

LOTUS 23B

PEUGEOT J7 VAN

JAGUAR XJ-S

# CLASSIC

CAR AFRICA

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June 2018

## FIAT 131 ABARTH

LOCAL HOMAGE TO THE  
RALLY LEGEND



**FORD GT40 MKII**  
THE REAL DEAL – CHASSIS 1048

**MINI HILL CLIMBER**  
BUILT TO CONQUER KNYSNA

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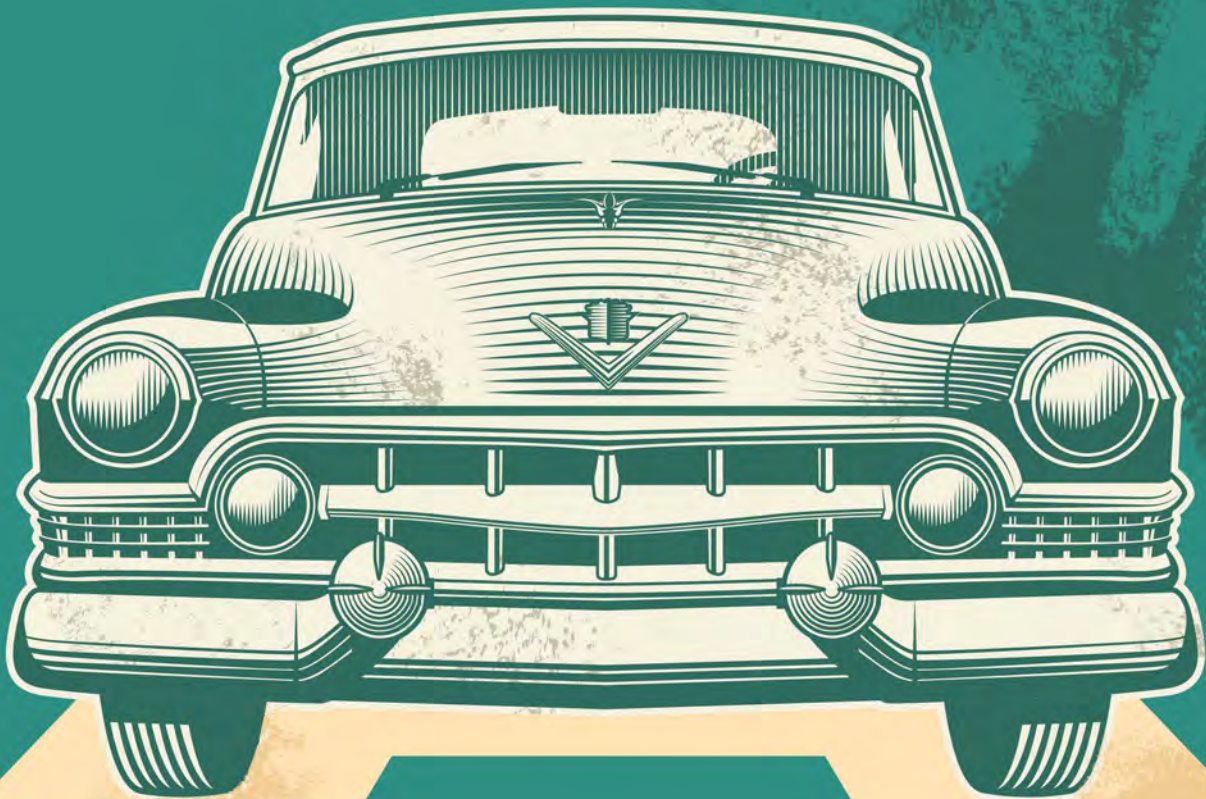


Join us for 3rd Annual Coffee & Cars gathering to be held at  
The Boulevard Cafe, Fricker Road, Illovo

Date: Sunday 15 July • Time: 08h30 – 11h00

Entrance: Bring blankets or dry food items for Oliver's House

Free Breakfast for the first 50 people arriving (max 2 breakfasts per car)



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# CONTENTS

— CARS BIKES PEOPLE AFRICA —

JUNE 2018

- 03 **EXPOSE YOURSELF**  
Editor's point of view
- 06 **CLASSIC CALENDAR**  
Upcoming events
- 12 **NEWS & EVENTS**  
All the latest from the classic scene
- 20 **THE HURST SHIFTER**  
Childhood cars
- 22 **THE YOUNGTIMER**  
Working-class hero
- 24 **LETTERS**  
Have your say
- 28 **CARBS & COFFEE**  
911 Service Centre
- 36 **SAINTLY SAVIOUR**  
Jaguar XJ-S
- 40 **FULLY KITTED OUT**  
Fiat 131 Abarth homage
- 46 **A DEDICATED LIFE**  
Cape racer Ernst Viljoen
- 50 **FIERY FORD**  
Ford GT40 – Chassis #1048
- 56 **CONTINUING TO BLOSSOM**  
Often replicated – the Lotus 23
- 60 **BACKYARD MAKES THE FRONT PAGE**  
The hot saloons of John Myers and Angelo Pera
- 66 **FRENCH MADE**  
The quirky but cool Peugeot J7 van
- 72 **THE BUTCHER, THE BAKER & THE BIKE MAKER**  
Bike preparer and restorer John Baker
- 76 **PERFECTION AT ANY COST**  
Interviewing Sir Frederick Henry Royce
- 80 **MORE THAN A HILL**  
A Mini team's journey to Knysna
- 84 **REPEAT OFFENCE**  
Classic Jaguar Simola Hillclimb highlights
- 86 **TULIPS, BUTTERFLIES, SPIDERS & GATS**  
Seventies rallying – Part 2
- 88 **A MEMORY COMES TO LIFE**  
Reader's Ride – MGB GT
- 96 **GEARBOX CLASSIFIEDS**  
Stuff for sale



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## EXPOSE YOURSELF

**N**o, I am not encouraging flashing or streaking across the field at your local rugby match this winter. I'm talking about getting that classic out, driving and sharing it with the general public.

For those up north with cabriolets the crisp weather is perfect for dropping the top and not suffering third-degree sunburn. If your winter climate is, however, a bit more inclement then don't worry either as the cooler air sucked into the carbs increases performance notably. Hey, why not even use the old banger as a daily? I mean, for a few months there is no need for aircon, is there?

Regular use does the car a world of good and you'll be surprised at how polite and friendly the traffic lemmings will be as you potter up Sandton Drive to graft. I did this recently in a rusty old '60s saloon and was amazed at the reaction I got from all walks of life. It feels good to have an appreciated car and it feels good to take the general public on a trip down nostalgia lane – if I had a dollar for every time I heard I/my dad/my neighbour/my sister had one...

It's these little interactions that make the classic journey so enjoyable and generate all the stories we love to publish. While on the shoot for the article on the obscure Peugeot J7 this month, Sivan Goren was stopped by a random passer-by and told that another van just like it operates as a computer skills school

just up the road. In a similar manner, Gavin Foster met his featured personality, John Baker, while playing motorcycles as kids. Eric Ackroyd recounts a story of a Mini rebuilt to compete at the Knysna Hillclimb and how a bunch of like-minded volunteers teamed up to make it happen.

Our story on John Myers and the Protea a while back had Graeme Hurst sipping tea for hours and the enthusiasm shown led to another feature this month – not Protea mind you, rather John and Angelo Pera's ingeniously modified Renault and Fiat track racing machine. Our cover story, a local homage to the world rally star Fiat 131, was also somewhat of a surprise – we stumbled on this fascinating story while shooting the Uno Turbo feature a few months back.

Mike Monk exposes the fascinating details of a genuine Ford GT40 here in SA while Graeme Hurst uncovers the next Jaguar that will go big with collectors – the XJ-S. There are a few more features and of course your letters, the latest news and events, as well as dates to diarise for any classic fan.

Get out there, live the classic life and feel free to share it with us. Send mails on your classic car goings-on, your memories of yesteryear or plans for the future to info@classiccarafrika.com.

Enjoy,  
**Stuart**



## FATHER'S DAY HAPPENINGS

As has become tradition, FMM will be having some special events on Father's Day, Sunday 7 June. Among the planned activities throughout the day are a 'bonnets up' for many of the cars on display, 'start-ups' of some of the rowdier vehicles in the collection, demonstration runs around the quadrant and a slot car circuit for the public to have a go for R10 a time – cars will be provided. Some demonstration races are also planned. Bookings to visit L'Ormarins are required as usual – see 'Where, What Times and How Much' panel below – and normal entry fees apply, except for Dads who will be admitted free of charge.

## FMM SLOT CAR CHAMPIONSHIP ROUND 3

The third round of the 2018 FMM Slot Car Championship took place in May with another big entry list including some more new drivers, along with a diverse selection of cars. The evening saw 30 races take place over the two championship categories, and the racing was as competitive as ever.

