell body, and weighed only 26 cwt with driver, fuel and water.

"De Rham shock absorbers were used and the engine was said to develop over 160hp at 5500rpm, which sounds rather fantastic. Lord Howe's car did close on 120mph."

The Bugatti stayed in the UK for a little while before being sent back to Paris where it was used by Yves Giraud-Cabantous and co-driver Roger Labric for the 24-Hour race at Spa-Francorchamps. But the car ran off the road at the notorious Stavelot Hairpin, and burst its radiator. It was repaired and then put on sale at Bugatti's Avenue Montaigne showroom, where it was quickly bought by young French racing driver Pierre Bouillon, better known as Pierre Levegh. He made his first appearance with it at the

It began life as a Ventoux coupé and was converted by the Bugatti works for the 1935 Ulster TT, where it was driven by the fabled Earl Howe



1937 Grand Prix des Frontières at Chimay, Belgium and two months later he ran it again at the Marseille 3-hours race.

Levegh was to become one of the leading competitors on the world circuit before his career was cut short at Le Mans in 1955 in the world's deadliest motorsport accident while driving for Mercedes. He advertised the car for sale in the daily newspaper *L'Auto* in March 1938, describing it as: "Type 57, unique car, capable of 190km/h."

Legend has it that Bouillon sold the car to Jean-Pierre Wimille, by then already on his way to becoming France's greatest racing driver. He made his grand prix debut driving a Bugatti 37A at the 1930 French Grand Prix in Pau at age 22 and won the 1932 Grand Prix de Lorraine and the Grand Prix d'Oran.

In 1934 he won the Algerian Grand Prix in Algiers at the wheel of a Bugatti T59 and in January 1936 he finished second in the South African Grand Prix and won the French Grand Prix.

Also in 1936, Wimille travelled to New York to compete in the Vanderbilt Cup where he finished 2nd behind Tazio Nuvolari and competed in the 24 Hours of Le Mans, winning in 1937 and again in 1939.

After WWII he became the No. 1 driver for the Alfa Romeo, winning several grands prix, including his second French Grand Prix. Jean-Pierre Wimille died at the wheel of a Simca-Gordini during practice for the 1949 Buenos Aires Grand Prix. He is believed to have used the '35 Type 57 as personal transport in Europe before it went to an unknown buyer who shipped it to the UK, where it was on sale at sportscar specialist J. H. Bartlett who advertised it in the May 1938 issue of *Speed*, as: "Bugatti special 3.3 litre 120 m.p.h. competition 2 seater, fitted late series 57S engine, special electron body, special streamlined wings, spare tanks, etc... £450."

Legend has it that Bouillon sold the car to Jean-Pierre Wimille, by then already on his way to becoming France's greatest racing driver



That attracted visiting Perth motor enthusiast Duncan Ord, who shipped it to Western Australia and made his Australian racing debut in it at Pingelly on 29 January 1939, finishing fifth. He then fitted hydraulic brakes and moved the radiator forward to lower the bodywork and improve cooling and went on to good performances at Albany, Dowerin, Pingelly, and in 1946 it reappeared at Caversham, where it was driven by Durrie Turner.


At the Patriotic Grand Prix, run for the first (and last) time on the streets of the affluent riverside Applecross suburb, Ord posted the fastest lap. The car was next acquired by Jeff Phillips and in 1952 by Phil Hind. During this time, it was modified with the chassis being shortened, the original body was discarded and replaced by a slender racing version and coil springs were fitted at the rear.

In 1954 the car was bought by David van Dal who ran it in the 1957 Australian Grand Prix and in 1958 it was sold to Jim Krajancich, in whose care it has survived

ever since. From 1973 he undertook a lengthy and ongoing restoration at his Hazelmere property to the extent that leading Bugatti expert Pierre Yves Laugier now regards it as one of the finest Bugattis of its period.

The work included re-lengthening the chassis using works drawings of the Type 57 and painstakingly remaking the body and road equipment from many archive photos. The brakes were put back to mechanical operation, the original radiator was acquired from Van Dal while the car's original starter motor, dynamo and radiator shutters were reacquired from Ord. The radiator shell, acquired from the UK, had come from Australia and is believed to be the original from the car. Original Type 57 rear springs and crankshaft were sourced from Malaysia and myriad other bits and pieces, down to original pedal pads, cast-aluminium dashboard brackets and bonnet catches came from various parts of the world after years of searches. The car has in the past decade occasionally appeared at functions such as the Perth French Festival and the Celebration of the Motor Car.

The Earl Howe history, the known perfect provenance and ownership succession from at least 1937 – and matching numbers – made Bugatti 57264 the star of the recent Bonham's auction at Les Grandes Marques du Monde au Grand Palais. It fetched €713 000, that is \$1.117m AU or close on R10.5 million.

It's not known who the buyer was, but it seemed right that the grand old car with its incredible history should be back in its home country. 

During this time, it was modified with the chassis being shortened, the original body was discarded and replaced by a slender racing version and coil springs were fitted at the rear



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THE MAGIC FORMULA



Designed by the late Owen Ashley close on ten years ago, the V8 Masters cars continue to thrill both drivers and spectators to this day with spectacular one-make racing, fast lap times and a thumping exhaust note. Developed in Cape Town, they are worthy additions to the plethora of great South African specials. **Stuart Grant** gets behind the wheel of one at Killarney Raceway, the home base for the exciting V8 Masters Series.

A dyed-in-the-wool motorsport fanatic from an early age, Owen Ashley completed matric at Rondebosch Boys High School and immediately set about building his own competition car at age 19. This was the start of a high-paced engineering career that saw him deliver 170 different road and race car designs and manufacture 450 vehicles.

He worked with the likes of General Motors SA, BMW SA and Toyota SA. It was while with Toyota in the early 1980s that his reputation as the go-to motorsport designer took off when he developed the rally-winning 4-wheel drive Toyota. Toyota Europe took note and adopted the gearbox

and running gear design to its successful World Rally Championship cars. His time with Toyota was followed by a stint with SA Motorsport Control, where he was charged with managing technical rules and the enforcement thereof in all aspects of the sport. Later he also stood as chairman of Killarney's board of directors and set up his own firm, Owen Ashley Developments, with the purpose of specialised design, consulting and manufacture of low-volume vehicles. This included a stint as managing director of Cape Advanced Vehicles (CAV), which exported 100 road-certified GT40 replicas to the USA, and in 2006 he teamed up with Optimal Energy to carry out R&D on its Joule electric car.

Recognising the need for a cost-effective one-make series where the drivers shine and not the cheque books, Ashley designed, built and conceptualised the Formula Supercar Series. Here a tubular spaceframe was used that kept all four wheels on the black stuff with fully adjustable suspension and made use of a perky 2-litre Opel 4-cylinder engine, all clothed in a fibreglass Opel Astra body. Twenty-five cars were built and a large percentage still compete in style today with 133kW and 218Nm combining with a low kerb weight to put in some very fast lap times.

In 2009 Owen received a Lifetime Achievement Award from Motorsport South Africa as well as Outstanding Motorsport



In 2009 Owen received a Lifetime Achievement Award from Motorsport South Africa as well as Outstanding Motorsport Engineering Achievement laurels from the South African Motorsport Industry Association

Engineering Achievement laurels from the South African Motorsport Industry Association. It was also in this year that his next one-make series debuted, the V8 Masters Series.

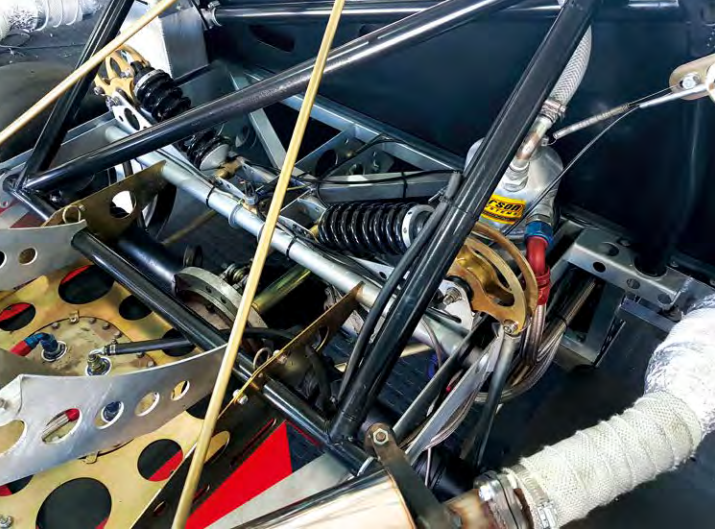
According to Richard Quixley, the man that spearheaded the team that prepares the cars, the idea of pitting our more 'mature' racers against each other came to Mr Ashley while watching the Masters Tournament, but with the subdued golf clap replaced with race fans cheering loudly. This meant a competitor's minimum age was initially set for 40, but those of us just short of that number can still apply on the grounds of having the 'right spirit'. Of course the cars are of this same spirit,

being aggressive Mustang silhouettes powered, as the name suggests, by guttural-sounding V8 lumps.

Sadly, in 2010, Owen Ashley passed away and never really saw his plan reach the heights it deserved. With the business put into insolvency, his dream looked likely to fade into the history books... but then a group of racers that had already bought into the idea formed an association, bought the Owen Ashley Developments assets and took on all the staff employed at the time. Under the guidance of Quixley, mechanics Darryl Bachmann, Kevin Howes and Pierre du Bois and the crew built the remaining cars and now run a turnkey arrive-and-drive operation from a permanent workshop at

Killarney. Once a car is purchased the owner pays a monthly fee that covers storage, race preparation and support on the day. Competition might be good-natured but it is also fiercely contested, so luckily when repairs are needed the owner only pays for the parts and not for labour.

