

PACKARD SUPER 8

MERCEDES-BENZ 300SEL 6.3

LANCIA APRILIA

# CLASSIC

CAR AFRICA

R50.34 incl VAT  
May 2018

## MERCURY COUGAR FORD'S MIDDLE CHILD



**AGAINST ALL ODDS**  
BEETLING THE ROOF OF AFRICA

**HEAVYWEIGHT CONTENDER**  
SA'S FORD CORTINA LEISURE BAKKIE

MORGAN PLUS FOUR PLUS | 60 YEARS WITH AN MG TC | SUBARU IMPREZA WRX STI





# A Porsche doesn't get old. It gains in character.

## Porsche Centre Cape Town.

As a Porsche Classic Partner, our goal is the maintenance and care of historic Porsche vehicles. With expertise on site, Porsche Centre Cape Town is dedicated to ensuring your Porsche continues to be what it has always been: 100% original.

Our services include:

- Classic Sales
- Classic Body Repair
- Genuine Classic Parts

**PORSCHE**  
**CLASSIC**

**Porsche Centre Cape Town**  
Corner Century Avenue  
and Summer Greens Drive,  
Century City  
Telephone 021 555 6800  
[www.porschecapetown.com](http://www.porschecapetown.com)



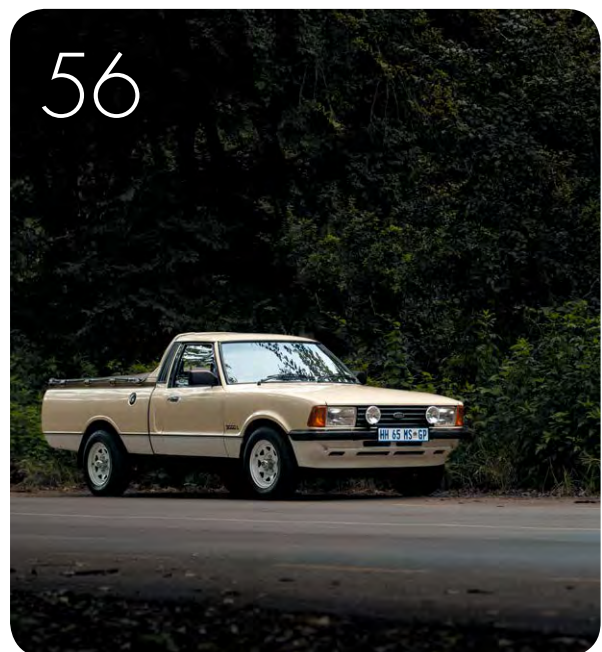
**PORSCHE**

# CONTENTS

— CARS BIKES PEOPLE AFRICA —

MAY 2018

- 03 **THE GENERATION GAME**  
Editor's point of view
- 06 **CLASSIC CALENDAR**  
Upcoming events
- 08 **NEWS & EVENTS**  
All the latest from the classic scene
- 16 **HISTORIC RIVALS REUNITED**  
SA Historic Grand Prix Festival
- 18 **THE YOUNGTIMER**  
Delegate-it-yourself
- 22 **GROUP TOGETHER**  
Piazza Motorsport at Goodwood
- 26 **LETTERS**  
Have your say
- 30 **WHEN MORE MEANT MORE**  
Mercedes-Benz 300SEL 6.3
- 34 **LET THE OWNERS DO THE TALKING**  
Packard Super 8
- 38 **THE SILVER LINING**  
Morgan Plus Four Plus
- 44 **THE HURST SHIFTER**  
AfFORDable
- 46 **NO COVER-UP**  
A man and his MG
- 52 **PILLARLESS PERSONALITY**  
Lancia Aprilia
- 56 **HEAVYWEIGHT CONTENDER**  
Ford Cortina 3000L
- 60 **MIDDLE CHILD SYNDROME**  
Mercury Cougar
- 66 **AGAINST ALL ODDS**  
Conquering the Roof of Africa
- 70 **MAGICAL MEN & THEIR FLYING MACHINES**  
Powering pioneers
- 74 **AT THE HEART OF THE MATTER**  
Karl Benz
- 78 **FOUR-PLAY**  
Subaru Impreza WRX STI
- 82 **A REAL TEST OF MAN & MACHINE**  
Seventies rallying – Part 1
- 84 **THE UNTOLD TRUTH**  
Reader's ride – BMW 2002
- 88 **THE ALL-ROUNDER**  
Remembering Jim Clark
- 96 **GEARBOX CLASSIFIEDS**  
Stuff for sale



# NOW TAKING ON NEW RESTORATION PROJECTS!



WE DO WORK FOR CUSTOMERS  
FROM ALL OVER SOUTH AFRICA.

COLLECTIONS AND DELIVERIES  
STRAIGHT FROM YOUR DOORSTEP.

FUEL Customs has been in the motor trade for the last 15 years, specialising in intricate and comprehensive complete custom builds and renovations.

With in-house paint and panel shop, fabrication facilities and workshop, there is no reason to go anywhere else for your motoring needs.

FUEL Customs now offers custom car interiors and upholstery. Classic and custom car re-trimming services, from seat refurbishment to carpets and door panels.

Focused on the needs and budget of the customer, we will find the right solution every time.

## OUR SERVICES:

Exotic Car Servicing & Repairs  
Mechanical & Cosmetic Restoration  
Custom One-Off Projects  
Vehicle Interior Restoration

LOUW DU TOIT  
+2782 908 1963  
louw@fuelcustoms.co.za

TREVOR WOOLFSON  
+2783 274 6367  
trevor@fuelcustoms.co.za

[WWW.FUELCUSTOMS.CO.ZA](http://WWW.FUELCUSTOMS.CO.ZA)

 FUEL Customs  FUELCUSTOMSZA

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

**Publisher**

Zig Zag Publishing  
Tracy Cilliers  
tracy@classiccarafrika.com

**Editor**

Stuart Grant  
stuart@classiccarafrika.com

**Deputy Editor**

Graeme Hurst  
graeme@classiccarafrika.com

**Art Director**

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

**Contributors**

Mike Monk, Gavin Foster, Mike Schmucker, Andre Langham, Craig Rode, Etienne Fouche, Robert Peché, Eric Fletcher, Denis Kloper, Patrick Gearing.

**Subscriptions & Editorial**

info@classiccarafrika.com  
Tel: 082 330 3446  
Fax: 086 568 0193

**Advertising**

stuart@classiccarafrika.com

www.classiccarafrika.com

Postnet suite 27  
Private Bag X20  
Cresta  
2194



ISO 12647 compliant

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



## THE GENERATION GAME

**T**he week leading up to our print deadline is one of late nights, mild panic and long hours as we pull in articles and advert material, finish off the odd photoshoot, edit the pictures and copy, create beautiful design layouts for the stories and proof the PDFs a number of times. The very last bit of work I do is to pen this very column. It is very calming as the realisation sinks in that we've managed to pull an issue together on time, and it gives the first glimpse of how the magazine flows.

This month was no different, but another aspect that crossed my mind was just how varied our readership age is. I can say this because most of our content is either inspired by reader ideas or even penned by readers. Check it out, I think we have something for almost every decade from the last 100-plus years in here.

Jake Venter covers the latter part of the 1800s and into the early 1900s with a fictitious interview with Karl Benz. Gavin Foster takes the timeline into the 1920s with a look at the madmen that played with monstrous engines

in their bikes and flying machines.

For the 1930s Mike Monk jumps into a luxurious Packard Super 8 and carries the decade theme into the '40s with a look at the engineering masterpiece from Lancia, the Aprilia. Graeme Hurst and I cover the '50s with a bit on a long-ownership MG TC and a Morgan Plus 4 Plus respectively, before Graeme heads into the swinging '60s with a Mercedes-Benz 300SEL 6.3. The Mercury Cougar insert doubles up the 1960s years and moves us into the 1970s.

With the introduction of a 'Youngtimer' class to the world of classics we aren't ashamed to have included the iconic Ford Cortina 3000 Leisure as our star of the 1980s, or Andrew Langham's Subaru WRX STi contribution as our child of the 1990s and 2000s.

The latest news, events and calendar bring the book right up to date and of course there are some more fillers in between to keep you busy until the next mad deadline rush is done. Please enjoy and continue to feed the CCA machine.

**Stuart**

## PORSCHE OWNERS' CLUB TOUR

In early April, a group of 11 Porsche Club owners from around the world embarked on a nine-day tour of Namibia and South Africa organised by Jason Furness's Cape Town-based Rock Star Cars. Apart from the usual sight-seeing aspect of the tour, as part of the itinerary the group did a tour of the Cape in Porsches of various vintages before visiting L'Ormarins for some wine tasting and a visit to FMM. As well as a presentation and being given a guided tour of the museum's operation, the group was taken out to the PlaasPad circuit for some chauffeured laps. But instead of using Porsche models, curator Wayne Harley organised some chauffeured laps with a difference.

To give the guests an opportunity to sample something other than latter-day Porsche models, from the museum's collection came a half-dozen cars with links to either Porsche founder Ferdinand Porsche or to the company's current structure. Ferdinand was once employed by Austro-Daimler and during his tenure was involved with the development of the 1934 Austro-Daimler Bergmeister. He also developed the engine that was used in the 1929 W06 Mercedes-Benz S-Type. Porsche company links with the Volkswagen-Audi Group are shared with Bugatti, Bentley and DKW/Auto Union and these brands were represented by FMM's 1928 Bugatti T35B, 1930 Bugatti T46, 1928 Bentley 4½-litre and, in complete contrast with the other cars, the 1936 DKW Cabriolet.

Everyone in the group got to ride in each of the cars and thoroughly enjoyed the unique opportunity to experience such a collection of rare and classic cars at one time.



## FMM SLOT CAR CHAMPIONSHIP ROUND 2

The second round of the 2018 FMM Slot Car Championship took place in April with an excellent turnout of regular and new drivers, some with new cars. The driver line-up was quite an eclectic mix of young and old, male and female, experienced and novice, all quickly getting down to setting quick and consistent lap times over the challenging two-lane track layout designed by experienced slot car organiser Jon Lederle. In the popular Touring Car championship, Thys Roux was the winner with his Maserati MC Trofeo, setting the fastest lap of the night in the process. In second place was Joe Inus with his small but rapid Fiat Abarth TC1000, who beat a closely matched pack of cars headed by young Günther Ras's Ford Zakspeed Capri. As a result, Joe and Thys share leadership of the championship with Günther in third spot.

In the Sports Car category, Jon Lederle was once again the man to beat with his Audi RS5 DTM but, once again, the fastest lap went to his arch-rival Donny Tarentaal with his RS5. Japie Aranjies raced his Chaparral for the first time and was fast and consistent enough to finish third. The championship log sees Jon and Donny on top with the same points, with Andre Loedolff's Porsche 956 in third. When not racing, competitors take turns to marshal for their fellow drivers and in this regard youngsters Günther Ras, Bully Smit and Armin van der Walt certainly set the example for enthusiasm and super-quick reactions.

As indicated above, the championship is made up of two categories, Touring Cars and Sports Cars (effectively Le Mans/DTM cars), with modern and historic classes within both. Competitors race against each other over two time-controlled heats, one in each lane, and the total number of laps determines the finishing positions. Where laps covered are equalled, fastest lap times determine the final order. Points are awarded to every competitor based on their finishing position,

and a bonus point is awarded for the fastest lap in each category.

Meetings are held at 19h00 on the first Wednesday of each month and some intense racing takes place during the evening. The championship looks set to be close fought during the coming months.



### 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 and from the museum by charabanc.)



70, Main Road, Knysna  
N2: Next to Total Garage  
Sales: 082 566 7897  
081 325 1507  
info@hocasc.co.za  
www.hocasc.co.za

## THROUGHOUT THE YEARS...

people have been fascinated by motorised vehicles because of their looks, performance, sound and functionality. This is even more apparent when vehicles from different eras can be found under one roof in one of the most beautiful towns in the country. House of Classic & Sports Cars is able to offer just that as we buy and sell vehicles ranging from vintage, to classic, to modern-day. Please call us to see what we have on offer...



1922 Ford Model T – R285 000



1936 Ford V8 Roadster – R550 000



1951 MG TD Convertible – R426 000



1957 Triumph TR3 Convertible – R385 000



1928 Ford Model A – R275 000



1966 Jaguar Heritage Mk2 240 - R260 000



1971 Mercedes-Benz 280S – R175 000



2005 BMW M3 Convertible – R298 000



1993 Chevrolet Camaro Z28 – R185 000

# 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.classiccarafrika.com](http://www.classiccarafrika.com)) please submit details along with an image or two to [stuart@classiccarafrika.com](mailto:stuart@classiccarafrika.com).

## 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 Mampoen 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
---	-------------------------	--------



## MONTHLY MUST DO EVENTS

1 <sup>st</sup> Saturday of the month	Classic Motorcycle Club of Natal – Bluff, Durban
1 <sup>st</sup> Sunday of the month	Classic Motorcycle Club Johannesburg – Germiston, Johannesburg
2 <sup>nd</sup> Saturday of the month	Vintage Sports Car Club of Natal – Oribi Rd, Pietermaritzburg
2 <sup>nd</sup> Sunday of the month	Pretoria Old Motor Club – Silverton, Pretoria
3 <sup>rd</sup> Saturday of the month	Cape Vintage Motorcycle Club – Parow North, Cape Town
3 <sup>rd</sup> 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





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



**1957 Ford Thunderbird Roadster**  
Excellent original car with matching numbers V8 and Auto box, new soft top and 'Port Hole Window' hard top. The best of all the T Birds. **POA**



**1973 Jensen Interceptor III**  
Dark blue with original tan leather interior, 383ci V8 with auto box, very honest and original car in good driving condition, but that could use some TLC. **POA**



**1964 Jaguar MKII 3.4 Sedan**  
Olde English White with Ox Blood interior, 4 speed manual with Over Drive, 1 owner, 4 year nut and bolt documented restoration. Immaculate Condition. **R450,000**



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



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



**1969 Alfa Romeo 1300Ti**  
Maroon with black interior, exceptionally original car with known history, **R225,000**



**1956 Ford Thunderbird**  
Wimbledon white with black and white interior, restored in the USA, continental kit, PS, V8 and auto box. **R950,000**



**1969 BMW R69S**  
Concourse restored by local specialist. Matching numbers, Immaculate. **POA**



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



**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**

**NEW STOCK COMING SOON:**

- 1969 Jaguar E Type Series 2 FHC (in restoration)
- 1969 VW Beetle Karmann Convertible (in restoration)
- 1972 Mercedes Benz 350SL
- 1985 Morgan +8 Roadster

JB Classic Cars have almost 60 years of combined experience in the sports, classic, collectible and muscle car market in South Africa. We specialise in sourcing and supplying the best classic we can find. If you have a classic, exotic, sports, or collectible car to sell, we

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.

# BACK TO BETA DAYS

South African motorsport fans are in for a treat with Retro Rewind releasing 525 programmes (over 200 hours) of all things motor racing filmed between 1990 and 2006. This comes about with legendary TV producer Rob Weightman dusting off his personal archive of motorsport programmes too. It's a sad fact that the broadcasters failed to archive local motorsport TV programmes created in the '80s, '90s and into the new millennium. After years of hard work and a huge investment in equipment, Rob has now completed the mammoth task of copying the thrills and spills from tape to digital format and made it available to viewers for an annual fee of R480. The money raised will go to ensure more tapes will be converted to digital files, which will be added to the existing catalogues.

Race fans can sign up at [www.retrorewind.co.za](http://www.retrorewind.co.za), follow the instructions and save their choices in a digital file format for posterity. For corporates out there looking for extra exposure and the satisfaction of aiding the preservation of local racing, Retro Rewind are also on the hunt for an exclusive partner that will receive coverage on the site with the likes of the exclusive branding, copy and logos on the website as well as Facebook coverage, marketing and PR on an ongoing basis.



## CLASSIC CAR CENTRE

4 Estee Ackerman Street  
Jet Park Boksburg  
011 397 1207; 083 227 4091; 072 687 8783  
[www.route101ccc.co.za](http://www.route101ccc.co.za)

### SALES:

We buy and sell classic and sports cars. Consignment sales welcome.

Visit our website for more vehicles offered for sale.

Some of our exceptional cars for sale:

For a complete list, please visit our website



Visit our Showroom  
Open **SATURDAYS**  
**09:00 – 12:30**



1976 Porsche 911 Targa 2.7 Air Cooled A  
very clean car **R550 000**



1959 Austin Healey Frog Eye With a Heritage  
Certificate fully restored **R235 000**



1972 Lotus Elan + 2 S130 Recently restored  
In an excellent condition **R450 000**



1957 Austin Healey BN4 100-6 A Beautifully  
restored example **R825 000**



1960 MGA Roadster Restored in 2011 Owned  
by the current owner for 37 years **R345 000**



1958 Triumph TR3 Recently Restored A  
stunning example **R495 000**

# CLASSIC

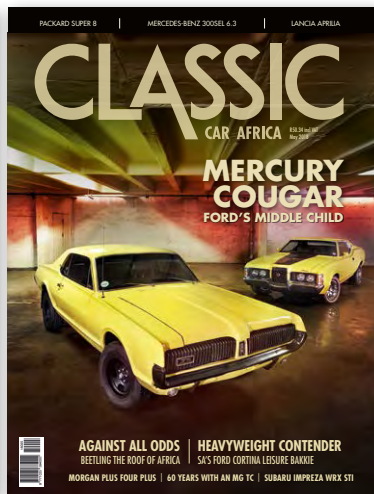
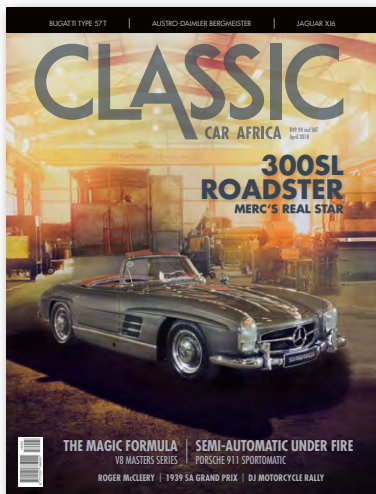
CAR AFRICA

Subscribe to either the hardcopy magazine or digital version  
**ONLINE** at [www.classiccarafrika.com](http://www.classiccarafrika.com)

**ANNUAL HARDCOPY SUBSCRIPTION R500**

**ANNUAL DIGITAL SUBSCRIPTION R200**

*Classic Car Africa* is the only dedicated historic motoring magazine in the country. From racing, to personalities, to some of the most special vehicles ever produced, we are continually unearthing great stories, illustrating them with a mixture of old photos and new, and helping bring back the memories of motoring times gone by. Whether your heart flutters for pre-war engineering, or brute-force muscle, gentle drives in scenic places or screaming tyres and a whiff of Castrol R, we have something in every issue that will appeal. Subscribe, and never miss another issue.



## WHY SUBSCRIBE ONLINE?

- You can order either a hardcopy or digital subscription at the click of a button
- There's a fast, easy and safe payment system
- Your subscription is automatically loaded onto our system
- Both hardcopy and digital annual subscription renewal reminders are automatically emailed to you from the website
- Signing up for a hardcopy will mean not only will you get your magazines in the post but you will also have access to a comprehensive set of past issues online at any time
- Digital subscribers get a notification to download their new copy as soon as a new issue is loaded on the website.

## CONTACT US

Postnet suite 27, Private Bag X20,  
Cresta, 2194

E-mail: [info@classiccarafrika.com](mailto:info@classiccarafrika.com)

Tel: 082 330 3446

Fax: 086 634 1721

**Yes! Please start my subscription with your next issue**

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

POSTAL ADDRESS.....

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

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

## PAYMENT OPTIONS

CHEQUES Made payable to Zig Zag Publishing

## BANKING DETAILS FOR EFT:

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



Classic Car Colors



[www.dinosclassics.co.za](http://www.dinosclassics.co.za)



**CLASSIC QUALITY  
SUPERIOR SERVICE**

With a passion for classic cars our workshop has been specifically designed to restore your automotive assets to original condition and colour. We are driven to transport owners back in time to when their beauties rolled off the showroom floor.

### **CLASSIC RESTORATIONS & STRUCTURAL REPAIRS**

Decades of restoration and structural repair experience combine with Glasurit paint products, owners of the world's largest colour library, to deliver the best.

431 Greenhills Industrial Estate  
Sam Green road  
Elandsfontein, Germiston  
Tel: 082 782 2335  
083 589 6766  
Email: [Silvio@dinosclassics.co.za](mailto:Silvio@dinosclassics.co.za)



# OUT WITH THE REFURBISHED OLD & IN WITH THE NEW

A number of projects that we've had on the go for a while now seem to be fast nearing completion. But by no means will we be left with nothing to do. The opposite is in fact the case, with a parking lot filling up with more classics in need of some TLC. You'll see a Datsun and Ford Mustang below – these are just two of the vehicles waiting to move into the shop. We will keep the others as a surprise but

can tell you there are a few more American models, a pair of Germans and a Brit waiting in the wings. We will also be firing up some more work on the Maserati Indy project again – this was on hold while we researched some of the finer details to get the car just right. We'll keep you updated with the lessons we learn, joys and frustrations of working on the classics.



We've done a number of muscle cars for the owner of this Mustang and we're glad to see he's adding the gorgeous fastback version to his set. It will now move into the shop for a full strip and analysis to see what lies under the existing paintwork.



Japanese cars seem to be the next big thing and Datsun's Z cars more often than not lead the way. So it's not surprising to see the owner of this 260Z model commissioning a full body job. With plenty of metal work needed it will not be a small job, but we look forward to the challenge and will start in the coming weeks.



Although this rare Mercedes-Benz 220S coupé looked good when it came in, we found some issues under the paint. These were remedied and prep done for paintwork. It is next in line for the booth and will get a beautiful two-tone scheme.



The low-rider Impala is in the paint booth. We've shot the engine bay and now will lay on the exterior hue. Of course, to get it to this level we took the body down to the basics and had to fix a number of issues. It is going to be a showstopper.



The Eleanor Mustang recreation has now been painted and assembly is underway. Time was taken in lining up every panel with pin-point accuracy and we can proudly say that this car will be at the forefront when it comes to class at any show.



Our regular air-cooled clients have another rare Beetle to put back together. This split-window version required lots of new metal and even the rear valence was handmade by Dino. We tidied up the pan too and think the colour choice is phenomenal.



These split-window Kombis are all the rage and finding a good one is getting difficult. This one looked good on the surface but stripping revealed plenty of rust covered by fibreglass. We are busy making new roof sections and will then get stuck into the other poor areas.



This splitty was rotten on arrival but is slowly coming together nicely with all the tin-worm cut out and new panels made up from scratch. The nose job is now done and soon it should hit the paint prep bay. It will be a valuable classic soon.



We said the rusty Kombi might be the largest job of the year. It was not. This Dodge Charger was. It has new floors, doors, firewall, chassis rails, wings... and more. It has been on hold while the owner decided what powertrain he wanted. But having decided on original it will go in for paint soon.



As mentioned before, this Camaro drove into the shop but suffered serious gremlins under the paintwork. Botched jobs were numerous but have been sorted now by cutting and removing the issues and replacing with fresh metal. It is ready to paint.



Progress on our BMW 3.0CSi has been reasonably steady, with assembly progressing nicely. The wiring harness is in, and so too is the refurbished wooden-veneer dash. Glass is the current project and so far we have the rear side units operating at 100%.



Another big American classic is ready to hit the paint booth. This Dodge was a solid, original car on arrival but we stripped it down to basics nonetheless. Rot was repaired and trim will be ready for fitment once the paint is done. We await colour choice by the owner – we presume he'll go original.



# PRESERVING LOTUS AT 70

In an anniversary year, Jean-Marc Gales, CEO of Group Lotus, has personally delivered the keys to one of Lotus's most advanced cars to Clive Chapman, son of Lotus founder Colin Chapman. The stunning new Evora GT410 Sport in Empire Green will travel the UK and Europe with Clive, Director of Classic Team Lotus. Preserving and promoting the history of the famous motorsport team, Clive and the squad run historic Lotus race cars that appear at international motoring events and meets around the world.

"With 2018 marking the 70<sup>th</sup> anniversary of Colin Chapman's first car, it's the perfect time for both us and Classic Team Lotus to join in celebrating the importance of the marque. The Evora GT410 Sport is one of our most evolved models yet remains true to the concepts of lightweight design, advanced aerodynamics and high-speed handling, exactly as Colin Chapman would have expected from one of his cars. It's fitting that Clive has chosen to drive one of the greatest and fastest cars that Hethel has ever produced," Gales said.

According to Chapman: "Remaining close to the Lotus sports cars of today is important to me and my family; to be able to appreciate just how far the brand has developed and how advanced the cars are is a privilege. I'm proud to be behind the wheel of a Lotus sports car and I'm looking forward to the miles ahead."



**WHEN YOUR SHIP COMES IN**

...the vehicle bank has fallen...  
...the port of SA...  
...hand. Both options involve a hefty...  
...which for a car can be a lot

...the vehicle bank has fallen...  
...the port of SA...  
...hand. Both options involve a hefty...  
...which for a car can be a lot

...the vehicle bank has fallen...  
...the port of SA...  
...hand. Both options involve a hefty...  
...which for a car can be a lot

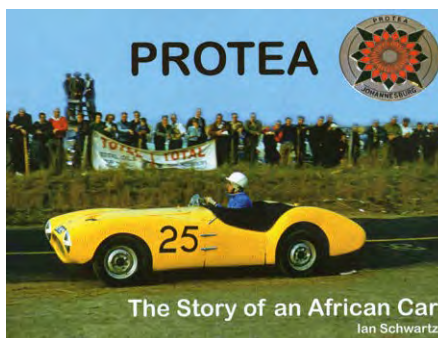
## IMPORT CORRECTION

CCA would like to clarify details within the Seabrook article in the April issue (page 87) pertaining to the use of a carnet to temporarily import a car in a personal capacity into SA: such use would require the vehicle to be registered in the foreign country in which the carnet is applied for. Furthermore, the owner would likely need to prove residency in that country in order to apply for a carnet and any payment for the vehicle in South African Rands would be subject to Reserve Bank approval.

# BOOK YOUR PROTEA

Ian Schwartz's *Protea – The Story of an African Car* is 160 pages of good reading on the development of the first South African production sports car. Luckily for collectors of South African motoring literature there are still a few copies of the limited-run book available. Well laid out with masses of previously unseen archive colour and black-and-white images, the book works through from the founders' backgrounds, to the development of an idea, the hassles of design with mass production as an aim, the fire hazards of working with the new fandangled fibreglass technology and dodging the Booyens Reserve feral mine dogs on the prowl at night. Countless hours of interviews with those in the know, including the lead builder John Myers, see to it that Schwartz covers almost every possible angle. Highlights include notes from Myers's diary where sketches of the chassis and body designs sit alongside cost estimates and invoices for supplies. It's not all anorak

though, with Schwartz adding info on South Africa that ties into the Protea tale. Original owners have been contacted, as well as those that were involved in the building and conceptualising. The whereabouts of a high percentage of the 14 units have been tracked and the motorsport angle gets a look in with the various fibreglass-bodied racers, the aluminium Protea Triumph and Protea Jaguar and the V8-powered Lolette. It's a must-have book for any local motorist or collector of South African history. Just 1 000 copies have been printed and retail at R300 each. To place your order, email [stuart@classiccarafrika.com](mailto:stuart@classiccarafrika.com).