The Touring Car category is proving to be the most popular and features a diversity of models from historic through to modern day, each falling into separate classes. Included in the mix are magnetised and non-magnetised slot cars, which are also categorised separately, so there is much to compete for in the championship. At the May meeting, Pieter Venter's Jaguar XKR-S was the winner from the similar car of Andre du Plessis and Mike Monk's Zakspeed Ford Capri was third. Fastest lap on the night was shared by Andre's Jaguar and Günther Ras's Zakspeed Capri. By finishing fourth, Thys Roux's Maserati MC Trofeo leads the championship log with 34 points, followed by Joe Inus's Fiat Abarth TC1000 with 33 and Mike Monk's Capri with 26.

In the Sports Car Championship, Jon Lederle's Audi RS5 DTM was again

overall winner and recorded the fastest lap. Mark Venske's BMW M4 DTM was second and the Chaparral of Japie Aranjies third. Jon comfortably heads the championship with 33 points, with Mark second on 22 and Donny Tarentaal's Audi RS5 DTM third with 20.

Meetings are held at 19h00 on the first Wednesday of each month.



## LEVANTE ON TRIAL

Maserati SA recently loaned FMM a Maserati Levante S Gransport to display on the museum's stand at the Knysna Motor Show and for a few days' evaluation. Wayne Harley drove the vehicle to and from the show and Mike Monk tried out the premium SUV on the PlaasPad test facility and off-road track.

The Levante S is powered by a twin-turbo 2979cc 60-deg V6 pumping out 316kW at 5750rpm and 580Nm of peak torque between 4500 and 5000. It is mated with a ZF 8-speed multi-mode auto transmission and a Q4 all-wheel drive system with an active transfer case that can apportion drive from 0:100 to 50:50 as grip conditions demand. Combined with drivetrain technologies including active air suspension and electric air shutters for maximising engine temperature, drag, performance and economy, the Maserati is certainly a state-

of-the-art machine.

Wayne thoroughly enjoyed his time with the car and considered the Levante to be on par with other premium rivals such as Porsche and Mercedes-Benz. "But what the Maserati offers is Italian style combined with an air of exclusivity – it makes you feel a bit special," he said. On PlaasPad, the Levante S proved to be a superb performer with excellent dynamics for a 2 110kg SUV, while off-road its ability to traverse challenging terrain with ease was also impressive. An SUV for all seasons.



## JUDGEMENT DAYS

Franschhoek Motor Museum's Wayne Harley and the museum's media consultant Mike Monk were the invited judges at this year's Knysna Motor Show. In the limited time available, the pair was hard-pressed to choose winners for the trophies allocated to car categories – such as the quality of the entries. But after

independently making decisions and then comparing notes their short-lists were closely matched, so choosing worthy winners was relatively straightforward. Wayne will be chief judge at the annual Concours SA and Mike will be joining the team of judges for this year's event to be held on 10-12 August at Steyn City, Johannesburg.

### 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.)



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**1959 MGA ROADSTER**  
We are awaiting the imminent arrival of an MGA Roadster similar to the one shown alongside. The body, chassis and interior of this vehicle are in very good condition. It has a 1600 Ford engine, but comes complete with the original, matching-numbers engine.  
**R185 000.**



1972 Ford Mustang – R720 000



1975 Alfa Romeo Spider – POA



2006 Porsche Cayman S – R460 000



2005 BMW M3 – R298 000



1982 MGB GT – R110 000



1996 Subaru Alcyone SVX – R165 000

## **STOCK WANTED - Ph. 082 566 7897**

In particular, we are looking for Mercedes-Benz SL's, Chevrolets (vintage as well as Apaches and other bakkies) Porsches from 1960/1970 and 356's, Austin Healeys, E-type Jaguars, 1930's/1940's Fords, Mustangs & Ford Model T's & A's, plus MGA's, MGB's, MGTC's & MGTD's. We would, however, like to hear about ANY good condition Classic, Vintage or Sports cars for sale.

# MAKE A — DATE —

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

## JUNE

2	POMC Mampoor Rally	Cullinan
3	Nelspruit Motor Show	Nelspruit
9	Vryheid Cars in the Park	Vryheid
10	Alfa Romeo Annual Show	Mall of Africa
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	Madiba Bay Car Show	Port Elizabeth
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
29	Whales & Wheels Show	Hermanus
30	Blairgowrie Toy Fair	Blairgowrie

## OCTOBER

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

## NOVEMBER

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

## DECEMBER

2	NASREC Classic Car Show	NASREC
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## MONTHLY MUST DO EVENTS

1 <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





**1970 Mercedes Benz 280SE W108**  
White with Tan interior, 4 speed manual, immaculate condition. **R225,000**



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



**1992 Jaguar XJS Cabriolet**  
4.0 six cylinder, automatic, 87,000miles with Service History, lovely condition. **R375,000**



**1960 Mercedes Benz 190SL**  
Maroon with Tan leather interior, ground up restoration with all new part from Germany. **POA**



**1990 TVR S3 Cabriolet**  
Dark Metallic Blue with Tan interior, 3L V6 with 5 speed manual, roadster with targa roof system. excellent overall condition. **R195,000**



**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**



**1953 Willys Jeep CJ3b**  
Military Green with Khaki Canvas seats, Canvas soft top, nut and bolt restoration, rare RHD. **R195,000**



**1997 Ferrari F355 Spider**  
Rosso Corsa with Crema interior, 6 speed manual, 33,000miles, FSH, books and tools. **R2,550,000**



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

**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

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Recently repainted after stripping to bare metal.

R500 000



1972 Lotus Elan S2.  
Mechanically sound and in a good condition.

R220 000



1972 Lotus Elan + 2 S130.  
Recent bolt and nut restoration. Full leather upholstery.  
In an excellent condition .

R450 000



1957 Austin Healey BN4 100-6.  
A beautifully restored example to authentic standards

R825 000



1960 genuine rare Austin Healey BT7 MKII  
Triple Carburettor..  
Owned by the current owner for last 37 years

R770 000



1958 Triumph TR3 recently restored.  
A stunning example with newly restored enlarged engine and twin weber carburetors - A real goer.

R495 000



1971 Fiat 124 Sports Coupe.  
Recently repainted to original colour.  
Original upholstery still in excellent condition.

R140 000



1959 Austin Healey Frog Eye with a Heritage Certificate.  
Fully restored

R235 000



1956 Jaguar MK1 2.4  
A very sound car, Recent mechanical repairs exceed the asking price.

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1969 Jaguar E-Type Series II with a Heritage Certificate.  
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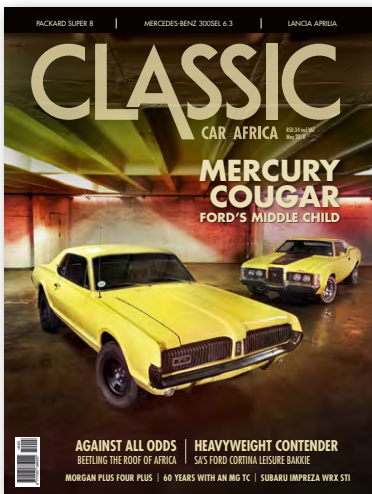
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# BREAKING THE ICE

As winter sets in, we are lucky to have some hot projects to keep us warm. The variety of car makes and different challenges keep us on our toes and keep our minds active, but best of all is the heart-warming feeling we get when we see the client's face on collecting a gleaming body. Since our last update we've had a few of these moments, with perhaps the most notable being the Eleanor Mustang recreation we stripped, painted and assembled. While the utmost attention to detail was put into the overall paint, the

time and patience put into painting the body-length parallel stripes is difficult to convey. Getting these right was the make-or-break aspect to the 'Stang. It was a painstaking job but the time put in was rewarded when the client saw the finished product. We've moved in new projects to fill the openings in the workshop and still have more awaiting some TLC. We'll keep you updated with the lessons we learn, joys and frustrations of working on the classics through the winter.



Last month we showed you this somewhat forlorn Datsun 260Z. We've since gone through the Japanese icon and presented the client with a list of what needs doing. He's happy to get cracking so it's being stripped down to the metal before new metal is put in. Once done, the client will choose a colour and we'll take it to the next level.



This rare Mercedes-Benz 220S coupé is ready for collection and assembly by the client. Although it looked good when it came in, a closer inspection revealed a few imperfections under the paint. These were remedied with a full strip and respray. Even without the trim and accessories fitted it looks beautiful and classy in its two-tone scheme.



Our favourite wild animal, the Impala low-rider has been painted inside and out and is now getting a polish before final assembly. Initially it was thought that the brightwork condition was good enough to use as is, but now with the pristine paint it looks a little lacklustre. So we've shipped the bits off for repair and re-plating. Next stop – a showstopper.