With the association having booked a Wednesday afternoon test session for regular racers and prospective buyers, I was lucky enough to get a test call up in the Tiger Wheel & Tyre-branded car. In storybook arrive-and-drive fashion, I jetted into Cape Town with just my race bag in hand and headed straight for the track. I met the team, who had indemnities and paperwork already filled in. I signed on the dotted line and was



taken to my ride to check on seat position and get a lesson on any oddities associated with operating the machine. It was a special moment when I realised my car was the late great Eddie Keizan's and still sported the livery he'd last raced in.

Fitting went well. The team unclipped the steering wheel, opened the door and I slid into the bucket seat with the arm and leg position spot-on. All that was left to do was to adjust the mirrors and belts. They pointed out the control panel to my right and showed me which toggle switches to flip for ignition and fuel pump. Mounted on a high gearbox tunnel sat the black ball-topped gear lever and I felt my way through the short throw traditional 5-speed H-pattern gate. Clutch action was firm but not overly heavy and the brakes, sans booster, were firm to press but ideally suited to a bit of heel-and-toe action.

Comfortable, I was given the signal to flip the switches and push the rubber start button. The fuel injection system meant no need to pump away at the loud pedal and the 5.7-litre V8 barked into life. So

did the digital gauge cluster – this GPS data system gives details like engine revs, throttle angle, oil pressure, fuel pressure, coolant temperature, lap sector times and lines through corners but my focus was on the shift lights. A blip on the throttle saw the revs jump up quickly – the engine might be built for reliability but it is still seriously lively and a race-bred thing. The clutch is like an on/off switch, so it's best not to dilly-dally on pull-off.

The pit lane light showed green and I trundled out onto the 3.2km track, warming up the vitals and gently getting a feel for the brakes. A lap or two later I increased the tempo, taking in the incredible exhaust note, the slickness of the gear change, the smooth power delivery curve, the heaviness of the steering that improves with speed and the fact that stopping a galloping 1 050kg car at the end of the back straight takes a bit more time than the last car I drove at the track – a 500kg Formula Ford.

In testament to the brilliance of the design, even for a complete novice the V8 Master is relatively easy to drive quickly. Finding the

last second in order to be competitive is a different kettle of fish though. To do this takes some committed driving, hustling the car to the limit of adhesion, leaving the braking seemingly impossibly late and driving at ten-tenths – exactly as a race car should be driven.

It's a real race car comprising a spaceframe chassis with monocoque front structure, double-wishbone front suspension with inboard dampers, live rear axle acting to the horizontal shocks via a clever pushrod system, 8¾-inch Mustang limited-slip differential and the hulking V8 up front. Local is lekker and Mr Ashley's design made sure the local content was (and still remains) incredibly high with all fabrication and welding done in-house. To keep with his goal of making a cost-effective series he cleverly used parts that could be sourced easily and within a few kilometres of the shop, like a Ford XR3 steering rack and various Fiat ball joints.

It is physical labour which, combined with the heat radiating from the side-mounted exhaust pipe, puts it up there



with an hour-long gym session – only way more fun. Session 1 done I climbed out the car drenched in sweat, grinning from ear to ear and muttering to myself: “Yoh, these ‘ooms’ can sure drive – and winning in this series is no walk in the park!” I downed a bottle of water while the mechanics refuelled the beast, stretched out my muscles and jumped in for a few more sessions. It’s addictive; one of the purest forms of race car driving and, when compared to a number of other formulae in our land, is within reach from a cost, preparation, reliability and time perspective.

Anyone, novice or experienced, keen on hard, competitive muscle car racing must have a look at this masterful formula. The championship is split into a Gold and Silver classing, where the experienced drivers battle for honours in the former and the newbies the latter, but the cars are all equal – all running the same Avon tyres and dyno-tested engines. 🏁

For more information visit www.v8masters.co.za.

SO, WHAT DOES IT COST?

1. Race-ready car: R320 000 - R400 000
2. Annual membership fee: R5 000
3. Monthly V8 Masters Association fee: R9 000 per month (R108 000 per annum)
 - a. This covers:
 - i. Arrive-and-drive preparation of your car
 - ii. Arrive-and-drive support at all tests and race days
 - iii. Excludes cost of replacement parts and outside bodywork and spray work – in-house repair labour is included
4. Race meeting wear + tear (excluding damage): R1 600 per race meeting
 - a. Petrol, fluids, pads, etc
 - b. This is a contingency amount not charged, just for calculating an annual budget
5. Race entry Cape Town – Killarney: R950 per event
 - a. There are seven Killarney races and two Away races in a season
6. 4 new tyres: R18 000
 - a. A maximum of two new tyres allowed per race meeting
 - b. Often drivers only choose one new per race meeting
7. Engine and gearbox and differential refresh: R20 000 every 24 months
8. Average cost to race for a season: R25 000 per month or R300 000 per annum
 - a. Excludes any damage caused by driver or a mechanical failure

DESIGN THROUGH ENGINEERING

This month **Jake Venter's** fictitious interview is with Charles Spencer (Spen) King (26 March 1925 - 26 June 2010). Spen, as friends and acquaintances called him, was known and respected throughout the British motor industry in the last 40 years of his life... and he also helped create the Land Rover.

Spen was born in Shackleford, Surrey, joined the aero-engine division of Rolls-Royce in 1942 as an apprentice, and moved over to Rover in 1945. This move made a lot of sense, because this company was being managed by two of his uncles.

The managing director was Spencer Bernau Wilks (1891-1971), known as SB,

and the chief engineer was Maurice Cary Ferdinand Wilks (1904-1963). This talented duo saved the company in the dark days after the Wall Street crash, and in 1945 they were poised to lead Rover into the post-war economic boom.

This interview will show that Spen did not need family connections to make progress in the company. He played an active role in Rover's gas turbine development, as well



as the development of some well-known Rover models. I interviewed Spen in April 1985, a few weeks after he retired as the chairman of British Leyland Technology.

I went to see Spen at his converted 14th century manor house near Leamington Spa. We sat down in the spacious old-world study and indulged in small talk until Moyra, Spen's wife, brought the inevitable tray of tea and biscuits.

JAKE: I've heard that you don't grant interviews gladly. I must therefore thank you for agreeing to talk to me.

SPEN: I'm not always in the mood to talk to people that are not experts in their field, but since you're an engineer I hope I can avoid lengthy explanations.

JAKE: That's fine with me. Today I'm mostly interested in technical history pertaining to Land Rover models. I would like to cover your other achievements at a future date.

SPEN: That's a relief. It will be a short interview, then? (laughs)

JAKE: When you joined Rover they were very active in developing gas turbine technology. Is this one of the reasons why you joined?

SPEN: Sure. As you most likely know, gas turbines were initially invented by Sir Frank Whittle. In 1940, the British Government asked Rover to redesign the existing power unit to make quantity production possible.

Sir Frank did not take kindly to Rover's interference, with the result that the task was given to Rolls-Royce where I suppose they overawed him with their name. When I started with RR in 1942 I was put into the turbine division and I left there three years later when it became clear that they were only interested in power units for aircraft. At the time I thought that a gas turbine car would be successful, so when I heard that my mother's brothers, who were running Rover, were toying with the idea of building such a car, I used my family connections to get in at the beginning.

JAKE: The Wilks brothers are legends in the motor industry. Please tell me what they were like.

SPEN: In the early '30s Rover was in financial trouble, and Spencer was brought in to save the company. He treated the revival of the company as a personal crusade. Having worked in a lawyer's office in his youth he was unflappable and his policy

of putting quality before quantity was just what Rover needed. The result was that by 1939 the company was financially sound. His reputation was almost that of a saint, and his workers adored him. He persuaded Maurice to join him as chief engineer, and together they put Rover on its feet. He was initially trained at GM in Detroit, but returned to work at Hillman before joining Rover. He is responsible for the inspiration and concept work that led to the gas turbines as well as the post-war Rovers, and especially the Land Rover.

JAKE: I believe you were involved in the development of Rover's gas turbine cars.

SPEN: Yes, I was one of the engineers on this project in the early days, but Maurice was the chief engineer. I was just a small fry.

JAKE: How does a gas turbine work?

SPEN: It's basically very simple. The air is sucked in by a huge fan-like compressor.



It then enters one of the combustion chambers where fuel is continuously fed in. Combustion takes place continuously, and finally the exhaust gases rush past another fan-like turbine that absorbs some of their energy. If the latter unit is just big enough to supply energy to drive the compressor, it is called a jet.

There will be enough energy left to power a plane by shooting the exhaust gases out at the back. When mounted in a car, the turbine at the rear is designed to be big enough to absorb most of the energy in the gas, so that the volume of exhaust gas is similar to what you would have on a normal engine, but very much hotter. In this case, part of the rear turbine is geared to the car's wheels to drive it forward.

JAKE: What are the advantages of a gas turbine power unit?

SPEN: It's simpler, smaller and lighter than a petrol engine having the same output. It

runs on almost any liquid or gaseous fuel and burns very cleanly.

JAKE: Over the years Rover has built more gas turbine cars than anybody else, and even raced a Rover/BRM at Le Mans on more than one occasion. Why have such cars dropped completely out of the picture?

SPEN: The heat and high rotational speeds require expensive materials and time-consuming production processes. It's also sluggish at low speeds and doesn't cope well with sudden changes of throttle opening. It only really comes into its own during constant speed operation, which is why it's ideal for aircraft. The biggest drawback is the fact that it is not very fuel-efficient.