## MUST-BUY FOR BIKES

Dave 'Squack' Harris has received a second print run of his excellent 2015 book, *Understanding Motorcycles*. The 112 page illustrated book covers every aspect of the modern motorcycle, from the frame geometry to the ignition system to the crankshaft to the brakes. It explains complex subjects in easily understood language in enough depth to give even the least mechanically adept person on the planet a pretty good idea of exactly how the various components of the motorcycle work. *Understanding Motorcycles* retails at R200 and can be ordered directly from Dave on 082 712 7745. The price includes postage anywhere in South Africa. Dealers or agents who want to stock the book can contact Dave on the same number.

*Our passion is Porsche... mostly*



1998 Porsche Boxster 2.5 Tiptronic  
133 584Kms, FSH, C/Control, E/Seats.  
Mint condition. R159 995



2006 Porsche Boxster S, Manual  
63 791Kms, FSH. Good value. R349 995



1988 Porsche Carrera 3.2  
151 896Kms, Coupe, G50 Manual, FSH,  
A/C, RHD, Amazing value! R1 025 000

Call Lourens 083 449 7070

[lourens@993trading.co.za](mailto:lourens@993trading.co.za)  
[www.993trading.co.za](http://www.993trading.co.za)



**993 TRADING**  
SOUTH AFRICA

**We source vehicles for discerning clients and collectors**

## SUN & SHINE

The third Concoors South Africa takes place at Sun City from Friday 10 to Sunday 12 August 2018. Bringing together the finest classic, luxury and sports cars from pre-war vintage to the modern era, the competition is limited to 150 vehicles and is a must-see for quality car fans. The event kicks off on Friday with a welcome function and auction by Coys of Kensington. Judging of the cars takes place over Saturday and Sunday on the plush lawns of the old Main Hotel which has recently been renamed The Soho Hotel. The Concoors is not a contest of speed, but of elegance. Automobiles are judged on the quality of presentation, historical accuracy, technical merit and style. Entries are now open for Concoors South Africa 2018 – go to [www.concoorssouthafrica.com](http://www.concoorssouthafrica.com) to enter – but for those just wanting to view the excellence, a regular day entry to Sun City will get you in.





# EXCEPTIONAL CARS OFFERED FOR SALE



1928 Ford Model A Tudor



1961 MG A



1930 Ford Model A Roadster



1947 MG TC



1959 Cadillac Coupe



1963 Mini Austin Cooper S

**DELIVERING YOUR DREAMS ONE CAR AT A TIME.**

Brian Noik :: Tel: 082 416 9584 :: [www.oldcars.co.za](http://www.oldcars.co.za) :: [brian@noik.co.za](mailto:brian@noik.co.za)

Follow me on [f](#) facebook [t](#) twitter [i](#) instagram using @oldcarssa

# HISTORIC RIVALS REUNITED



Whitney Straight's Maserati in 1934.

For the first time in 84 years, Whitney Straight's Maserati 8CM and Dick Seaman's MG K3 will occupy the very same tarmac on which they duelled at the inaugural South African Grand Prix. It was a colourful story getting there in 1934 and an equally mammoth effort to reunite them and nearly 20 other Grand Prix cars in East London and the Western Cape later this year.

**T**he first South African Grand Prix nearly didn't happen at all. Having started as the brainchild of motoring journalist (by accident) Brud Bishop, it was nearly cancelled by the FIA shortly before the race. Bishop had innocently, but quite illegally, punted the race – unaware of the International Sporting Code. And with three international drivers, Bishop desperately needed them licensed in order to deliver his drawcard sensation. Bishop had gone out on a limb, writing of

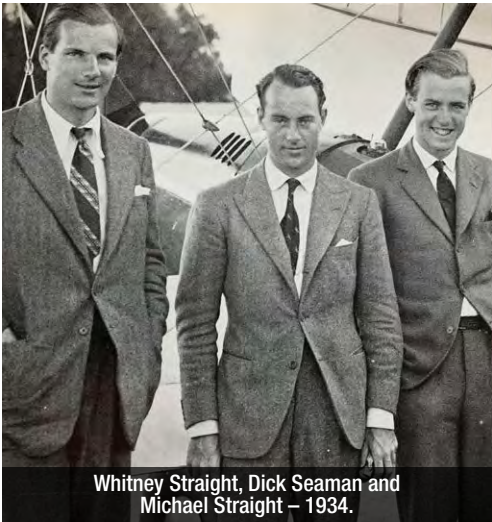
his planned 100-mile road race of 15.3 miles of public roads in East London to Sammy Davis, editor of *Autocar* in England and renowned racer himself. Bishop had absolutely no means of covering the £700 fee for a team of three racing cars that surprisingly got entered. But he quickly

accepted, unwittingly attracting two of the most fashionable drivers in Europe at the time: Whitney Straight and Dick Seaman. Along with Whitney's brother Michael, the three youngsters (Whitney was the eldest at 23) embarked on an adventure of a different kind, flying a De Havilland Dragon for nine days to get from London to East London, along with Thomas Dewdney, Whitney's valet.

The 'dashing American millionaire', Whitney Straight became the poster boy for the race, driving a state-of-the-art Maserati 8CM, the likes of which South Africans had never seen before. The other entries were local specials, mostly stripped-down saloons, elevating the single-seater Maserati and supercharged MG to cars 'in a new, advanced class' according to Bishop's publicity.

Straight's Maserati would storm through the field to win the inaugural South African Grand Prix, with Michael's Railton third (his first and last race!) and the local racing

The 'dashing American millionaire', Whitney Straight became the poster boy for the race, driving a state-of-the-art Maserati 8CM, the likes of which South Africans had never seen before



Whitney Straight, Dick Seaman and Michael Straight – 1934.



1934 Maserati 8CM.

That very Maserati – a car that has gone on to become one of the most famous racing cars of all time – and MG will be reunited in East London on the remains of the original Prince George circuit in November this year at the South African Historic Grand Prix Festival



The MG K3 today.

debutant and Ford salesman J.H. Case and his friend and riding mechanic Hector ‘Podge’ Wiggil claiming second place in their home-built, alloy-bodied Ford V8 Special. Seaman’s MG had started running badly despite posting the second fastest lap time and he slipped back from second to finish fifth.

That very Maserati – a car that has gone on to become one of the most famous racing cars of all time – and MG will be reunited in East London on the remains of the original Prince George circuit in November this year at the South African Historic Grand Prix Festival. These two cars and their dashing international celebrity drivers put South Africa on the international motor racing map and will race against each other again for the first time in 84 years in an amazing celebration of those glorious pre-war SA Grand Prix years.

Joining them will be nearly 20 pre-war Grand Prix cars, many of them the actual

cars that raced locally between 1934 and 1939. Entries already confirmed include the Riley Ulster Imp, which finished second in the 1937 event. Other MGs, two confirmed Bugattis, Aston Martin Ulster, Frazer Nash and Talbots are among the eclectic mix. And just imagine the sight and sound of not one, but two ERAs diving through Potter’s Pass into Rifle, the smell of methanol trailing behind their screaming supercharged whine!

The cars will race in East London on 25 November before touring down to the

Western Cape, culminating in a two-day Grand Prix Garden Party at Val de Vie Estate, located between Franschhoek and Paarl, where the public will have a further opportunity to interact with these spectacular cars on the pristine polo fields for which the estate is renowned. Supported by local clubs, the weekend of 1-2 December promises to be a classic car haven for enthusiasts at the luxury estate. The Grand Prix cars will be paraded on a short road circuit within the estate. 🏁

**GET YOUR TICKETS EARLY!**  
**SA HISTORIC GRAND PRIX FESTIVAL**  
**25 November to 2 December**

Limited general access and VIP Hospitality tickets for both the East London Race event and the Grand Prix Garden Party are on sale from 30 April. Tickets can be bought online by visiting [www.sahistoricgp.com](http://www.sahistoricgp.com). Early booking will be essential to avoid disappointment. Regular updates are also posted on the event’s Facebook page – SA Historic Grand Prix Festival.

# DELEGATE-IT-YOURSELF

**By Robert Peché**

Perspectives from a 30-year-old classic car fanatic



**T**here are certain skills in this world that I think are akin to the Dark Arts, the modern-day equivalent of medieval alchemy. The sheer technical brilliance of Formula 1 aerodynamicists and race strategists; the explain-to-me-again-how-you-get-paid-for-this? realities of Instagram travel bloggers. But, most of all, the historically significant heroics of classic car restoration champions.

In this case, I'm not talking about the guys like me who loosely interpret DIY to be Delegate-It-Yourself. No, I'm talking about the people who treat their cars like Lego projects, simply disassembling and reassembling the entire machine without a care in the world.

Trust me, it's not that I'm bad with spanners on purpose. This is different to the approach I've taken to making the bed for almost four years of marriage, i.e. being extremely 'bad' at it to avoid ever being asked to do it. I just lack any form of mechanical talent whatsoever.

When you drive a classic car, people weirdly assume that you are able to fashion new mechanical parts from nothing more than a 10mm spanner, an old rag and a half-broken screwdriver. Unfortunately, driving a car with a chrome bumper doesn't magically turn you into a human 3D printer.

In classic car ownership, as in life and business, it's more fun and often more rewarding if you have the right partner. If you think an Allen key is something that opens another bloke's house, you probably need someone to give you a hand.

My mechanical partner-in-crime down here in the Cape is a chap named Ignis (short for Ignatius). Ignis is the kind of name that you can shout down into the engine bay to make the bolts actually tighten themselves,

purely out of fear. Like a mythical dragon, shrouded in mist from his vape while he barks orders at the car, he seems to know how to fix everything.

In contrast, when I'm involved, the 10mm spanner doesn't just drop into the engine bay, but almost laughs at me on the way down. There's no fear there. The spanner knows that Excel spreadsheets may cover in my presence, but that anything involving grease or oil can, and probably will, get away with murder.

The result of all this? I'm in the restoration B-team. I'm the water boy, the twelfth man, the sports 'star' who still has a personal Facebook account that his mother wishes him luck on. You know exactly what being in that team entails.

I'm the guy who has the job of holding up the bonnet while his buddy is bent over in the engine bay, which would be a far more critical role if there wasn't also an industrial-strength bonnet support strut standing between my friend and an untimely death.

I'm mastered the art of "oohh, aaah, yes I thought as much" when the Guy Who Actually Understands Cars has figured out what the hell is going on down there.

You need someone to fetch the brake fluid? I'm your man.

If you need someone to "flick that switch exactly when I tell you to and not a moment before" then you've come to the right place. I'll have the same stare-down with that switch that Hamilton has with the lights at the start of every race. Every hundredth of a second matters, when that's the only way for you to participate in a restoration day.

Sadly, I play the exact same role at home. I've lost count of how many times I've held the ladder for my father-in-law while he continues to provide for his daughter. He kindly reassures me that he appreciates the

diversified nature of her retirement savings, and how good her medical aid is, but even he cannot hide the sadness in his eyes when he realises that I don't know how to put up a curtain. Not a curtain rail, but a curtain.

The third trip to the tool box is truly a walk of shame when you need to fetch the tool he asked for the first time. It's even worse when your mother-in-law points out which one he actually wanted. I live in eternal fear that one day I might be passing drill bits to my wife while she does the dirty work.

Luckily, things are starting to improve. My recent love for karting has clearly helped. My wife chose a picture for our patio recently and even went for the tasteful classic Chevy option. Well, as tasteful as a pink car can get, but that's called marital compromise. More importantly, I managed to put it up by myself after drilling two (yes, two!) perfect holes.

Watch this space. Today it's the patio picture, next year it will be a full engine rebuild. Ok, maybe not. Now excuse me, please, while I fetch Ignis another beer. He's busy changing my oil. **Q**

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.



Over 25 years of Ferrari service experience!



Heading our service department, is senior technician, Massimo Vecchio, with over 25 years of experience working on Italian automotive marques, and is one of the most experienced Ferrari technicians in the country. Contact Massimo for any technical requirements regarding your Cavallino Rampante.

There is no substitute for experience.

From the original importer T.A.K in the early 1990's and now with Pablo Clark!

### Factory trained and highly experienced on the following models



Dino 246 GT and GTS



308 GTB and GTS



512 BB and BBi



288 GTO



Testarossa



Ferrari F40



F355 Coupé, GTS and F355 F1



Ferrari F50



550 Maranello



360 Modena



Ferrari Enzo



Challenge Stradale



612 Scaglietti



599 GTB Fiorano



430 Scuderia



458 Italia



Ferrari FF



Ferrari California



Ferrari F12



Ferrari LaFerrari

## SAREL VAN DER MERWE TO GUEST DRIVE FERRARI 250 GT

Sarel van der Merwe will drive the Ferrari 250 GT prepared by Pablo Clark Racing at the Festival of Motoring presented by WesBank. The beautiful recreation of the car that took Stirling Moss to victory at the 1961 RAC Tourist Trophy at Goodwood will make its second appearance at the Festival of Motoring. The car was raced in the iconic Rob Walker blue and white colours.



## MERCEDES-BENZ 300SL ROADSTER TO FEATURE AT FOM

The immaculately restored Scribante Racing Mercedes-Benz 300 SL Roadster will be one of 15 special cars featured at the Festival of Motoring at Kyalami. The event runs from 31 August to 2 September. The 15 cars will form part of a 'Best of the Best' display behind the main pit building. Other cars expected to feature include a Ferrari 246 Dino and a very special Alfa Romeo.



## PABLO CLARK FERRARI CHALLENGE TO APPEAR AT FESTIVAL OF MOTORING

At least 15 racing Ferraris will participate in two demonstration races at the WesBank Festival of Motoring. The Ferrari Challenge, run by Pablo Clark Racing, will also display the various racing models in a separate pit area. Paolo Cavalieri from Pablo Clark Racing said: "We are excited about the plans for the Kyalami event. This provides a great platform to showcase our local expertise and provide a great spectacle for show visitors."



## TICKETS ON SALE FOR FESTIVAL OF MOTORING

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 are now available online at [www.itickets.co.za](http://www.itickets.co.za).

**For more information, visit [www.safestivalofmotoring.com](http://www.safestivalofmotoring.com).**

See you at Kyalami!



# FESTIVAL OF MOTORING JUMP IN

31 AUG - 2 SEPT  
2018

KYALAMI GRAND  
PRIX CIRCUIT

 [iTickets.co.za](https://www.itickets.co.za)

SA's only national, industry-  
supported autoshow.

**FESTIVAL OF  
MOTORING**  
JOHANNESBURG

Presented by





[www.safestivalofmotoring.com](https://www.safestivalofmotoring.com)





The Zakspeed Escort passes the Goodwood Pit during a Group 5 demonstration. Photo by Rhiannon Carvell-Crook.

## GROUP TOGETHER

The Piazza Motorsport recreation of the winning Jody Scheckter/Hans Heyer 1977 Wynn's 1000 Zakspeed Ford Escort was one of the many star attractions at the recently held Goodwood Members' Meeting. The South African-built car participated in two Group 5 demonstration races at the famous Goodwood Motor Circuit in the United Kingdom. The prestigious event took place on 17 and 18 March.

**T**he invitation to the Members' Meeting resulted from the car's participation in the Festival of Motoring held at the Kyalami Grand Prix Circuit in September last year. The Zakspeed Escort is the first car both based and built in South Africa to participate in the Goodwood Members' Meeting. Following the event, car owner Lance Vogel received an official invitation to also attend the Goodwood Festival of Speed. The Festival of Speed will be held from 12 to 15 July. The invitations to the Goodwood events represent the fulfilment of a long-time ambition for local

car owner and motoring enthusiast Lance. "Overjoyed does not begin to describe my feelings," said Lance on receiving the Festival of Speed invitation. The car will remain in the UK for the Festival of Speed before returning to South Africa in time for the 2018 Festival of Motoring at Kyalami in early September.

The project, a 10-year labour of love and passion, was completed by Paolo Piazza Musso in 2015. The Piazza Musso family, a well-known SA motorsport family, have been involved in local motorsport for over 50 years. "To receive an invitation to Goodwood is a great honour; to receive an invite for a

car you have personally been responsible for is incredibly satisfying. It fills me with great pride for what our local team achieved – this is the cherry on the top," said Paolo. "The variety and quality of the other cars participating at Goodwood was amazing. We were all very proud of how well our car was received by The Duke of Richmond, other competitors, officials and the many spectators that saw the car at the event. It provided us with a great opportunity to demonstrate to the international motorsport industry that we have the local expertise and talent to compete against the best in the world," added Paolo.





Paolo being interviewed for television. The car drew great interest from spectators and members of the media.



The Duke of Richmond with Paolo and Devon Piazza Musso.



Lance Vogel and Paolo Piazza Musso at the Goodwood Motor Circuit.



The Piazza Motorsport Zakspeed Escort on the grid for the Group 5 demonstration.

Notable cars included the Jochen Mass-driven Martini Porsche 935 'Moby Dick' as well as a Junior Team BMW 320i that competed against the Zakspeed Escorts at the 1977 Wynn's 1000 at Kyalami

The Group 5 demonstration included many iconic race cars from a great era of motorsport. Entries included various BMWs, Porsches, Ferraris, Lancias and a Chevrolet Corvette.

Notable cars included the Jochen Mass-driven Martini Porsche 935 'Moby Dick' as well as a Junior Team BMW 320i that

competed against the Zakspeed Escorts at the 1977 Wynn's 1000 at Kyalami.

Lance and Paolo expressed great appreciation to the many people that were instrumental in the car's participation at the Goodwood event.

"This has been a tremendous example of how dedicated teamwork can lead to

major success while generating lasting motoring and personal memories," added Lance.

Local motorsport enthusiasts will get an opportunity to see the car on track at the 2018 WesBank Festival of Motoring, which will be held at Kyalami from 31 August to 2 September 2018. **C**



# **piazza**motorsport

A proudly South African motorsport company with over 30 years experience in the industry.

International standard Historic Race Car preparation and construction.

The Zakspeed Ford Escort specialists.

**Zakspeed Escort Recreation Invitations received to:**

SAMEX 2017 - Kyalami Grand Prix Circuit

Goodwood Members Meeting 2018 - Goodwood Motor Circuit. UK

Goodwood Festival of Speed 2018 - Goodwood Motor Circuit. UK

Festival of Motoring 2018 - Kyalami Grand Prix Circuit



For More Information Contact:

Paolo Piazza Musso - +27(0) 82 550 5708 / [paolo@piazzamotorsport.co.za](mailto:paolo@piazzamotorsport.co.za)

[www.piazzamotorsport.co.za](http://www.piazzamotorsport.co.za)



## MAGICAL MARAUDERS

Dear Stuart,

My wife found an article about the Knysna Motor Show in your April issue and brought one home for me. I was unaware such a publication existed and found it most interesting. You included a small insert about the Marauder, a very much unsung local success. Would you consider doing an in-depth article, if such has not yet been covered in your journal? I purchased the last one built in September 1974 and still have it all these years later (currently totally stripped to effect a rebuild). Peter Meffan, the designer and builder, recently turned 82, so it would be nice for him to get the coverage he so richly deserves for his part in our motoring heritage. I enclose a couple of photos for your interest. There are about 44 vehicles known to be around, and a very keen owner following!

Kind regards,  
Kingsley Dean

*Hi Kingsley, glad you stumbled across the magazine and even more chuffed that you made contact. The Marauder tale is one that I have recently been looking into covering and have been keeping an eye out at shows to make contact with an owner. I used to race against one driven by Rick Wall, and have been fascinated by them ever since. I will be in touch to chat about your ownership and would love to speak to Peter Meffan to get the inside Marauder scoop.*

Stuart

## 300SL SALES PUSH

Hi Stuart,

While clearing out my garage of old car magazines, I flicked through a few of them and came across the attached 'For Sale' column in the November 1967 *Car and Driver*. Following from last month's article on the Mercedes 300SL, it appears that the last few produced were not easy to sell, with an agency in Germany offering the last 15 cars manufactured at \$7 500 each. Also a Porsche Carrera Speedster at \$5 500 and an Arnolt Bristol at \$2 000. However, I had to remind myself that in 1967 the SA Rand was worth \$1.40, and the typical monthly salary for middle class mortals was about R250, so the 300SL would have cost about two years' salary – not much has changed. In 1976 I sold my right-hand drive Porsche 1600 Speedster to a friend for R1 200 – he still has it and it is now worth more than my house.

Cheers,  
Bo Giersing

*Interesting read Bo, thank you. It goes to show that while we all wish we had a time machine to score some bargain classics it all still remains relative. Having said that, I am sure most of us would snap up a 300SL today, even if it did set us back two years' salary. It goes to prove that classic cars are a viable investment still and while the markets might fluctuate from time to time, the 'right' car is still better than cash in a piggy bank – and best of all, you can drive it.*

Stuart

## MOTORSPORT MANTA

Hi Stuart,

Further to the Opel Manta article a few issues back, herewith some info and images of a rally car currently being restored in SA. The history of the engine in the car is as follows. It was developed for the Opel World Rally Team in 1970 by Irmscher. They used the normal 1900 bottom end and made a new cylinder head. It is a single overhead cam with all-aluminium rockers and is crossflow with big valves. The engine was fitted to the Opel GT and I did read somewhere that they sold 150 of these cars in this format. Some people also called it the Gerent crossflow head.

The engine in this Manta is bored to 2100cc. I believe this Manta was the one Robin Thompson rallied quite extensively in the early 1970s. It has a ZF dogleg gearbox, the same as the BDA Escorts used. Other people who also rallied Mantas were Derick Foss from Swaziland, F. Wessels from Natal and Steven Bear/Rex Boreham, also from Natal. We continue searching for info on the car and have the likes Ralph Behm from Cape Town and Geoff Mortimer on our radar to contact. Should any reader have any memories of the vehicle, correspondence would be very welcome.

Regards,  
Ben van der Westhuizen

*A brilliant find, Ben. I'm glad the Manta is on the restoration path back to original specification and that the preservation of one more local star is being carried out. Let's see what the readers remember – I am sure there will be a handful that can help fill in the blanks and missing puzzle pieces.*

Stuart



## IT'S ONLY COOL IF ITS AIR-COOLED

Stuart,

I enjoyed the article on the last Beetles produced in SA. I owned eight air-cooled VWs in my life, starting in the early sixties. However, luck was on my side and I came across a 1972 Volkswagen 1303 S. I bought the car in Cape Town and drove it all the way back to Port Alfred. I had the engine overhauled, and did the brakes, suspension and other restoration jobs myself. According to the VIN information, the car was built in Wolfsburg in early August 1972, number 358 off the assembly line. How the car landed up in SA I don't know. According to the SA registration certificate I am the fourth owner. The previous owners were all from the Western Cape. It is a right-hand drive though. I am also attaching a photo of my other rare vintage car. It is a 1954 Fiat Belvedere. The car was built by Steyr-Daimler-Puch in Austria. As far as I could establish, it is the only one with this pedigree in SA. It took me two years to complete a restoration on this one though.

Thanks,  
Nielen Erasmus

Hi Nielen, a nice rare set you have there, made even more special by the fact that the Beetle is right-hand drive – many were left hookers as the 1303 S was designed with a curved windscreen, developed out of fear that US safety legislation would demand a greater distance between the front seats and the windscreen. It would be fascinating to find out how yours ended up here and how many more, if any, are in the country. I was unaware of the Steyr-built Fiat Belvedere but recently stumbled across a Steyr-Puch 500, which is essentially a Fiat 500 built in Austria and using Puch mechanicals in the Italian icon. It was a cost-effective way of firing up the German factory following the war years. Presumably the Fiat Belvedere was done for similar reasons.

Stuart



## HONDA HELP

My dad and I recently bought a 1968 Honda S800. We are looking to find out the history behind the car as upon disassembly we noticed that the car was definitely raced. The car doesn't have an engine though. The name Alberto Leitão was brought to my attention through my research – he raced a Honda S800 in 1968. I was hoping that you might have some information for me or be able to put me into contact with other people that could also help with the history of the car.

Conner Horn

Hi Conner, it seems that although very few Honda S600s and S800s came into the country, quite a few of them are still around in various states of completeness. In the October issue Rory Dunster wrote a letter about finding one and trying to track down some motorsport history. Roger McCleery, who was with Midmacor (Honda agents at the time) replied, and in the November issue there is more from Honda owner Lionel Cummings. From these sources it appears that a few Hondas raced in SA as well as Mozambique. I will pull out PDF versions of this correspondence and send on to you. Good luck with the project.

Stuart

### HUNTING HONDAS

Dear Stuart,

I recently acquired the modified Honda S600 Coupé and am trying to piece together its history – maybe you or one of your readers could help? It has its original engine and gearbox but you'll notice that the front is quite different. Based on the chassis number, the car was built in 1966 and has probably also been white and then red during its lifetime. I'm also trying to research Honda S600/S600/S800s that came to South Africa, who originally brought them in and where they are now. I'd appreciate anyone with information getting in touch.

With thanks,  
Roy Dunster

A really interesting find there, Roy, well done. Let's put it out to the readers to see if they have any history on your particular car. Off the top of my head I know of the S800s and few S600s but have never seen a S600 locally. I have sent your mail to Roger McCleery and only he is in the vice of South

### HONDA HERO

Hi Stuart,

In answer to Roy Dunster's letter about who knows more about Honda sportscars than anybody else in the country. Midmacor (as part of Blomquist) were the distributors of Honda products in South Africa from 1963. They had motorcycles and then added power products. As most of the original management in those days were ex Volkswagen, any cars produced by Honda were brought out in small numbers to a local spec.

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

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

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

We also brought in a T300 tank-like with a small cab-over-engine layout. This had a gem of a 360cc engine with a similar spec to the sportscars. There was 30hp at 8000rpm on hand (these revs for a tank!) and virtually zero torque. The motor lay over at an angle, had four carbs and a bunch of carburettor exhaust system. As a motor it was a real gem, but had a few years used in our parts department in Cape Town and did well over 200 000 miles.

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



African motorsport but was also heavily involved in setting up dealerships here when the brand first arrived. His company car at the time was a GM Dart though, so not sure if the cars were part of the local operation. Stuart

company car for over a year in Cape Town. It featured a 360cc cylinder air-cooled engine (Honda's first) with water cooling and 2 stroke ungreased which was noisy, vibrated and had fairly heavy torque steer. When I died, the whole car ended up stolen. Not a car for this country, although not a bad local.

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

### Regards,

Roger McCleery

Thanks for the 'borsa's mouth' recollection, Roger. I have passed on your letter to Roy and will keep you abreast of any more Honda S600/S800 info that might surface. I have had correspondence from another reader who has found one of the small sporting machines but is reluctant to buy it as it is missing the multiple carb setup. His homework has revealed that these are nearly impossible to come, and if you do find a set on the internet they cost a small fortune. Would you know if the bubble carb setup was the same as on the car? I wonder if any of the local parts alignment vehicles are still around and if the best for use of these might either come back.



### 1971 FORD FALCON GT100 PHASE THREE

## "RUMBLE IN THE JUNGLE"



Russ Vesce of Survivor Car Australia (www.survivorcaraustralia.com.au) tells the story of Australia's wildest over production car. The fastest 4-door production saloon in the world. Sponsored by motor, mystery and unique the threat of survival for the uniquely special Ford Falcon GT100, vehicles in a desert contest and includes uncanny coincidences, some bad luck and some good fortune, with more beats and turns than an Alfred Hitchcock thriller.