This split-window kombi didn't look that bad at first glance but once the stripping was started it revealed its dark side – fibreglass patches over rusted areas were prolific. We've made a new roof section and added plenty of new metal to the front section. Now we are on the cheese-like holey floors. It goes to show that when it comes to buying resto projects, the honest unpainted old 'skadonks' are often better options than something with a fresh lick.



This splitly was rotten on arrival but at least we knew what we were in for. Lots of tin-worm has been cut out and new panels were made up from scratch. It is now in the paint prep area being primed. The client will let us know the colour for the final product and then it will be all action in the bay.



Our biggest job of the year is now ready for paint, with basically every panel replaced. Rust had taken a firm grip but with new floors, doors, firewall, chassis rails, wings and more it is as good as new. The client is importing modern running gear so we will test-fit that to make sure no structural under-hood changes are needed before painting.



This Dodge was a solid, original car but we took it down to the basics to repair any niggles and also allow for a full colour change. The owner has chosen to move from the light metallic brown to a bright yellow. The engine bay and hidden areas are done and now the exterior happens. Dino's will assemble the car fully when done.



Another car that looked ok with some recent paintwork, this SL190 had more to it than met the eye. When stripped back to the metal it showed hundred of small dents (possibly caused by hail) that had simply been filled with Bondo and then painted. We've spent hours panel-beating these out and are now making sure the panel fit is spot-on before primer and paint.



The E-Type Jaguar – arguably the most beautiful car ever made. But this one, the second for the same client, has a long way to go to meet this status. The floors are almost non-existent and the rust has had a serious go at the sills, rear light surrounds and even bonnet. We are mocking it up before starting the surgery to ensure things are straight.

# A RECORD-BREAKER



Hi-Tech's Corvette Grand Sport from the rear.



An Austin-Healey 100S from 1954, owned by Cape Town classic car personality Derek Hulse.



Ali van Jaarsveld's 1908 Ford Model S took pride of place in the vintage section.



2018 Knysna Motor Show organiser Peter Pretorius and a car dear to his heart, a Morgan Plus 8, which was celebrating its 50<sup>th</sup> birthday at the show.

The 2018 Knysna Motor Show, sponsored by Sanlam Private Wealth, saw records tumbling at the Knysna High School sports ground on Waterfront Drive on Sunday, 29 April. Around 8 000 visitors and participants turned up to see a top-quality display of over 400 immaculately prepared vintage, classic and super cars and motorcycles in weather that was perfect for the occasion. It was a fun fair for the family and a sight that any petrolhead could only wish for.

"Not quite warm enough for the beach and not too warm for the cars and visitors out here on the field," was one stall-holder's summation, who said he had never seen so many people at a classic car show. This year's event, organised by the Garden Route Motor Club, was the seventh Knysna Motor Show and once again was by invitation only.

The show featured many interesting individually owned cars and some awesome displays. One of these displays was the Parnell Bruce collection of classic racing cars which included Jaguar's XK120, C-Type and

D-Type, a Ford GT40, a Shelby Daytona, an Austin-Healey and a Lotus Europa, all beautifully displayed.

There are those who would agree that the Knysna Motor Show has already made a huge contribution to the community simply by being hosted in Knysna and the buzz it creates in the town every year. Enthusiasts began delivering vehicles to the sports field as early as Friday, and right up until cut-off time at 9am on Sunday classic cars could be seen rumbling along the N2, heading for their annual place in the sun. Many of the vehicles came from as far afield as Cape Town, Johannesburg, Limpopo, Eastern Cape and KwaZulu-Natal. The Knysna Motor Show is now well established as a national motor show covering the whole of SA and must rank as one of the best motor shows in SA.

Along with Sanlam Private Wealth, sponsors Knysna Tourism, Algoa FM, Shatterprufe, Protea Hotels, Motul, Clickonit, Swartberg Hotel (Prince Albert), The Motor Cycle Room (Knysna), Frost Bros and *Classic Car Africa* must be thanked for contributing to the huge success.

The oldest car on the field was Ali van Jaarsveld's 1908 Ford Model S – a predecessor of the famous Ford Model T. Sports classics and the latest supercars were represented by Ferraris, Lamborghinis, Porsches and Aston Martins with a highlight

Around 8 000 visitors and participants turned up to see a top-quality display of over 400 immaculately prepared vintage, classic and super cars and motorcycles



Steven Helm's 1929 Scott Flying Squirrel.



Sanlam Private Wealth's pith-helmeted marketing man, Vincent Vermaak.



Extremely rare AC Aceca Bristol, owned by well-known collector and racing driver Lew Baker.



Ricardo Spagni's Lamborghini Countach was trailed down to Knysna from Johannesburg.



Award-winning 1955 Porsche 356A with Reuters bodywork, owned by Djurk Venter.

being a beautiful 1990 Lamborghini Countach, which was brought from Johannesburg by its owner Ricardo Spagni.

Those with an eye for home-grown nostalgia were drawn to the special South African-specific display which featured cars only available in South Africa – some of them designed and built by South Africans, such as the GSM Darts and Flamingos from the 1950s and 1960s, and the earlier Protea sports car. Others in this genre included the Capri Perana V8, the Alfa Romeo GTV6 3.0, Ford Sierra XR8 and the giant-killing Renault Alconi – all revered worldwide today as highly collectable.

In the Vintage and Veteran category, show-stoppers included Rolls-Royce mammoths from the 1920s, including a rare 1919 Rolls-Royce Silver Ghost with special bodywork. A Bentley Three Litre from 1928, a 1913 Cadillac Phaeton and a 1938 BMW 328 Frazer Nash were also hugely popular amongst visitors, as were many rare cars from this era, such as the Ford Model T and Model A examples. Another was an SS 100 sports car from 1936, a car that changed its name from 'SS' to 'Jaguar' after WWII. This year's Knysna Motor Show saw the Jaguar Club of SA celebrating their bi-annual jamboree, in part a pre-event teaser to this weekend's Jaguar-sponsored Knysna Hillclimb.

Another famous British marque with huge

representation was the Morgan Car Club, which had an example of a 100-year-old three-wheeler on show and also celebrated the 50<sup>th</sup> anniversary of the high-performance V8-engined Morgan Plus 8!

As far as scarcity is concerned, show-goers were privileged to see a rare American market-only rendition of the Corvette Grand Sport, a limited-edition tribute to the world's most collectable Corvette, and a limited-edition of the Dan Gurney Sebring-liveried Cobra built by Port Elizabeth's Hi-Tech Automotive.

The impressive classic motorcycle section this year saw machines ranging in age from nearly 100 years old to classics from the 1970s through to the 1990s, such as the iconic Yamaha RD 350 and RD400 models, Suzuki GT750s, and special café racers built by local Knysna motorcycle customiser Gavin Venter.

There were also some very old two-wheelers, courtesy of Tony Lyons-Lewis, Brian Wallace and Steven Helm, the motorcycles ranging in age from 1912 to 1929.

A huge 18-car display of chrome-laden American icons from the 1950s and '60s from the Kobus Mostert collection caused many oohs and aahs throughout the day.

By instituting an invitation-only policy for the show, Pretorius and his Garden Route Motor Club team once again ensured that all the cars and motorcycles on display were of

exceptional standard in terms of originality, collectability and interest value.

Prizes were awarded to the best cars and bikes on show, with the Pre-War division going to the 1937 Packard 1501 Coupé owned by Kobus Mostert, while best classic honours went the way of Djurk Venter's Porsche 356A, and the title for the best single car marque collection was awarded to Cape Town's Peanuts Fouche for his ensemble of rare Mazda rotary-engined cars, celebrating the Mazda rotary engine's 50<sup>th</sup> anniversary. The winner of the motorcycle section people's choice and motorcycle participants' choice both went to the 1957 Maserati 50cc machine, beautifully restored by Mervyn Woods.

Besides the enjoyment of seeing the fantastic cars and motorcycles on display, the second show objective has always been to raise money for the local charities. With expenses tallied, all the remaining money is distributed to nominated charities – the major ones being Hospice, Animal Welfare, FAMSAs and E-Pap. In 2017 the Garden Route Motor Club donated R150 000 after the show and this year it looks likely to go past that mark.