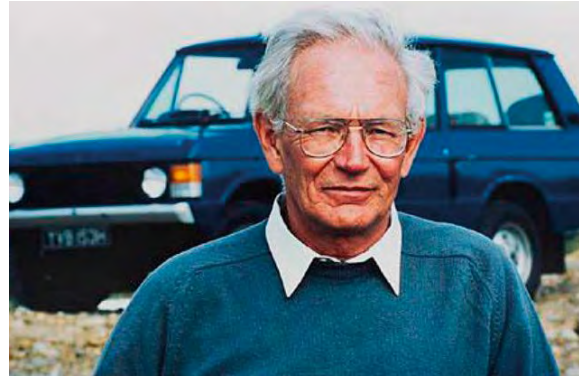
JAKE: The time has come to talk about Rover's most outstanding product – the Land Rover. How

did it all start?

SPEN: The Wilks brothers owned a farm at Red Wharf Bay on the island of Anglesey, off the north coast of Wales. Most of the family would go there for weekends in summer. They owned a war surplus Jeep and used it on the farm but, being engineers, they soon found some annoying weaknesses in the design and construction.

They felt they could do better, and decided to try. They bought another Jeep, fitted a Rover car engine and gearbox to it, and it was so successful that they felt they had a prototype of a new model on

They owned a war surplus Jeep and used it on the farm but, being engineers, they soon found some annoying weaknesses in the design and construction



their hands. They produced some body sketches on scraps of paper and handed them to the experimental workshop staff with the instruction that the body parts should only be made using shop floor tools such as hammers, saws and simple folding presses. A number of prototypes were built, and the third version was shown to the world at the Amsterdam Motor Show in April 1948, where it was an instant success. It offered a 1.6-litre petrol engine, permanent 4-wheel drive, a power take-off at the rear to run farm equipment and three front seats.

JAKE: I've driven a war surplus Jeep and a very early Land Rover, and can vouch that the Jeep is significantly narrower, has only two front seats and offers only selectable 4-wheel drive.

SPEN: Another important difference is that the chassis was fabricated from off-cuts and the body from light alloy body panels because in those early post-war days steel

was scarce. Over time, this has contributed to making the Land Rover a long-lasting product.

JAKE: At present most people remember you as the father of the Range Rover, but that design was not your first success. You also had a hand in designing and developing the very advanced Rover P6 series of cars.

SPEN: Yes. In 1959 I was put in charge of new vehicle projects, and I hand-picked a small team of capable engineers and technicians to develop new models. The Rover P6 series of cars were named the 2000, 2200 and 3500, depending on engine size. It was an unusual project because it really was a clean sheet design. It won the first European Car of the Year award, and over 330 000 were produced from 1963 to 1977. The car had a De Dion rear suspension, coupled with a front suspension design that used as bell crank to change the up-and-down motion of the wheels into a fore-and-aft motion that was fed into horizontally-mounted springs. These fed the forces into the rear wall of the engine compartment. It was also one of the few cars at that time that was fitted with four wheel disc brakes (inboard at the rear).

JAKE: Was such an unusual suspension arrangement really necessary?

SPEN: At the time Rover toyed with the idea of producing a gas turbine-powered version of the car, and this suspension gave us enough width in the engine compartment to accommodate the turbine. When this idea was dropped, my team was blamed for designing such a weird system but later when Rover bought the aluminium V8 engine from General Motors, we were heroes again because the V8 fitted perfectly.

JAKE: We now come to the question that was the real reason for my visit. Your efforts have given birth to a new vehicle category – the luxury 4x4. How did the Range Rover project start?

SPEN: The first Land Rover was intended to be a stop-gap to be sold until Rover could get enough steel and other materials to produce their passenger cars. However, it was so successful that it soon became the company's best-seller. It was very basic, and Rover soon produced other models, but none of them could be called comfortable.

Ford, International and Jeep started to market more luxury models, but we had no model to compete with these companies. We built a number of so-called Road Rover concept vehicles and finally in 1967 I was given a definite brief to develop a luxury off-road vehicle. We bought a Ford Bronco

We instantly knew that the Range Rover, as it later became known, would have to incorporate long coil springs in combination with beam axles



that featured coil spring suspension and this made us realise the limitations of leaf springs. We instantly knew that the Range Rover, as it later became known, would have to incorporate long coil springs in combination with beam axles. Such a layout does not reduce the under-axle ground clearance as the wheels move up and down, the way independent suspension does, and gives the vehicle remarkable articulation and off-road agility.

JAKE: Did all the Land Rover models have leaf springs at that time?

SPEN: Yes, coils were only introduced on some models in 1983.

JAKE: Did you again incorporate aluminium body panels?

SPEN: Yes, but instead of fabricating the complete body parts from aluminium, we attached the lightweight panels to steel frames, giving us a stronger body structure but keeping the corrosion-resistant outer body panels. Once again we built a prototype by attaching various odd bits and pieces to the steel frames, and putting seats in just to be able to drive the vehicle. By the time the styling chief, David Bache, got his hands on the vehicle he found that the proportions were right and very little change was needed.

JAKE: Does this mean that Rover has twice produced iconic models without any serious input from stylists?

SPEN: I suppose it does.

JAKE: This is why both of these early models look so right. What power unit did you use?

SPEN: By this time, we were producing the ex-Buick V8 engine in numbers and it became the ideal power unit for the new model. It was powerful and light and we were able to increase its capacity over the years. On the transmission side we incorporated permanent 4-wheel drive combined with a low-range transfer case and a lockable central differential.

JAKE: We discussed the birth of two famous models, but there were others. After the Leyland takeover in 1967 you led teams that were

responsible for models like the Triumph TR6, TR7 and the Stag. In 1979 you became chairman of BL Technology with responsibility to develop a number of experimental energy-conservation models, but I would like to cover those projects at a later time.

SPEN: I'm glad to hear it. After the Leyland takeover and subsequent merges, all the fun went out of engineering. None of the people in top management understood the importance of quality control. Every successive managing director spent so much time battling with the trade unions that I'm surprised we sold any vehicles. I finally retired a few weeks ago, when I turned 60.

JAKE: Thank you very much, and may you have a very happy retirement.

SPEN: Thank you for listening so patiently. 📍

1. Spen was very active during his retirement. He accepted consulting work, bought a motorcycle at the age of 75 and indulged in hobbies like sailing and skiing.
2. One of his friends described Spen as "the textbook example of a boffin". This is strange, because I don't think he had any university training. He must have indulged in a great deal of self-study.
3. Early in 2010 he suffered a detached cornea and couldn't drive. He went shopping one morning on a bicycle, collided with a van and died a few weeks later (on 26 June) as a result of complications.



Roger and Honda enjoyed numerous successes at Killarney.

He's Irish, he's 82 years old, he's a top ex-racer who almost got to steal a ride on the 6-cylinder Honda 250cc GP bike, and he introduced the Honda 750 Four to South Africa. His name is Roger McCleery. **Gavin Foster** talks to the Grand Old Man of South African motoring journalism.

“I was born in Bangor, Northern Ireland on 9 July 1935 and came out here when my father got a job in Durban when I was four,” remembers Roger. “The war broke out two months later so he signed up and bugged off back to Europe!” Little Roger had no choice but to bugged off to boarding school, which is how he came to find himself at what later became the Inchanga Hotel, midway between Durban and Pietermaritzburg.

“It was great to be out in the country after the wartime drama of Durban,” he reminisces, “at a wonderful, lazy kind of school. It was a tremendous thrill to go home for the holidays on the steam train from the station below, and as a treat we used to sometimes catch the train to Pietermaritzburg to do shopping. We used

to have picnics down at the river, and after an Indian trading store on the old 1000 Hills road above – the Comrades Marathon route – burnt down we used to dig for treasure. Coming up with a handful of beads was like finding gold for us.”

Roger often returned to the hotel during KZN motorsport events in the '70s and '80s. “I remember that the owner had a wooden leg with a leather knee joint that creaked as he walked. He and his wife used to sometimes drink a little too much and then he'd fall over. I have many fond memories of this place!”

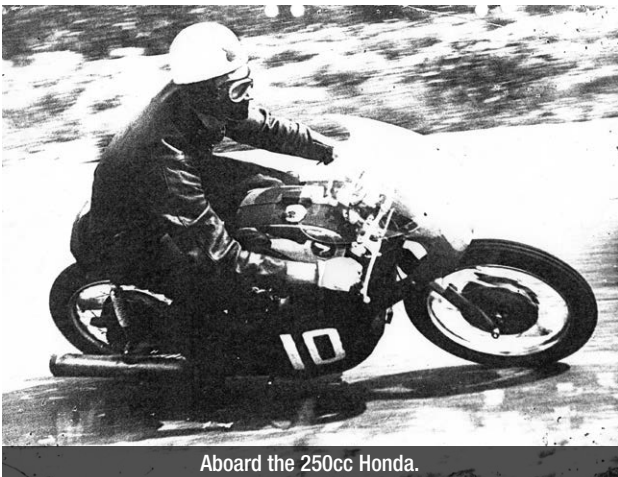
Some years ago I did a story on the old hotel and heard all about the colourful Peter Barnes who owned the hotel with his fiery wife, Celia. Barnes had years before lost his original leg to the bullet of a cuckolded Frenchman, who caught him in his sights as



Roger during the 1960/61 SA F1 Grand Prix meeting at East London.



Roger with F1 boss, Bernie Ecclestone.



Aboard the 250cc Honda.