## RUMBLE IN THE JUNGLE

I read with interest the above article in the January/February issue of Classic Car Africa. The claim in the heading is that it was the fastest 4-door production saloon in the world. I stand to be corrected, but was that position not held by the Mercedes-Benz 300SEL 6.3 for quite a number of years?

Thanks for the informative magazine.

Yours sincerely,  
Louw van der Walt

You might be on to something here Louw, or perhaps you've stumbled across some good old-fashioned motor manufacturer marketing department propaganda here. I suppose it depends on what 'fastest' means... quickest acceleration or highest top speed? Or maybe even strongest overtaking acceleration? The Falcon seems to have recorded a zero to 100km/h sprint of 8.9 seconds and a top end of 228km/h, while the Benz did the same sprint in 6.5 and galloped on to 220km/h. So depending on what slant you take, each of the cars scores a victory. Having said that, we could also argue that the limited number of Falcons built put it into the homologation special sector rather than production car realm. I wouldn't want to be in a pub when this debate flares up! Thanks for the letter and making us think – this is just what our little niche is all about.

Stuart

**SUPER FRICTION  
PROOFING**



# Why cause friction between you and your beloved?

Since the dawn of the modern combustion engine, engineers have endeavored to optimize horse power by designing engines which maximize space and energy by carefully considering the laws of thermodynamics. Whilst engineers were hard at work with providing power through the internal workings of the modern vehicle, car designers were artistically sculpting the vehicle's exterior look and feel with precision and flare. With tireless dedication to perfection and engineering genius, your classic vehicle was born from metal, plastic, fluids, fabric and leather. Your investment into your classic vehicle's care and maintenance is appreciated by no one other than yourself hence there is little denying that your vehicle's wellbeing is of utmost importance.

**Wynn's shares these sentiments and has called upon the world's best scientists and engineers to develop products to ensure that your classic vehicle has all the essential fluids it needs to thrive and perform far beyond your expectations.**

Wynn's Advanced Engine Treatment is at the heart of our cutting-edge technology for your classic vehicle's longevity and performance. Your classic vehicle's engine functions as a mechanical heart which has been fabricated by metal and alloys with lubricating oil pulsating through its cavities. As the mechanical heart pumps horse power through your classic vehicle's drive train, the lubricating oil bears the brunt of force between moving parts in the engine.

**WYNN'S KEEPS YOU MOVING**



Over time lubricating oil starts to degrade and reduces its ability to provide lubrication to metal surfaces hence your classic vehicle's engine suffers the full wrath of friction. Friction occurs when metal parts rub against each other thus causing an increase in thermal energy. This increase in thermal energy allows for metal degradation to occur by means of pitting, flaking and leaching. Friction could potentially have a devastating effect on your classic vehicle's ability to perform optimally. Your classic vehicle may not stand the test of time!

Wynn's Advanced Engine Treatment is the premium solution. The primary function of this product is to provide friction proofing to your classic vehicle's mechanical heart. What's more, is that our scientifically developed formulation retards ageing of the lubricating oil within your classic vehicle's engine. Wynn's Advanced Engine Treatment further increases fuel efficiency by preventing the formation of sludge and deposits.

With all this in mind and the availability of Wynn's Advanced Engine Treatment specifically designed for modern combustion engines and classic vehicles, it begs the question: **why cause friction between you and your beloved?**

**WYNN'S - LEADING TECHNOLOGY IN AUTOMOTIVE SOLUTIONS**

**For more information visit [www.wynns.co.za](http://www.wynns.co.za)**

[www.wynns.co.za](http://www.wynns.co.za) | [info@wynns.co.za](mailto:info@wynns.co.za)



Reclaim your vehicle's power and performance.



## New Wynn's Fuel Additive Range

- Reduce exhaust smoke emissions
- Improve fuel economy
- Restore injector spray pattern
- Remove carbon and soot from turbo
- Improve lubricity of low sulphur diesel
- Remove water from fuel









# WHEN MORE MEANT MORE

**T**here's something deeply thrilling about engineers in big car companies doing something on the sly. In secret, away from the bean counters, know-it-all marketing types and boardroom handbrakes. Especially when that 'something' involves oodles of horsepower. Jaguar's sublime XJ220 is a well-known example, with the V12 prototype the product of the Saturday Club – a group of employees working outside company hours and without pay to deliver a 200+mph supercar that scared the pants off Ferrari.

Less well-known is a similar project that took place over in Stuttgart some twenty years earlier when a small band of Mercedes engineers couldn't resist a little product re-engineering on the side of the assembly lines. Their efforts famously involved two key ingredients: a shell of a regular S-Class saloon and the potent 6.3-litre V8 from the company's range-topping 600 limousine. The fruits of their labour delivered a stock-looking sedan that weighed in at close on 1.8 tonnes yet could do 0-100km/h in 6.5 secs and top out at 220km/h – metrics that simply annihilated anything else on the road with four doors at the time, and even gave 911S owners a fright in their rear-view mirrors.

The 300SEL 6.3 was the idea of company engineer Erich Waxenberger, who had a penchant for competition cars and was goaded by a journalist who joked that he was 'getting old, building granny cars' after the launch of the W108/9 S-Class at the Frankfurt show in 1965.

Leaf through the back pages of a motoring publication in search of something with sportscar performance *and* room for five and you'll be hard-pressed to choose, such is the plethora of 'super saloons' on offer today. But that wasn't always the case, says **Graeme Hurst**, who tries out one of Mercedes-Benz's mighty 300SEL 6.3 sedans – the model that, 50 years ago this last March, broke the rule that sportscars only came with two doors.

The project took place in secret over the following year but his boss, Rudolf Uhlenhaut of 300SL Gullwing fame, was kept out of the picture until he heard the roar of a V8 from a supposedly stock-looking 300SEL as the car came past his office one evening. That was the prototype and Uhlenhaut – who cut his teeth in the glory days of factory-endorsed sportscar racing – is alleged to have insisted on a test drive on the spot. And the story goes that he jumped out at the first set of traffic lights in order to lift the bonnet and see how the hell Waxenberger had pulled this off! He quickly signed off the car's development costs and the 250bhp sedan became, in effect, the marque's first factory-backed hotrod.

Uhlenhaut's endorsement wasn't entirely surprising; his engineers had been starved of performance projects after the company officially pulled out of motorsport following the 1955 Le Mans tragedy in which more than 80 spectators lost their lives. But he did question how Waxenberger had managed to fund the project. The junior engineer explained (in an interview with *Classic & Sports Car's* Jerry Sloniger in January 1999) that he had used a budget from the public relations office to bankroll a department that oversaw the preparation of cars for special customers: "The department was three engineers and six or seven mechanics... and a small machine shop so they could satisfy special people like the Riviera owner who wanted his 300SL narrowed by 4in to fit his garage. Waxenberger told him blasting 4 inches out of the cliff



would be cheaper.”

The W109 shell that the 6.3 was based on was the long-wheelbase variant of the W108, an all-new saloon series styled by Paul Bracq to take the place of the rather dated fin-tail model (although production would overlap for some time) and propel the Stuttgart brand into the 1970s. The W108 was launched in 2.5-litre guise with the W109 body used for the 300SEL, which incorporated the same fuel-injected 3-litre engine and air-suspension from the range-topping 300SE fin-tail.

With a much larger glass area (the windscreen alone is 17% bigger) and a lower door line, Bracq's new shape was crisp and elegant. In 6.3 guise, the body shell was visually untouched but the mechanicals were adapted to accommodate the weight of the huge V8 engine. The W109's wishbone front and swing axle rear remained but the car was suspended on all-round self-levelling air springs, driven by an air-pump off the engine. And it had bigger, internally vented disc brakes all-round. A 4-speed automatic gearbox with a fluid coupling took

the power to the back wheels via a specially engineered differential, necessary to cope with the V8's 500Nm of torque (yes, you read that correctly!)

The wheels were mildly upgraded at 6.5J by 14inches (both in steel or alloy form) and the only other visual clues were the adoption of stacked headlights, with improved wattage to accommodate the high-speed ability. Oh, and a big 6.3 badge on the right of the boot.

The model was actually available by late '67 but was only officially launched at the Geneva show in March the following year. Despite retailing at more than twice the price of the already expensive standard 300SEL, its autobahn-munching ability caused quite a stir with the press, including *CAR*'s own Gordon Wilkins. He reported back on a stint behind the wheel, during which he verified the claimed 0-100km/h acceleration time, before pressing on to 100mph in a total of 17.3 seconds. He also commented that it was one of the few cars that was “genuinely faster with automatic transmission than with manual”. Evidently Mercedes built a version with a 5-speed manual 'box but no tester could equal the automatic's test results.

Getting behind the wheel today is a chance to see just why: the urge from that massive V8 is simply

stupendous and almost Big Block Cobra-like in its uninhibited delivery. From the moment you start massaging the loud pedal, the 6.3's abundant potency is evident, quickly relieving you of the sense that the saloon has any significant heft. Give it stick and you get pushed firmly into your seat as the 4-speed auto box helps you surf the huge swell of torque that propels you towards the horizon with locomotive-like urge. It's clear that the option to stir cogs manually would simply impede your progress.

For a bulky saloon, the body is surprisingly composed as you press on, with little tendency to be nose-up while building speed or lean whilst cornering. The all-round air springs have a hand in that, along with the 6.3's uprated front anti-roll bar. It's only in moments of sustained, foot-flat acceleration that the S-Class sedan loses its composure as it takes on a brutal and slightly raw persona. Hang in there while the needle climbs on the small centrally located rev counter (a 6.3 dashboard appointment) and the resultant pace will soon have you picturing yourself on a 1960s autobahn, flashing for 911s to get out of the way. It's no surprise to hear that it was a favourite with racing drivers including F1 hot-shoes such as Chris Amon, Jean-Pierre Beltoise and François Cevert.

Racing was actually what Waxenberger had his eye on all along with the 6.3; its phenomenal pace on regular roads was a

Despite retailing at more than twice the price of the already expensive standard 300SEL, its autobahn-munching ability caused quite a stir with the press



Erich Waxenberger at the wheel – 2011.



1971 300SEL 6.8 AMG racer reconstruction.



Erich Waxenberger/Albert Poon win the '69 Macao 6 Hour.



Hans Heyer/Clemens Schickentanz class victory – 1971 Spa 24 Hour.



1971 300SEL 6.8 AMG in action.

sure-fire clue to its potential in the saloon championship of the time. His department initially prepared three cars and the engineer broke company rules to race one himself (to victory) at Macao in 1969. Back home, he employed an engine specialist to bore the 6.3 out to 6.8 litres and rework its breathing for the Spa 24 Hours the same year. However, the two factory-sanctioned entries were plagued by chronic tyre fatigue, the cars' weight in cornering simply too much for standard tyres. Unfortunately homologation rules meant Waxenberger couldn't flare the arches to accommodate wider rubber unless the 6.3s for sale on the showroom floor sported the same treatment.

The tyre wear was so severe that Mercedes-Benz's board voiced concerns about tyre failure endangering other competitors and pulled the plug on future plans to compete in the European Saloon Championship. Undeterred, Waxenberger assisted newly founded AMG co-owner Hans Aufrecht (who bought two of the cars) with an entry for the 1970 Spa 24 Hours.

Aufrecht and partner Erhard Melcher (both former Mercedes engineers) reworked the (by then) 6.8-litre V8 so that it was good for a whopping 428bhp and over 600Nm. One of the cars was finished in bright red and became known as the 'Red Pig' after clinching a hugely impressive second place at the 1971 Spa 24 Hours – a result that helped cement the existence of the famous

AMG brand, which ended up becoming Stuttgart's official performance moniker.

When news of the original 6.3 spread within the company after the project got Uhlenhaut's blessing, the sales department allegedly complained that they'd battle to sell 50. In the end, some 6 526 examples rolled out of Stuttgart before production ended in 1972. By then the W108/9's replacement, the W116 S-Class was being prepared for its launch. Two years on, it too was the recipient of the now famous M100 power plant which, following Waxenberger's racing successes, had now been massaged to 6.9 litres for the production line.

Looking near to a standard W116 but discreetly badged as a 450SEL 6.9, the new super saloon differed mechanically from its predecessor in that it boasted Bosch K-Jetronic fuel injection, dry-sump lubrication (so the engine could fit within the new series' lower bonnet) and self-levelling hydro-pneumatic suspension. The latter was much the same as the system which featured in Citroën's DS series of the time and allowed for the ride height to be set on demand. As with the 6.3, the mighty 6.9 was hugely expensive and the preserve of celebrities and racing drivers such as James Hunt.

The 450SEL 6.9 in turn gave

way to the 560SEL of the 126 series, which was more limousine than super saloon but, by then, rival BMW had come to the party with its 535i and, later, its impressive 745i (particularly so for the naturally aspirated, M88-powered SA derivative).

The blue-and-white Munich marque subsequently applied its 'M' sticker on its 5-series range to create the M5 'four door' legacy. Meanwhile AMG responded by releasing a string of potent versions of standard Stuttgart saloons over the years, some of which capitalised on the original 6.3 nomenclature in recent years.

And while all that activity translated to a rich list of hugely entertaining super saloons in the last decade or two, the ability to enjoy autobahn-slaying pace while travelling five-up today is all thanks to Mercedes-Benz's maverick Erich Waxenberger's response to a one-time baiting by the press. 🏎️

Thanks to Pieter Venter for the use of the featured car.

The tyre wear was so severe that Mercedes-Benz's board voiced concerns about tyre failure endangering other competitors and pulled the plug on future plans to compete



# LET THE OWNERS DO THE TALKING

Packard was one of America's premium brands and, as **Mike Monk** points out following a stint in a Super 8 model, its mid-1930s models were considered the best.

**Photography: Mike & Wendy Monk**



America in the mid-1930s was a country picking itself off the floor of the Great Depression that is commonly attributed to the Wall Street Crash on 29 October 1929 – Black Tuesday. By 1932, worldwide GDP fell by an estimated 15% and unemployment in the USA had risen to 25%. But Packard attempted to beat the Depression by carrying on where it had left off prior to the stock market collapse, namely building quality – and therefore expensive – cars. The 1932-34 Packards are generally considered to be the finest the company produced, and this 1934 Super 8 model bears testimony to that claim.

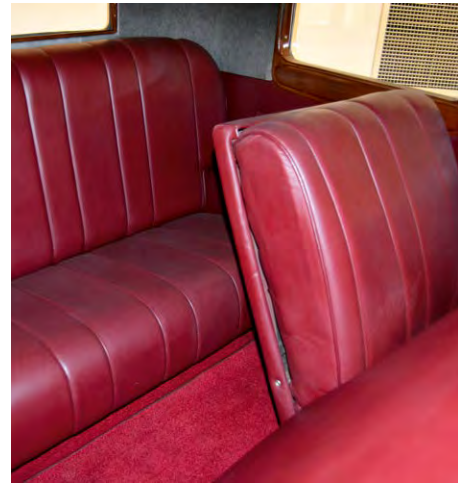
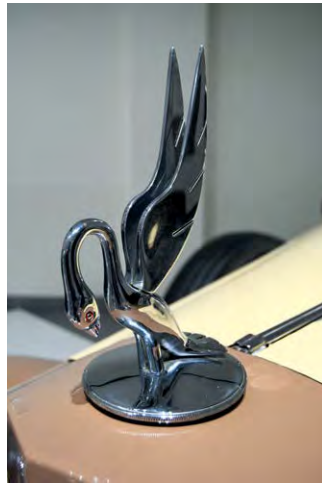
One of the fascinating benefits of delving into the background of 'old cars' is the interesting information that emerges from the research, of which Packard is a prime example, not least for its beginnings. The

early days of motoring history are rife with tales of derring-do by aspirant engineers looking to be a pioneer of the horseless carriage era. In 1896 Alexander Winton started building cars with which he set some surprising speed and distance records for the time, and in 1898 James Ward Packard, a mechanical engineer, bought the twelfth to be built but was so disillusioned with his purchase that he took it back to the maker. Packard expressed his disappointment to such an extent that Winton told him that if he thought he could do better, then go do it. So he did.

Not only that, two of Winton's stockholders, George Lewis Weiss and William A. Hatcher, joined Packard and on 6 November 1899, James and his brother

William produced the first of five Model A Packards from their New York and Ohio Automobile Company factory in Warren, Ohio. The Model B – effectively the first production Packard – was introduced in 1900 and 49 examples were built. Then followed a steady stream of models and updates as Packard attempted to show Winton how it should be done. By 1901, millionaire William D. Rockefeller had switched his motoring allegiance from Winton to Packard, and in 1902 the company was re-formed as the Packard Motor Car Company. In 1903, a

Packard expressed his disappointment to such an extent that Winton told him that if he thought he could do better, then go do it. So he did



single-cylinder Model F was driven from San Francisco to New York in 61 days, bettering the time set by Winton a month earlier by two days. Point proven.

But James was not to be part of the burgeoning success. Businessman Henry B. Joy had brought some needed Detroit investment into the company that resulted in the factory moving to Detroit in 1903, leaving James and William behind. Incidentally, the factory was the first in the Motor City to use reinforced concrete for industrial construction. By this time wealthy US East Coast residents had quickly taken to Packard and the name was being identified with affluence... one can only wonder how much of this could be attributed to a novel advertising tag line that first appeared in late-1901, 'Ask the man who owns one'. Company President and General Manager James Alvan Macauley is credited with the slogan that would endure throughout Packard's history.

But Packard was more than just quality and class, it was quietly innovative too. From as early as 1903 the cars featured an H-pattern

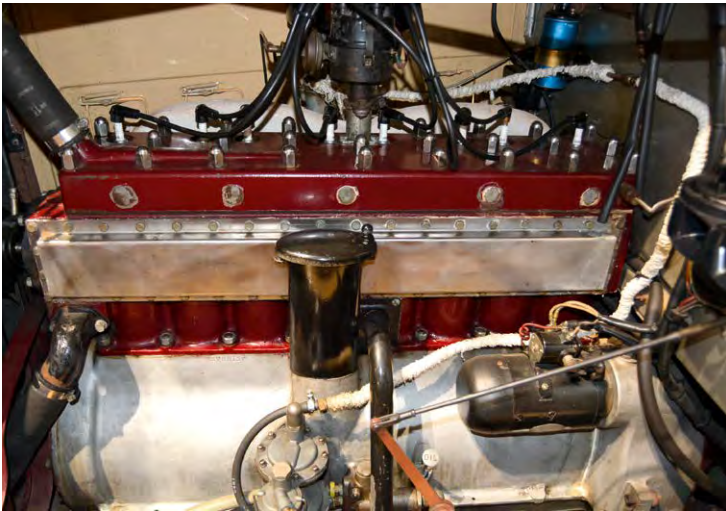
gear shift arrangement and engines boasted automatic spark ignition advance. Packards also had steering wheels rather than the more common tiller setup. In 1913 a spiral bevel gear differential was introduced, which gave Packards a very quiet ride.

Instead of introducing new or revised models annually, from 1923 Packard began using a 'Series' formula with no strict time frame for differentiating its model changeovers. However, Packard averaged around one new series per year. In 1931, the company pioneered a system it called Ride Control, which made the hydraulic shock absorbers adjustable from within the car. The following year it introduced the first production 12-cylinder passenger car engine, and was the first to offer air-conditioning in a passenger car. Packard also benefitted from having a single production line that allowed interchangeability between models, thus keeping costs down.

During the Roaring '20s Packard was recognised as one of America's leading auto makers; a name synonymous with fine cars,

its statuesque grille (introduced in 1903) pointing to a way of life amongst the well-to-do. The company had sold more cars in foreign lands than all the other American makers combined, and it was said, 'Rest your finger anywhere on the slowly revolving globe and there you will find Packard'. Then the stock market collapsed.

With so much success deep-rooted in the pre-Depression era – close to 50 000 sales in 1928 – Packard's engineers defied the gloom and set about the challenge of being ready for when the good times rolled again, with the straight-8 engine first seen in 1923 a focal point. But it was going to be a long road to recovery: sales in 1932 totalled 9 010 and in 1933 reached 9 893, so the omens were looking good. In August 1933, to launch the '34 model, Packard gathered 1 200 dealers and sales executives to Detroit to be introduced to the new car and let them drive home in one, believing it to be 'the yardstick for which all fine cars in the future will be measured'. Each dealership had books prepared



citing the experiences of owners in the community, working on the principle that 'Packards should be bought rather than sold. Ask the man who owns one'.

Built for the right-hand drive Canadian market, the Franschhoek Motor Museum's Eleventh Series Super 8 two-door, two-tone, pin-striped sedan is built on a 147-inch (3734mm) wheelbase that was the common platform for a number of body styles in the range. The straight-8, 384.8 cubic inch (6306cc) side-valve engine was apparently derived by mating a 2-, a 4- and another 2-cylinder in-line, which was a most unusual engineering approach. As a result, the engine has an odd firing order but is nevertheless smooth in operation. It delivered 145bhp (108kW) at 3200rpm with an abundance of low-down torque.

From its elevated seating position, the Packard provides a real 'King of the Road' driving experience, impressing greatly with its presence and performance. Given the brand's numerous innovations, the central accelerator is a bit of a surprise but the

majestic radiator mascot provides a stylish sighting line as the car effortlessly glides along. This car's all-mechanical drum brakes prove rather grabby (press the pedal and it STOPS); the Packard pulls easily from walking pace. The long gear lever slips neatly into position with the help of a surprisingly easy clutch. And I soon learn to appreciate the benefit of sitting close to the large-diameter steering wheel because this 2 360kg aristocrat takes some heft to manoeuvre on its 17x7.00 tyres.

Although Packard most certainly could not have survived the post-Depression period without the introduction of the successful medium-priced twelfth-series 120 'Junior' models in 1935, they had the effect of diminishing the brand's exclusive image among those few who could still afford an expensive luxury car. Nevertheless, leading up to WWII overall sales figures improved dramatically. But after the war, Packard began to concentrate

on lower-priced cars and even entered the taxi and fleet car business. The brand's drop in status led to a steady decline, and by the 1950s Packard had lost its stellar image and an ill-chosen partnership with Studebaker killed off Packard as an independent brand in 1956.

'An old Packard never dies: it just sheds distinction' was a later catchphrase attributed to the brand, but after driving this '34 I would contest that claim. Its quality and elegance is as evident today as it ever was, and seeing as Packards appealed to the likes of Cary Grant and Mae West, it can boast Hollywood appeal amongst its attributes. Ask me about it... 📷

The brand's drop in status led to a steady decline, and by the 1950s Packard had lost its stellar image and an ill-chosen partnership with Studebaker killed off Packard

# THE SILVER LINING

Out with the old and in with the new. In theory a good idea. But for Morgan the 1963 departure from its traditional styling with the Morgan Plus Four Plus was at first glance anything but a good idea. Sales were poor, and after four years in production the breakaway car was canned, with a total of just 26 having found loving customers. It wasn't all gloom and depression though... **Stuart Grant** spots the silver lining for the firm with a look at a local Plus Four Plus that intriguingly didn't form part of the 26 cars.

**Images by Etienne Fouche**







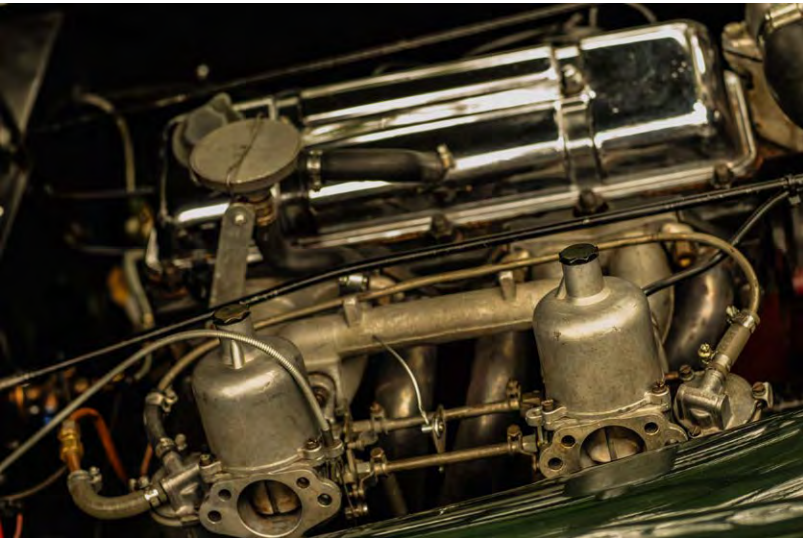


**W**ith the new fibreglass body construction technology all the rage in the latter part of the 1950s it is not surprising to learn that Peter Morgan, son of the Morgan Motor Company founder Henry Fredrick Stanley Morgan, showed interest in building Morgans of this construction. The thinking was that buyers had essentially been buying Morgans with the same aesthetic since 1936 and would soon jump ship for something more contemporary-looking.

H.F.S Morgan didn't share the same aspirations, feeling that he'd rather stick with the tried-and-tested manufacturing techniques of aluminium body over a timber frame until the other car makers had done the R&D work with fibreglass. His fear was

that learning the new tech would swallow up resources better left focused on the job of making and selling existing products – not an unwise thought considering how many early fibreglass operations suffered fire damage as a result of the heat generated in the process. There was also the niggling thought in the back of his mind that a fibreglass shell would take strain and deteriorate when fitted to a bone-rattling Morgan chassis.

By the early '60s numerous other makers had fibreglass production units and the technology had been suitably tested as safe and consistent. There were now specialists in the arena and at the persistence of Peter, Morgan pulled in E.B. Plastics Ltd to design and manufacture a shell along the lines of the Debonair S1. The brief



included that the car should incorporate the existing horizontal-bar Morgan grille and that it should be based on the existing Morgan Plus Four so that the building of it could integrate seamlessly with the existing production line and not upset the delivery of the 'traditional' Morgans. A Plus Four chassis was delivered to the plastics outfit and returned as Peter Morgan's personal car, which doubled as the prototype. Tests revealed some issues with the stiffness in the front suspension but the green light for production was given. To help promote the new Morgan, Peter Morgan took the Plus Four Plus rallying with reasonable results but despite this, and carrying trendy styling cues with a look that crossed somewhere in between a Jaguar XK150 and Lotus Elite, the sales were anything but inspiring. Apart

from the car's controversial appearance, other complaints included excessive heat coming from the gearbox into the cockpit, windows that didn't fully wind down and the high price – 50% higher than a regular Morgan and 25% or so above its natural rival, the Triumph TR4.

The Plus Four Plus spinoff or silver lining was that, with the Morgan faithful fearing the end of the traditional Morgan look, the factory order book was filled for the regular 4/4 and Plus Four roadster models. Production of the new Morgan stopped in 1967 with just 26 completed cars delivered and two spare bodies remaining. Any hope of making more were dashed for good

when the E.B. Plastics operation caught fire and the Morgan moulds were destroyed.

Of the 26 vehicles made eight stayed in the UK, 10 went stateside, three went to Canada, and Switzerland, Belgium, Holland and Japan got one each.