The 2019 Knysna Motor Show will take place on Sunday, 28 April 2019. For more information, contact Peter Pretorius at [peterp@afrihost.co.za](mailto:peterp@afrihost.co.za). **C**

## GOING ROUND HARTEES

The Rotary Club of Brits-Hartbeespoort hosts a Classic Meander on Sunday 22 July and welcomes all enthusiasts to take part. The start takes place at French Toast on the R511 at 8h00 and sets off on a 45km route with various stops, challenges and mystery prizes along the way, ending up at Hartbeespoort Holiday Resort on the R513. Here lunch will be on sale from the various stalls and the onsite restaurant, and cars will be displayed to the public until 13h00. For those wanting to make a weekend of it there are plenty of bungalows, chalets, tented camps and a caravan park. Entries (R200 per vehicle) are limited to 200 vehicles and can be done via [www.hbpclassicar.co.za](http://www.hbpclassicar.co.za). All proceeds will be donated to CHOC. For any enquiries contact either Ron at [melron@rmweb.co.za](mailto:melron@rmweb.co.za) or Glen at [glen@rossint.co.za](mailto:glen@rossint.co.za).



## A DIAMOND IN THE ROUGH STUFF

Luxury motoring is no longer just an urban concept. It is about embracing and experiencing the wider world, where customers can conquer challenging terrain effortlessly, in luxury and without compromise. Enter the all-new Rolls-Royce Cullinan. Named after the largest diamond ever discovered which, although found right here in SA, now resides in the British Crown Jewels, the Cullinan is a high-bodied all-wheel-drive luxury SUV that employs a 6.75-litre twin-turbo V12 engine good for 420kW and 850Nm of torque. Tested to destruction the world over, the Cullinan is said to be an incredibly capable off-roader that sees the development of the 'Magic Carpet Ride' for off-road enjoyment, without sacrificing any Rolls-Royce on-road behaviour.

Although a specifically designed on/off-road explorer is a new venture for Rolls-

Royce, the story of great trekking Rollers goes back a hundred years. In 1907 British businessman Frank Norbury introduced Rolls-Royce into India by driving a Silver Ghost 620 miles from Bombay to Kolhapur, through the rough terrain of the India Ghat mountain passes, without incident or fault. And then there were the WWI British commanders that armoured their Rolls-Royces and carried their men across the crater-marked and mud-festooned landscape of Northern Europe. When the war spread beyond Europe, Rolls-Royces were relied upon to take the campaign to China, Russia and the Middle East. And there, in the sands of the Sinai Peninsula, one particular man proved, that "A Rolls in the desert is above rubies". That man was Lawrence of Arabia.

We welcome the Cullinan, the new face of Rolls-Royce adventuring.



## CONCOURS SA COMES CLOSER

The third annual Concours South Africa, which runs from Friday 10 to Sunday 12 August 2018, will move closer to the hustle and bustle of Fourways, with the announcement of a partnership with Steyn City. The competition brings together the finest classic, luxury and sports cars from pre-war vintage to the modern era for a show-off in the bucolic grounds of Steyn City, which being easily accessible via both Cedar Road and William Nicol Drive just north of Fourways makes it an ideal day out for spectators and classic car runs. Competition entries are limited to 150 vehicles and the event kicks off on Friday with a welcome function and auction by Coys of Kensington. Judging of the cars takes place on the Saturday and Sunday. Concours is not a contest of speed but of elegance, and automobiles are judged on the quality of presentation, historical accuracy, technical merit and style. Entries are now open and can be submitted by visiting [www.concourssouthafrica.com](http://www.concourssouthafrica.com).







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## LAP OF NAMIBIA

The 2019 Lap of Namibia organised by Classic Car Events is a go and will take place between Sunday 5 May and Friday 17 May 2019. The trip departs from the Lanseria area of Johannesburg and follows a set route to Upington, with points of interest and accommodation along the way. Entries are limited and filling up fast so the time is now to put your name on the list. Contact Roger Pearce at [roger@afriod.co.za](mailto:roger@afriod.co.za) for more information and to enter.



## SHOOT FOR THE MAGNUM RALLY

The annual Magnum Rally, held in the Mpumalanga area, is fast becoming one of the most popular car and bike rallies of the year. Organised by the Pretoria Old Motor Club, you will experience magnificent scenery and enjoy some of the most beautiful mountain passes in the country. Aside from the on-road experience, this three-day spider rally is hosted by fellow motoring enthusiast Willem Fick at his fabulous Hotel Numbi and Garden Suites, where he ensures that we receive the best accommodation, cuisine and service

at the most unbelievably good rates. Everyone on the event shares in the atmosphere of a fantastic rally, fun, good food and accommodation. This is an event not to be missed. All vehicles manufactured before 31 December 1997 are eligible and we extend this invitation to you to join. Accommodation is limited, so avoid disappointment and get your entry in as soon as possible. Regulations and details are available at [www.pomc.co.za](http://www.pomc.co.za) and [www.vintageandveteranclub.co.za](http://www.vintageandveteranclub.co.za).



## HISTORIC RACER TO LE MANS

As part of its 2017 Historic Tour sponsorship package, Motul South Africa offered a pair of VIP Le Mans Classic tickets, flights and accommodation as a lucky draw prize to any competitors using Motul products in their race cars. With all the names put into a hat (or helmet in this case), Mercedes-Benz 190E driver Michiel Oberholzer was the one who got the call to get his passport in order and invite a friend. The two will soon jet off to catch the prestigious event that runs from 6-8 July.

Le Mans Classic began in 2002 and runs every second year in July on the full 13.65km circuit as used for the modern-day 24 Hours of Le Mans race. The event consists of a series of races for cars which have competed at the 24 Hours of Le Mans (or for similar cars of the same model) and are broken down into six different eras pre-dating 1979. This means Michiel will see events for vehicles raced between 1923-1939, 1949-1956, 1957-1961, 1962-1965, 1966-1971 and 1972-1979. If that's not enough stimulation there's also a host of car shows and auctions on the car club displays and on the Bugatti Circuit grounds. Bon voyage!



# PORSCHE CLASSIC PRETORIA

With Porsche turning 70 this year, it was only fitting that Porsche Centre Pretoria was awarded Porsche Classic Partner certification in March. This means it is the second such operation in SA (the Cape Town branch being the other) and one of only 63 accredited Porsche Classic Partners worldwide. The outfit offers a wide range of services to owners of classic models from the iconic brand, including access to 52 000 genuine classic Porsche spare parts, repair and restoration services that employ original repair and paint techniques to keep that factory look. Added to this is a classic corner which displays the likes of technical literature, models and accessories.



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## JAGUAR SIMOLA HILLCLIMB CLASSIC CAR FRIDAY WINNER AT FOM

Franco Scribante took a third consecutive victory in the Classic Car Friday category of the annual Simola Hillclimb. The event was held at Knysna on 6 May. The immaculately prepared Chevron B19 set a blistering time of 41.615 seconds in the practice session. The iconic Team Gunston Chevron raced in the Kyalami 9 Hours in the early 1970s. The Chevron will once again be on track at the FoM which takes place at Kyalami from 31 August to 2 September. This will be the third consecutive year that Scuderia Scribante will participate in the motoring event.



## UNIQUE RESTORED TOYOTA HI-ACE TO BE DISPLAYED AT FOM

An immaculately restored Toyota Hi-Ace taxi will form part of a unique display at the FoM. The 10-car display will pay homage to the evolution of the automobile. Cars from various decades will showcase the automobile's evolution and the impact that evolution has had on society; each car in the display with a unique South African story. If you have a unique car (story more important than condition) that could potentially fit into this themed display, please contact Denis Klopper at [denis.klopper@za.messefrankfurt.com](mailto:denis.klopper@za.messefrankfurt.com) or *Classic Car Africa* Editor Stuart Grant at [stuart@classiccarafrica.com](mailto:stuart@classiccarafrica.com).



## SUPERCARS OF THE 1970S AND '80S TO FEATURE AT FOM

A six-car display of iconic 'poster' supercars will be displayed in the Cell C Supercar Area at the FoM. Cars from this exciting era included the Lamborghini Countach, Ferrari F40 and Porsche 930 Turbo. Values of these classic supercars are increasing rapidly and, as a result, are seen less frequently. The six cars can be seen with a selection of modern supercars in a high-value display. Show visitors will once again get the opportunity to see and hear 40 to 50 modern supercars on track as part of the Silvercrest Insurance private supercar activation.



## TICKETS ON SALE FOR FESTIVAL OF MOTORING TRACK EXPERIENCE ALSO NOW AVAILABLE

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). VIP options include AMG VIP Experience, Kia Stinger Experience and the Mercedes-Benz GTS Experience. Details available at [www.itickets.co.za](http://www.itickets.co.za).

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

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# CHILDHOOD CARS

“What car did the doctor in the house with the vibracrete wall drive? Big white thing.” This a recent SMS **Graeme Hurst** received from a childhood mate, who was reminiscing at a family gathering. It brought back some memories of the cars from their ‘hood’ and the characters who owned them during his upbringing in late ‘70s/early ‘80s Joburg. The car in question was an early ‘70s Opel Rekord. Fairly anodyne even by his formative car years but it’s memorable for the 12-volt fan mounted on the dashboard.