Roger (38) rounds Killarney's Hoals Hoek.

he tried to escape from the lady's bedroom window. Roger, of course, had nothing to do with that!

But on to the motorcycles. "Bike racing ran strong in both sides of the family – my father and my uncle both raced bikes in Ireland, usually on dangerous road circuits," says Roger. "I always wanted to race as well. The first bike I rode was a Royal Enfield side-valve and the first one that I owned was a Triumph Cub that I raced for the first time at Killarney in 1955, using a borrowed helmet. I won two handicap races and then went to race at Eerste Rivier soon after and won again. I thought, 'this bike racing stuff is easy' but things changed after that! We eventually bought another very trick Cub that had been built by a guy called Wilkie Wilkins in Cape Town. That had a Norton big-end, Triumph Bonneville brakes, a 1¼-

inch carb, Earles forks, and swing-arm rear suspension. It used to rev and go like hell, reaching about 100 miles per hour (160km/h) and the brakes were incredible. There was nothing to touch it." Until Mike Hailwood arrived in SA as a callow teenager in 1957, that is, and won every race he entered. "He came out with the ex-John Surtees NSU Sportmax 250 and gave me a ride on it after one meeting. As I came down the straight two guys were packing up a loudspeaker cable running across the track and it just went over the top of my head." That little race-winning NSU sold on auction in 2014 for more than R1.1 million.

Roger persevered with the little Triumph for a while before turning to the Japanese. "I used to schlepp it around

the country but it was difficult to get leave in those days – I worked for Caltex in the transport department." That unhappy state of affairs changed though, with the arrival of a few very quick Honda racebikes in the early '60s. Anglo-Rhodesian six-time world champion Jim Redman had come back from Europe with a Honda 250 4-cylinder race bike and suddenly everybody wanted one of the Japanese bikes." There was no production Honda Four then, but the factory produced a 250 twin racer for privateers. The guys used to rev them to 14000 and

Bike racing ran strong in both sides of the family – my father and my uncle both raced bikes in Ireland, usually on dangerous road circuits



Roger, the go-to mic man for any motoring occasion. Here at the SEFAC Kyalami Day.

they'd throw conrods but if you kept them down to 12500rpm they lasted forever and were faster accelerating than the Fours." Roger went on to win multiple Western Province championships on the Japanese machines. "I also won the Border 100, and the Natal 200 twice," he remembers. "I won twice at Westmead in Pinetown, and the first time I spent my winnings on an engagement ring while the second paid for our wedding." In ten years of racing Roger never once fell off in a race, although he crashed out a few times in practice without injury.

So, how did Roger get involved with

Honda marketing and PR? "In 1963 I saw a big ad in *The Argus* saying that Honda was coming to South Africa, so I wrote to them and told them they needed me. When I got the job I did everything! I wrote service manuals, did their PR, travelled the country looking for potential dealers to sign up, and took photographs. The big thing was we did it with passion, starting from scratch."

When Honda later introduced their 5-speed overhead-cam 50cc sports bike as a replacement for the 4-speed OHV 50 they didn't know what to call it until Roger came up with the 'Fury' name. Those of us who

started on buzz bikes in the 1960s and early '70s will remember the Honda Fury well. Roger also arranged a 12-hour record attempt at Killarney for a whole swarm of the little bikes, with the quickest covering 912km at an average of 76km/h. "Towards the end of the 12 hours we battled to get okes

who wanted to ride," he chuckles.

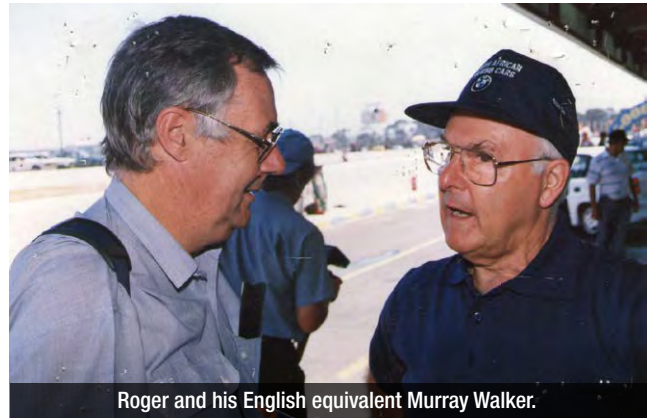
Then in 1969 came the mighty Honda 750 Four with its 4-cylinder OHC engine, four carburettors, disc front brake and electric starter. "We launched that at the Buffalo Rally in September," he remembers. "We assembled the bike at Honda House in Durban and I rode it down to the rally at Bathurst near PE. The bike was priced at R1 196 – we wanted to keep it cheaper than the Triumph Trident triple that was R1 200. Honda's marketing guy had asked me how many I thought we could sell, and I told him we'd move 25-30 a month. They didn't believe me. At the Buffalo 450 people rode it and the orders just rolled in from all over the country. Honda said that Mike Bramley (a Johannesburg traffic cop, a Hells Angel and SA's top drag racer all rolled into one) had to ride it first. We also had a caravan full of booze at the rally, and that was the only time I ever had wine with my cornflakes – we forgot to take milk!"

Roger also arranged for Mike Hailwood, who was by then a good friend who stayed

When Honda later introduced their 5-speed overhead-cam 50cc sports bike as a replacement for the 4-speed OHV 50 they didn't know what to call it until Roger came up with the 'Fury' name



Roger, while working for Alfa Romeo, with Nikki Lauda and Miss South Africa.



Roger and his English equivalent Murray Walker.



Jim Redman and Roger – the Honda boys.



Roger with Nobby Clark and Jimmy Guthrie.

in Durban every year in the off-season and later moved here, to bring the mighty 6-cylinder Honda 250 GP bike to Southern Africa at the end of 1964. Roger drove up from Johannesburg with the stripped-down GP bike taking up the space usually allotted to passengers in his Valiant sedan, while the multiple world champion flew up to Bulawayo to ride it in a race there. "We arrived at about four in the morning and later went off to the airport to fetch him. Everybody got off the plane, but no Mike. He'd gone to sleep in the back of the plane and been forgotten!" The Rhodesians grumbled a fair bit about having to race against the world champion on a 6-cylinder factory GP bike, so Mike did just a couple of laps to suss out the track and then moved way behind the pack for the start of the race. By the fourth lap he was in the lead and pulling away.

So, did Roger ever get to ride the legendary Honda Six? "Well, I tried to ride it around Park Central in Johannesburg once but we couldn't get it to run right. We'd push it and it would start – *whap, whap, whaaaapp*

– but when we opened the throttle it would just die. Then Mike came out to Kyalami one day and Paddy Driver and I watched very carefully as he turned on the fuel tap and tickled the carbs until the whole rear of the bike was awash in fuel. He took two steps, dropped the clutch and away it went. Now we knew how to start it! Honda later let a couple of people ride it though and one of them broke the gearbox, so that was that. We had another Six here for a while and tried to hang on to it but the Japanese got nasty and made us send it back!"

It was also Mike Hailwood and that very special Honda Six that first got Roger involved in commentating at the racetrack, and then moving on to become South Africa's – and probably Ireland's – best-known and longest-serving motorsport radio, television and print journalist. "Hailwood was riding the Six at Killarney and the organisers were playing music over the PA system. I asked why they were doing that when they

had the world champion out there on that gorgeous-sounding 6-cylinder machine, so they invited me to take over the mic and give a commentary. That was the start of it all."

During Alfa South Africa's heyday in the late '70s and early '80s, Roger was a key figure in the sales and marketing department and of course was involved behind the scenes in bringing numerous motorcycle grands prix and international racing events to our shores. Roger is still a motoring journalist working mainly on radio and in print. He attends car launches around the country, writes for a multitude of publications and is ex-chairman and current president of the South African Guild of Motoring Journalists. 📺

It was also Mike Hailwood and that very special Honda Six that first got Roger involved in commentating at the racetrack

FAMILY COMES FIRST... AND SECOND

By Roger Houghton



The Walton brothers from the East Rand, Gavin and Kevin, proved the dominant force in the 2018 DJ regularity rally for classic motorcycles. They took the first two places out of an original entry of 103 motorcycles in this annual event which takes competitors on a two-day route from Durban to Johannesburg.

This historic event commemorates the annual motorcycle road race between Durban and Johannesburg which took place from 1913 to 1936 and has been staged as a regularity trial since 1971, with qualifying motorcycles being those made before 1937. The current DJ is organised by a committee composed of members of several motorcycles clubs under the auspices of the Vintage and Veteran Club of South Africa.

This historic event commemorates the annual motorcycle road race between Durban and Johannesburg which took place from 1913 to 1936 and has been staged as a regularity trial since 1971

This was the third time that Gavin Walton has won the prestigious DJ, with previous wins having come in 2009 and 2017. In addition,

he won three other major classic rallies last year – the Natal Classic, Fairest Cape and the motorcycle section of the Magnum. Gavin's total error at the various timed checkpoints on the 673km route totalled 256 points, made up of the lowest scores on each day – 142 on the first day and 114 on the second. He once again rode his reliable 1936 500cc AJS.

Kevin Walton had a total penalty of 460 points riding his 1931 500cc BSA, which has now completed 36 DJ Runs: 22 when ridden by original owner George Corlett, a winner in 1984, and 14 ridden by Kevin.

Third place was taken by three-time DJ winner Martin Davis riding a 1930 500cc Sunbeam, while the 2014 winner Allan Cunninghame took fourth position riding a 1936 500cc Velocette ahead of 26-year-old Martin Kaiser (1935 500cc Sunbeam), who was the youngest finisher.