The two spare bodies eventually headed

The Plus Four Plus spinoff or silver lining was that, with the Morgan faithful fearing the end of the traditional Morgan look, the factory order book was filled for the regular 4/4 and Plus Four roadster models



off to other Plus Four Plus owners as replacement items for crashed cars. And this is where our South African-built Plus Four Plus story kicks off – it is body number 27. When the damaged car was repaired without needing a full body replacement, it returned to the UK and lay dormant. South African-based Morgan aficionado Chris Clarke knew of the body and when the time came for a new project, he set the wheels in motion to bring it to our shores. With the help of a UK Morgan agent, Melvyn Rutter, Clarke had the body crated and shipped. And when I say ‘body’ that’s just what I mean – no chassis, engine, running gear or even glass, trim, hinges or the like.

Undaunted, Clarke set about the business of building the car in 2012. As the underpinnings were Plus Four, a donor car was bought locally and provided the engine (Triumph TR4), gearbox, steering, instruments and suspension. A new chassis was sourced from Morgan, as were the

front scuttle, inner wings and fuel tank. Rutter came to the party by making up the back bumper and overriders from brass – the originals being chromed fibreglass. He also managed the making of brass window channels that, like the bumper and overriders, were later plated in SA. If you think it sounds easy at this stage consider that before bolting the body to the chassis Clarke still needed to make up a gearbox tunnel and dash, and sort out the likes of the hinges.

These done and the body on, the labour-intensive task of panel fitment was next, bearing in mind that fibreglass is not famous for its accuracy and consistency... Hours were spent trimming off a few millimetres here and there, refitting, removing, re-engineering the hinges and refitting before painting. The pair of horizontal slatted trim parts located behind the Lucas PL spotlights are a personal favourite – made from a regular Morgan grille sacrificed for correctness. With the empty

shell leaving the cabin a blank canvas, Clarke went for the bench seat-style rather than the bucket-type option. With his trusty donor car offering its bench it was

a no-brainer – until you realise the Plus 4 Plus’s cockpit is substantially wider than a Plus Four’s, and more surgical work was required.

The finishing touch was getting the correct boot latch handle. Remember, Morgans prior to this hadn’t featured a boot so the Plus Four Plus borrowed from other makers. In this case a chrome T-handle fixture that appears to have had a very short production lifespan and Clarke could only find a matching item on a Lotus Elan. So he did the logical thing and bought the Elan for the handle! The handle now sits proudly on the Plus Four Plus and the Elan is his next project – thankfully Lotus used various other handles on the Elan and he can substitute the borrowed item with a more readily available one.

So the Plus Four Plus doesn’t look like a Morgan and despite being a leap forward in the style department didn’t convert the Morgan fans into the contemporary world. It was a sales failure itself but boosted traditional Morgan roadster sales through the fear factor. But it did have redeeming features: it drove like a proper Morgan while giving the full GT benefit of keeping the inclement British weather off the occupants and the luggage dry. **C**

He also managed the making of brass window channels that, like the bumper and overriders, were later plated in SA



Dimbane Classic Cars (DCC) is a 100% black-owned company specialising in classic cars collection (Customisation, Bespoke Builds, Restoration, Sales, Rentals, Upholstery and Service). We buy classic cars (running and non-running) and restore them to a fully functional immaculate condition.

We have a fully-equipped workshop and all our projects are professionally handled by our in-house skilled staff with extensive experience in the field. Completed projects are taken to our showroom for display.



**Visit Our Workshop:**

No. 63 Setrust Street, Crystal Park  
Benoni, Johannesburg, RSA

Gauteng : +27 (11) 968 0245  
Western Cape : +27 (21) 001 4300  
Kwa-Zulu Natal : +27 (33) 386 1869  
Email : info@dimbaneclassiccars.co.za  
Website : www.dimbaneclassiccars.co.za

Facebook Instagram Twitter Dimbane Classic Carz

"We also have  
a 4x4 Off-Road Club  
and a Racing Club.  
Contact us to join our team"



# AFFORDABLE

Remember the good ol' '3-2-1'? That stood for 'a 3-litre Ford, 2-litre Coke and 1-litre of brandy'... a well-known 1980s around-the-braai strapline-cum-recipe for ensuring a good taste of life. **Graeme Hurst** recalls his student days which involved plenty of the latter two ingredients, along with ongoing attempts to replicate the qualities of the first by tuning the hell out of his 1.6-litre Cortina bakkie, which ended up changing hands over a Spur burger.



**B**eing in high school in the mid-1980s in SA meant there was plenty of exposure to the good old Ford Cortina bakkie in daily life. I can recall trips with other kids' parents in various examples, along with a blast out to Donaldson Dam, thanks to a scoutmaster who had one on loan for a rafting weekend. And I could spot a 3-litre variant on the move from a distance from the way it went. Even in basic utility spec, the bigger V6 variant was a serious performer that could make you 'drive like a cowboy' (as a mate's father used to joke) all too easily, particularly after a Joburg thunderstorm. For me it was an instant choice for my student wheels. And, with simple mechanics, it was also easy to maintain and spot-on for lugging a windsurfer around.

Trouble was my budget only stretched to the entry-level 1.6-litre version. From memory, I shelled out R4k for an '81 1600L – powered by Ford's venerable push-rod Kent engine – at the end of 1988. Three-litres were double the money and, besides, attempting to feed a V6 at the pumps wasn't advisable on a student budget. Of course that didn't stop me trying to emulate the performance of the 1.6-litre's bigger brother.

The example I bought was relatively straight body wise but had gone round the clock at least once, if not twice, and my first trip was an overnight run from Joburg to Cape Town to return to my studies. A mate and his girlfriend and I took turns driving, but sleeping while not behind the wheel was impossible. With a 5.14:1 diff ratio (to allow the small 4-pot to lug a tonne) the engine screamed its head off at speed. According

to the gearing chart in *CAR* magazine's road test, an indicated 120km/h translated to 5000rpm – which helped explain why the charging light came on whenever we overtook another car, as the alternator neared the point of self-destruction.

Once in the Cape, a mate of a mate offered a solution: the crown wheel and pinion which he had taken out of his 3-litre Cortina as part of an upgrade to a taller ratio. A few green notes changed hands before I spent an afternoon with him on the pavement outside his house in Woodstock, pulling my car's half shafts out so we could slot the new cogs in. Easy enough in the end, although there was no worry about shimmying the pinion to prevent backlash and so on. The result was quite dramatic, with the revs dropping by a calculated 1000rpm at 120km/h, which was backed up by the fact conversation in the cabin was now possible.

Of course the longer legs dampened the action from the loud pedal a bit, and I was soon overcome by the urge to extract some more 'go'. My first attempt was to bolt on a twin-choke carburettor and manifold bought from Johnny Clifton – a well-known scrapyards owner on Voortrekker Road. The improvement was quite spectacular on the test drive, not just for the added oomph but because it kept on going as the butterflies wedged in the manifold after I floored it! Turned out I'd accidentally scored a 38DGAS from a V6 and not a 36mm two-stage unit from an Escort 1600 Sport. Switching to the correct carb restored both throttle action and fuel consumption.

Other scrapyards finds included a rev

counter, along with a set of spot lights from a 3-litre Leisure version. I recall those being hard to find as not many V6 Fords of any description turned up at Johnny's place with their fronts unscathed. Another scrapyards foray yielded a canopy which was a tad rough after the bakkie it was attached to turned turtle. Back on the tuning front, my next upgrade was that essential 1980s performance goodie: a banana branch!

A few return trips to Joburg followed, along with one via the Wild Coast which involved amazing scenery from behind the wheel, followed by the less attractive view of the car's running gear for the best part of a day when the tail-end oil seal on the gearbox failed and the unit seized in second gear. I recall crawling back 50kms to PE on the hard shoulder.

After all those miles, the engine was decidedly long in the tooth, with such severe piston slap on start-up it sounded like my Cortina was one of the diesel variants. Time for a rebuild, which was thankfully underwritten with both a cheque and expertise from my uncle, who knew how to massage a Kent unit after 'hotting up' a two-door Cortina Mk1 in his youth.

The bakkie's engine was stripped and the block re-bored before being reassembled with 1300cc pistons – to increase the compression ratio – and a 270 degree Meissner camshaft. A dig's mate helped with reassembly and showed me how to port the cylinder head before it went back together with new valves.

The spanning was just about over when I heard of a pair of Weber 40DCOE side drafts (plucked off a pranged Alfa I



recall) on offer for R75. Cue more green notes changing hands – before I'd even figured out how I might attach them to the cylinder head or indeed what they might foul in the engine bay. Bolting them was easy enough, thanks to an aftermarket alloy manifold from Masterparts, but making space involved junking the standard Cortina brake servo for a narrower version of a rear-wheel drive Escort.

The only other snag was the air-cleaner, or lack thereof, thanks to the chokes of the Webers almost sucking the paint off the inner wing. I'd heard of tweaked Mini Coopers sporting a 45DCOE through the bulkhead (with the risk of the driver's Lucky Strike cigarette getting sucked in at redline) but didn't fancy cutting away a section of bodywork. Some rather amateurish metalwork ensued to create a 20mm-wide dogleg air box out of sheet metal to allow the fitment of a filter in front of the carbs.

It all came together nicely in the end but, try as we might, we couldn't get the motor to fire. The engine had fuel and the sparks were coming in the right order (my brother having numbered each lead with masking tape) but it wouldn't so much as bite! The solution was to get towed around the neighbourhood, which soon had the Kent unit running but refusing to idle below 2000rpm. I recall the mate who towed me jumping up and down exclaiming: "It's your cam!"

Back home I demonstrated the idling characteristics to my uncle who instantly diagnosed a firing order (or masking tape-labelling) problem. With that corrected, the Kent engine ran perfectly with a noticeable kick at around 4000rpm when it came on

the 'cam', and with enough urge to convince me that I wasn't totally losing out on the V6 experience – even if my trusty Ford sounded more like an Alfa!

The rebuild made the bakkie reliable from an engine point of view but I recall plenty of other drama when various things broke on occasion, including the bellhousing which cracked in half after an auto electrician accidentally jacked the car up under the sump. Naturally the engine mounts weren't up to supporting the car and they sheered after a few seconds, forcing the bellhousing into an unplanned meeting with the gearbox tunnel. Talking of breaking things, the Cortina also had a habit of shattering its clutch pedal adjuster, a cast-plastic ratchet mechanism at the top of the pedal. It's the car's Achilles heel from a design point of view. And it's also a pig of a job to replace, particularly in searing heat on the side of the main drag in Beaufort West.

The Karoo was also the scene of another roadside adventure when I used the bakkie to haul my brother Kevin's stranded Alfa Junior from Colesberg to Cape Town, mostly in third gear thanks to that longer diff feeling the tow weight. It was the same with a trip to pull the rusty Jaguar 420 we bought as a donor car for our Cobra replica build off a farm in Noordhoek.

Towards the end of my studies, my passion for the blue oval waned after I succumbed to that other petrolhead rite of passage of the 1980s: a rusty Alfa (I think it was the slurp

from those Webers having a subliminal effect!) and so the Cortina wound up in the classifieds. If I recall I was after seven grand but there was no response for a whole week, until the phone rang late that Friday evening. Not keen on having a stranger rock up at my door, I suggested meeting at the local shopping centre so I could suss them out. Only I got stood up. That is until I was driving away and a guy ran out of the local Spur restaurant and flagged me down.

I was told the buyer was inside enjoying a meal and wanted me to dine with him. Curious to see where this was going I agreed and met the chap keen on my car. I gathered – between his mouthfuls of spare ribs – that he'd just been retired from the city council on medical grounds and, flush with cash, was now after a bakkie to sell snoek in Strandfontein. I tried to explain that my 3-litre-in-drag Cortina was too much of a hybrid for his purposes but he wasn't remotely interested and pressed a wad of cash into my hand before he'd even seen the car. Or my burger had even arrived. It was the final and somewhat amusing chapter for a car that gave me a 'taste for life' on the motoring front! 🍷

I gathered – between his mouthfuls of spare ribs – that he'd just been retired from the city council on medical grounds and, flush with cash, was now after a bakkie to sell snoek in Strandfontein

# NO COVER-UP

How many petrolheads can say they still own their first car after they hit the age of 40? Or even, say, 25? **Graeme Hurst** met one Capetonian who at age 40 did – and today, at the age of almost 80, he still does. The car in question? A 1947 MG TC purchased when he was just 19 years old, exactly 60 years ago this last February. What's more, the little MG sportscar has never been off the road!



“**Y**our TC is an embarrassment to the club!” That sentence, uttered quietly by a noted MG Car Club member, was like a red rag to a bull when it fell on 79-year-old MG owner Alex Stewart’s ears just over 20 years ago. By then his car had been on the road for half a century and its paintwork, refreshed in 1960, was understandably showing signs of years of motoring pleasure.

Evidence of pleasure which Alex decided there and then he had no intention of ever covering up. “I don’t believe in restoring motor cars; they should, where possible, be preserved,” explains Alex, whose response was to win support in club





circles by creating a show display board detailing some of the car's history, and his belief in preservation.

In one sense Alex, who's been a stalwart of both the MG Car Club and the Crankhandle Club for decades, was an 'early adopter' as many noted concours events (including Pebble Beach) have only in recent years launched competition classes dedicated to honouring preserved cars, following the mantra that 'a car is only original once'. Our own local classic car scene has embraced

it too, with the launch of the Oily Rag Run, of which Alex is a regular participant. It's the latest in a string of rallies and club outings during his ownership of the TC. An ownership that stretches all the way back to 1958. February 16<sup>th</sup>, to be exact.

"That's when my father, Dr Alex Stewart, helped me buy it," recalls Alex, who was a 19-year-old student at the time. "I was working part-time while studying quantity surveying at UCT and had saved up £70 for a scooter but my father said: 'You're not

getting a scooter; it's far too dangerous!'" And while most fathers of the time might have ended the conversation right there and then, Alex was lucky in that his father was a dyed-in-the-wool car nut and was already researching options. With a good eye, it would seem.

"He had an Austin A40 at £185 in mind but then decided on a TC," recalls Alex, who still has the notes his father made after enquiring about this particular example advertised in the classifieds: MG TC 1949 (not correct



Alex and TC in April 1958.



as it turned out). Good condition. 85 000 miles. Not re-bored. Two pints per 1 000 miles. Rings? Ex-Daphne Phillips. The lady referenced was a noted member of the MG fraternity and wife of Gordon, an accomplished racing driver, while the car was on offer for £225. "My bookkeeper mother Lillian instituted board and lodging of £8 per month and car repayments of £5 per month," recalls Alex.

The TC was a thrilling first car for the young part-time student, whose upbringing centred on four-wheel interests, thanks to his petrolhead dad: "His own father was a Scottish minister and they didn't have a great deal of money. While my dad was a medical student he worked on people's cars and saved up to buy a 1925 Austin 7 in about 1930," explains Alex, who has the same Austin in his garage today – although it's a long-term restoration project following damage in storage.

His father later became the medical officer at all the local racing fixtures, as Alex

recalls: "While I was at school I attended acceleration tests at Vlei Road, the hillclimb in Camps Bay, races at Paarden Eiland and on the salt pans at Noordhoek, as well as events at both Gunners and Sacks Circles. I also went to fixtures at Eerste River and Phisantekraal." Alex Senior was involved in the establishment of the Killarney circuit, where Alex was employed to remove vegetation to make way for the track, before being employed as a runner between the start line and the lap recorders.

It was the resultant passion for all things automotive that saw him obtain his driver's licence in under three weeks. "I turned 17 in early December 1955 and sat for my learner's licence immediately before passing my driving test on December 30<sup>th</sup>. That was the last working day you could get a driver's licence at 17 as from the 1<sup>st</sup> of January 1956 you had to be 18!"

No surprise then that the little TC was a big hit with him when it arrived and was quickly pressed into daily service. Just two

years on, the MG received its one and only full respray when Alex opted for red, with the paint applied over the car's then maroon hue. In 1964 he finished his studies and took up a position in Windhoek for a few years, leaving the MG in his mother's care back in Cape Town.

It was while she had the keys that the car's earlier history came to light. "Once, when she parked it at Rondebosch station, a gentleman came up and asked: 'Is this your car?' 'No it's my son's car,' she replied. 'Well I recognise the registration number... this car was my 21<sup>st</sup> birthday present!'" The chap, a Dr Peter le Riche, was a businessman and farmer from the Loxton district.

"When I moved back to Cape Town in 1967 I joined the MG Car Club (or MG Sports Car Register as it was known then) and decided to look up Dr le Riche, who had his office above the Hard Rock Café in Main Road, Rondebosch. We met up at his apartment in Ecklenberg, Erin Road in Rondebosch and he immediately took me



on to the veranda and pointed out a street in the distance. 'See that house with a green roof? The one with five windows? Well behind that second window from the right I was busy studying on March 10<sup>th</sup> 1948 when my father came home at 5 o'clock and told me that my 21<sup>st</sup> birthday present was in the road outside!'"

The TC was out-of-the-box and had set Peter's father back the princely sum of £485. Surprisingly Peter only kept it two years, having to stall his studies and return to the family farm due to his father's ill health. The MG was then bought by Daphne Phillips. "She had two daughters and so that MG wasn't that practical and was sold to John Hustwick. He is still alive and lives in Camps Bay. He had it for four years until it was sold in 1954 to Eric Smith, who worked at Castle Wine and Brandy in Somerset Road."

In 1973 Alex joined the Crankhandle Club, which had to make an exception over accepting the MG, which didn't yet meet the club's 30-years-old age requirement.

The MG was a regular participant in both Crankhandle and MG Car Club runs, even though Alex and wife Mel had a young family: "I can recall driving as far as Swellendam to see the participants off in the first-ever MG Car Club run to Cintsa – that was the day after my daughter Pamela was born!"

Ten years later the MG was a regular fixture at club events around the Cape. Its inclusion at an event in Killarney, where Alex was on hand to manage a club display, led to a chance encounter with one of his all-time heroes: Major Doug van Riet, who his father had befriended and watched racing at the 1937 Grosvenor Grand Prix in Pollsmoor. Major van Riet (who later founded the NSRI) had been a household name with the family connection with Austin 7s, which the Major raced as specials to huge success. He became a much-cherished friend until his passing in 2003.

By then Alex was ever more

into the old car scene and the TC was sharing the garage with a 1936 Chevrolet, bought ten years earlier to take part in the Milligan Rally as the MG wasn't old enough to be eligible. Only a year later the rules changed and he was able to enter the car, which he subsequently did for nine years in a row. "My best result was fifth place out of 70 entrants," he recalls.

The TC has also completed four Cape Classics and eight Sonder Nonsens Vreetsaam Tours, most of which cover at least 1 000km. Over the years it has needed two engine rebuilds, the second of which was an opportunity for Alex to beef up the

**Over the years it has needed two engine rebuilds, the second of which was an opportunity for Alex to beef up the Abingdon sports car's performance**



Alex with Peter le Riche and his wife Elinor.



Abingdon sports car's performance: "I took it to Stage 1 tune with bigger valves and an 8.6:1 compression ratio," explains Alex, who also gave the car longer legs with a 4.875:1 diff in place of the car's 5.125:1 original. "It'll cruise all day at 100km/h now."

Other changes have included upgrading the half shafts from the splined design to one with a tapered fit to avoid wear-induced movement and resultant oil leaks in the hubs, which can have disastrous consequences for the rear brakes. It's a popular modification in TC circles, as is a switch to a Datsun steering box, which Alex has also done in the interests of a lighter and more precise feel on the road.

Mechanically, the rest of the car is as supplied to the young Peter le Riche, down to the twin spare wheels – which Alex reckons balance the car's proportions – and

the addition of oil and water temperature gauges, which standard TCs don't have. And in all the years, the car's mechanical bits have only let Alex down twice. "The first was years back while in Knysna when a piston ring came loose and I heard a tinkling noise as I crossed a railway bridge, and the second was just last year on a club run to celebrate the Camps Bay hillclimb, when the condenser packed in."

After six decades of ownership the bodywork is delightfully patinated, although the bonnet required a respray in 1988, along with the doors and rear mudguards a few years later. The metalwork still bears the scars from the odd scrape. Like when Alex's mother caught the handle of the vice on his father's workbench while reversing out of the garage when the MG was in her care. "The handle caught the wing and she only

stopped when she felt the side of the car getting pushed down!" There's also a dent on the driver's running board from a roadside misadventure on a wet Constantia Nek drive and a few other cracks and flaked areas where the little MG's previous maroon Duco is showing through.

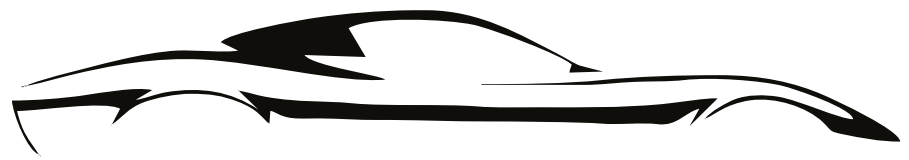
On the road, the patina translates into the solid (and arguably un-replicable) feel of

a car that's not been pulled apart. It's both surprisingly free of scuttle shake and comfortable; the base of the bench seat is at just the right angle for your legs to operate the pedals. Performance is sprightly, even two-up, and while the all-round drum brakes (never a TC strong point) don't inspire a lot of confidence to press on, the gear change certainly does. The stiff and delightfully precise action of the lever through the gait is a pleasure to use and a far cry from most other post-war fare. In fact, it encourages you to keep the 1250cc engine on song.

With its iconic lines and thoroughbred 'flat-cap' sports car feel it's easy to picture how utterly thrilled Alex must have been when his father selected the TC over that Austin A40 all those years ago. And it's easy to comprehend why he has ended up keeping the car for so long, taking care to preserve it while many a local TC has undergone two or even three restorations.

After six decades and an estimated 400 000km behind the famous octagon badge, does he have a particular highlight? Absolutely. And it might surprise you to learn that it stems from a drive just two months ago. March 10<sup>th</sup> to be exact, when Alex reunited the TC with the (now) 91-year-old Peter le Riche, exactly 70 years (to the day) after he saw the eye-catching sports car from his bedroom window. **G**

There's also a dent on the driver's running board from a roadside misadventure on a wet Constantia Nek drive and a few other cracks and flaked areas where the little MG's previous maroon Duco is showing through



# Concours

---

# south africa

10-12 August 2018

Sun City



[www.concourssouthafrica.com](http://www.concourssouthafrica.com)

 [info@concourssa.co.za](mailto:info@concourssa.co.za)

 [concours south africa](https://www.facebook.com/concours-south-africa)

 [@concourssa](https://twitter.com/concourssa)



## PILLARLESS PERSONALITY

Lancia was one of the motor industry's more adventurous manufacturers and, as **Mike Monk** recounts, the Aprilia is one of its courageous achievements.

**Images by Mike & Wendy Monk**

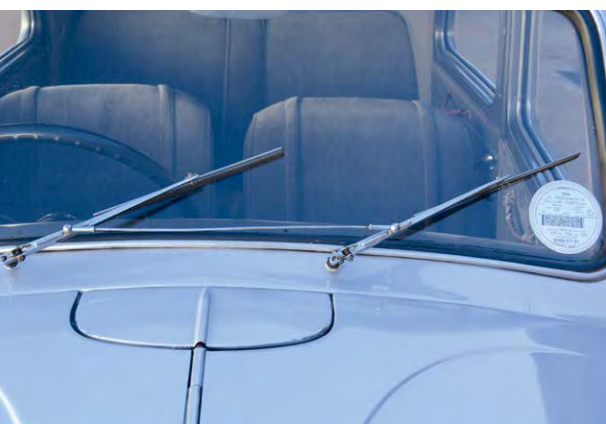
**T**here is an old adage that 'life is full of surprises' and that certainly holds true in the world of automobiles. Being a seasoned motoring journalist and in the privileged position of having access to and being allowed to drive so many fascinating cars from yesteryear, every now and again a car turns up that proves to be something of a revelation. The Lancia Aprilia featured here is a (excuse the pun) classic example.

The company was founded on 29 November 1906 by Vincenzo Lancia, an Italian pilot and engineer, and Claudio

Fogolin. Vincenzo's career began as an apprentice to bicycle importer Giovanni Battista Ceirano but by the time he was 19 years of age, he had become a chief inspector and test driver for Fiat, later even successfully racing in grands prix and other events. In 1900 he was sent to help Count Carlo Biscaretti di Ruffia (who owned a Benz) and the two became close friends, the Count being credited with the design of the Lancia logo. Vincenzo set up Lancia & Co Fabbrica Automobili with Fogolin, who came from a wealthy family and was a fellow Fiat employee and racer. He was appointed as commercial director. The

first Lancia, the Tipo 51 (later called Alfa), was built in 1907 with a 4-cylinder engine producing 21kW. From this ambitious start, the Lancia company grew to become one of the more charismatic – if not mysterious – Italian marques, with an early history of style and innovation.

Noted for its extensive use of letters of the Greek alphabet for its model names – the Greeks were renowned for their aesthetic values – the 1913 Theta was the first European production car to feature a complete electrical system as standard equipment. The 1922 Lambda was one of the world's first monocoque designs and



also featured 'sliding pillar' independent front suspension that incorporated the spring and hydraulic damper into a single unit – Lancia adopted independent springing in an era where live axles front and rear were still commonplace. Later, rear transaxles were first used on the Aurelia and Flaminia models. The 1948 Ardea offered the first 5-speed gearbox to be fitted to a production car, while the 1950 Aurelia premiered the first full-production V6 engine. Lancia was also the first manufacturer to produce a V4 engine, a narrow-angle design that appeared in 1922. The benefit of such a design is that a

single cylinder head can be adopted.

But on to the Aprilia. It was one of the few cars that appeared prior to WWII and was revived afterwards without much change and without being outdated – a tribute to its original design and specification. For starters, it was one of the first cars to be designed using a wind tunnel, an exercise Lancia carried out in collaboration with Battista Farina and the Politecnico di Torino. The *berlinetta aerodinamica* achieved an impressive drag coefficient

for the time of 0.47, although the similarly-shaped 1936 Tatra T97 boasted an even more impressive Cd of just 0.36. Apart from the obvious tapered rear ends, the Lancia featured a ridge running from above the windscreen along the roof and

It was one of the first cars to be designed using a wind tunnel, an exercise Lancia carried out in collaboration with Battista Farina and the Politecnico di Torino



down to the rear number plate housing, whereas the Tatra carried a far more radical 'shark's fin', which probably accounts for its aerodynamic advantage.

Nevertheless, the Aprilia had other attributes, not least a pillarless body design with doors that swung open to reveal a comfortable, cosy yet spacious, five-seat cabin. Robust latches in the sills and roof rails ensured the body's rigidity when the doors were closed. Yet despite the necessity to build strength into the body structure to avoid flex and shake, the Aprilia's kerb

weight was only 900kg. Lancia really did know what he was doing.

Production of the Aprilia began in February 1937 but Vincenzo was not to witness the success of his design. He died of a heart attack in the same month – February 15 – aged just 55 years, leaving his wife, Adele Miglietti Lancia, and his son, Gianni Lancia, to take over control of the company.

Initially, under the bonnet of the Aprilia – only the tops and not the sides open up to gain access to the engine bay – was a narrow-angle, 1352cc V4 fed by a single Zenith carburettor and producing 35kW at 4000rpm and 95Nm of torque at 2000. It was mated with a 4-speed gearbox. This powertrain remained

unchanged until the outbreak of WWII. When second series Aprilia production resumed in 1946 as the Model 438, the engine had been increased in capacity to 1486cc. Power was up to 36kW at 4300rpm, and torque raised to an even 100Nm at 2000.