**T**his accessory item was powered off the cigarette lighter and had no guard around it, which made the exposed blades a source of immense entertainment on the school run as the owner’s kids and I dared each other to lobe crumpled up tissues at it before shrieking in delight at the ensuing snowstorm. The same family had an elderly grandfather with an orange Opel Manta 1900 in auto spec which I thought way more cool, although neighbours used to joke about him ‘driving on instruments’ as his short stature meant he could barely see over the dashboard.

The house next door featured a Mini MkIII – the one with a boot – which I thought a bit odd looking, especially as my mom had a regular-looking Mini 850. Only we later found out ours wasn’t entirely so, having been a product of the front of one and the rear of another Mini at some point...

Other childhood standout cars include a dark blue bay window kombi which belonged to our good family friends. The (now) rare ‘lowlight’ was a regular on scout meetings, trips to the Vaal and Sunday school runs, where it came close to being

on display upside down following a parking sequence that had the makings of a *Carry On* film. Late for church the driver, Karen, parallel parked on a steep embankment only to notice petrol leaking out from the engine at the rear as she got out. She then decided to park it elsewhere (as she didn’t want fuel leaking onto the grass in case of fire) before calling on my dad after the service to assist.

Not being able to find anything wrong, but suspecting that petrol had simply sloshed out of the top of the carb’s float chamber, he then asked Karen to park it at the same angle in an attempt to replicate the problem. Only she overegged it, and the kombi suddenly lurched over. Thankfully he was able to use both hands against the gutter rail to hold it up while yelling for assistance from a random bunch of dodderly churchgoers (decked in their Sunday best) after Karen had legged it out of the driver’s seat, convinced it was going to blow up... just like in the movies.

Our neighbourhood also had its fair share of Alfa Romeos, and while I thought they topped the desirability list, at least two seemed to epitomise the marque’s

reputation for problems: I recall one family’s Alfa Sud exhibiting a sudden death playoff routine a few times as a mystery electrical fault reared its head while we were on William Nicol, en route to a swimming gala. It was much the same with a pretty silver GTV Sprint owned by another family friend, although she’d figured out that all that was needed was to give the

ignition key a subtle jiggle in a particular way a few times and the flat-four engine would burst back into life and kangaroo the Alfa forward, just as a truck loomed large in the rear-view mirror.

But the coolest driveway in our suburb belonged to the Adams family just across from us. They had a mother-in-law who drove a British Racing Green Sunbeam Alpine. Complete with a period hardtop, I – even at the age of just 10 – thought the Alpine was quite a daring set of wheels for a ‘granny’.

Sadly, her daughter Janet didn’t seem to share her passion for racy wheels, although she did manage to put the family on the street’s automotive map when she went shopping for a second hand car. A light blue one, that is. When she put that requirement to the various salesmen along Jules Street they could only come up with one. A Series 1 XJ6 Jaguar, which is what she came home with. My dad – I think rather enviously – could hardly believe that there were women out there who were so inclined!

He later helped her husband Chris overhaul the car’s Borg Warner gearbox but the work was only just over when there was a domestic incident in wet weather. One that ended up involving the domestic, as it turned out, when Janet’s foot slipped off the brake pedal onto the accelerator pedal as she negotiated the house’s steep drive on the way back from the local Pick n Pay. The resultant surge from the lusty 4.2 straight-six caught her off guard and the 1.7-tonne car ended up glancing off the kitchen wall with such force that it moved a chunk of brickwork back six inches, along with the Defy stove on the other side – which her housekeeper was using to prepare dinner for the family! **Q**



Thankfully he was able to use both hands against the gutter rail to hold it up while yelling for assistance from a random bunch of dodderly churchgoers (decked in their Sunday best) after Karen had legged it out of the driver’s seat, convinced it was going to blow up

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# WORKING-CLASS HERO

By Robert Peché

Perspectives from a 30-year-old classic car fanatic



**M**y classic car experiences have mainly been with Italian machines, but it's confession time – I've realised that I actually really like American cars too.

A very good friend of mine just came over to the dark side by buying himself a project car. Yes, you may gasp in horror (or at least in a combination of admiration and pity) but either way this is important work.

The world needs people who see potential where others only see missing parts, ruined paint and a terrible idle. The windscreen looks like a madman with a machete decided to play tic-tac-toe across it, which doesn't do wonders for visibility when driving into the sun. The gearbox boot is missing, so feedback on the road surface beneath you is provided partially through the steering wheel and partially through the hole in the floor!

The car in question is a 1968 Chevrolet Chevelle, a half-mile-long brute with some interesting features, like a straight-six engine instead of the more usual V8 associated with big American cars, as well as a rear shape that Google has revealed to be very unusual.

Yes, there is some rust, the bumper squeaks while you drive and the dashboard looks like it was involved in a drive-by shooting, but the potential here is enormous. She has curves in all the right places and a fantastic rear-end with her name – Chevelle – written right across it. Don't forget it, because you will be screaming it later (especially when you aren't sure if the old shocks are actually going to work around the next corner).

The initial impression of this car is undoubtedly its sheer size. At 5.1m long, the Chevelle wouldn't be your first choice for a quick parallel parking attempt on Bree Street at rush hour. The red paint, whilst

clearly needing a return to former glory, is certainly striking.

In stark contrast to the tight fit of my Alfa, the seats in the Chevy are as comfortable as they are enormous. The Alfa was clearly intended as a tool for two people to scythe through the twisties, whilst the Chevy was designed to devour the open road with your girlfriend, four mates, three dogs and two hitchhikers all comfortably seated... and that's on the front seat alone. The possibilities for the back seat are, ahem, endless.

Any quirks? Yes, definitely. The fuel cap is actually underneath the rear number plate, a mystery which takes a while to figure out, and an endless source of surprise and joy for onlookers thereafter. Turning on the brights requires some left foot action, with a switch located on the floor near the clutch pedal. In this particular car's case the door panel likes to shed interior handles whilst driving (my Alfa does that too), with the result that the only way to open the passenger door is to first lower the window and then press the button from the outside.

If it all sounds wonderful, that's because it is.

The cloud pattern in the sky and first rays of sunset looked irresistible. Cape Town was about to show off all her glory. With a delicious burble, we headed east into the rolling hills of Durbanville.

The N7 North offered an opportunity to clean out the cobwebs and warm the car up properly, with an easy offramp into Durbanville about 10 minutes up the road from where we joined at Platteklouf. The Chevy is comfortable at 100km/h – although you can hear the world's oil supply being depleted with every roar – and although 120km/h (and no doubt more) is easily achievable, this car still needs quite a bit of mechanical love, so we held back.

Once we were on the country roads

headed towards Fair Cape Dairies, the number of Big Macs consumed by this Chevy became even more noticeable – this car is BIG. That's not a bad thing though, as it gives me a motoring experience at the opposite end of the spectrum to the small coupé I am used to blasting through the hills. I just have to be very conscious of cyclists and other hazards on the side of the road.

We were right. The clouds were going to deliver an incredible sunset and we found a place to stop and admire the view. I am of the opinion that classic cars (and any modern cars worth their salt) need to give me that 'little boy' feeling. I want them to make me laugh, for no reason other than sheer joy.

This car does that. There's an authenticity to her that cannot be denied. A working-class hero; the sheer simplicity of everything only adds to the charm. The soft burble of the straight-six idling was the only thing audible as we watched the sun go down in one of the most beautiful places in South Africa.

And the best part? Every single person who sees her on the road gives a wave or a smile. That's priceless. 📷

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





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## REAL RALLYING

Hi Stuart,

I found 'Seventies Rallying – Part 1' (CCA May issue) very interesting. Recently the attached picture was posted on a Northern Rhodesia Facebook group. The picture shows two trucks that were assumed to be entered in a motor rally that was sponsored by Standard Bank in Lusaka, Northern Rhodesia (which by the way is my country of birth). I doubt very strongly if any person in the picture would still be alive today, hence we will never know what special equipment was fitted to the vehicles. And those massive head lights – were they electrical or carbide? The chunky tyres look like they could have been the granddaddy of the modern Dunlop M & S used today. Maybe Mike Monk could give some more info on the trucks.

What I did find interesting was the thatched roof mounted on the front truck. Talk about a 'boer maak n plan'. It would appear that both trucks have something strapped to the vehicle above the right rear mudguard. Was it matting of some sort to assist with traction in muddy conditions? In 1926 Northern Rhodesia, which is now Zambia, was pretty wild in terms of animals. Lions, leopards and cheetahs were seen in large numbers. I am sure both the driver and navigator were armed with a .303 or Smith & Wesson 38 revolver.