There were 72 finishers this year, with 11 non-finishers and 18 non-starters (due to personal or mechanical reasons). Oldest finisher was 82-year-old Neville Smith (1936 350cc Ariel Red Hunter), who placed 18th, while the highest-placed woman was Dorian Radue, a regular competitor from Australia,



Dorian Radue took the highest-placed woman award.



Neville Smith (82), the oldest finisher in 2018.



Gavin Walton, winner of the 2018 DJ Rally.



who took 12th place on a 1935 250cc Rudge.

Deon Malherbe (1934 500cc Sunbeam) was the highest-placed first-time entrant in the 2018 DJ, filling 25th position. Tony Lyons-Lewis (1928 500cc Norton) received the award for the most DJ Runs completed, with the 2018 event being his 36th finish.

The weather played along this year, with the competitors only having to deal with slight drizzle on the first day. The DJ commemorative rally follows the general route of the original road races, which is now the 'old' road between Durban and Johannesburg. Competitors reported that road conditions were better than those experienced in recent years, with no stop-and-go construction sites.

There were no injuries, although some riders had close shaves, including former winner Mike Ward being forced off the road by a coal truck but managing to keep his 1936 Velocette upright and eventually finishing 11th.

First-time Clerk of the Course Larina MacGregor said that she enjoyed the experience, although it was stressful before the event got underway in Hillcrest on the

Friday morning.

The electronic loggers, which have been used for the past three years, once again received some criticism as several frustrating failures cost competitors dearly. It seems that a form of electronic back-up is required now that there are no longer people manning the various checkpoints on the route. 📺

Oldest finisher was 82-year-old Neville Smith (1936 350cc Ariel Red Hunter), who placed 18th, while the highest-placed woman was Dorian Radue

OVERALL RESULTS

RIDER	MOTORCYCLE	PENALTIES
1. Gavin Walton	1936 500cc AJS	256
2. Kevin Walton	1931 500cc BSA	460
3. Martin Davis	1930 500cc Sunbeam	481
4. Allan Cunninghame	1936 500cc Velocette	546
5. Martin Kaiser	1935 500cc Sunbeam	844
6. Kevin Robertson	1936 500cc Velocette	941
7. Ralph Pitchford	1933 500cc BSA	987
8. Roland Nancekieve	1935 500cc Velocette	991
9. Adrian/Gerald Hollis	1935 600cc Sunbeam sidecar	1 010
10. Niel Stander	1933 500cc BSA	1 022



Paddy with friend and rival Ben Morgenrood.



Ian Simpson clinched the international challenge for the Scottish team.



Dave Petersen on the Proton works racer.



LOCAL & ABROAD

At this year's Zwartkops Passion for Speed and Day of Champions festival Paddy Driver, who was awarded a South African Motorsports Lifetime Award in 2005 for his stellar accomplishments both on two and four wheels, was an honoured guest. **Ian Groat** hosted this legend and gives us a rundown of the day and some of the on-track action.

Paddy seems to have covered it all with great aplomb; he and his friend – six-time world champion Jim Redman – pioneered a privateer route to the early '60s continental circus which developed into the MotoGP we know today.

As early as 1959, Paddy entered the French 500cc Grand Prix on a newly purchased Manx Norton. He went on to race as a career right across the UK and Europe with some amazing results such as the top privateer finisher (3rd) in the world on a production Matchless G50 machine, behind a works MV Agusta and Honda bikes.

Paddy, who was always a popular competitor, enjoyed a lifelong friendship with Mike Hailwood and went on to race successfully with him in numerous events, along with Dave Charlton and Eddie Keizan. His single-seater

achievements were also legendary, as the formula 5000 Repco-Brabham often saw him in the hunt for the lead. And let's not forget his triumphs in saloon car categories and limit-pushing 4x4 events such as The Roof of Africa.

The list of his international racing friends reads like a glitterati of famous names which include Denne Hulme, Ian Scheckter and brother (world champion Jody), Brian Redman, Emerson Fittipaldi, Jackie Stewart, John Surtees – and many more of the world's finest drivers and riders.

Paddy, now 84 years young, was, together with Team Incomplete Grand Prix World Championship machinery such as the Matchless G50 and Manx Norton, on hand on both days to chat to fans and future fans. Overcoming a burst of ill health, he is now back to fine form and enjoyed reacquainting himself with many of South Africa's champions who were out to strut their stuff.

He went on to race as a career right across the UK and Europe with some amazing results such as the top privateer finisher



Noel Haroff's team were unlucky not to claim a series win.



Team Incomplete owner Ian Groat (left) with Driver and Keith Zeeman (right).



Paddy Driver with an AJR 7R, as he often used in his racing days.



Paddy demonstrating a Matchless G50.



Driver in period on his TT racer.

A historic barn-stormer of a weekend for stepping back in time, and one that got even better with an excellent first round of the two-part South Africa versus the internationals race action on the Sunday.

Former Superbike contender, Noel Haroff (Suzuki GSX 1100), won all three Zwartkops races in convincing style, giving the South African team a big points advantage over the internationals as the circus headed to Killarney a week later.

Haroff's hard riding style was once again evident as he set the Killarney pole time, but the Scottish pairing of Ian Simpson and Ian McPherson made sure the former SA champion didn't have it all his own way. Simpson, a former TT winner and UK champion, traded places with Haroff numerous times over the opening laps before the local lad managed to eke out a slender lead and take the flag two seconds clear of the flying Scotsman. Ian McPherson finished third for the overseas

crew while Cape Town's John Kosterman was the next South African home in fifth.

A huge drama played out in race two as the pack turned into the first corner. Simpson hit Haroff as he took evasive action around another front runner, which sent Noel into the outfield. He recovered and climbed back into contention by passing nine riders but was forced to retire when his oil drained out through a hole in the engine casing – presumably caused by the Turn 1 contact. With Haroff sidelined, the series win was effectively gifted to the internationals with Simpson recovering from the malady and romping away to win, almost half a minute clear of McPherson. Scottish rider Gordon Grigor (Suzuki GSX 1100) rode in third, with Kosterman fourth. 🏁

Haroff's hard riding style was once again evident as he set the Killarney pole time, but the Scottish pairing of Ian Simpson and Ian McPherson made sure the former SA champion didn't have it all his own way



TOTAL WIPEOUT

There are those everyday things that are so part of our lives that we don't give them a second thought. One of these is the humble windscreen wiper, which was patented in 1903 by Mary Anderson. But have you ever thought about that rather cool add-on to the windscreen wiper that we take for granted these days, the intermittent windscreen wiper? There is a story behind its invention that sounds like something out of a movie – in fact, it inspired the 2008 film *Flash of Genius*.

By Sivan Goren

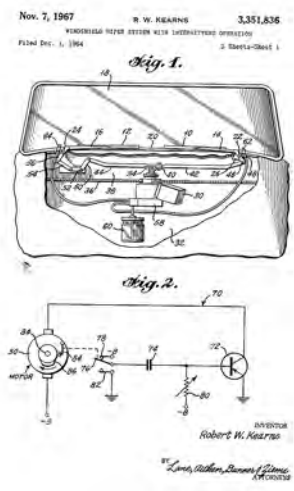
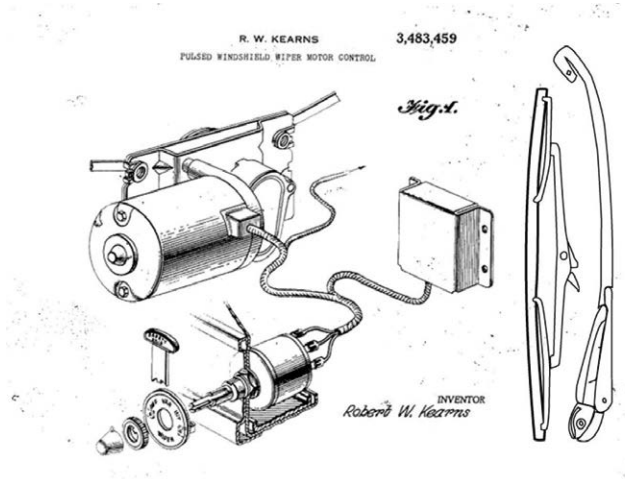
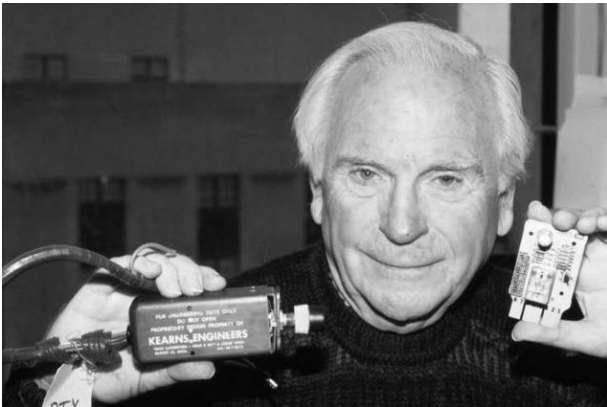
It all started one evening in August 1953 when Robert Kearns and his wife were celebrating their wedding night and he opened a bottle of champagne. In a freak accident, the cork shot into his face and left him legally blind in his left eye. What has this got to do with the invention of the intermittent windscreen wiper? Well, story goes that about 10 years later, Kearns was driving his new Ford Galaxie while it was drizzling outside. In those days, even the most advanced wipers had two basic settings: one for 'normal' rain and one for downpours. Even for people with normal vision the constant back-and-forth movement of the windscreen wipers was distracting and occasionally caused accidents but to Kearns, whose vision was already impaired, it was almost unbearable. And that got him thinking: what if he could invent wipers that would mirror the eye's

natural blinking rhythm and only move across the windscreen every few seconds?