The Franschoek Motor Museum obtained this 1947 Aprilia from the Waldie Greyvensteyn collection. Its striking silver paintwork is not original – it was previously blue, and the interior has been re-upholstered in modern velour, but these upgrades have, if anything, enhanced the car's appeal. The doors open separately, and the interior immediately exudes a feeling of well-being. Turn the key, press it in, then reach under the dashboard for a large black lever, pull it and the engine spins into life with a momentary crackle and pop.

Pedals are well spaced and the typically long gear lever moves through the gate with surprisingly little loose play. Once warmed

Production of the Aprilia began in February 1937 but Vincenzo was not to witness the success of his design. He died of a heart attack in the same month – February 15 – aged just 55 years





up, the engine sounds quite vibrant in the lower gears and pulls with sporty eagerness. The large, three-spoke steering wheel is fairly heavy to twirl when manoeuvring due to there being only a couple of turns lock-to-lock. As a result, when combined with the all-independent suspension, ride and handling is very stable. Visibility to the front and sides is excellent; the door windows all have those neat pelmets of glass that allow for opening the window a tad for ventilation without creating wind noise. But the VW Beetle and Tatra-like split rear window offers very little view behind through the dash-top mirror: it even has a retractable blind that, together with the absence of rear side windows, can make the rear compartment very cocooning. Ornate lights in the rear quarter panels add a touch of class.

Top speed was quoted by the factory at 78mph (126km/h) with an estimated 0-60mph time of 22.3 seconds (0-100km/h

in 24.6). Other estimates suggest a fuel consumption of 9.1 litres per 100km. But figures cannot describe the driving experience, and the Aprilia is one of those 'grin' cars – a spacious saloon that oozes character and enjoyment.

Sales of the first series Aprilia – Model 238 – reached 10 354 units in the lead up to WWII in 1939. When peace was restored, production resumed in 1946 with the Model 438, which stayed in production for 10 years with sales totalling 9 728. However, a Model 486 Lusso was offered, as well as a Lungo (lengthened) version – 706 made. A grand total of 20 082 cars and 7 554 additional chassis for coachbuilt bodies were produced in Turin, along with approximately 700 units assembled in France.

Lancia's quest for innovation and quality, combined with unorthodox construction techniques, little commonality between models and progressively tired and

outdated production machinery meant that manufacturing costs escalated. Sadly, sales did not rise in harmony. An obvious end was in sight when in October 1969 Fiat took over the ailing company, and for a while the tide seemed to have turned. Some remarkable success in world rallying put Lancia back in headline news, while collaborations with Saab, Alfa Romeo, Fiat and Chrysler products helped keep the company viable. But all to no avail... today, as part of Fiat Chrysler Automobiles, Lancias are not sold outside of Italy and only one model is on offer, the Ypsilon. Supermini.

Yet another tale of a brand that once was on top of the game but has sadly declined almost to extinction. As always though, it is a pleasure to be able to drive examples of the good times, and the Aprilia is a fine example of what Lancia was all about – a car for the masses with a touch of sophistication. **G**

# HEAVYWEIGHT CONTENDER

South African heavyweight boxer Kallie Knoetze started his career in 1976 with six consecutive KO wins. And then set off on an 11-fight winning streak into 1979 that saw him rise into the celebrity realm – he even took to the silver screen as Rosco Dunn, a corrupt boxer-turned-military sergeant, in the 1982 film *Bomber*. But for **Stuart Grant** and the '80s kids it was his candid camera role in Leon Schuster's 1986 *You Must Be Joking!* for which he is remembered. Oh shucks, this is a motoring publication... let's talk Cortina Bakkies.

**Photography: Etienne Fouche**

**A**n undercover Schuster pulls his Valiant wagon up to Die Bek Se Padstal near Brits but when told he can't retail his chickens in front of it, starts tossing produce onto the floor. Eventually the stall owner arrives – Kallie, sporting a muscle-hugging T-shirt and driving a vehicle befitting of such a man – a Ford Cortina 3000L Bakkie.

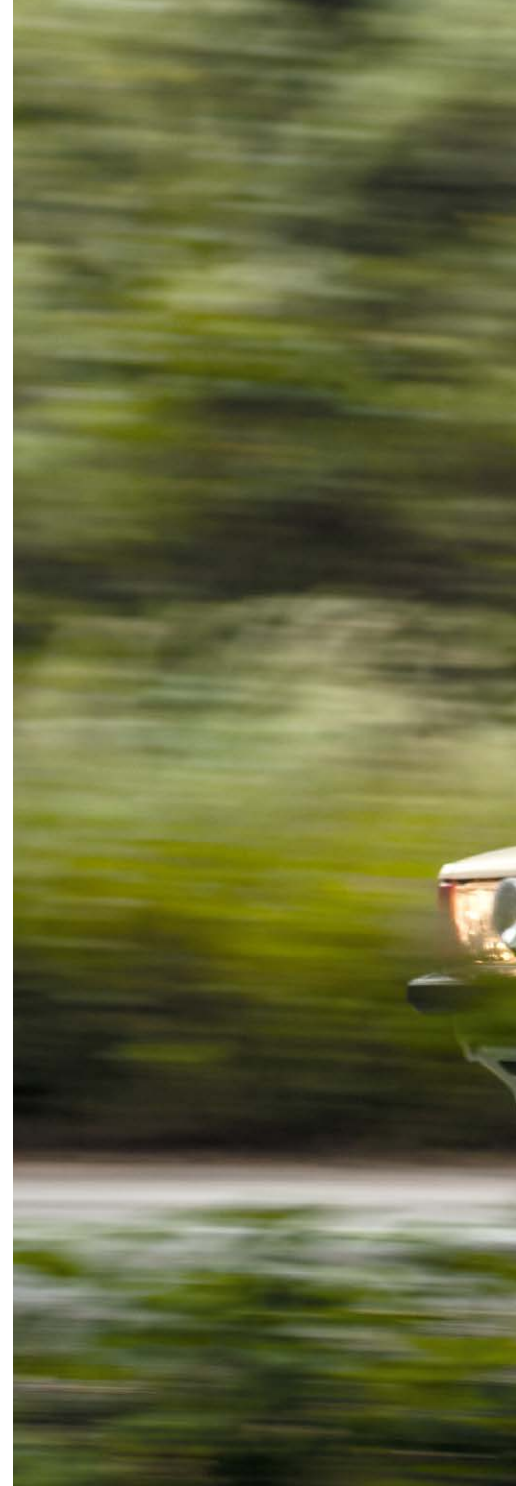
Kallie and the 3000L were South Africa's pin-up pictures of locally bred muscle. Yes, that's right: the Cortina Bakkie is a full-blown South African development. The birth of the legend goes back to 1962, when the Ford engineers in Port Elizabeth were tasked with developing a mid-sized utility vehicle. Their first attempt was to convert a German-built Taunus station wagon into a load carrier, but the cost proved exorbitant and wouldn't sell to the masses. Next up on the experimental list was the MkI Cortina station wagon, but its monocoque proved too weak and the lack of heavy-duty differentials in the range meant the load capacity was too small to carry out real workhorse functions. Over the next seven years they pushed on with eight prototypes based on the Corsair, MkII Cortina station wagon, MkII Cortina sedan and Escort panel van. While some looked promising, the diff issue was still a thorn in the side and the engineers felt that a frame-type chassis, although primitive, was still required.

When, in 1969, Borg-Warner set up an axle-manufacturing plant just down from Ford in Uitenhage, the engineers were able to call on a heavier duty diff that met local manufacturing

content regulations, so that conundrum was solved. They were also let in on details of the upcoming Cortina sedan design, so got an early start on penning a rear ladder frame to graft onto the new model. The solution was a frame section that, by means of what Ford called a torquebox, joined to the front half of the MkIII Cortina sedan's monocoque. In simple speak, the torquebox was a box section running transversely at the back of the cabin and tied the front and rear with numerous braces under the seat.

Ford launched the 78% local content Cortina Pick-Up in November 1971 and its 750kg payload, car-like interior and performance saw it sweeping the utility vehicle sales charts. Power initially came from a 1600cc Kent 4-cylinder petrol engine, and a 4.1:1 diff ratio ensured the heavy loads could be moved. Having a saloon as a starting point meant that the cabin was relatively spacious and the bench seat moved on rails – that's why the likes of Kallie's stature fit in. With the torquebox under the seat it did mean that the squab was raised and headroom reduced though. It also had a harsher ride compared to a sedan version, with the coil-sprung rear setup replaced by a leaf-spring and rubber cone system. The desire for the MkIII Cortina Bakkie was there and Ford took it one step further by adding a 2.5-litre V6 version to the mix.

By 1975 the MkIV Cortina was becoming a reality and Ford SA set about using this to make an even better bakkie, with a load capacity goal of one tonne. This model was







ready by 1977, and although the Kent-powered unit remained as a base vehicle, the Essex 3-litre (2994cc) 6-cylinder replaced the 2.5 as the top tog. Thanks to a 2.6m<sup>2</sup> double-skinned steel loadbin, the engineers hit the 1 000kg-carrying goal and Ford took the chance to drop the title 'Pick-Up' from marketing material and went straight to the point, replacing it with 'Ford 1-Tonner'.

On a good wicket the firm then soldiered on, face-lifting the 1-Tonner in line with the new MkV model in 1980 and hit the export market with some slightly longer-wheelbase models sold under the P100 banner. From 1983 Ford officially added the title 'Bakkie' to the party with the arrival of the more refined 3000L Leisure Bakkie. With the higher-specced fittings the 3000L pushed the Ford 1-Tonner into the world of multi-functional tool/weekend toy and the advertising team jumped with images showing the bakkie at play and wording not normally associated with a utility machine.

**YOUR GREAT BACKDOOR TO THE GREAT OUTDOORS**

*There's a whole new go-anywhere driving*

*experience waiting for you in your Ford 3000 Leisure Bakkie. A vehicle that combines practical utility, gutsy performance and luxurious comfort. The unique 3-litre 6-cylinder engine unleashes effortless power, yet is unrivalled for all-round economy. Wherever you're going, or towing. Heads will turn to take in the two-tone paint, the styled steel road wheels and the bumper-mounted driving lamps. And eyes will open wide at the cab interior. Woodgrain fascia and door cappings, full loop-pile carpeting, Bristol/Sanford cloth bench seat and full instrumentation.*

With such a glowing report and my childhood memories intact I walked around this pristine, unmolested example – but chose to leave my old Standard 8 Judron rugby shorts at home. The first impression was just how muscular the load carrier looked – this thanks to the stockier period-correct after-market Smiths wheels, sleek tonneau cover, slight bonnet bulge and additional driving lights. The two-tone paint scheme with lower half in white also goes a long way to sporting up the bakkie. Once inside the cabin the woodtrim, full complement of gauges, soft-touch





dashboard and car-like upholstery have you almost forgetting it's a pick-up. In fact, if it wasn't for the bench seat I was seated on, the sight over the padded steering wheel, dash and long bonnet could have fooled me into thinking I was in an imported 1980s Capri. This feeling of sportiness was further enhanced by the 6-pot exhaust note that barked out the tailpipe when the key was cranked.

Clutch action is car-like and the bakkie rolls off the line at a leisurely pace. Jump on the loud pedal and the rear wheels break traction without a fuss. This, while immense fun, points to one of only two real gripes users had – the rear leaf spring setup is calculated to carry a tonne, with the result that the back bin skips and jumps over the smallest of road irregularity when running around unladen. Regardless, the bakkie could scare off a few mid-'80s sportscars with the zero to 100km/h coming up in just under 12 seconds – it is no surprise that Kallie's red/white 3000L was on Die Bek se Padstal scene so quickly. Schuster got lucky though as the tightness of the boxer's shorts must have restricted movement enough to keep him from getting a 'warm klap'. In a similar vein, the tight 4-speed gearbox

stopped the Leisure from dishing out a few punches in the top speed department – maxing out at 170km/h. Actually anything over 110km/h gets a little busy inside the cabin, and this soon became the second gripe, but it was remedied towards the end of the production run when an extra cog was added.

After two days of blasting around Johannesburg and even heading out to the North West Province for that full Kallie experience, I handed over the keys to the current owner. I hadn't been able to bring myself to load any garden rubbish into the bin, fearing that I might damage the untarnished factory-optional woven rubber mat, but did feel safe in the knowledge that I had done enough to make a call as to whether or not a Cortina 3000L or any other 1980s pick-up can be called a classic.

While old doesn't necessarily qualify as classic, recent international auction results indicate that pristine examples of the permed-hair, disco-balling generation bakkie/truck/pick-up/ute are all the rage. But the golden rules are originality, condition, rarity, desirability and a touch of celeb status –

often earned from the model having some on-screen action, or being the choice of a famous musician, sportsman or actor. The 3000L ticks all but the rarity box here, but with the nature of the workhorse/weekend toy's lifestyle, most of the 30-odd-year-olds are either tired, damaged or have been splashed with some purple paint. An original one today is a rare beast indeed and when they come up for sale like this they move fast – the pictured version sold within hours of being advertised recently. It is easy to see why, with full books, spare keys, like-new upholstery, an untouched moulded roof-lining, shining factory paint (and even the run-in jets supplied by the dealer when new), the first certificate of registration document and the fact that it still had its factory-branded headlight glass.

So yes, the right 3000L Leisure Bakkie is a classic, fighting hard against the international heavyweights as the classic utility vehicle to have. 📌

An original one today is a rare beast indeed and when they come up for sale like this they move fast





# MIDDLE CHILD SYNDROME

Lincoln Motor Company was founded by Henry Leland in 1917, but by 1922 was forced into bankruptcy and purchased for the sum of \$8 million by Ford Motor Company, with Henry Ford making no bones about the fact that it would be his company's luxury division. To bridge the gap in pricing between the Fords and the luxury Lincolns, the Mercury division was formed and soon became Lincoln-Mercury. While confusion reigned as to whether the brand was that of uptown Ford or downscale Lincoln or if sporting or luxurious, it did, according to **Stuart Grant**, deliver the best compromise between the pair with the first two Mercury Cougar offerings.

**Photography by Mike Schmucker**



**W**hile preparing for the April '64 Ford Mustang launch the team at Lincoln-Mercury, under the guidance of general manager Bill Mills, set about penning a deluxe Mustang that went under the code name T-7. The plan was to unleash the car at the same time as the Mustang but Ford management balked at the idea on the grounds that it didn't know if there was a real market for a Mustang, let alone a classier (read: more expensive) version.

Of course history tells us that the Mustang

cold feet needn't have been an issue and a rightfully bullish Ford Vice President of Cars and Trucks, Lee Iacocca, gave the go-ahead for a luxury pony car a year later. The T-7 stepped up to the plate and looked likely to go on sale as the Mercury Apollo, until an extensive public market survey found the Cougar name to be more favourable with prospective buyers. And as luck would have it, all the badging and emblem designs had already been done – until very late in the Mustang development phase, this iconic car was going to be called Cougar.

Making the Cougar was more than a bit of badge engineering and the fitment of more plush trimmings or changing up the odd fitting though. And this was a conscious decision by Lincoln-Mercury GM Paul Lorenz, who had seen how well the Mercury Comet (bigger and fancier than the Ford Falcon it was based on) had done in comparison to the Mercury Meteor (simply a

facelifted Ford Fairlane).

Mercury's solution was to use a similar monocoque structure to the Mustang but increase the wheelbase by 176mm and the overall length by 170mm. Not a single bit of the Cougar's exterior sheet metal can be swapped out with the Mustang. Most of the extra length was added to the front but the little bit left over was slapped into the rear and gave the back seating area some extra room. Clearly performance wasn't the be-all and end-all as Mercury fitted 60 kilograms of extra sound-deadening material to the cabin, along with some extra kilos in more luxurious upholstery and carpeting. One omission that a prospective buyer might have been cheated out of was electric windows – this the case as Ford hadn't designed or accounted for such an item in the Mustang and nothing suitable was on hand for the first-generation Cougar. Luxury meant comfort and this applied to the ride too with the Cougar's suspension bushes being made from softer rubber than the sporting Mustang setup. And for good measure some trendy exterior features were

History tells us that the Mustang cold feet needn't have been an issue and a rightfully bullish Ford Vice President of Cars and Trucks, Lee Iacocca, gave the go-ahead for a luxury pony car a year later





included, like concealed headlights and rear indicators that operated sequentially – meaning that when indicating the lights would flash in sequence from the inside to the outside in the direction of the turn – an idea that was found on the high-class Ford Thunderbird.

Being more than a tarted up 'Stang, the development cost set the firm back by \$40 million, which together with the plusher spec saw the Cougar retail at around 10% more than the V8-powered Mustang (the V8 Mustang being the benchmark to compare with as the Cougar sported a 200hp 289 cubic inch Ford V8 as standard).

Despite being aimed at a more gentlemanly target audience – with sales lines like 'for the man on his way to a Thunderbird' – the Mercury also went racing as part of the marketing plan. It was no half-measured attempt either, with a full-blown factory-backed stab at the 1967 Trans Am group 2 racing series. Drivers Dan Gurney, Parnelli Jones, Dave Pearson, Ed Leslie and Peter Revson sat behind the wheels and

showed good form, taking four victories in the series and ending the year second in the makers' race behind the Shelby Mustang.

The old 'what wins on Sunday sells on Monday' mantra played out brilliantly and 150 000 Cougars sold that year, accounting for almost half the total Mercury sales. So it was surprising the factory pulled out of official motorsport a year later. Or was it? Not really when you consider that the Cougar was competing against its family member Mustang and potentially stealing sales from it. And that the hard-edged sports image given off by racing was in contradiction to that of a luxury brand.

For those undecided as to whether or not the Cougar was luxurious enough to go toe-to-toe with the likes of the high-end British cars, an XR-7 badged Cougar was added to the range a few months into production. Tags like 'the car for the man who aspires to an Aston Martin, but

doesn't have James Bond's pocketbook' were bandied about for this model, and to meet the expectation the XR-7 got a dapper woodgrain dash detail, full complement of instruments and leather or vinyl upholstery options. And it got a price hike, up by a further 10%. But I'm battling to picture 007 powering this beast over the Alps.

From 1968 the engine offerings changed, echoing Ford's options. First up the 289 was replaced by a 302 cubic inch lump (good for either 210 or 230hp, depending on specification) and then buyers could

**Being more than a tarted up 'Stang, the development cost set the firm back by \$40 million, which together with the plusher spec saw the Cougar retail at around 10% more than the V8-powered Mustang**



choose to slot in a 390 big block with 320 horses. This option was soon replaced by a 428c.i. with 335hp, and just when you thought this was enough for a 'non-sporting' car, the 429 big block option was released. (For those metric readers out there that is a 7027cc monster that although was blitz in a straight line, played havoc in the handling department due to the additional weight.)

During '67 Ford revised its Mustang offering and being joined at the hip, the Cougar followed suit with its 1971 second-generation offering. Like its sibling, the Cougar put on weight thanks to it being widened and lengthened – it tipped the scales at 1 800kg. The new Mercury GM,

Matt McLaughlin, felt there was no merit in the middle of two classes and instead of going to play with the sporting sector, opted to lift the Cougar up to the full-blown luxury market. The electric razor-like grille and concealed headlights were dumped in favour of a central beaver tooth-looking grille and a pair of circular headlights on either side. While this look was more in line with the firm's other models and better for brand identification, the buyers' chequebooks didn't come out as frequently as they did in generation 1. Mercury tried to bolster sales with higher performance models like the XR-T and GT but the writing was on the wall for the big cat.

Decisions as to the future of the Cougar had to be made, and with the arrival of the global fuel crisis they had to be made fast. Ford, now under the leadership of Iacocca, made the call to go small and fuel-efficient with its 1973-launched model. Initially based on the Maverick and then the Ford Pinto subcompact, the new Mustang featured either a 2.3-litre 4-cylinder or

2.8-litre Cologne V6.

The Cougar's decision was not as easy though, as Lincoln-Mercury was the American importer of the European Ford Capri so downsizing would see a dilution of this brand. Instead the call was made to make the Cougar even bigger and less sporty and to base its third iteration on the larger Mercury Montego/Ford Torino platform.

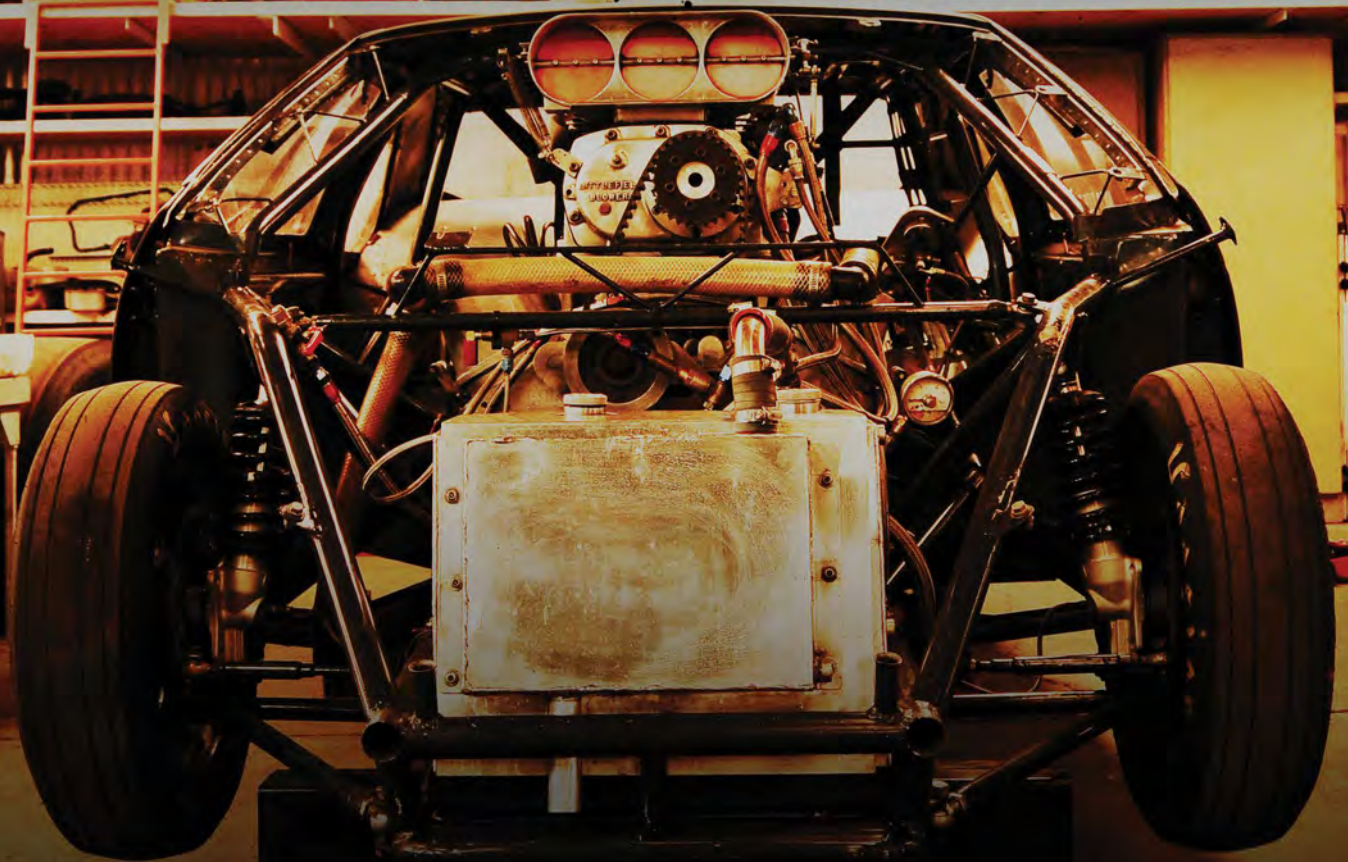
Gone were the days of a Mustang-based sporting Cougar, but the move did improve sales dramatically and Lincoln-Mercury took note of the middle child's brand strength, applying the name to all its intermediate-level sedans and wagons for 1977 and '78. For the first time in its history the Cougar knew its place – stuck in the middle.

The four-door and estate variants were dropped in 1979 and the two-door Cougar soldiered on though various generations and Ford underpinnings until it was finally pulled in 2002, when Ford had no suitable middle-of-the-road underpinnings to make use of. 📷

**Pictured cars supplied by Wat Swaai Jy?**  
[www.facebook.com/watswaaijy](http://www.facebook.com/watswaaijy).

**The new Mercury GM, Matt McLaughlin, felt there was no merit in the middle of two classes and instead of going to play with the sporting sector, opted to lift the Cougar up to the full-blown luxury market**

❑❑❑ The ❑❑❑  
**FLOAT CHAMBER**  
*Speed Shop*



*#HitTheRoad*

[www.TheFloatChamber.com](http://www.TheFloatChamber.com)

# AGAINST ALL ODDS



Back in 1967, the Ford Motor Company in Port Elizabeth decided to drive the newly launched Taunus station wagon across Lesotho from Butha Buthe, on the Free State side, into Natal via the Sani Pass as a publicity stunt. This, they claimed, was the first time a two-wheel drive vehicle had ever been driven across this route, which was later to be called 'The Roof of Africa' and was subsequently used by a motor rally of the same name. At that time **Colin Downie**, a junior engineer working at Ford, knew about the publicity stunt and decided to try his own hand at conquering the route.

I was also aware of the fact that a couple of Land Rovers had accompanied the Taunus the whole way and that it had been necessary to repeatedly tow the Taunus through the more difficult sections. I knew too that a new clutch plate had to be air-dropped to the Taunus as the original one had burnt out. Of course, none of this was reported in the Ford publicity blurb.

Being young and adventurous, I decided that I could go one better than Ford and drive a car across the same 'Roof of Africa' route

but I would do it unaided, without the services of tender vehicles. A fellow engineer at Ford by the name of Don Clark agreed to accompany me, and after work one Thursday we left Port Elizabeth in my very battered 1958 Volkswagen

Beetle, bound for Lesotho. The only modification made to the car in preparation for the trip was to fit a protective shield under the engine.

In those days Butha Buthe was the end of the road, as it were. From there on there were only tracks and it was not long before we came across a big sign which said, in no uncertain terms: "OXBOW JEEP TRACK. NOT OPEN TO PUBLIC USE. ANY PERSON USING THIS TRACK DOES SO AT HIS OWN RISK." This just made us keener to try it!

Shortly thereafter we were stopped by a Land Rover whose local driver asked us (in all seriousness) whether the Volkswagen was a four-wheel drive as he had just been to view some of his diamond claims and had found the road virtually impassable – even for four-wheel drive vehicles – due to recent rains. This somewhat dampened our spirits, but we decided to push on.

Being young and adventurous, I decided that I could go one better than Ford and drive a car across the same 'Roof of Africa' route but I would do it unaided



Our first real challenge was the Moteng Pass, which rises some 850m in just over 3km. The road twisted and turned in ladders of hairpin bends to the top, which is at an altitude of 3100m. On the way we passed many waterfalls. The road surface was fairly good, but the road itself was very narrow and very steep. Most of the climb had to be done in first gear, and the puddles in the road were all frozen over.