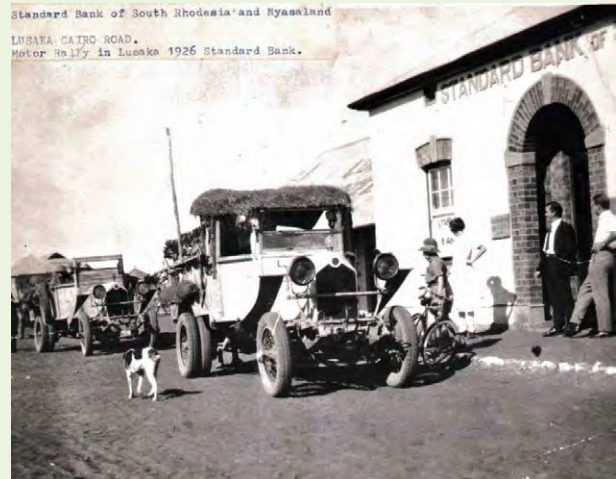
One thing is for sure: there were fewer rules and politics than in modern-day rallying. And they all had fun.

Regards,

Gerrie van Heerden

Hi Gerrie,

Eric Fletcher's from-the-horse's mouth recount of rallying in the 1970s is



*fascinating and shows just how far the sport has progressed in the last few decades. He continues with part two this issue and focuses on the navigator's tasks – the changes are evident with things like GPS odometers now replacing ones driven off a wheel, gearbox or propshaft and fancy service parks as opposed to side-of-the-road impromptu offerings. There's a similar display of progression between the image you've stumbled across and the stuff Eric talks about. African travel in the 1920s was not for sissies, so one can only imagine the difficulty in rallying through the continent. I love the grass roof; clearly the ingenious nature we see in rally crews today goes way back and is in the blood. Let's see if any readers can add any information or memories to the image. Thanks for your support and sending through such interesting info.*

Stuart

## LOCAL LITERATURE EXPORT

Dear Sir,

I am from Belgium and I am a real classic car lover (and owner). Recently one of my work colleagues was in South Africa and bought me a recent copy of *Classic Car Africa*. It's a great magazine!

But this is not the main reason why I am contacting you; I am a collector of original automotive advertising of classic and prestige sports cars. What I mean is advertising from old car magazines on, for example, Alfa Romeo, BMW, Jaguar, Ferrari, Maserati, Porsche... all these kinds of cars. I have no interest in ordinary or Japanese cars. I collect stuff on European sports cars only!

I have a huge collection already but I have almost nothing from South Africa because I have never been there and especially because it seems that there are no eBay sellers in South Africa. I just know that all European sports car brands have been available in South Africa for many, many years and so there must also be lots of period magazines with advertising on these cars. Attached is

one single ad I managed to find on eBay. It's these kinds of ads I collect.

I am looking for contacts from specialised automotive literature shops and personal collectors of automobilia in South Africa who know other collectors like me with whom I could trade or buy from. Please let me know where I can start my search for advertising by giving me some email addresses of shops and/or private collectors. Any lead or contact is very welcome!

Thank you in advance!

Kind regards,

Paul Vandenbroecke

*Greetings Paul, glad to hear from Belgium and see that our magazine travels the globe. We do offer international hardcopy subscriptions as well as digital versions for those that are happy to read on a computer or tablet. To sign up visit [www.classiccarafrika.com](http://www.classiccarafrika.com). Your collection sounds brilliant and sticking to a strict theme means that you don't end up filling a spare room*

*with random documents. I have a similar hobby, but I specialise in South African race programmes. In between sourcing these I do find the odd car brochure so will have a look to see if any meet your requirements. eBay is not the easiest thing to operate from SA as we can't always open a PayPal account – only one bank offers this service. It is worth looking at [www.gumtree.co.za](http://www.gumtree.co.za) or [www.bidorbuy.co.za](http://www.bidorbuy.co.za) though. Some of our readers might have stuff and be willing to sell or swap so I will forward any correspondence on to you.*

Good luck.

Stuart

## CLASSIC INSPIRATION

Hi,

I live in the beautiful Eastern Free State where there is never a shortage of inspiration when you are an artist. However, the beautiful scenery around here is nothing in comparison with the inspiration I find in beautiful classic cars, so I decided to put them on canvas.

I started out with a painting of an old pick-up which I framed and gave to friends who have a motor dealership in our town. This sparked a new venture and the way I painted changed. Those same friends later ordered 15 more paintings over a period for their car dealership. Thus my love relationship with classic cars started and I am learning every day! I do watch most of the classic car shows I can find on the telly and I can't wait for your monthly *Classic Car Africa* magazine to hit the shelves. It inspires me! Thank you for putting such a classy magazine on the shelves, not just for the guys but for us girls too! If anybody would like to have a peek at some of my work, you are welcome to at [www.louisekockart.co.za](http://www.louisekockart.co.za).

Regards,

Louise Kock

*Hello Louise, thank you for your kind words and glad we can offer some content to inspire your motoring artworks. I agree, old cars really get the*



*juices flowing and seeing them firsthand is often detrimental to your wish list – I know that every week while on a photoshoot I fall head over heels for another classic and add it to my list of classics to own at some time. Just this month I've decided I need a flared-arch Fiat of the 1970s and an aero-engined pre-war special. Classic car art is taking off the world over so you are onto a good thing. I will pass on your details to anyone looking to put their classic above the mantle or bar. All the best.*

**Stuart**

## AUSTRO-DAIMLER DETAILS

Hi Stuart,

I have just bought your magazine to read the article on the Austro-Daimler. Herewith a few facts I must point out.

Firstly, the original owner was, as correctly stated, Boytjie Marais, but I feel that his correct name should have been given – Christiaan Ludolph Marais. Boytjie was his nickname. He was a prominent Cape Town businessman. He and my late father, Capt. Immins Overbeek Naudé S.A.A.F Ret., were cousins (their mothers were sisters).

My dad was the only other person that Boytjie allowed to drive the A-D. In 1943 Boytjie sold the A-D to my dad, who in turn in 1946 sold it to Mr Baumann. I can remember the family, Dad, Mom, my late brother and I standing on the pavement in Malmesbury, watching the A-D being driven away! Heartbreaking!!

In 2012 my wife and I were down in the Cape and we went to the FMM where Wayne allowed me to sit in the car – the first time I had seen the car 'in the flesh' after all those years. Beautiful! I believe the car changed hands a few times before Mr Greyvensteyn acquired it.

Just an aside – at the bottom of page 36 is a photo of Dr Mario in his Maserati. That 1937 GP was the first motor race my dad took

AUSTRO-DAIMLER BERGMEISTER



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



me to – aged 4. I can't remember anything about it, but I have been a keen motor racing fan to this day. Fabulous old photos. I also knew Roger McCleery when I was a Kyalami marshal. You have a brilliant magazine.

P.S. Boytjie's son – also C.L., nicknamed Tippy – still lives in Cape Town.

**Kind Regards,  
Grahame Naudé**

*Thanks for the note and personal link to the Austro-Daimler story, Grahame. It is fascinating*

*to see how so many exotic cars made it out to South Africa, how they touched so many lives and how many remain here today. It must have been a spine-tingling experience climbing back into the car you watched drive off into the distance all those years ago. Hats off to Franschhoek Motor Museum and other establishments and private collectors/restorers/users that look after our history so well. I'll pass on the name correction to Mike Monk to update the continuing history of the car.*

**Stuart**

### HOTCHKISS HELLO

Hi Stuart,  
I have the answer for Boet Le Roux's Hotchkiss letter in the April 2018 issue.

The Hotchkiss he is talking about was scrapped but a lot of it was kept as spares for the only other car which was owned by Rudi De Groot for many years.

The body was scrapped and the chassis was used as a platform for a filming crew. I have the front and rear axles, engine, parts of the gearbox, instruments, wheels, and many of the small parts. I also have the other car, which I bought from Rudi – currently under restoration. The three French cars that were synonymous with each other are Delage, Delerhay and Hotchkiss as they all have the same engines with different capacities made by Hotchkiss. A Delerhay with this engine won Le Mans one year and a four-door saloon Hotchkiss in 1938 could exceed one hundred miles an hour. They were also fitted with some very exotic Art Deco bodywork.

I also have a 1937 Delage D6 70 with the same engine, made in the Delerhay factory as they were owned by Delerhay at that

stage (Delage and Delerhay had virtually the same mechanicals at that stage, with different grilles).

**Jolyon Simpson**

*Brilliant, Jolyon, thank you. I will pass on your details to Boet as I am sure he'd love to speak to you to get more information and share his memories with you. A visit to see the 'other' car would go down a treat I'm sure and I'd like to tag along to see it and the Delage. I will be in touch.*

**Stuart**

### VW 1302 LS

Hi Stuart,  
I've just finished reading the May edition of CCA and as usual, I thoroughly enjoyed it! I always look forward to the 'Letters' section, reading about all the stories and experiences of other readers. This made me respond to the letter by Nielen Erasmus on page 27, 'It's only cool if it's air-cooled'.