Kearns's story began in Detroit, the centre of the US automobile industry and home of the 'Big Three' car manufacturers: General Motors, Chrysler and Ford. He was raised in River Rouge, a working-class neighbourhood. While growing up Kearns was highly influenced by Ford and its massive industrial River Rouge Complex (commonly known as 'The Rouge'). With its own docks in the river, a 160km railroad track, electricity plant and integrated steel mill, the Rouge was able to turn raw materials into a complete running vehicle in just four days. Little wonder, then, that when his dad took him to visit the complex, young Bob was blown away by the sheer magnitude of Ford's operation.

When he finished high school, Kearns joined the US Army and during WWII was a member of the Office of Strategic Services, which later became the CIA. After the war, he studied engineering at the University of Detroit and got his Masters in mechanical

And that got him thinking: what if he could invent wipers that would mirror the eye's natural blinking rhythm and only move across the windscreen every few seconds?



engineering at Wayne State University while serving in the US Marine Corps Reserves.

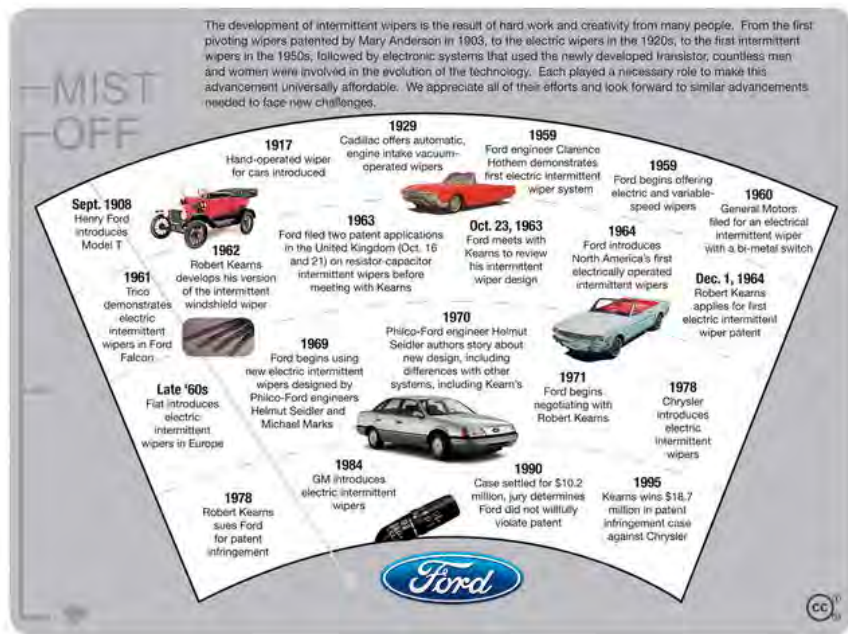
Kearns had always had an inventive mind and his first, slightly bizarre, invention was a comb that dispensed its own hair tonic (yes, really!) which thankfully did not get beyond the early stages. Various other ideas like an amplifier for people who'd had laryngectomies, a new kind of weather balloon and a navigational system that he planned for the military to use in its Sidewinder missiles also did not pan out.

So back to the windscreen wiper. In 1963, when Kearns had the idea for the intermittent wiper, he was commuting from his home in Detroit, where he lived with his wife and young children, to Case Western Reserve in Cleveland, where he was working toward his Ph.D. In order to have a quiet, no-interruptions workspace, he constructed a glassed-in office for himself on one side of the basement, with the other half being his wife's laundry room, and devoted every spare minute to working on his invention.

The device had four parts and crucially,

only one of them moved. It was an invention that was ahead of its time because essentially it was an electronic control system and up until then these had only been used in technology like computers – so in effect it was a huge leap in automotive design. There were three elements in Kearns's circuit: a transistor, a capacitor, and a variable resistor. The resistor and the capacitor together formed the timer, and the transistor was the switch. The driver would adjust the resistor using a knob, which controlled the current flow into the capacitor. At a certain voltage level, the capacitor would trigger the transistor, which would then turn on and the wipers would wipe once. Every time the wiper motor ran, it would drain voltage out of the capacitor. This would then sink below the threshold level of the transistor, and the transistor would turn off.

It was an invention that was ahead of its time because essentially it was an electronic control system and up until then these had only been used in technology like computers – so in effect it was a huge leap in automotive design



Ford's press release charting its version of the development of the windscreen wiper.

Soon, Kearns had built a working model of his invention and installed it in his own Ford Galaxie and by that October, he decided it was time to present his invention to a car manufacturer. It was perhaps unsurprising that he chose Ford. In the parking lot of the Ford building, he was met by around 10 engineers who worked there. One of them, bringing another car out of the lab, showed Kearns that Ford had also been working on an intermittent wiper. (It was true that Ford's engineers had been experimenting with vacuum-operated wipers, but Kearns's wiper had an electric motor that was a far superior design.) Despite this, and while keeping their invention at a good distance from Kearns, the Ford engineers told Kearns they would still like to look at his invention, if he would be willing. He demonstrated it to them and they each took turns trying it out, even taking Kearns aside individually and asking him how it worked.

When Kearns was asked by Ford to provide his cost to build the wipers and given instructions on Ford's requirements for testing, he thought he had it made. In his mind, this was the opportunity he has been working towards all this time – he would finally be able to start producing his proud invention. "They called him in as a consultant," his wife Phyllis later said. "He was very idealistic. He thought it would be great if he could supply wipers to Ford. He thought it was the great American company, and he trusted them. He was very naive."

Kearns began several

months of rigorous testing of his wipers. This involved installing his wipers in an aquarium, which he filled with a mixture of oil and sawdust to simulate load on the wipers. This contraption was then left to operate in the basement, with the ever-obliging Phyllis giving the contents of the aquarium a stir with a wooden spoon every now and then. On 16 November 1964, the wipers had gone through 3 400 000 cycles – 400 000 more than was required by Ford's engineers for testing purposes. But Kearns was a thorough man.

By this time Kearns's finances had been all but depleted trying to support his sizable family on his meagre earnings – which were further eaten into by the constant spending on components for his wipers. He decided to take action. Kearns's first of many patent applications was filed in December 1964 and in November 1967, it was granted.

Finally Kearns got the news he had been waiting for: Ford told him that his wiper would be used on the 1969 Mercury line. He was even given the prototype of a windscreen wiper motor as a celebratory token and welcomed to the Ford team. It was at this point that Kearns claims he was asked to show the team how his wipers worked – ostensibly because in order for Ford to give him a contract, the law required full disclosure. By this time, he saw no reason not to and explained his invention fully.

Can you guess what happened next? That's right, about five months later Kearns was given the boot and told that Ford did not want his wiper system because their other engineers had designed their own. He got

When Kearns was asked by Ford to provide his cost to build the wipers and given instructions on Ford's requirements for testing, he thought he had it made



Despite the fact that there were several other manufacturers who had also jumped on the intermittent wiper bandwagon, Ford was Kearns's target – at least initially

his lawyers to attack and they sent letters to Ford, claiming that the company was infringing Kearns's patents. Ford refuted this and even went so far as to say that Kearns's patents were not valid. In 1969, Ford came out with the first electronic intermittent windscreen wiper in the industry. It used a transistor, a resistor, and a capacitor – exactly the same as Kearns had designed. He was incensed.

Kearns and his family moved to Gaithersburg, Maryland a few years later and he took a job with the Bureau of Standards. In July 1976, Robert's son Dennis bought a windscreen wiper control at a Mercedes-Benz dealership. He brought it home to his dad and Robert immediately took it apart. When he saw that even an international manufacturer like Mercedes was using his invention he completely lost it. He wound up hitchhiking to Washington, then getting on a bus headed south. In his confused state he was convinced that Richard Nixon wanted him to go to Australia to build an electric car. He started thinking about his kids and how he'd been so consumed with his work that he'd never even taught them how to fly a kite. When he was found a few days later, he was sitting in a park in Tennessee holding two kites. According to Dennis, his father's red hair had turned snow white. After spending time in a psychiatric hospital, Kearns came home. After his breakdown, he was unable to work and lived off disability.

In 1974, General Motors began installing intermittent wipers in its cars, and in 1977 Chrysler followed suit, with a host of other manufacturers soon thereafter. Eventually,

in 1978, Kearns filed a legal suit against Ford for patent infringement. Despite the fact that there were several other manufacturers who had also jumped on the intermittent wiper bandwagon, Ford was Kearns's target – at least initially. It wasn't even so much about the money; it was the principle. Kearns believed he had been treated unjustly and that what Ford had done was wrong – plain and simple.

But this was only the beginning. After a 12-year legal battle with Ford, Kearns was awarded \$10.1 million. He also sued Chrysler, acting mostly as his own attorney, and in 1992 Chrysler was ordered to pay him \$18.7 million with interest. By 1995, after spending over \$10 million in legal fees, Kearns received approximately \$30 million in compensation for Chrysler's patent infringement. However, Kearns's subsequent lawsuit against General Motors was dismissed, as were his claims against other foreign manufacturers. The years of court battles took a toll on the family, especially the couple's marriage. Robert and Phyllis Kearns separated in the early '80s and eventually divorced.

By 1989, Ford alone had sold 20.6 million cars with intermittent wipers, and made a profit that has been calculated at \$557 million. These days, about thirty million intermittent wipers are sold around the world each year.