After dropping down from the Moteng Pass we came to the remote Maluti Treks Camp, which consisted of a few wooden huts where trout fishermen gathered. They used Land Rovers to access the camp.

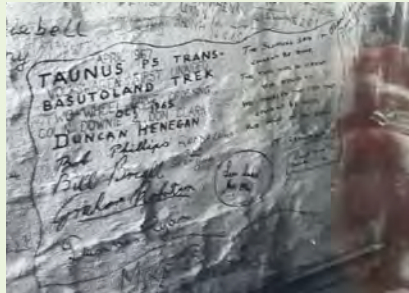
Beyond the camp the track deteriorated badly, and we had several rivers to cross. Some were quite wide and fairly deep. On one occasion the 'bow wave' came up to the VW badge on the top of the bonnet, just in front of the windscreen, but the engine never missed a beat. Unfortunately, the

door seals were not as good as they should have been and, on several occasions, we took in quite a bit of water.

The further we went, the worse the track became. We found that we were battling to average more than 15km/h. The main obstacles were mud and rocks.

Eventually we came across a section which we both knew was impassable. It was on a downhill section and so slippery that we could not reverse back up the hill. We had no option but to attempt to cross this daunting section. First of all, we went

Colin Downie was educated at Kearsney College and University of Natal. He joined Ford Motor Company in Port Elizabeth in 1965 as a graduate trainee engineer. In 1968 he moved to Motor Assemblies Ltd Durban, later to become Toyota SA Manufacturing, as the development engineer. He was involved in the development of local content and the testing of vehicles and eventually became the engineering director. He retired in 1997.



Don Clark was educated at Pinelands High School in Cape Town and finished at Pearson High School in Port Elizabeth in 1962. He did military training at Air Force Gymnasium in Valhalla and then joined Ford Motor Company in Port Elizabeth in 1965 as a trainee engineer in the product engineering department.

In 1969 he migrated to Motor Assemblies in Durban, which later became Toyota SA Manufacturing, as development engineer on the first Hilux bakkie project in SA. He spent several months in Toyota City, Japan, developing the product with 54% local content by weight and later became the chief engineer under the guidance of Colin Downie.

In '93 he left Toyota to pursue avenues in supplier and production management before taking the leap in 2005 to enter into his own business, importing and retailing accessory products from Thailand to motor dealer networks. The plan is definitely to retire soon!

about removing some of the larger rocks from the mud and then laying out sacks on the mud. Fortunately, we had foreseen such an eventuality. Taking as long a run as possible, we charged – only to come to a sticky halt about one third of the way across.

Here we sat for two hours until a band of locals arrived to retrieve a truck which was lying off the road, some distance down the hillside. With this unexpected but very welcome assistance we were able to resume our journey.

We stuck fast in the mud on several subsequent occasions, but each time we managed to get going again. At 3000m there is not that much oxygen in the air, so it was extremely tiring work.

The rocks were another problem as the car would have to ‘rumble’ over them, which meant that the floor pan and exhaust system took a terrible hammering. In addition, both the front and rear bumpers got bent upwards and one of the headlamps fell out due to the fender getting substantially bent too.


Eventually we arrived at a diamond mining outpost called Letseng La Terae, where there were a few huts and a small landing strip. This was reputed to be the highest settlement on the African continent, standing at 3500m – about 140m below the top of Mont Aux Sources. A few months after our visit, Letseng La Terae featured in the world news because a whopping 600 carat diamond was found there.

From there on the road improved and we covered the remaining 70km to Mokhotlong in just four hours. It had taken 12 hours to cover 160km in total. Great interest was shown in the Volkswagen by the population of Mokhotlong, and a local doctor assured us that, other than the Taunus wagon, it was the first passenger car to reach Mokhotlong from Butha Buthe.

We stayed the night in a government rest house in Mokhotlong, and the next day made our way to the top of Sani Pass. In the little pub at the top of the pass we noticed a sign written on the wall which said: “Taunus P5 Trans-Basutoland Trek. The scoffers said it couldn’t be done, the task was so great. We talked the talk that couldn’t be done, and what do you know, it could.” It then gave the names of the Ford personnel who had been involved.

We were delighted to add our bit – “April 1967. Volkswagen, first UNAIDED two-wheel drive crossing” – and added our names.

The trip down Sani Pass was an anticlimax after what we had been through, although it was a lot steeper than it is now, having been realigned and lengthened some years ago.

Back in the Republic we engaged top gear for the first time and sped back to Port Elizabeth in an even more battered Volksie than when we started out, but one which had not missed a beat the whole way. It had been a pleasant way to spend a long weekend. 



# Silent Design

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



## Silence ... to relive the moment ...



# MAGICAL MEN

## AND THEIR FLYING MACHINES



Glenn Curtiss.

The late 19<sup>th</sup> and early 20<sup>th</sup> centuries were a riot of adventure for the mechanically adept adventurers who would today be called petrolheads. Over a period of 20 or so years motorcycles, cars and then aircraft abruptly became indispensable parts of the modern world, while there were at the same time insufficient suppliers to meet the demand for powered transport. Every man and his dog set up a factory in a shed somewhere, designing and building a miscellany of frames and chassis and airframes and wings, and sometimes even their own engines to put in them. But as **Gavin Foster** reveals, things didn't always go easily for these pioneers and the rewards at first were scant.

**A**lliott Verdon Roe (known as A.V.) was particularly harshly treated. On 8 June 1908 the accomplished former bicycle racer and locomotive and marine engineer became the first man in England to take to the air in a powered machine when he covered some 55 metres at an altitude of 60cm – that's knee height, folks – in his home-built aircraft powered by a borrowed water-cooled 24hp French Antoinette V8 engine. His efforts were rewarded by the owners of the Brooklands racetrack, where he'd assembled the machine and got it airborne, ejecting him from their establishment along with his

aircraft and the shed he'd kept it in.

The poor bugger had spent all his money on developing his aircraft and couldn't pay the rent. A year later he popped up again and became the first-ever man to fly an all-British aircraft when he launched a series of efforts in his flimsy contraption powered, this time, by a 9hp J.A.P. motorcycle engine, eventually covering 300 metres at an altitude of two to three metres. Some spectators appear to have viewed his efforts with alarm. In *The War in the Air – Volume 1* (1922) Sir Walter Alexander Raleigh relates how one spring day in 1909 a disconsolate local woman who was making her way to a nearby river to commit suicide by drowning changed her mind after seeing poor Roe struggling to get his machine off the ground. She hurried home and wrote him a letter suggesting that she take his place at the controls, as she was in any case ready to die. Roe tactfully replied that he'd gladly allow her to

fly to her doom once he'd perfected his machine, upon which she faded out of the story. A.V. Roe on the other hand loomed large in the history books. He founded the Avro Aircraft Company, joined the British Union of Fascists, lost two sons (both pilots and RAF squadron leaders) in Hitler's war, and lived to the ripe old age of 81.

Motorcycling, of course, initially gained the most from the arrival of the internal combustion engine. What could be easier than slapping a smallish petrol engine into a bicycle frame to drive one of the wheels? Early bicycles had odd-sized wheels, no steering and no pedals, but by 1865 the idea of equal-sized wheels with pedals to allow the rider to propel the bicycle had taken root, as had the concept of a steerable front wheel. An eccentric American, Sylvester Roper, developed a charcoal-burning steam motorcycle as far back as 1868 but the obvious difficulties in getting the show up and running before each journey limited its usefulness.

Aviation was undoubtedly the most

His efforts were rewarded by the owners of the Brooklands racetrack, where he'd assembled the machine and got it airborne, ejecting him from their establishment





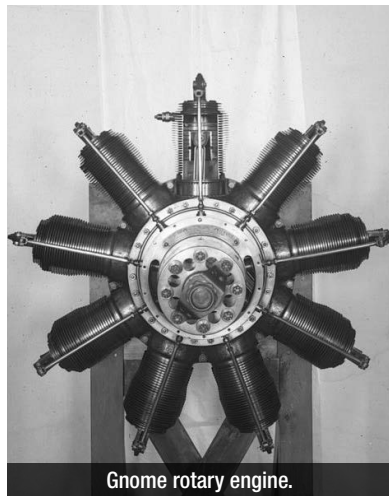
Glenn Curtiss.



Glenn Curtiss.



Glenn Curtiss.



Gnome rotary engine.



Curtiss V8 land speed bike.

exciting form of powered transport imaginable during the petrol engine boom, though, with motorcycling running at a close second. All sorts of characters popped up in the aviation world – Charlie Chaplin’s half-brother, Sydney Chaplin, was an accomplished actor until he was accused of biting the nipple off actress Molly White in a sexual assault in 1929, and tacitly admitted guilt by paying her compensation. Syd, who was also Charlie’s very effective business and promotions manager, started America’s first privately owned domestic airline in 1919 and established the world’s first aircraft showroom for their Curtiss aeroplanes at the same time. Charlie and a host of other Hollywood stars first enjoyed the experience of flight in an aircraft belonging to Chaplin Airlines.

Aviation, then still exotic and unavailable to the masses, needed all the help it could get and the whole thing was more show business than transport until around 1930. An American showman and cowboy called Samuel Franklin Cody, claiming to be

the son of the famous Buffalo Bill Cody, achieved the first sustainable powered flight in the UK in 1908 but died in 1913 when he took Hampshire cricketer William Evans up for a flip and the aircraft disintegrated 90m above the ground. It had earlier been revealed that Cody, who’d achieved a lot in aviation in his own right, had been born as Samuel Franklin Cowdery and was not related to Buffalo Bill at all; the Cody family sued him for pretending to be William Cody’s son. There was seemingly one Cody family member around; Mabel Cody, purportedly a niece of Buffalo Bill, ran the successful Mabel Cody’s Flying Circus after the end of the war offering wing-walking, parachute jumping, car-to-plane transitions, loops and rolls to thrill the public. Nobody appears to have sued her, so she was most probably legitimate.

The years between 1903, when the Wright brothers first flew, until 1914, when WWI broke out were filled with excitement as speed records on land and in the air fell like ninepins. Substantial advances were gained

in the few short years between the Wright brothers’ first flight and WWI because of the flood of new technology in all directions, some of which only became really useful decades later.

A Danish engineer, I.C.H Ellehammer, was one of the earliest aviation pioneers in Europe, and used his experience as a builder of motorcycles and light cars to build a flying machine in 1904. He suspended it from a tall mast and experimented with engine power and its relationship to the lift that he knew was needed. He claimed to have carried out the first free flight on the continent on 12 September 1906, but was soon overtaken by a wave of excellent French designers, so shifted his focus to helicopter design; that was truly groundbreaking, although it didn’t go down well with the ‘experts’ of the day. Raleigh, in his aforementioned *The War in the Air*, wrote in 1922 that although the concept fascinated some inventors, “the most it seems to promise is... an almost vertical ascent and a glide to earth again... A machine of this



Sydney Chaplin, half-brother of Charlie Chaplin.



Sylvester Roper's steam motorcycle.



Alliott Verdon Roe.

kind might conceivably, at some future time, become a substitute, in war, for the kite balloon; it is not likely to supersede the aeroplane." No, fine!

Perhaps the oddest of the engines that survived the minefield of problems that plagued designers before WWI and went into mass production was the Gnome rotary engine developed by three French brothers in 1906, although they didn't invent the concept. The rotary engine – that has nothing to do with the later pistonless rotary engine that was around in the '70s – was unusual in that the cylinders, always an odd number of them, were arranged in a radial configuration around the crankcase, like spokes in a wheel. The crankshaft was bolted to the airframe and remained static, while the crankcases, cylinders, pistons, cylinder heads and everything else whirled around and around. Carburetion and conventional fuel and air delivery were obviously a problem so these were added to the crankcase and conveyed

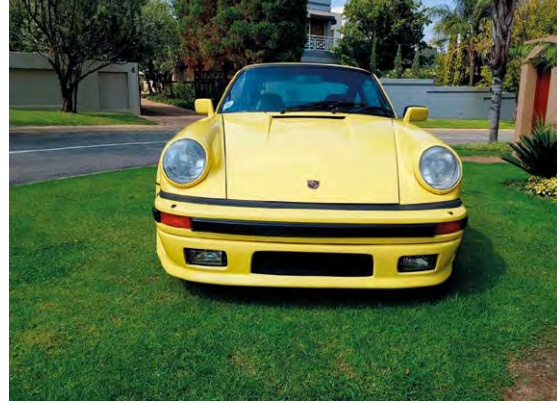
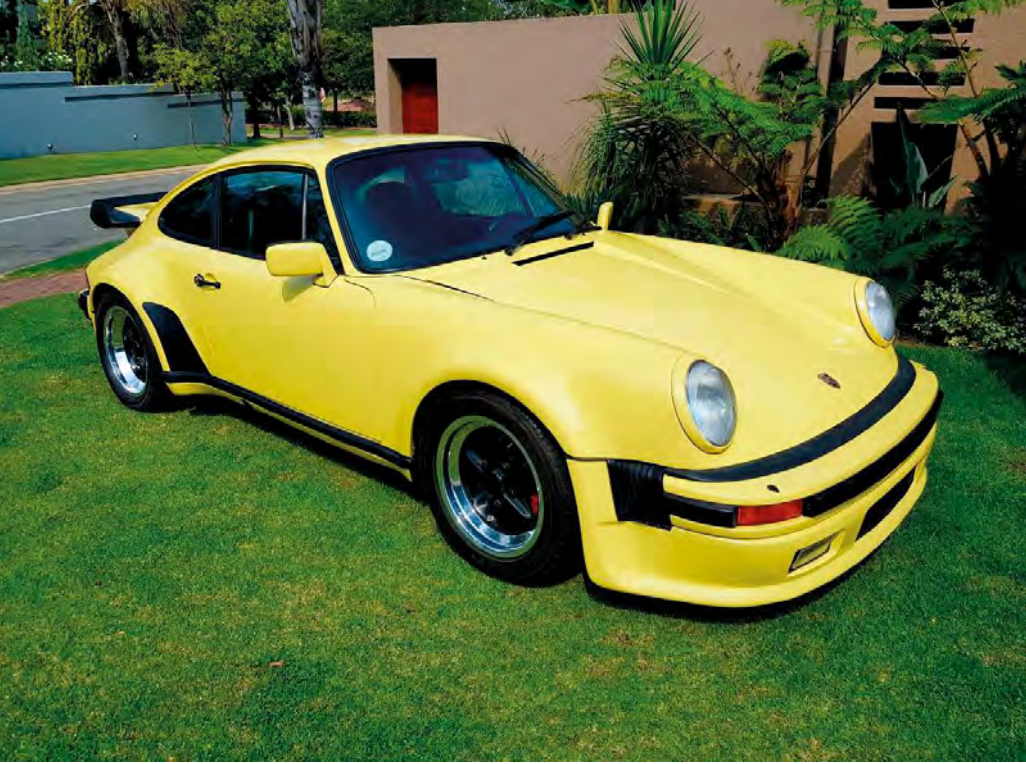
to the combustion chambers through copper pipes that acted as inlet manifolds. The engines typically ran at full speed all the time, with the ignition being cut and restored intermittently to slow down and speed up the plane as it came in to land. That explains the stop-start sound effects as planes come in to land in WWI movies. The understandably leaky radial engines were freely lubricated with castor oil, of which a bucketful was deposited on – and into, through open mouths and noses – the pilots during flight. This literally and figuratively gave them the shits! Another problem was that the large rotating mass of the engine and all its accoutrements added a lot of inertia to the aircraft, which made it reluctant to change direction suddenly. The French brothers weren't the first to use the rotary engine format though. It was possibly first seen in the Millet motorcycle designed by Felix Millet in 1892, using a 5-cylinder rotary engine that was mounted inside and rotated with the rear wheel, with the crankshaft serving as an axle.

The home-brewed engine that most effectively bridged the gap between wheels and wings of the day was most likely the V8 unit that erstwhile bicycle mechanic and then motorcycle manufacturer Glenn Curtiss

developed for a tilt at the world motorcycle land speed record in January 1907. Curtiss had designed and manufactured engines for racers and speed record attempts for motorcycles and aircraft before, but the 4.4-litre V8 was rather special. It was the first V8 engine produced in America, and one of the first in the world. Curtiss took it to the Bonneville Salt Flats and set a new unofficial overall world land speed record of 136.4 miles per hour – a shade under 220km/h, and this in 1907. Interestingly, Curtiss won the renowned Gordon Bennet Cup speed race for aircraft at Rheims in France two years later at a somewhat more lethargic 74km/h in one of his own aircraft. No other motorcycle beat the Curtiss V8's 137mph record for 23 years.

Glenn Curtiss went on to be a giant in the aviation industry. He held the US Civil Aviation Board's pilot's licence No. 1, he helped design the US Navy's first aircraft carrier, he built 2 000 seaplanes for America and her allies in WWI and provided 7 000 of his JN-4D 'Jenny' training aircraft to teach 95% of America and Canada's student pilots how to fly in WWI. He departed from the aviation industry after the war when accountants started running the world, and died at a youthful 52 after a botched appendectomy. He would quite possibly have survived had he performed the operation himself. ☑

The crankshaft was bolted to the airframe and remained static, while the crankcases, cylinders, pistons, cylinder heads and everything else whirled around and around



1980 Porsche 930 T 3.3L



Yellow Black Interior, vehicle has had older restoration, motor rebuilt in 2002. Just had 300k spent with Tim Abbot Porsche. Vehicle in a good condition with comprehensive history.

R1,850,000.00

Contact:  
Gavin 082 902 9354



# AT THE HEART OF THE MATTER

In this month's fictitious interview **Jake Venter** catches up with Karl Benz, the man credited with building the first successful light fuel-engined car. This machine was designed from the start as a light and beautifully detailed small car, and had one front wheel because Karl could not get the two-wheel steering geometry right. Gottlieb Daimler (interviewed earlier) showed his first car in the same year, but it was just an engine fitted to a horseless carriage.

**B**oth inventors had workshops in the valley of the Neckar River, but they were about 100km apart, and the two never met. Nevertheless, the pair founded the companies that merged in 1926 to produce Mercedes-Benz cars and trucks. In the literature Benz is referred to as either 'Karl' or 'Carl'. The spelling 'Karl' appears on all his documents, as well as his gravestone, but he used 'Carl' (the French version) when starting his second car company.

Both pioneers were extremely hard workers, but their personalities were totally different. Daimler was always thinking

ahead and also built the first motorcycle, truck, motor boat, and various other vehicles using a variety of engines, but Benz stuck to one engine and one basic car design for a number of years.

Benz was born in a suburb of Karlsruhe and went to school there. His father died when he was two, so that throughout his early years his mother had to struggle to make ends meet. She worked hard to make sure the boy got a good education. He showed an early aptitude for maths and science, and was lucky enough to go to one of the most progressive technical colleges in Germany, where he was awarded an engineering diploma. Later in

life he was awarded an honorary doctorate by Karlsruhe University.

I interviewed Benz at his home in Ladenburg, a small town on the right bank of the Neckar River, about 10km east of Mannheim and 10km northwest of Heidelberg. I made an appointment to see him on 13 July 1925, the day after a he took part in a procession of old cars through the streets of Munich, arranged by a motoring club. I'm ashamed to say that at the time I didn't realise he was still alive, but as soon as I saw him in the procession I arranged to interview him. After the usual greetings I started to question the frail and bewhiskered 81-year-old.

**JAKE:** I can't begin to imagine how you must feel after yesterday's events. You must have been very moved when you saw all those cars. I mean, you built the first one and now there are millions in the world.

**BENZ:** I'm most likely going to disappoint you, but I have to say that the feeling of having achieved something left me a long time ago. I was happiest in the early days when there were many technical problems to solve. After all, the business of inventing is more exciting than knowing that you have invented.

**JAKE:** I suppose I am disappointed, but your attitude does make sense. Did you enjoy the procession?

**BENZ:** Yes, I really enjoyed the day. I rode in one of my first cars driven by my son Eugen. My very first car, together with Gottlieb Daimler's first car, was brought out of the Deutsches Museum on a truck and most German makes were represented.

**JAKE:** You grew up during the age of steam but you turned away from it. Why?

**BENZ:** I suppose Ferdinand Redtenbacher, one of my teachers at the Karlsruhe Polytechnic, should be blamed. He took an interest in the various early attempts to build an internal combustion engine, and even indulged in some practical and theoretical research. His enthusiasm rubbed off on me. Then, in 1861, one of the first practical gas

engines, a Lenoir, was installed at a machine tool works in Stuttgart and I found some time during my student days to assist in managing it. After that experience there was no stopping me. I had to build an engine.

**JAKE:** In those days most young engineers managed to get some steam experience. Did you?

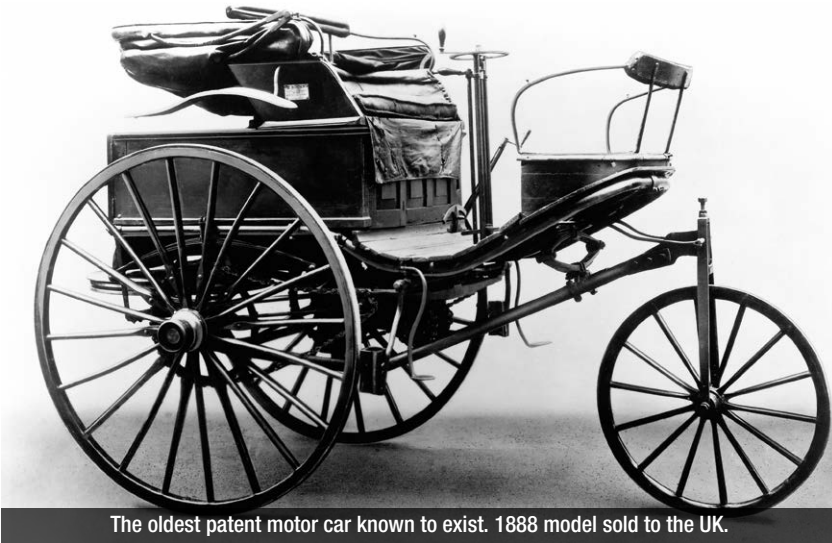
**BENZ:** Yes, after graduation in 1864 I worked for a short while with a locksmith and then signed on as a fitter at the Karlsruhe Maschinenbaugesellschaft. This company made a variety of parts for steam engines.

**JAKE:** How long did you stay there?

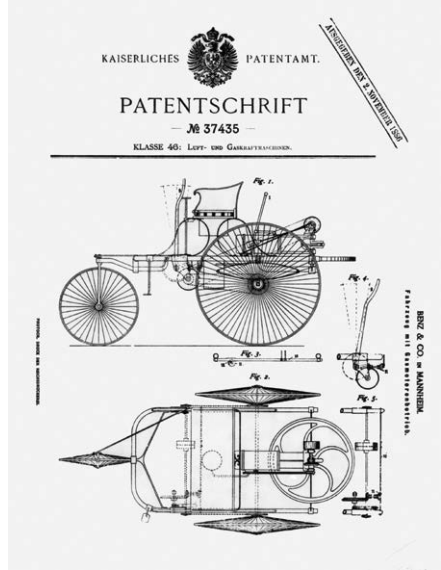
**BENZ:** For about two years but I had wanderlust and moved on to four or five



Karl Benz, Bertha and the family.



The oldest patent motor car known to exist. 1888 model sold to the UK.



other engineering companies. Eventually I wanted to settle down, though. My mother died after a long illness and I met my future wife, Bertha Ringer, at one of these companies.

**JAKE:** When did you get married?

**BENZ:** In July 1872, when I was 27. Soon afterwards, I started the engineering company Benz and Ritter with a friend but we didn't prosper and I had to buy Ritter out. Financially things went from bad to worse and eventually I had to sell the business, but was able to keep the building.

**JAKE:** How did you survive?

**BENZ:** My wife inherited some money and

I messed around with all sorts of small engineering projects, but the truth is that we often had very little food on the table.

**JAKE:** I haven't yet heard any talk of an engine.

**BENZ:** It was only during the winter of 1878 that I found time to build a small gas engine. By then Otto's 4-stroke engine had been patented, so I had to stick with a 2-stroke. I could not get it to run for more than a few seconds. The ignition system was not reliable and I nearly lost heart, but Bertha urged me on.

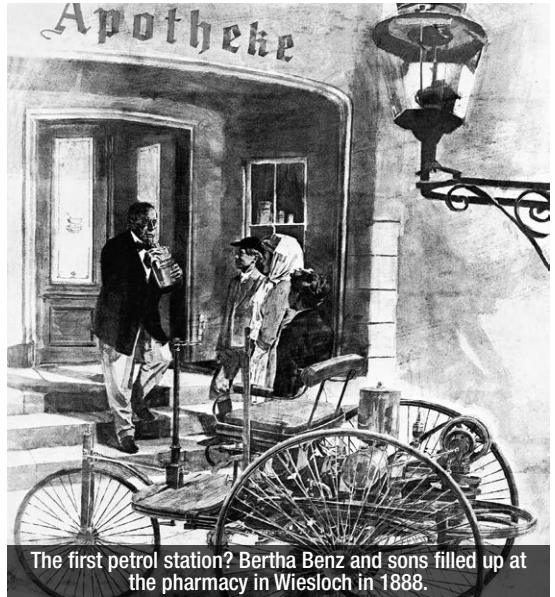
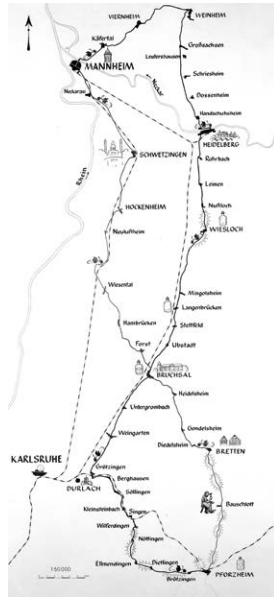
**JAKE:** When did the breakthrough occur?

**BENZ:** I remember it well. It was New Year's Eve of 1880. I had made many

modifications, and on this night we were just about penniless, but after supper we started the engine and it ran satisfactorily for two hours until we stopped it. We sat there spellbound. Every explosion was music to our ears. I managed to get backing from some moneyed friends and acquaintances and built a few 2-stroke gas engines, but my first big break occurred only three years later, during the winter of 1883. Two businessmen, Max Rose and Friedrich Esslinger, came to my rescue and financed a new company to be called Benz und Cie to produce gas engines, based in Mannheim. I had enough money to appoint staff, we started producing engines and I had free time to develop my ideas without constant



Bertha Benz.



The first petrol station? Bertha Benz and sons filled up at the pharmacy in Wiesloch in 1888.

financial worries. It took me just over a year from that date to produce my first car.

**JAKE:** Tell me about your first trip.

**BENZ:** I regret to say that I cannot remember the exact date, but it was a clear spring day in 1885. The car was at last ready. I started it and drove in circles on the workshop grounds. I stopped after a minute and found something to attend to. That night we celebrated, but it took many months before the car was ready for an out-of-town trip. Soon I was able to drive the car in the streets of Mannheim, but every time I took it out it caused such a sensation that I feared the police would intervene. I then started to go out at night, to avoid a disturbance, and took a passenger with me to help push the car back when something went wrong. After some months I was able to drive a complete circular route without any involuntary stops.