I am no fundi when it comes to Beetles but I thought I would send you the attached pictures I took a couple of months ago in a supermarket parking area here in Tokai. I had

never seen a Beetle like this, as you can see it is a right-hand drive model. I assume the Karmann convertibles had flat screens? The badge on the back indicates that it is a 1302 LS. Could these have been made for the UK/Aus/Japanese/RSA markets?

I did not meet the owner, but the car looked the real deal, it even had the usual Karmann badge on the side, the slightly larger bonnet and the 'flat' hub caps. Perhaps someone could complete this model's story?

**Regards,  
Chris Pretorius**

*Hi Chris, nice classic spotting. I am not clued up on these air-cooled machines but let's see what the wise readers say...*

**Stuart**



**Rock Vase of Survival** Car Australia (www.caraustralia.com.au) tells the story of Australia's wildest over production car, the fastest 4-door production saloon in the world. Surrounded by mystery, mystery and inside the hood of a car for this category speed (140km/h) and on a distant continent and includes uncanny coincidences, some bad luck and some good fortune, with more twists and turns than an Abbott & Costello farce.



### W-HO WAS THE FASTEST?

Hi Stuart,  
Regarding Louw van der Walt's letter in CCA May edition, I would like to add my five bob's worth. When I bought the Falcon GT HO mentioned in the letter the then owner of Maritime Motors, the Mercedes agents MR Stukken, had a 300 SEL 6.3-litre V8. This car was slightly quicker than the HO from a standing start, but once I got the wheelspin under control the HO ate it for breakfast. This car did a 13.9 second ¼-mile sprint and would have done far better without wheelspin. The standard Fairmont GT (300hp) did 0-60 in 6.5 seconds and as the HO motor made 460hp, you can believe it was much quicker. The HOs were timed at the Bathurst 500 races at 150mph (240km/h) so at that time they were the fastest four-door production cars in the world.  
Kind regards and keep up the good work with your top-class magazine.  
**Andrew Cave**

*Hi Andrew,  
Thanks for sharing the 'real world' dice between the two super saloons – both seriously fast for the day and not that bad even compared to modern luxury machines when it comes to acceleration. It goes to show that, like today, manufacturers were quick to make claims in order to sell models and terms like 'fastest' are open to debate as far as what they actually refer to – acceleration, top speed, lap time, etc.  
Today we see car makers all taking to the Nürburgring to set the fastest production car lap record. And then these get further broken down into sports cars, saloon cars and even SUVs. What is next? The fastest lap by a delivery van with a full load including off-loading and reloading the cargo midway through the 'Karussell'? Whatever the case, both the mentioned vehicles are exceptional machines and give the spin doctors more than enough ammunition to generate some proper propaganda.  
**Stuart***

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# RESTORING STUTTGART'S FINEST

Classic Porsche specialists have been in demand following the surge in values for air-cooled fare in recent years. Strand-based 911 Service Centre is one outfit that's risen to the challenge, helping owners to get the most out of their iconic cars. **Graeme Hurst** met proprietor Conrad Schrenk, who first headed up the business in 2011 following a decade spanning Porsches and other high-performance cars, both here and abroad.

**M**ost of us can attribute our passion for a particular marque to some level of exposure – whether it's from admiring examples at shows or reading about them. Or driving one, of course. That was the case for qualified mechanic Conrad after he joined a Porsche dealership in Liverpool in the UK back in 2004 and was sent out on a track day to familiarise himself with the brand. "I wasn't

on the company's insurance for my first few weeks so could only work on the cars and I thought they were just simple cars really. Then I went on a track day and got to try out the whole range and I was hooked," explains Conrad. It's hardly surprising, given that his instructor was none other than Porsche 917 Le Mans winner Richard Attwood himself!

Conrad's stint at the Liverpool dealership was the highlight of a career as a dealer mechanic that began back here in 2001, when he completed his apprentice training at a Toyota dealership in the Strand. "I had just qualified as a technician when a friend told me about a Mechanic of the Year competition, which I entered for fun, but ended up coming third!" Unbeknown to him, the competition was televised and

he was subsequently poached by an Audi dealership. "The difference in technology between Toyota and Audi was like night and day." A year on, Conrad headed to the UK where he capitalised on his experience with the German brand by landing jobs with various multi-marque dealerships.

The switch to the Stuttgart product came when a friend of the dealer he was with offered him an interview at Porsche. It was on the same day he was due to get married and they offered him the job on the spot after realising how keen he was: "They asked me why I wore a suit to the interview and when I explained that I was on my way to my get married, they said: 'Ok, you've got the job!'"

Conrad worked on all the latest models but a year after the business moved to Cheshire he opted to take up a position

**I wasn't on the company's insurance for my first few weeks so could only work on the cars and I thought they were just simple cars really**



It's actually a very basic design and no different in operation to the box in a Toyota Hilux. But it needs a special Porsche tool to align the selectors as you re-assemble it

at a Porsche centre in London. Four years on he went out on his own, servicing Porsches and other high-end marques from a temporary carport in his back garden before moving to formal premises.

In 2011, he and wife Joanna returned to SA and bought 911 Workshop, a long-standing classic Porsche specialist in the Strand. "I knew the new Porsches which attracted customers but the previous owner already had customers bringing older classic Porsches in, so that's how I got to know them."

To ensure a fresh start, Conrad and Joanna immediately re-branded the business '911 Service Centre', and demand for Conrad's skills on the older fare grew to such an extent that they had to limit the volume of classic Porsches. "We got to a point where we were overwhelmed as we'd

no sooner be finished with one car than the same customer would bring another which left other customers disappointed," explains Conrad.

Their solution was to only take on one full 911 restoration at a time and limit other work to corrective mechanical issues, general day-to-day servicing and upgrades until they could move to larger premises, which they've recently done. As a result Conrad and his team can entertain a variety of work on classic Porsches. That is, of course, in addition to servicing modern Porsches, Audis and VWs, which sustains the business day to day.

The business is supported by Joanna, who takes care of administration and parts sourcing, and three mechanics. On the restoration front they recently completed a full refurbishment of a 2.4T, completing all

the work on the R700k project in-house, with the exception of the plating, interior and spray job, which the owner arranged.

The 2.4T's place has been taken by a '69 Targa that's been stripped to a bare shell as it needs 'everything'. "The interior was finished and so was the wiring loom. The body is relatively rust-free but it's had an accident at the front which was badly repaired and the rear arches have been widened, so those need to come off." Conrad built a jig so that the body can be braced and rotated while it's worked on.

The jig is just one item in a range of tools that he's fabricated for specific tasks, such as an alignment tool for setting up a 915 gearbox, which has a reputation for poor shift quality and being complicated to set up – something Conrad disputes: "It's actually a very basic design and no different



in operation to the box in a Toyota Hilux. But it needs a special Porsche tool to align the selectors as you re-assemble it." His solution was to find a perfect untouched gearbox and reverse-engineer the tool off its settings.

He went a similar route to fabricate a tool to align the components on the mechanical fuel injection system (MFI) on the 911S – another model with a reputation for being tricky to set up properly, especially if it's been worked on by people with insufficient expertise. "The orange Targa we have in at the moment came for tuning but it turned out the engine has a mix of parts with a 2.2-litre injection pump on a 2-litre engine, carburettor spec camshafts and the cold-start system rewired with a switch on the dash." Correcting it took a lot of research before recalibrating the fuel injection pump and re-engineering the camshafts (which

didn't have the correct timing marks) got the engine running correctly.

His mechanical work extends to front-engined Porsche fare such as the 928 and its 4-cylinder sibling, the 944, which has a reputation for being 'un-rebuildable' thanks to the use of Nikasil liner technology for the bores. Naturally Conrad has found an economical work-around: "We re-sleeve the bores with cast-iron liners and use Toyota Fortuner V6 piston rings, which are a perfect fit on the Porsche pistons."

And no job is too big if the customer is willing to fund the time needed to get a car right, as is the case with a 996 currently undergoing a complete rewire with a new loom. "The car was originally a 3.4-litre but when the owner bought it, it had a 3.6-litre engine with an aftermarket ECU to make it work, but that packed in and wasn't available new."

Much like the issues with the earlier MFI Targa, getting the 996 to run properly involved a lot of problem solving: "The owner asked us if we'd work on the car if he sourced the correct wiring loom for

us to install, but even then it wouldn't run correctly." Hours of research led to Conrad identifying incompatibilities between technologies of various components (the ECU was digital but the loom was for an earlier analogue-spec car) which extended to the immobiliser and accessories. And all that work is in addition to the monumental task of replacing the loom itself.