On 9 February 2005, Kearns died of brain cancer complicated by Alzheimer's disease. 📌

It wasn't even so much about the money; it was the principle. Kearns believed he had been treated unjustly and that what Ford had done was wrong – plain and simple

WHEN YOUR SHIP COMES IN

If the vehicle lands here before they're in place, it will be held in the port or by SARS in a bonded warehouse until the paperwork is in hand. Both options involve a hefty daily charge based on cubic metres, which for a car can be a lot



Picture the scene: you're at the age when you can splash some cash on a classic car. You're also just back from a few beers with your mates, where you were collectively dreaming about living like Steve McQueen. Some random key strokes later and you've suddenly sobered up after clicking the 'Buy it Now' button on an online ad for a *Bullitt* replica... in the good ol' US of A. Now what? Apart from a possible divorce when you break the news to your other half, how the hell are you going to get it home? **Graeme Hurst** spoke to a classic-centred shipping company to find out.

Let's face it, letting anyone handle your classic is a big thing. Whether it's driving, restoring or even just tuning it, your car needs to be in appropriately skilled hands. Guys that understand and cherish older cars. So why does it have to be any different when it comes to importing or exporting them?

The first thing I saw when I stopped by Cape Town-based dedicated vehicle shipping agent Seabrook was the wall of photos of proprietor Antony Ashley's time as a professional race driver at the Nürburgring. In the warehouse, among the rows of classics on their way in or out of

the country, I spotted his Birkin Lotus Seven and the company's stripped out semi race-prepped Jaguar XJ6. "We call it the 'Rat Rod' and we use it to let off steam!" jokes Antony.

Founded three years back, the Muizenberg-based branch is the latest addition to the global freight and forwarding specialist's

international operation. An operation which prides itself on offering a door-to-door service for classic car owners wising to import or export a car. "We have branches in the USA, UK, Spain, and Dubai as well as Australia and New Zealand but also have representatives in other countries who act on our behalf, both for exporting and importing," adds Antony.

If you've not done either, then it's safe to say the process is quite involved after you've hit that button. "First you need an import permit from ITAC and then an LOA from the NRCS," explains Antony. ITAC is the International Trade Administration Commission and NRCS is the National Regulator for Compulsory Specifications (the old SABS). And the LOA is a Letter of Authority confirming that the vehicle in question is technically approved for our roads.

Both are essentially a formality but the applications need to be done correctly to avoid hiccups. "Crucially, both the permit and the LOA need to be in hand before the car is landed here," explains Antony, who's quick to point out the impact of not adhering to the process: "If the vehicle lands here before they're in place, it will be held in the



port or by customs in a bonded warehouse until the paperwork is in hand. Both options involve a hefty daily charge based on cubic metres, which for a car can be a lot. Especially if it takes a few weeks to process the applications. Fortunately, Seabrook has its own bonded warehouse on site to assist."

Then, if you're importing a car, you need to get any export paperwork required in the country of origin processed and the car insured and loaded for shipping. Loading is typically done in three ways in the industry. "We send cars either as an LCL (Less than Container Load), which is where your car is paired up with another car or perhaps even two in a 12m container, or we can send it in a dedicated 6m container. There's also the option of RoRo (Roll on, Roll off) where the car is driven into the hold of the ship." Seabrook load container-based shipments at their Cape Town facility while RoRo – a cheaper but less favoured option with classic car owners – is processed out of Durban.

Costs vary but you can bank on R60-80k for a dedicated container coming out of the UK, while the LCL option is around half that. The figures are US dollar-based, so depend on the exchange rate, and of course

exclude handling charges and import duty. The dreaded import duty ranges between 20 and 25%, but that's before VAT and Ad Valorem charges.

The latter is effectively a luxury tax (calculated on a sliding scale), and together those elements can make importing a classic into SA pricey – on average around 65% of the purchase cost, according to Antony. There is the possibility of it being less, following recent changes in trade legislation which allow owners to apply for relief from import duty. But that relief isn't guaranteed.

"It's on a case-by-case basis and I always say that owners should plan for the worst while hoping it comes through. If it does, then I usually tell owners to bank on around 45% (if older than 40 years) as an overall figure instead of 65%," adds Antony. VAT is non-negotiable but it's possible to also have the Ad Valorem charge reduced, again on a case-by-case basis. "If you can prove that the vehicle is of particular historic importance then it may be granted." This is something Seabrook can assist with. "We have

Costs vary but you can bank on R60-80k for a dedicated container coming out of the UK, while the LCL option is around half that



established contacts at both ITAC and the NRCS, as well as SARS, and we know the processes well.”

Although all of that can be done in your personal capacity, Seabrook’s key selling point is that they are in a position to handle all aspects of the process, from making an application for export (and conducting the required police clearance and micro-dotting) if you’re sending a car abroad or, if bringing one in, applying for the import permit and associated LOA, together with processing any exit paperwork.

“We are accountable for the whole process as we’re not just fawning over your car and handing the paperwork to another agent. We do everything in-house. A lot of other companies farm the various sections out so one guy puts it on his trailer to collect, someone else does the loading, another does the paperwork,” adds Antony. “Doing it in that way adds so many variables that classic car owners don’t like, both when they’re buying something to bring in or exporting their car to a buyer abroad.”

Ah yes, exporting... the elephant in the room with this topic, with many classic car

enthusiasts concerned that companies like this are helping to deplete our stock of classics, something Antony refutes: “Of all the classics we have exported, only about 30 were true collectors’ items and half of those were going to owners’ other houses around the world. A lot of the rest are run-of-the-mill cars with particular appeal in places like Australia and so on. Things like Mazda Capellas and beach buggies, which make huge money that side.” And many exports aren’t runners either. “Quite a few have been abandoned restoration projects that were never going to get finished here.”

The ‘drain’ has been offset by an increasing number of imports, particularly from the US, where a lot of American fare is still affordable. “We’ve brought in a lot of Mustangs, Dodge Chargers and Challengers – that sort of thing – mainly for dealers who know the models and are happy despite the cars being left-hand drive.” Technically that shouldn’t be an issue if the car’s older than 40 years but getting approval from NCRS can take some navigating.

The company doesn’t just handle permanent exports or imports; they can



bring in a car for you on a temporary basis using a carnet. If you're unfamiliar with the term, it's effectively a limited-time 'car passport' which avoids import duties and is issued after lodging a value-based refundable deposit to ensure the car returns. Seabrook can also arrange one to send your classic overseas if you've signed up for an event such as the Mille Miglia. Or even if you just fancy conquering the Stelvio Pass. And doing so as part of a group or organised tour can make that easier.

"Through research and digging around we found a way to make a carnet cheaper by pooling the values of the cars and opting for a non-refundable deposit, which is considerably cheaper," explains Antony, who reckons this approach will boost the trade of foreign classic car owners heading over to enjoy our fantastic roads and scenery. "Just because a guy owns a vintage Bentley doesn't mean he has a huge amount of cash... he may have inherited or bought it long before the values soared and not be in a position to stump up a £40k deposit for a carnet to bring the car over here."

The carnet option is also appealing to

supercar owners keen to vary their driving experiences while avoiding the import duty-fuelled prices on our showroom floors. "What you have to fork out here when the car is 3 or 4 years old is way more than what they go for overseas," adds Antony, who has a case in point: "We are currently importing a 2014 Lamborghini Huracan which sells for £150k in the UK. Factor in R80k for a refundable carnet and R60-80k for shipping and the customer will land it here for R2.5m, half what a dealer in SA would ask."

The carnet-based route means the owner can enjoy it for a year, with the option to extend it for another before the car needs to leave the country. "Then he can take it to Europe to enjoy on the roads there before selling it back to the same dealer as a trade-in on something else he fancies before starting the whole process again." Forget Steve McQueen – that sounds like a way to live like Lewis Hamilton! 🏁

See: www.seabrookfandh.com/africa-shipping

Through research and digging around we found a way to make a carnet cheaper by pooling the values of the cars and opting for a non-refundable deposit, which is considerably cheaper

SWITCHED ON

Ronnie Grace heads to George Old Car Show in a 1958 Austin-Healey 'Frogeye' Sprite, reliving a trip he and his then-new wife completed over half a century ago.



In December 1965 a young couple got married, jumped in their 1958 Austin-Healey Frogeye Sprite and drove from Cape Town to the town of George on the Garden Route for their honeymoon. The colour of the Sprite was Old English White. In February 2018, after 52 years of happy married life, this same couple jumped into their 1958 Austin-Healey Frogeye Sprite and drove all the way to George to attend the George Old Car Show. This time their Sprite was also Old English White in colour. This couple was my wife June and I.

I sold our Sprite many years ago but as time went on, I began to search for another 1958 Sprite. I found one in excellent condition and in the same colour as our honeymoon car so I added it to my old car collection.

For the past number of years, we have attended the George Old Car Show on a regular basis and this year I said to myself: "Why don't we go up in our Sprite and relive our honeymoon?" Unfortunately, because of age, we could not jump into our Sprite like we did in 1965 but crawled into and out of it – especially difficult when you are a six-footer like me!

I am the Secretary of the West Coast Old Car Club and on Thursday 8 February, five of our members in their old cars departed in convoy from Langebaan for George. The previous week I had asked a mechanic friend of mine to do a little job for me on the Sprite, and he was part of our merry group in his 1962 Wolseley 16/60. My friend Peet Badenhorst also came along in his Morris Minor. It was his first long trip and he really enjoyed it, despite the problem he had with

the Morris along the way.