**JAKE:** Did you encounter any opposition from either the public or the authorities?

**BENZ:** Some people were scared by my car; others loved it. Some engineers said that my invention would ruin the stationary engine business. The librarian

of the patent office said that the internal combustion engine had as little future as steam for motivating road vehicles. I was allowed to drive on public roads provided the specification of the vehicle was the same as shown on the plans in the office at Mannheim, and provided I gave warning of my approach with a loud bell.

**JAKE:** When did the tide start to turn in your favour?

**BENZ:** Two events occurred in 1888 that made a huge impact on people's perceptions. The first was the gold medal I won at the Munich Exhibition. The car's mobility was a factor, but the judges especially praised the fact that it would run for an hour on one litre of fuel. The second factor involves my wife Bertha. She drove my car on a round trip of just under 200km.

**JAKE:** You must have felt very confident to send your wife on such a long trip.

**BENZ:** Just the opposite. I had one of my frequent bouts of pessimism and felt that the car would never sell and that I'd wasted my time. Bertha disagreed and surmised that the car needed some favourable publicity.

So, at 5 o'clock one morning in August she took our two boys, Eugen (15) and Richard (13), and set off to see her mother. She had no intention of telling me and left me asleep.

**JAKE:** This is fascinating. Tell me more.

**BENZ:** Their destination was Pforzheim, about 100km from

Mannheim, and all three took turns driving. They stopped in Wiesloch to get fuel from a chemist, and added water to the cooling system. They had problems with a chain stretching, a blocked fuel line, an electrical short circuit and repeated wearing of the brake shoes, but found help along the way to get going again. They arrived in Pforzheim late the same evening and sent me a telegram as soon as they could.

**JAKE:** How did you react?

**BENZ:** At first I was angry, but soon realised that they actually deserved admiration. I was gratified that they were lucky enough to get there without breaking down completely. The publicity was also welcome, because by this time I was trying to sell some cars.

**JAKE:** Did they get back safely?

**BENZ:** Yes, they came back five days later and Bertha suggested various modifications, such as an extra gear for hill-climbing, that I was able to incorporate in subsequent models.

**JAKE:** Bertha's stop at the chemist makes me realise that the oil industry was in its infancy in those days. What did you use for fuel?

**BENZ:** As you know, up to that time stationary internal combustion engines ran mainly on gas, so I had to find a substitute that was a liquid at room temperatures but vaporised easily. I came across Ligroin, a light hydrocarbon which was sold as a cleaning fluid, and used it in the first engines. Later, the petroleum industry gave us petrol.

**JAKE:** Which part of the engine gave you the

So, at 5 o'clock one morning in August she took our two boys, Eugen (15) and Richard (13), and set off to see her mother. She had no intention of telling me and left me asleep



Karl Benz in his first Model I patent motor car from 1886 – Munich in 1925.



Replica Benz patent motor car from 1886.

most problems?

**BENZ:** I used to call ignition 'the problem of problems'. I didn't like the hot-tube ignition used on some gas engines so, after trying many different ideas, I settled on a chromic-acid battery, a buzzer interrupter and a coil that gave a continuous series of sparks. I made my own spark plugs until very much later, when the Robert Bosch company started to mass-produce them.

**JAKE:** Your company made a name for itself by producing excellent 2-stroke gas engines, but you designed a 4-stroke engine for the car. Why?

**BENZ:** I've always known that 4-stroke engines are more efficient, but Nicolaus Otto held the 4-stroke patent. Otto's patent was revoked in early 1886, as I expected it would be, since Beau de Rochas described such an engine in an earlier patent. I was free to develop a 4-stroke engine.

**JAKE:** Did sales take off after your wife's trip?

**BENZ:** Not immediately, because my two co-directors, Rose and Esslinger, wanted the company to concentrate on gas engines. Eventually they left the company and I found two new enthusiastic partners in the form of F. von Fischer and Julius Ganss. The former took over the administration while the latter looked after the sales. Ganss was a born salesman and he opened up new markets in many parts of the world.

**JAKE:** (Looking at watch). I'm sorry, it seems that my time is up and you were too polite to tell me.

**BENZ:** (Laughing) Thank you for noticing. Yes, I must go and rest.

**JAKE:** May I ask you one more question?

**BENZ:** Of course.

**JAKE:** There has recently been a lot of discussion in the press about the merger talks between Benz und Cie and Daimler Motoren Gesellschaft (Mercedes). How do you feel about that?

**BENZ:** It is my dearest wish that it will come about. It will put the seal on what Daimler and I achieved all those years ago.

**JAKE:** Well, I hope it does happen. Goodbye and thank you.

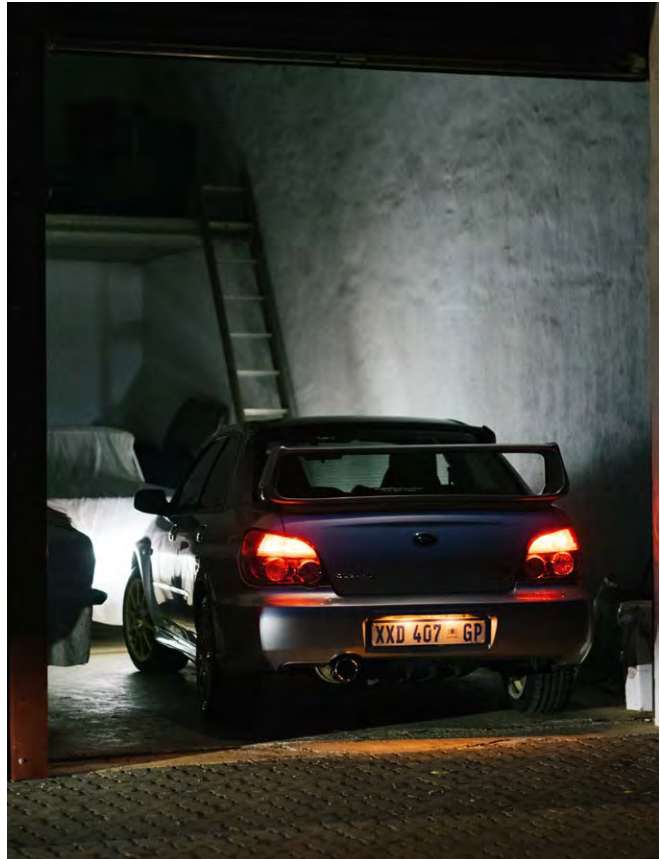
**BENZ:** Thank you, and may you have a pleasant trip home. 📺

I made my own spark plugs until very much later, when the Robert Bosch company started to mass-produce them

1. By the turn of the century Benz und Cie was the largest producer of cars in the world and they retained this position for a number of years. In 1903, the other directors of Benz und Cie lost patience with Karl's conservative engineering and appointed a French designer for the next models. Karl resigned from daily management but remained a director on the board until the merger with Mercedes in 1926, after which he served on the board of the new company until his death in 1929. In 1909 Benz und Cie built a number of 21.5-litre 4-cylinder racing cars that were later named the 'Blitzen Benz'. One of them broke the world land speed record in 1909 at 226.91km/h, but Karl was not involved in its design.
2. In 1906 Karl, Bertha and Eugen started a company called Benz Söhne in Ladenburg to produce cars and gas engines. They only produced small numbers of high-quality vehicles until 1923, when the company ceased to exist. Karl withdrew from the management of this company in 1912.
3. A German tourist-themed route called the Bertha Benz Memorial Route was opened in 2008. It follows, as much as possible, the route followed by Bertha. The various places she stopped at are signposted and it's interesting to note that the chemist shop she stopped at to get fuel is still in the same building and trading under the same name. Bertha died in May 1944.

# FOUR PLAY

A look at the international markets reveals a surge in values for what the Europeans like to call 'Youngtimers'. Have a search through the recent sales prices for Mk1 Golf GTIs, Peugeot 205 GTIs, Mercedes-Benz 190E Cosworths and S1 Audi Quattros if you are in any doubt that this category is a bona fide thing with collectors. While the term is difficult to define, the basics indicate that a vehicle should be in the region of 25 years old, be the top model in the range and ideally have some sort of motorsport pedigree. Most importantly, they are drivers' cars and have some sort of cult following by the enthusiasts. So, other than relative youthfulness, a Youngtimer meets the basic requirements the more mature amongst us look for in Cortina GTs, Renault Gordinis and Mini Coopers. It's a way to introduce the next generation to our classic fraternity. **Andrew Langham** introduces us to his future classic – the Subaru WRX STi.



It isn't easy choosing the right car to keep under wraps during the week in anticipation of the weekend. It should be fast, stick to the road like mud to your shoe, make the right sounds, be really different from all the jelly bean cars out there and have a proud motorsport heritage. After all, the goal is to put you in the very best mood to face the week ahead.

One car that sold in its hundreds in South Africa and has been identified around the world as a future classic is Subaru's second-generation WRX STi

A Porsche 911 GT3 in silver with orange detailing would be great, but the unfortunate reality is that only a few lucky individuals can afford the sticker price. South Africans are largely starved of access to limited-edition performance cars; a long search and a big cheque book may get you a nice Lotus Exige, Audi Quattro or Lancia Delta Integrale, but servicing and sourcing simple parts like filters could be your next challenge. But there is hope. One car that sold in its hundreds in South Africa and has been identified around the world as a future classic is Subaru's second-generation WRX STi. Sure, it is newer than the 25-year number but

its earlier version was released in 1994, so it squeezes in on a continuation theme. These early cars are not easy to track down in SA so the following generations are the way forward. Off the bat it was a hit, and in January 2006 *Car* magazine tested the updated 2.5 model and wrote: "Subaru's Impreza STi is an icon. A legend. Years from now it will be remembered in the same way as past heroes." Spot on!

Subaru is the Japanese name for the Pleiades star cluster M45, or 'The Seven Sisters' (one of whom tradition says is invisible, hence only six stars in the Subaru logo), and alludes to the companies that merged to create it. Subaru Corporation, until recently known as Fuji Heavy Industries (FHI), has a long and twist-and-turn-filled





past but today sees Toyota owning nearly 20%, resulting in collaborative projects such as the brilliant drivers' car, the Toyota 86/ Subaru BRZ.

FHI has its roots in The Aircraft Research Laboratory, founded in 1915. In 1932, the company was reorganised as Nakajima Aircraft Company Ltd and became a major manufacturer of Japanese aircraft during WWII. At the end of WWII the company was reinvented as a diversified industrial conglomerate called Fuji Sanyo, which included several businesses aligned to the motor industry, including an engine manufacturer and a chassis builder. These motor-related businesses were then amalgamated to form FHI. Car manufacturing started in the mid-'50s, with the first boxer-

engined car introduced in 1965.

Nissan acquired a 20% share in FHI in 1968, but sold it to GM in 1999. GM was interested in Subaru's all-wheel-drive technology and there were great plans for integrating it into Saabs, which also had a track record in reliable turbocharged sports sedans. After GM closed Saab and decided to pursue its strategy of core markets, it sold its stake to Toyota in 2008.

The car that elevated Subaru into stardom was the Impreza WRX, a story backed by the raw statistics of six FIA World Rally Championship titles (three Constructors' titles and three

Drivers' titles) and 46 outright WRC rally wins – a record only ever achieved by one other car, the Lancia Delta. Driven by the world's best drivers including Colin McRae, Tommy

At the end of WWII the company was reinvented as a diversified industrial conglomerate called Fuji Sanyo, which included several businesses aligned to the motor industry, including an engine manufacturer and a chassis builder



Obviously homologation requirements meant enough road versions of the various WRX STi models needed to be made. And it's these, aided by the hormone-enriched teenage digital world of Sega Rallying on PlayStation gaming that have the Youngtimers weak at the knees



Makinen, Richard Burns and Peter Solberg, the Subaru's blue and yellow livery is as iconic as the flat four engine that trumpeted its success. No surprise that 'WRX' was taken from the 'World Rally eXperimental' programme and 'STi' from Subaru Tecnica International – the firm's motorsport division.

The Impreza 555 made its World Rally Championship debut in 1993 on Finland's 1000 Lakes Rally, and its second place made it the car to watch. In 1994 it won in Corsica, then in New Zealand and then three further WRC events, raising expectations to fever pitch. The all-aluminium engine reduced the load over the front wheels, enhancing balance for competitive advantage, while technological barriers were being pushed with the use of an active centre differential. Subaru Tecnica International called on the British engineering group Pro-drive to partner with it and continually develop the car to ever greater heights.

In 1995 McRae and the Impreza swept the board, winning both the Constructors' and Drivers' World Rally Championship titles, the Impreza's all-round ability being demonstrated by its podium positions on both the dry asphalt of the Catalunya as well as the slippery mud of the RAC Rally. 1996

and 1997 were again dominant seasons for the Impreza, and thereafter the car was runner-up for several seasons.

After the introduction of the four-door second-generation Impreza (GD series), Solberg took the Drivers' title in 2003 and was runner-up in 2005. A WRC rules shake-up in 2006 banning active differentials, a new production Impreza model and the 2008 global financial crisis finally caused the team to withdraw from the WRC competition.

Obviously homologation requirements meant enough road versions of the various WRX STi models needed to be made. And it's these, aided by the hormone-enriched teenage digital world of Sega Rallying on PlayStation gaming that have the Youngtimers weak at the knees. No doubt this virtual world drives the future Impreza values as Generation Xers start wanting to experience more than console buttons.

Subaru released the first generation (GC) Impreza into the Japanese market at the end of 1992. The low-profile boxer engine was used in an in-line configuration, so lowering the centre of gravity and minimising body-roll. The boxer design provides good vibration mitigation because the movement

of each piston is countered by a piston in the opposite bank, and torque steer is also eliminated with the symmetrical power train layout as the front drive shafts are of equal length and weight.

In 1994 Subaru released the WRX and STi versions, with differing handling packages and power outputs off a 2-litre turbocharged motor. Rally successes led to the marketing of specialised versions with reduced weight and further power enhancements – one of the most highly coveted STis being the wide-bodied coupé known as the 22B STi. Produced in 1998 to commemorate both Subaru's 40<sup>th</sup> anniversary as well as the third consecutive Manufacturer's title for Subaru in the World Rally Championship, all 424 units produced were sold out within hours of their release.

In late 2000, Subaru released the GD series; slightly longer and wider, it shared much of the chassis and mechanical basics from its predecessor but in a more sophisticated (by Subaru standards!) and user-friendly form. The car was a hit worldwide, with the WRX model soon winning Australia's Car of the Year and the US's Best Sport Sedan and Performance Car awards.



This is where the real South African STi story begins. After being started by a band of 'Scoobie' fanatics in the 1990s, Subaru South Africa was now under a corporate umbrella, with executives keen to find a halo car to showcase their new brand. Much pleading and many trips to Japan secured an initial shipment of 17 STi cars. They landed in November 2001 and were immediately sold out.

A bullet-proof, high-revving, turbocharged 2-litre engine mated to a 6-speed close-ratio box, limited-slip differentials back and front, ultra-stiff suspension, Brembo brakes, body-hugging blue suede Recaro-style seats, Momo steering wheel and nearly 200kW of power, combined with a rear wing and gold wheels, made the STi a car the likes of which South Africa had never seen. In its first road test of the STi, *Car* had this to say: "Entertaining beyond expectations, this must rank as one of the finest handling cars available anywhere." At a price of R356 950 it wasn't cheap, but with a 0-100km/h time of 5.36 seconds it was a bargain compared to the slower and significantly more expensive BMW M3 and Mercedes C32 AMG. Strong advance orders from those in the know meant that

new stock didn't stay on the floor for long.

The polarising front-end treatment (known colloquially as the 'bug-eye') resulted in Subaru updating the look to more mainstream headlights in late 2002 ('blob-eye') while gaining an even more impressive bonnet air-intake and rear wing. In late 2005 a second facelift introduced the 'jet-intake and wings' grille design ('hawk-eye'). The more powerful and responsive 2.5-litre EJ255 motor (2006 International Engine of the Year – Performance category), combined with driver-controlled centre differential (DCCD), improved sprint times and lap times even further, while interior and other external enhancements improved the visuals.

When looking for your STi, as with any car, go for low mileage and originality. Acceptable modifications include whatever you can't see: suspension bracing, a sports exhaust and an engine rebuild with forged components. Second-hand prices are rising but you can now expect to pay around R250 000 for a really neat bug-eye or hawk-eye, with the blob-eyes currently a little less desirable.

Once you have your STi parked in your garage, or at least an STi

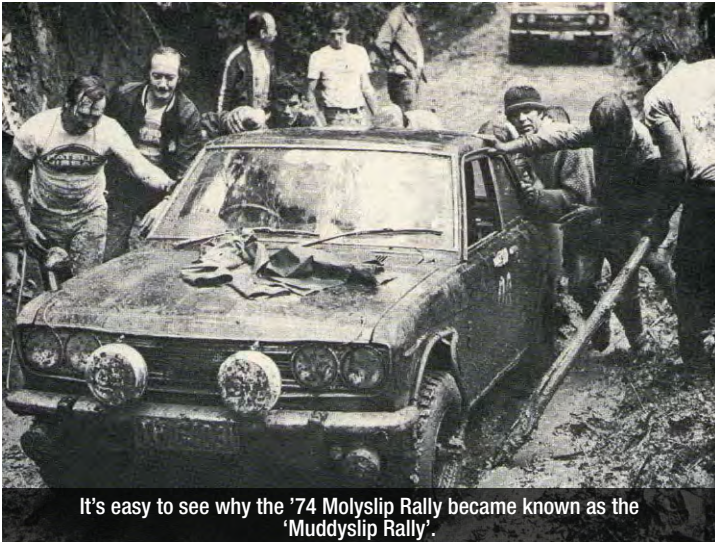
cap on your head, a trip to the STi Gallery in Tokyo is a must. The gallery displays STi vehicles past and present – mostly Imprezas but also the Japanese market-specced Forester and Legacy. There is also a section outlining the division's past motorsport activities and memorabilia as well as a section on STi components.

Although I use my modern STi to break the boredom of my daily commute to Joburg (while dreaming of Mark Higgins doing his 17-minute lap of the Isle of Mann in a similar car), my heart is with my silver 2007 WRX STi that stands waiting under its white sheet for my weekend smile drive; a burble through the suburbs, with all four frameless windows wound down, to collect the Sunday morning croissants. Four fun, four-play – what a car! 🇯🇵

After being started by a band of 'Scoobie' fanatics in the 1990s, Subaru South Africa was now under a corporate umbrella, with executives keen to find a halo car to showcase their new brand

# A REAL TEST OF MAN & MACHINE

Following on from Stuart Grant's experience in the hot seat of a rally car, **Eric Fletcher** takes both young and old on Part One of a three-part trip back to 1970s rallying where the cars, rules, events and perhaps even the people differed greatly from today.



It's easy to see why the '74 Molyslip Rally became known as the 'Muddyslip Rally'.



Louis Cloete Datsun 160U SSS helped the manufacturer take the '74 title.



Factory Ford Escort BDA – 1974.

Unlike modern WRC machines the cars back then were near standard, however roll cages were often added, and so too were larger fuel tanks and gas shock absorbers (which caused much discussion when introduced). There were no Garmin or GPS units and, of course, no cell phones to call for backup. A Goodyear Rally Special would often last a whole national championship event before being given by the works teams to privateers, who used them for several events thereafter.

Almost all the local manufacturers got involved and ingenuity and specials rose to the fore. Chevrolet SA produced a Firenza V8 for Jan Hetteema and Leyland SA used Geoff Mortimer to build a Marina V8 using a Rover V8 engine. Not to be outdone, Mazda

built a rear-engined rotary-powered 323 for Andre Liebenberg to pedal. If memory serves me correctly, Hetteema was the first to use Halogen headlights when he mounted Boeing landing lights below his front bumper to penetrate below any mist. These were followed by the legendary Cibie Oscar, and Super Oscar units dominated the worldwide scene for years to come.

The need for these additional lights was indeed there, as unlike modern rallies that rarely run at night, the oldies often competed in the dark. Lights were focused according to driver preference and generally the centre units pointed straight ahead while the two outers would be aimed for the roadsides, but crisscrossing the beams in the centre. It was usual to fit the higher wattage bulbs as dipped bulbs and the lower wattage ones as main, the theory being that the transition from high wattage bulbs to low wattage produced too great a drop in illumination.

The navigator had a map light and, until the arrival of the Holtrip odometer system, some sort of cobbled-together distance measuring device. The Europeans

tended to use the Halda Twinmaster odo but with our longer local stages, the gearbox-driven unit was not accurate enough. Instead, the South Africans used an un-driven wheel – which back then for the most part meant the front wheels. Before an event Pretoria crews could be found on Eeufees Road using the clearly marked 'Measured Kilometre' in order to calibrate their odometers. All crews practised changing tyres since a puncture on a long stage meant a great loss of time if left flat. The works crews were one step ahead again, employing a 25cm medical gas cylinder attached to an inflatable rubber doughnut-shaped bag with steel plate – top and bottom. This was the quickest jack you had ever seen.

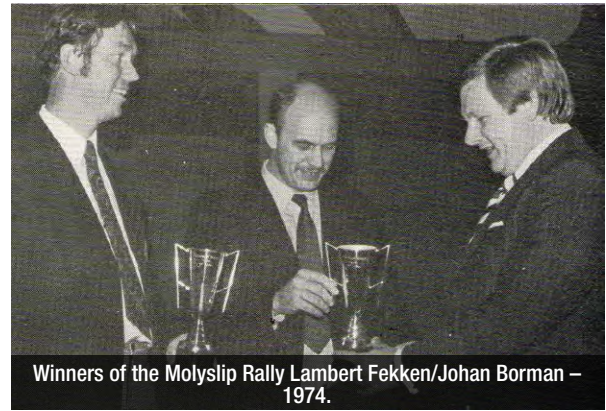
For timing the navigator used a dash-mounted analogue stop watch and clock (usually a Heuer – TAG had not yet bought into the brand), while the note-keeping was done by some sort of writing implement hung around the neck with a piece of string (I used two thick lead clutch pencils, taped together with one pointing up and the other down).

Imagine this... the law said no sport was allowed on a Sunday – not even on TV.

A Goodyear Rally Special would often last a whole national championship event before being given by the works teams to privateers



Mortimer shoehorning the V8 into his Marina.



Winners of the Molyslip Rally Lambert Fekken/Johan Borman – 1974.



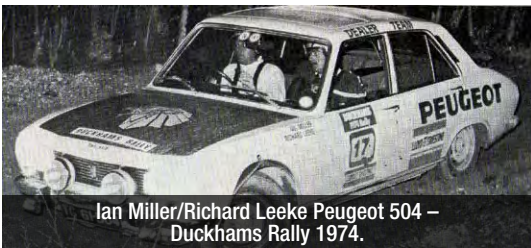
Neels Vermaak/Spotty Woodhead Datsun – 1974 Pretoria News Rally.



Ferreira/Swanepoel Mazda RX2 – 1974.



Ian Miller/Richard Leeke Peugeot 504 – Castrol Rally 1975.



Ian Miller/Richard Leeke Peugeot 504 – Duckhams Rally 1974.



Geoff Mortimer/Willem van Heerden Marina V8 – Castrol Rally 1975.

Imagine this... the law said no sport was allowed on a Sunday – not even on TV

This meant national championship rallies started on Friday mornings and finished on Saturday afternoons – so the preceding Thursday was spent getting to the start venue. Rallies didn't include an overnight stop so the events ran for the best part of 24 hours – with the only rest time being at refuelling stops or on long open sections.

Ignoring the Total Rally for the time being, there were some notable annual events. In 1973 the Bank of Lisbon sponsored the BNU Rally. Based on the original format of the Monte Carlo Rally, it had several starting points: Luanda, Cape Town, Salisbury (Harare) and Pretoria. Competitors left their starting points at the same time and followed equidistant routes to converge on Pretoria, from where they all restarted and set off to finish in Lourenço Marques (Maputo). This 8 000km adventure was won by Elbe Odendaal in an Escort.


The Castrol Rally started from Johannesburg and finished in Swaziland. In 1975 it was the first rally to be televised, but by virtue of our odd laws Castrol could not be mentioned. Arthur Abrahams, Castrol's PRO, stopped all the crews as they entered the finish area at the Holiday Inn and

handed them a can of Louis Luyt Lager. He then asked that they held them with Luyt's picture covered but with the back of the can towards the TV cameras – the beer cans were in Castrol colours and on TV appeared like cans of the motor oil!

The Molyslip Rally, held in the Nelspruit/Barberton area, was another longstanding event but in '74 the event gained the name 'Muddyslip'. Some 60 cars started from Kaapmuiden in pouring rain. We were in car 31 and 13kms into the first special stage we passed Sarel van der Merwe and Franz Boshoff, sitting on top of their car off the apex of a blind 90° right. A bit further around the corner was a sight I had never seen before or ever since – the straight section climbed quite steeply with a drop down the mountain on the left and a vertical bank on the right, and this 1km stretch was littered with 20 or so stuck-in-the-mud rally cars. I was calling notes for Geoff Mortimer in a standard Leyland Marina and all praise to him for skilfully wending his way around the cars to successfully reach the top and turn left onto some harder ground.

This muddy trial continued.

Going up one steep climb, we passed the Louis Cloete car – complete with navigator standing on the back bumper to assist traction. With so much wheel spinning happening, we needed to refuel after only 100 kilometres. Luckily we arrived at a passage control manned by Dennis Jackson and bought two Wellington boots full of petrol from him. After a long time, we emerged from the mud at the first refuel point, having covered 195km and three special stages with a combined distance of 135km. We were only the 4<sup>th</sup> car to arrive and the rally was abandoned, with only four finishers. With allowable lateness extended to 3.5 hours, three finishers were classified and unfortunately we missed out by 5 minutes.

In the next issue we tackle the ups and downs of navigating back in the day and we'll learn that it was no easy task calling the notes from the navigator's seat... 

With so much wheel spinning happening, we needed to refuel after only 100 kilometres

# THE UNTOLD TRUTH

Regular reader **Craig Rode** talks about the ups and downs of finding, buying, refreshing and owning a classic with his beautiful classic BMW 2002 as the control experiment.



**A**s a small boy, growing up with BMWs was not only a pleasure but also a true privilege. The smell of the leather, the grunt and tone of the engine and the high quality finish of the interior are just a few of the great childhood memories I have of the BMW brand. Ever since I can remember, my dad only drove BMWs and he was privileged enough to own all the series apart from the 6 and 8, so I guess that this is where my passion for this brand started.

Years later I stepped into the world of BMW ownership myself, but not with just any Beemer though: I chose a classic for my first foray into the scene, and through completing a restoration have since learned a few truths surrounding the classic car experience.

My story starts in my first year of university in 2005. While attending lectures I soon discovered that on certain days of the week,

if I made the effort to park my 1996 beige Ford Laser Tracer sedan on the corner of Lynnwood and Roper Street in Brooklyn (Pretoria), I could park behind a seriously cool classic BMW – a bright Colorado Orange 2002.

I spent hours looking at this 02, analysing every corner, every bit of chrome beading, the abundance of glass and even the smell. Smitten, I told myself that one day I had to have my own BMW 2002. I developed an inexplicable emotional connection with the 02 and this model hit the top of my bucket list.

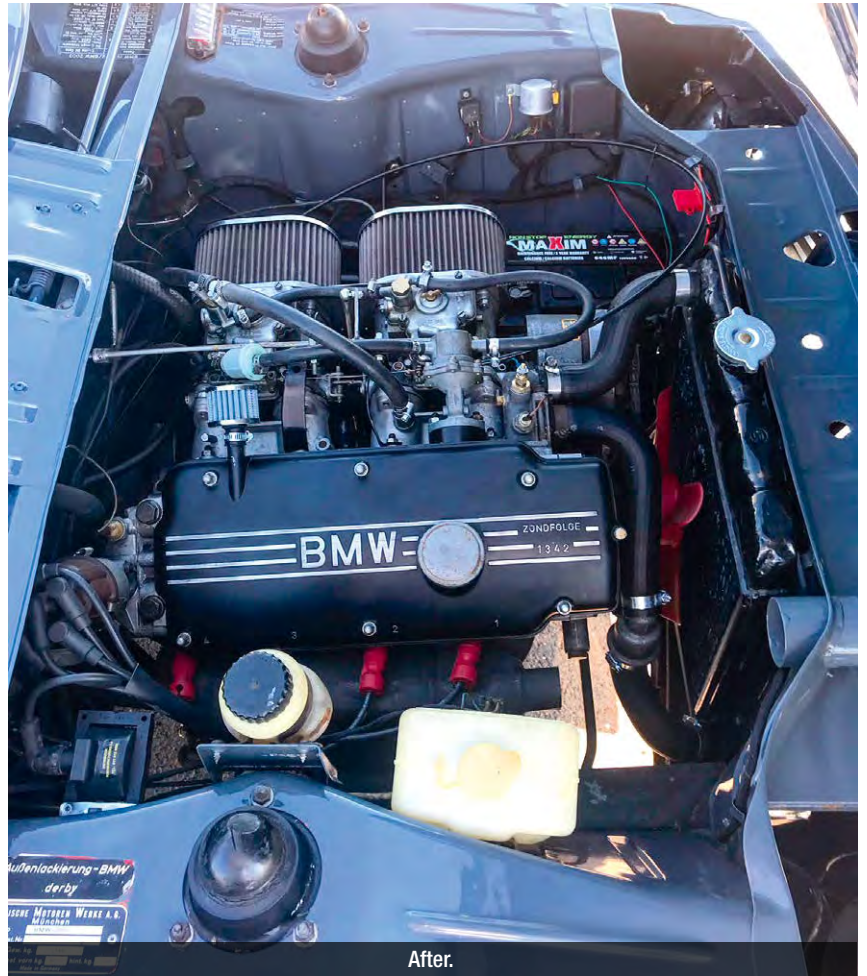
The dream became a hunt three years back when I got married and decided that a 2002 was needed as a wedding car. Sadly, the relatively scarcity and time constraint meant I wasn't able to find one in time, but I managed to build up a network of who to talk to and who owned 2002 examples. This helped me hugely as the search continued because I received guidance and got to grips with the classic car industry... or so I thought.

Two years later I came across a beautiful beige (Chamonix) 2002. Another classic car

Smitten, I told myself that one day I had to have my own BMW 2002. I developed an inexplicable emotional connection with the 02 and this model hit the top of my bucket list



Before.



After.

lesson: pictures can be very deceiving. In this case, the beautiful photos didn't show the expanse of rust and I swiftly backed out of the deal. By this point I was a bit despondent but then a glimmer of hope – one of the network contacts I had made sent some shots of a Derby Grey BMW 2002 that was up for grabs. Sceptical of photos I made contact with the owner immediately and drove through to Meyerton to view the car. On arrival, I instantly decided that I had to have the car and after inspecting it for rust and driving it around the block, we negotiated a deal. The Derby 2002 was mine!

Although in relatively good condition cosmetically, it needed some mechanical attention. All the electronics worked fine and the engine ran well but some things had to be tweaked. I had to sort out a gearbox leak, add a radiator fan, fine-tune the dual carburettors and replace all the suspension bushings and rods. The rest consisted of little odds and ends: tidying up wiring, regluing the interior carpet, adding a centre console and replacing all the weather rubbers. I decided from the beginning that I

didn't want to restore the car to showroom condition as it needed to tell its own 50-year-old story. I am of the opinion that if a car keeps its originality it adds that little extra and makes it unique.

During the tidying phase of the car I learned a lot as far as what you should do and what you shouldn't do. The very first lesson is that it all takes time – and a lot of it. Those programmes on TV that make you think that an entire car can be rebuilt, resprayed and assembled in seven days are deceiving. Lesson two, and this applies to all classics, is that many parts are not available off the local shelves and need to be made or imported from specialists, so have patience for a project like this. Nonetheless, it is still very exciting and rewarding, especially when you start seeing how everything comes together at the end of the day.

Like with everything, there will always be a downside to any project or event. Sadly, there are a lot

I decided from the beginning that I didn't want to restore the car to showroom condition as it needed to tell its own 50-year-old story



Before.



After.

I realised that it is not worth trying to cut corners and, while it is worth listening to people, it is imperative to research these views and take some of them with a healthy pinch of salt

of scam artists out there and although you generally get a gut feel when something is wrong, with a project like this you may be blinded by excitement. I unfortunately got burned like this – luckily only once, but it was one time too many and it saddens me that people out there still continue to do this. Like the old saying goes: if something seems too good to be true, it probably is. With limited tools and resources available, I was automatically at risk. Promises were made and only after paying and fetching my car, did I realise that half of the things weren't done. Next lesson: track down a reputable professional to assist.

I was lucky enough to come across a fantastic specialist in his field, who has become a good friend as well, during the refurbishment phase. Luis Malhou, of Custom Restorations, rescued me from the claws of evil and provided a perfect example of how it *should* be done. Luis and his team specialise in restoring, maintaining and servicing of older and classic BMWs. My

experience went from negative to extremely positive in a flash. I realised that it is not worth trying to cut corners and, while it is worth listening to people, it is imperative to research these views and take some of them with a healthy pinch of salt. When you put a lot of money into a classic it should be treated like any business deal in order to ensure that you get the correct job at the correct price – after all, you wouldn't jump into a partnership in a company without thoroughly investigating the other party, would you?

Together with Custom Restorations we now have my 2002 at a level where I can enjoy it whenever I want to. As with any classic it is never fully completed and a few items still need replacement, but all the major jobs have been done – and done professionally. The 02 now sees time as a weekend car, but I also love taking it to work every now and then. It is a real head-turner.

The experience has taught me some valuable life lessons and the connection I have with this brand is stronger than ever. To me, BMW is more than just a car – it's an emotion! 🇿



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 'INERDA' written on the side. The background shows a concrete wall and some lighting fixtures.

**REV'IT!**

**Parabolica**

.....

## SAFETY INFUSED FASHION

For riders who crave a seamless transition between the bike and the everyday, without sacrificing true motorcycle protection. From a trio of new overshirts, to armored chinos, to protective riding shoes, the REV'IT! Tailored Technology collection will have you covered, from head to toe.

[sales@parabolica.co.za](mailto:sales@parabolica.co.za) for more info.

**Parabolica**  
[www.parabolica.co.za](http://www.parabolica.co.za)

*All the gear  
all the time*

# THE ALL-ROUNDER

Having a motoring-mad father who was himself the child of an employee of Ford in Port Elizabeth meant that **Stuart Grant** grew up listening to lots of car-related stories. Like the one about when the first Ford Thunderbird arrived on SA soil. Or about the joys of the Abarazz Slotcar Club, the thrill of barrelling down Cape Road in a soapbox kart and memories of riding shotgun in a Lotus Cortina with Koos Swanepoel around St Alban's. But by far the most often repeated story is that of the annual trip to East London to watch the South African Grand Prix, and his hero Jim Clark. With 7 April 2018 marking 50 years since the untimely passing of Clark, we take a look at the career of the man who inspired so many.



**B**orn on 4 March 1936 to a Scottish farming family, James 'Jim' Clark was the only son in a clan of four daughters and although his family disapproved, he started competing with a Sunbeam-Talbot in various local race and rally events as a teenager – under the guidance of friend Ian Scott-Wilson. He proved more than useful behind the wheel, but his shyness meant that he disliked the attention he received when winning. His friends however managed to push him to keep at it and he secured race and rally drives with Jock McBain's Border Reivers team, named after raiders who targeted the border regions between Scotland and England between the 13<sup>th</sup> and 16<sup>th</sup> centuries.

He proved more than useful behind the wheel, but his shyness meant that he disliked the attention he received when winning

Under the Reivers banner Clark enjoyed stints in the likes of the Jaguar D-Type and Porsche sportscars but it was a 1958 Boxing Day race in a Lotus Elite that set him on the path to stardom and saw the foundation of arguably the most famous driver/manufacturer combination to have ever graced the world's circuits – the Clark/Lotus duo. It played out as Clark lined up his Elite on the same Brands Hatch grid as Lotus founder and boss Colin Chapman. Despite running in second to Chapman, the Scot had impressed Mr Lotus and he kept an eye on Clark's future performances.

For 1959 Border Reivers planned on sticking Jim into a Lotus Formula 2, but after seeing Graham Hill lose a wheel on a similar steed the move was halted, with Clark feeling the car was unsafe. He soldiered on with the Elite, scooping 10<sup>th</sup> place at Le Mans, with John Whitmore sharing the wheel. Next on the ladder was an Aston Martin sportscar, which brought

him to the attention of Aston factory team manager Reg Parnell. Aston were in the throes of going F1 racing and following a quick test signed up Clark to spearhead the firm's Grand Prix hopes. Chapman also came to the party, with Clark signed up to dovetail his Aston drives with Formula 2 and events for Lotus – highly fortuitous as the Aston effort failed to materialise, with the outfit abandoning the F1 idea when the car proved inadequate.

Clark took to single seater like a duck to water, which combined with his sportscar prowess (and later saloon car pace) to establish him as one of the most versatile drivers of all time – even today his name is still at the sharp end of any 'best driver ever' list. He drove a Lotus to the inaugural Formula Junior race in 1960, beating John Surtees (Cooper) to the line. Surtees was the catalyst in getting Clark into an F1 seat on 6 June 1960, when he opted to compete at the Isle Of Mann TT for motorcycles and not as a Lotus driver at the Dutch Grand Prix. Clark got the nod and joined Alan Stacey and



Clark's Lotus BRM at the 1967 SA Grand Prix – Kyalami.



Classic Clark and Lotus 49 – 1967.



Start of the 1967 SA Grand Prix with Clark in third – Kyalami.



Clark and Chapman after winning the '63 title – Monza.



Clark slides his Lotus Cortina to the front of the BTCC pack – 1966.

Innes Ireland at Zandvoort but retired from fifth place on lap 49 with transmission failure.

His next race was at the fast Spa-Francorchamps circuit in Belgium. The reality of the sport hit home for Clark with the death of his teammate Alan Stacey and Chris Bristow. Despite later saying that he was driving scared stiff pretty much all through the race, Clark managed a commendable fifth in his second Grand Prix. He scored third overall at Le Mans in 1960, driving a Border Reivers Aston Martin DBR1 with Roy Salvadori.

For 1961 Clark completed a full F1 season with Lotus but despite having the pace, notching up the fastest lap at the Dutch GP and taking third place in this and the French round, he only ended the year in seventh place in the title race. The sport was in a dangerous phase and sadly Clark's 1961 year is remembered for an incident where his Lotus and the Ferrari of Wolfgang von Trips tangled, which saw the Ferrari fly into the crowd and kill several spectators and the German driver.

1962 was a better Clark/Lotus year with the introduction of the revolutionary monocoque-design Lotus 25. The combination was on the pace, recording three victories through the year, but the reliability proved to be the Achilles and eventually cost Clark the title. Dad, aged 12 at the time, remembers it well: "It came down to the wire for the last round at East London. Graham Hill (BRM) and Jim had been in a year-long points' battle and arrived with Hill 9 points ahead. Jim was leading the race, and with Ford's tie-up to Lotus I thought we had it in the bag. No so, as with 20 laps or so left Jim retired with an oil leak and Hill was crowned Champion – the first and last for BRM."

For Dad, 1963 was the year of Clark and Lotus reliability. Clark kicked off a run of four consecutive wins at round two in Belgium. Round six saw him come in second but he was back on the top podium step in round seven. For the next event he managed third but was back to his winning ways for the last two Grands Prix. Do the maths and you

will see that Jim won seven of the 10 races, with only Hill (2) and Surtees (1) the other winners. Not only did this see Clark crowned World Champion but also set a record number of wins, which was only equalled by Alain Prost in 1984 and beaten by Ayrton Senna in 1988 – not a true comparison of greatness as the 1980s seasons consisted of 16 rounds. For good measure Clark and Lotus took on the Indianapolis 500 race in the States that year too, and shook the front-engined establishment by coming in second overall and setting the lap record at 151.541mph (243.9km/h).

1964 was another power year for Clark and Lotus as the title fight once again came down to the final race – this time in Mexico. Once again Hill was in the mix with Clark, but so too was Surtees, who was now driving for Ferrari. In order to win the title Clark had to win the race, with John Surtees finishing third or lower and Graham Hill not higher than fourth. Jim led from pole position, followed by Dan Gurney (Brabham), Hill, Lorenzo Bandini (Ferrari) and Surtees. Bandini ran into the



Team Lotus celebrate Lotus 38 Indy 500 victory – 1965.



Aston Martin DB4GT Zagato in 1961 – Goodwood.



Clark's Lotus Cortina in 1964 – Sebring.



The Clark Lotus 49 was quick but unreliable in 1967.



back of Hill, causing him to spin and drop down the field, and a folded exhaust meant no power from the BRM and his title hopes faded fast. With Surtees now fourth, the title was within Clark's grasp. But on the last lap he was forced into retirement with a seized engine. Ferrari called on Bandini to let Surtees through to finish second to Gurney – enough to take the '64 title. Clark's disappointment was somewhat remedied with him scooping the British Touring Car Championship honours in a Mk1 Lotus Cortina.

This same trio tussled for top honours in '65 again but a fourth protagonist arrived in the form of Jackie Stewart (BRM). Clark kicked off his campaign with a win in the opening round of the South African Grand Prix and followed this up with five more victories. With Hill taking two, Stewart one and Ritchie Ginther (Honda) one, Clark lifted his second world title. He returned to Indy, this time winning by leading 190 of the 200 laps in a Lotus 38, and he went Down Under to compete in the Australasia-based Tasman Series. He won this too, and did so again in '67 and '68.

In Formula 1 terms, 1966 and '67 were

poor years for Clark, with Lotus battling to adapt to the new rules that allowed the use of 3-litre engines. The team started 1966 with a 2-litre Coventry Climax-powered Lotus 33. Clark didn't score points until the fourth round British GP and mustered just one win later in the season with a BRM H16-powered Lotus 43. With five retirements he ended up sixth in the championship. He played musical seats in '67 driving the Lotus 43, 33 and newly developed 49. South Africa saw the opening round, and saw Clark retire the 43. So he hopped back into the 33 for round two at Monaco, where he failed to finish with suspension failure. Enter the 49 for the third round Dutch Grand Prix, a day that saw one of Formula 1's perfect matches – the monocoque-designed Lotus 49 and the Ford-Cosworth DFV. Clark won on the car's debut and set the DFV on course to becoming the most successful engine in Grand Prix history. Clark and the 49 won again in Mexico and the States, but it was all a little too late for the championship and he finished third.

The Lotus 49 blossomed in time for the season-opening 1968 South African Grand Prix (at Kyalami for the first time) and Clark powered his car to victory ahead of teammate Hill. In doing so he surpassed Juan-Manuel Fangio's record for number of Grand Prix victories.

The Grand Prix season took a

short hiatus thereafter, allowing the regular F1 drivers a chance to compete in the likes of the Tasman Series, but Clark was to go no further in the F1 record books as he lost his life in a Formula 2 accident at Hockenheim in Germany on 7 April. He was originally slated to drive in the BOAC 1000km sportscar race at Brands Hatch, but instead chose to drive in the F2 Deutschland Trophäe for Lotus, primarily due to contractual obligations with Firestone. Initial speculation as to whether the accident was caused by a driver error or a deflating rear tyre was investigated for three weeks. But drivers including Surtees and Jack Brabham were convinced that the cause had to be a deflating rear tyre and not a driver error, simply because they believed Clark was not capable of making such a mistake. Chapman was deeply hit by the death of his driver and close friend and although not confirmed, the appearance of a black Lotus badge on road cars sold from April 1968 through 1969 is often thought to indicate a period of mourning for the firm.

At the time of his death, the 32-year-old Clark had won more Grand Prix races (25) and achieved more Grand Prix pole positions (33) than any other driver and left an indelible mark, not only on the record books but also on fans around the world. He was awarded an OBE and inducted into both the International Motorsport Hall of Fame and Motorsports Hall of Fame in 1990. 🏁




Initial speculation as to whether the accident was caused by a driver error or a deflating rear tyre was investigated for three weeks

# ENCLOSED CAR CARRIERS

# **SUPERCARRIERS**.CO.ZA

- | SPECIALISED TRUCKS & EQUIPMENT FOR SUPER LOW GROUND CLEARANCE CARS
- | SECURE COLLECTION AND CUSTOMER DELIVERIES
- | OPEN AND ENCLOSED AVAILABLE
- | WINCHING FACILITIES
- | OWNER DRIVER
- | UP TO 3 MILLION IN INSURANCE COVER



 074 713 5623  info@supercarriers.co.za  supercarriers.co.za



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

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

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



Ron Hollis

082 859 8771

ron@bodge.co.za

[www.bodge.co.za](http://www.bodge.co.za)

**BODGE**  
ENGINEERING

## NORBRAKE

DISTRIBUTORS

### SPECIALISING IN

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



TEL (011) 894 2371

FAX (011) 894 2040

5 TOP ROAD ANDERBOLT BOKSBURG 1459



## LANCIA RESTORATIONS

FOR LANCIA REPAIRS  
SPARES & SERVICES



**TONY SEILER**

Contact number: 082 854 1481



## OFFSHORE MARINE INTERNATIONAL

PO Box 625  
Simonstown  
7995

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

[www.pertronix.com](http://www.pertronix.com)

South African distributors of Pertronix Ignitors, Distributors, etc

## *In need of that classic touch?*

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



13 Maraisburg Street Industria West - 011 474 8767

# Are you a discerning enthusiast of classic, vintage & collectable vehicles?

— Then we have just the insurance product for your needs! —

Our CVC Insurance cover is a specialist product specifically designed for the discerning enthusiasts, collectors of classic and vintage vehicles.



## OUR PRODUCT OFFERS THE FOLLOWING:

- ◆ Fully Comprehensive Cover
- ◆ Limited vehicle usage (Annual millage limit of 10 000km)
- ◆ All loss or damage cover
- ◆ Show Piece cover
- ◆ Liability to third parties

### CONTACT US:

(011) 885 6600  
admin@roxsure.co.za | www.cvcinsure.co.za  
f @CVCInsure | @Collectableinsurance

FSP License No. 8765, Registration No. 1987/005449/07  
Powered by Roxsure Insurance Brokers



Mention promotion code CCA017 when calling CVC Insurance and stand a chance to WIN a Classic Car Africa hamper.

## NEED HELP WITH THAT V8?

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



**30 YEARS OF RACE-WINNING EXPERIENCE**  
Interested in racing the new SA Trans Am series?  
Let us source, build and run a race-winning car for you..

**HEPBURN CONVERSIONS**  
CONTACT WILLIE ON 082 452 1113

## ALLAN Y BRINK AUTOMOTIVE ENGINEERING



STOCKIST

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



**Lancia Auto SA**®  
IMPORTERS & EXPORTERS

Custodians of the proud Lancia legacy  
left behind by TAK & Viglietti Motors.



Email: sales@lancia.co.za • Web: www.lancia.co.za  
Tel: 021 447 8350 • 3 Plein street, Woodstock, Cape Town

**Passion, Grace & Fire**



## Sedgefield Classic Cars

Stockists of Veteran, Vintage, Post-Vintage and Post-'45 collectible vehicles plus a range of Modern Vehicles, Commercials and 4x4's.

Tel: 044-343 1505 / 1035  
Cell: 082 451 6061 | 082 412 0970 | 083 540 8808  
Fax: 086 583 0766 | 086 546 5042  
email: sedgecars@gmail.com | website: www.sedgeclassiccars.co.za  
3 Parrot Street, Sedgefield | P.O. Box 231, Sedgefield, 6573

## Classic ~ Dash

Vintage and Classic Car Woodwork  
Ash Framing, Dashboards, Door Caps,  
Veneer Repairs and Refinishing

Ray Mackey 082 922 6106 - brmprojects@telkomsa.net

historic motor racing photos  
[www.motoprint.co.za](http://www.motoprint.co.za)



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

david@motoprint.co.za 076 780 6425





# Your specialist in vehicle shipping



CARS • BOATS • BIKES • AGRI • MOTORHOMES • CARAVANS • CAMPERVANS • STORAGE • HOUSEHOLD MOVES



**SEABROOK FORWARDING & HANDLING**  
Your Specialist in Shipping



Reliable Service



Transport Carriers



Worldwide Destination



Safety Shipping



On Time Shipping



Cheap Car Shipping

+27 (0) 21 300 1821

e: south-africa@seabrookfandh.com

w: www.seabrookfandh.com

**SPECIALISTS IN HIGH-END RARE,  
EXOTIC CUSTOM HOT ROD AND  
MUSCLE-CAR WHEELS**



**5 PAARLSHOOP ROAD LANGLAAGTE • TEL 011 830 0359  
EMAIL: INFO@WHEELNUTZ.COM • WWW.WHEELNUTZ.COM**

**Motoring Books for SALE**

TR7 The Untold Story – David Knowles	R100
Morgan 100 years	R100
Triumph TR – Bill Piggott	R100
Triumph Sports – Autocar	R100
Triumph Spitfire & GT6 Originality	R100
Encyclopedia of Motor Cars 1885 to Present (1984) – Georgano	R250
Encyclopedia of Motor Sport – Georgano 600	R240
Cars of the '50s & '60s – Georgano	R150
Cars of the '70s & '80s – Georgano	R150
100 years of GPs 1906-2006	R100
Automobiles of the '50s – Jennings	R100
Mini Cooper & S – Edwards	R100
Sunset on Kyalami 1961-1971	R100
Reliant Scimitar Owner's Manual	R 20
Rover SD1 Owner's Manual	R 20
Nissan Skyline Owner's Manual	R20
Castrol Rally Manual 1971	R25
Agriculture, Furniture & Marmalade – Greg Mills	R75
Reliant Scimitar 1964-1981	R100
Jochen Rindt Biography	R100
Reliant Scimitar – Don Pither	R100
Super Van – Steve Smith/Sarel van der Merwe	R75
The Amazing Summer of 55 – Eoin Young	R100
Motoring of the Mighty	R75
My 20 Years of Racing – Juan Manuel Fangio	R100
RAC Route Guide of SA circa 1935	R100
Rally Cars – Heinman	R250
F1 Unseen Archives 1950-2001 – Tim Hills	R 100
The World's Worst Cars	R100
Rally Cars through the Works 1983	R150
Motor Sport Annual of SA 1978	R 50
Dream Cars	R50
Track Tests of Classic Cars	R100
History of Rallying – Graham Robson	R100
The Car: An Alphabetic compilation of – full set	R200
Enzo Ferrari – by Brock Yates	R150
Reliant Scimitar Restoration	R100
Jenks A Passion for Motor Sport – Dennis Jenkinson	R250
Racing Driver – Dennis Jenkinson	R 250
Works Triumph in detail – Graham Robson (signed)	R1000

For full details of any book or to purchase contact Eric on flechetr@gmail.com or 083 461 0719.



**1964 Honda 50 ladies' bike.** Very nice condition. 2 800km from new. Runs. Sadly no papers. R17 500. Phone Cameron on 082 822 0175.



**1976 Chevrolet El Camino.** Fully restored. 308 V8 completely redone. Auto box and torque converter redone. Free flow exhaust new. Completely repainted. Going in for upholstery in a few weeks. Beautiful bakkie to drive, real head-turner. R145 000. Phone Cameron on 082 822 0175.



**1984 Mercedes 380 SE V8.** I hate to have to do this but moving to a retirement village soon means I cannot take all my cars with me. The odometer stopped working in November 2017 and stands at 246 000km. It is mechanically extremely good but as with any older vehicle a few small issues need attention. Interior and bodywork is still in very good condition. A full service history is available and so too are the original books. R52 500. Call Manie in Nelspruit on 082 333 1249.

**Rover 3500 parts.** Selling the engine, gearbox, differential and front suspension. All for R8 000. Please contact Nico Human on 082 510 4652.

**STUFF FOR SALE**

- VW Beetle gearbox converted for race car use, with drive flanges on side of box. Sort of early Hewland. R4 000.
  - Mercedes 220 SE Coupé (1960s) professionally rebuilt gearbox. R3 500.
  - Set of 5 550/600 x 19 tyres, with tubes. Old but lots of tread left. R4 000 for all 5.
  - MG T-Type under-windscreen rubber. Unused but quite old. R100.
- Call Dickon on 083 625 8678 or mail dickon@worldonline.co.za.



**1962 Chevrolet Biscayne 6-cylinder.** Two owners with great history. Ex-public works car. Immaculate and the best in SA. Must see. All papers in order. Nothing to be done. Been in my family for 30 years. R225 000 negotiable. Contact Cameron on 082 822 0175.

**WANTED**

**South African Grand Prix Programmes.** Needed to complete my collection for all SA GP. The missing years are 1963, 1965, 1967-1973, 1977, 1993. Please contact Robin at f1weekly@telkomsa.net or on 083 296 4944.

**Willys gauges.** To suit vehicles 1937 to 1939. Contact Jonny on 078 339 0164.

**Burman worm and peg steering box.** If not complete system then perhaps the worm only but must be a right-hand screw unit. It is for a 1935 Wolseley New 14, similar I believe to most other BMC products up to 1960. Please contact Eric on 082 891 4823 or eawhile@gmail.com.

**Mk2 Cortina interior light lens.** To fit a 1968 car. Lens or even complete unit will do the job. Call Eric on 082 891 4823 or eawhile@gmail.com.



1958 BENTLEY S1 CONTINENTAL COUPE - POA



1999 BENTLEY CONTINENTAL T - R 1 599 950



2011 BENTLEY CONTINENTAL GT W12 - R 1999 950



2002 BENTLEY AZURE - R 2 395 950



1984 ROLLS ROYCE CORNICHE - R 1 595 950



MERCEDES BENZ 280SL PAGODA - R 1 895 950



2015 ASTON MARTIN RAPIDE S - 8 SPEED - R 2 199 950



1995 PORSCHE 993 CARRERA 2 - R 1 199 950



1981 MASERATI KYALAMI - R 949 995

# THE SPECIALIST MOTORING DESTINATION

  
CROSSLEY & WEBB  
CAPE TOWN

15 SOLAN STREET, GARDENS, CAPE TOWN, SOUTH AFRICA T. (+27) 21 462 3558 E. INFO@CROSSLEY-WEBB.COM

WWW.CROSSLEY-WEBB.COM





# 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.

📍 l'ormarins wine estate | 📞 +27 (0)21 874 9000 | ✉ fmm@fmm.co.za | 🌐 www.fmm.co.za

Follow us   | Join our newsletter 

**33°52'18.8"S 18°59'54.6"E**