Our plan was to stop over in Barrydale for the night and then proceed to George the following day. Our route was from Langebaan via Malmesbury, Wolseley, Worcester, Robertson, Ashton, Montagu and Barrydale – a very nice route taken in our stride. Somewhere near Wolseley Peet's Morris Minor started to jerk and stutter and came to a dead stop. We checked the car and thought that it might be a blockage in the fuel line or even the electric fuel pump giving trouble. We worked on the car and managed to get it to Worcester where our mechanic diagnosed a faulty electric fuel pump. We bought a new modern Hugo electric fuel pump, installed it and the Morris ran beautifully to George and back home again without any further problems. I have always had respect for Morris Minors but Peet's Morris Minor really impressed me – at times we even had to ask him to slow down when we in our faster cars could not keep up with him! It's a truly wonderful starter classic car for young enthusiasts.

The weather was extremely hot and when we got to Riversdale, we stopped at a Wimpy for refreshments. After about half an hour we got into our cars to head to George. June and I were still (slowly) getting into the Sprite when the other four drove off. The car started and as I crossed the N2 to face George, she started to sputter and died. Try as I might, she would not start again. Fortunately there was a yellow line and I could get out of the way of traffic. I phoned our mechanic and asked him to please turn around and come and help. While I waited for him, I lifted the bonnet and removed the lid of the carburettor float chamber and found it to be dry. By this time my friend had arrived and suggested that it must be a blocked fuel filter. He asked me to go and search for a new one while he jacked up the car.

I searched high and low

without success but eventually managed to get a lift to a spares shop in Riversale. On my return my mechanic friend had jacked up the car but it was still too low to work under so we decided to push the car backwards to a tyre place to use their hoist. As we lowered the car, my friend said that he thought there was no power at the electric fuel pump. The penny dropped; the previous week we had wondered what the switch under the dashboard was and after investigation had worked out that it was a fuel pump power supply switch – installed by the previous owner as an anti-theft device.

You guessed it – I had switched this off for security reasons when we stopped at the Wimpy... and then forgotten to switch it back on! We progressed a few hundred metres until the float chambers ran dry. Red faced, I turned on the switch and heard the full pump tick, tick, tick... it fired up and we continued, having wasted more than an hour trying to find the problem.

We caught up with the rest and the journey to George went without any more snags, with the Sprite running like a dream. At the show we parked amongst the British car display, where she looked great and we were amazed at how many people had never seen a Frogeye before.

Show done, we packed our bags and headed home on the Monday. The journey from George went beautifully, without any further problems. We did it in one day, stopping whenever we could. We just cruised back taking the N2 to Swellendam through Ashton, Robertson and Worcester, back to Langebaan. A wonderful second honeymoon experience which brought back many happy memories. That said, I doubt if my wife will go to George in the Sprite again so I will have to use my MGB GT, or maybe my gas-guzzling 1958 Pontiac V8 automatic. Then again, with the Minister of Finance hiking the fuel levy, it will have to be the MGB GT. One thing is for sure, though – I shall never use that anti theft cut-out switch again! 📌

Unfortunately, because of age, we could not jump into our Sprite like we did in 1965 but crawled into and out of it – especially difficult when you are a six-footer like me



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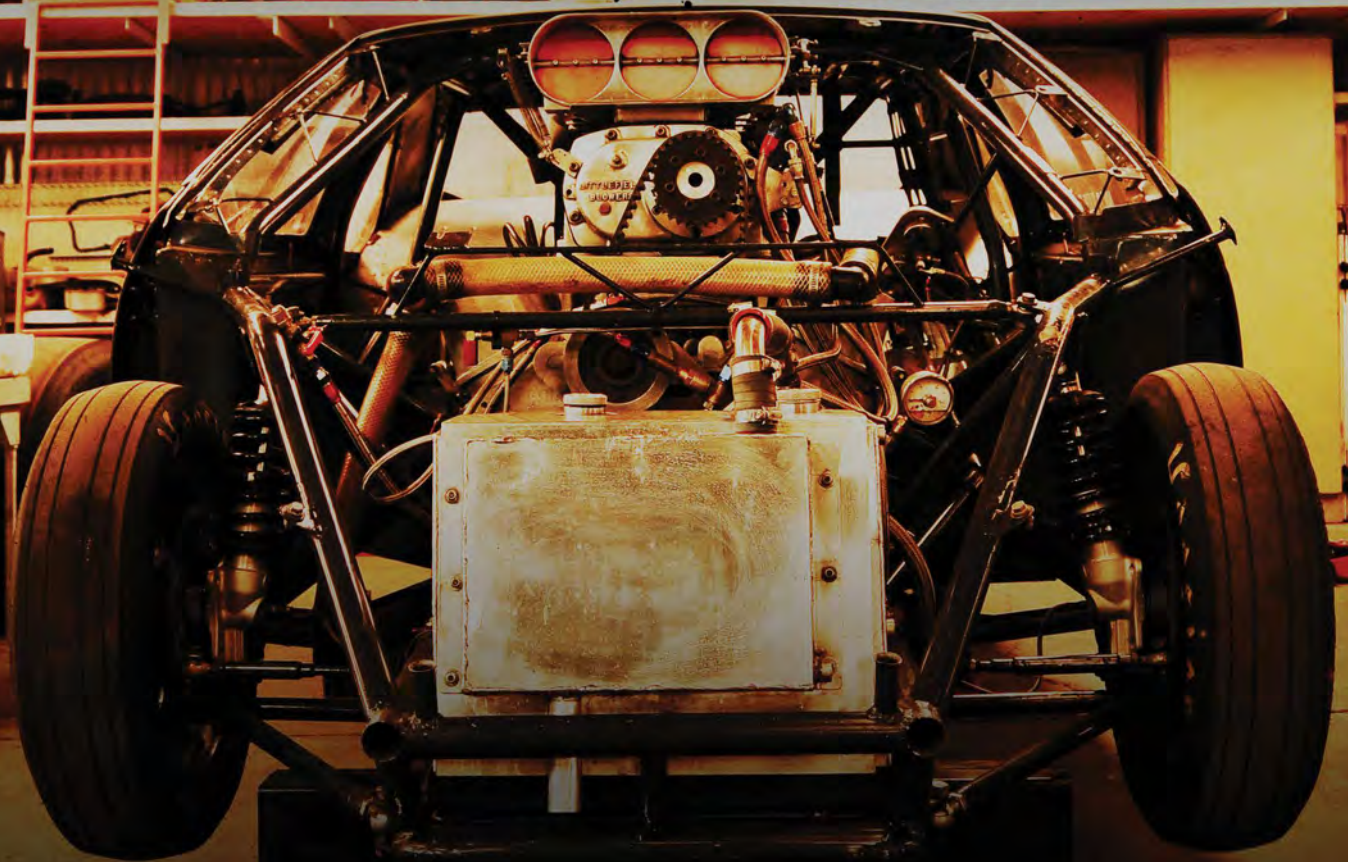


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1946 MG TC. Purchased as is 85% complete from a deceased estate. Ivory with green leather, body-off rebuild. No papers but police clearance is in order. Asking price R390 000. Contact William on intercept@pacernet.co.za.



1958 Wolseley 6/90 Series 2. Very complete but quite badly rusted. A resto for the brave or a parts car. It has the 2.6 twin-carb straight-6 engine, the same as the early Austin-Healy 100/6, with a manual gearbox. Only 1 024 Series 2 cars built, so a bit rare. Having a separate chassis may open options to build something special. R8 000. Contact Trevor (011) 743 1984 or 083 466 9875.



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- #10 BMW M3 Tour De Corse 1987 – Beguin/Lenne
- #11 Datsun 240Z Safari 1971 – Herrmann
- #7 Ford Escort Cosworth 1000 Lakes – Makinen
- #5 Ford Focus WRC Acropolis 2002 – McRae/Grist
- #11 Hyundai Accent WRC Acropolis 2003 – Loix
- #4 Lancia Delta Integrale Portugal 1992 – Kankkunen
- #10 MG Metro 6R4 RAC 1985 – Pond/Arthur
- #177 Mini Cooper S Monte Carlo 1967 – Aaltonen
- #17 Lancia 037 Evo Safari 1984 – Alen Kivimaki
- #2 Peugeot 206 WRC Monte Carlo 2003 – Burns
- #14 Audi Quattro San Remo 1981 – Mouton/Pons
- #5 Audi Quattro E2 San Remo 1985 – Rohrl
- #12 Ford Sierra Cosworth Monte Carlo 1991 – Delecour
- #4 Subaru Impreza RAC 95 – McRae/Ringer
- #7 Subaru Impreza WRC New Zealand 2003 – Solberg
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1951 MG TD. Body-off rebuild in the 1980s. Black with beige leather, recent new tyres, licensed and registered 51 TD ZN. Asking R410 000. Email William at intercept@pacernet.co.za for images and info.



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1963 Ford Zephyr 6 rear bumper. Should you have such a thing in any salvageable condition please contact Johan on 079 290 4288.

Renault Gordini tank mounting. Looking for fuel tank mounting frame or some detailed photos or drawings. Contact Rene at renervr@mweb.co.za.

Volkswagen spares. Working VW Beetle starter motor and rear brake drums (the small lip version) to fit to a historic 1300cc Formula Vee. Contact Stuart on 082 921 4583.



1958 BENTLEY S1 CONTINENTAL BY PARK WARD - POA

2002 BENTLEY AZURE MULLINER - R 2 500 000

1984 ROLLS-ROYCE CORNICHE - R 1 750 000



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2015 MCLAREN 650S SPIDER - R 3 749 950

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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

Phone ahead for confirmation. No motor bikes. No pedestrian access from the gate.
Maximum size of tour bus allowed is 22 seater, larger groups please book in advance.

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