On the ECU front, 911 Service Centre does a lot of remapping work to improve performance, whether it's on a modern Audi, VW or Porsche. "We have a specialist in the UK who does the remapping for us. Basically I download the car's data file and send it over and it comes back remapped to the required specification and ready to be uploaded." The upgrade is particularly successful on the 997 Turbo, which Conrad rates as his all-round favourite Porsche. "It's simply awesome and a lot more comfortable to drive than a GT3." He's also a fan of the air-cooled models, mind – particularly the 3.2 Carrera and later 993. "By then Porsche had got all the hiccups out of the design and it's a superb car!" 🏆

**See: [www.911servicecentre.com](http://www.911servicecentre.com) for more information.**

**We re-sleeve the bores with cast-iron liners and use Toyota Fortuner V6 piston rings, which are a perfect fit on the Porsche pistons**





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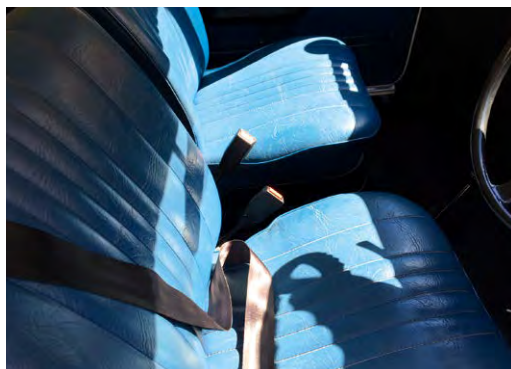
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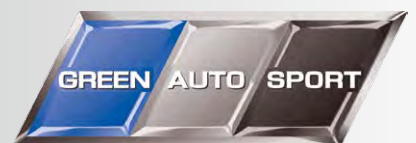
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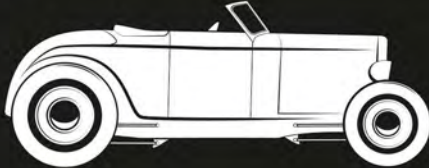
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# SÄINTLY SAVIOUR

With its signature flying buttresses and low, goggle-eyed front styling, Jaguar's XJ-S is arguably a Marmite car. Unlike its predecessor, the gorgeous looking E-Type, this rather radically styled mid-'70s coupé was both loved and loathed in equal measure. Yet the design was robust enough to see through a 21-year production run. A run that actually helped save the company's hide during a tumultuous commercial period, says **Graeme Hurst**.



It must have been galling to have been an engineer at Jaguar's famous Browns Lane factory in the early 1970s. Not only had the marque's founder, the gifted Sir William Lyons, recently been dispatched into retirement (as per parent company Leyland's rules) but, just as the experimental department put the all-new V12 engine – a power unit so magnificent in both design and output that it promised showstopper headlines – on the dyno for the first time, the 1973 Oil Crisis broke out.

This infamous period of world economic history was kicked off after OPEC (Organization of Arab Petroleum Exporting Countries) proclaimed an oil embargo to punish pro-Israeli countries for their support of the Yom Kippur War. As a result, crude oil prices quadrupled almost overnight and the market for thirsty cars – even luxury ones – slumped.

Of course, Jaguar was by no means alone on that front but it was arguably in a particularly sticky spot. Sales of its iconic E-Type were waning as the shape both became out of date and increasingly difficult to re-engineer in line with ever-evolving US Federal safety legislation. And the company was entering a hugely difficult economic period under British Leyland control which was plagued by spiralling debt, increasingly dodgy build quality and ongoing labour strikes. What's more the prestigious Jaguar brand now shared showroom floors with the likes of Austin and Morris.

The roots of this situation lay with commercial decisions taken a few years earlier and a change in the UK's economic circumstances. To the outside world of the Swinging Sixties, Jaguar may have appeared buoyant (with the success of new models such as the E-Type, the Mk10 and

the XJ6) but it was actually struggling with manufacturing capacity and Lyons elected to merge his company with the British Motor Corporation (BMC) in 1966. That move had been largely okay except BMC was actually in a state of chronic oversupply in the face of a nationwide credit crunch and was subsequently forced to merge with Leyland Motors (which had already taken over Rover and Triumph) to form the ominous British Leyland Corporation – an era of Jaguar ownership that would last until 1984.

This gargantuan corporation entered the 1970s in a parlous financial state, which added pressure on any new products to save the company's bacon. By then the XJ-S had been on the drawing board for at least a year, with early concepts penned by Malcolm Sayer (of D- and E-Type fame) himself before his untimely death in 1970. His work was taken over by George Thompson (under the guise of



chief stylist Doug Thorpe), who experimented with various options for the flying buttress treatment. It was a radical styling touch, made more so by the use of a dramatic concave rear window to link the buttresses, and was intended to usher in a new styling treatment for the famous British carmaker.

The lines of the new GT – it was seen as more of a Grand Tourer than sports car – may have been avant-garde on the outside but under the flesh lurked a shortened XJ6 platform, which featured the company's trademark independent rear suspension. Engine wise, the new two-door was intended to be the out-and-out range-topper for both the Jaguar marque and the larger BL stable and so it packed the new 5.3-litre V12, which had already received some acclaim in the XJ saloon (as the XJ12) and, of course, the Series III E-Type. This put Jaguar firmly up against the likes of Lamborghini and Ferrari, the only

other producers of V12 fare.

Despite the Oil Crisis drama, the XJ-S project was seen through gestation and was available in BL showrooms from September 1975, just as the E-Type bowed out. It was initially available in three-speed automatic and four-speed manual guise, with the latter option offered so Jaguar could use up its stash of E-Type gearboxes. Road testers of the time were undecided about the XJ-S's looks but were upbeat about the V12 engine's incredible smoothness and the car's resultant performance: 0-60mph was possible in 7.6 seconds (in manual form) and the XJ-S would top out at 143mph. That was Ferrari territory but at half the price. Customers, however, were less impressed at the need for frequent visits to the pumps: the 5.3-litre car had a

reputation for voracious thirst and offered just over 12mpg on a good day, enough to make even an Arab Sheikh's eyes water.

The XJ-S did enjoy some publicity in the late 1970s after Jaguar supplied one for the popular television spy thriller *Return of the Saint*, with a white XJ-S the wheels of choice for lead character Simon Templar – this after the company turned down the producer's request for an E-Type for the series precursor, *The Saint*, a decade before. However, the broadcast-driven interest wasn't enough

**The 5.3-litre car had a reputation for voracious thirst and offered just over 12mpg on a good day, enough to make even an Arab Sheikh's eyes water**



to offset the damage done by the OPEC drama and XJ-S sales weren't strong: just 14 800 came out of Browns Lane in the first five years.

Jaguar added fuel injection in a bid to quell the V12 lump's appetite for high octane petrol, but the new technology only served to improve performance. The real step-change came in 1980 after the company's directors realised the V12 was facing extinction unless they could drastically improve its efficiency. Their decision was to adopt the 'fireball combustion chamber' principle developed by leading Swiss engineer, Michael May.

This was a dual 'figure-of-eight' combustion chamber design that delivered an optimum swirl of the incoming gases in the cylinder head while allowing for the use of a very high compression ratio (up to 13:1

on 97 octane). Together with a dual Lucas coil HT system and compact, tapered-seat spark plugs – plus a longer final drive of 2.88:1 – the new cylinder head design helped push consumption down significantly to 15.6mpg. And with the bonus of added power and an improved torque curve. To market the benefits, Jaguar added the letters H.E. to the boot lid and this nomenclature, as period salesroom literature explained, stood for 'High Efficiency'.

While showroom activity had been limited until the engineering changes, racing activity had been surprisingly successful after the XJ-S was adopted by Group 44, an American Trans-Am outfit. Under the guise of local hotshoe Bob Tullius, the XJ-Ss in the Group 44 team clinched the 1977 Drivers' Championship Cup in the US despite running

against a multitude of well-sponsored Porsches. The car was also competitive on regular tarmac across the pond, as two entrants in the 1979-running of the infamous Canonball Run proved when they completed the epic 2863-mile-long coast-to-coast dare in 32 hours and 52 minutes. The record

result stood for four years after that.

Back in the UK, the XJ-S went on to impress in competition too, particularly in the hands of Tom Walkinshaw's TWR outfit, with the ace tuner scooping up five wins in the 1983 European Touring Car Championship and dominating the series the year after.

By then, the new model was available locally through Leyland South Africa and *CAR* magazine's editorial team got its hands on one in January 1983. Priced at R64 300 (before GST) the XJ-S was near the top of the tree in the local market, being just R30 shy of a Mercedes 380SEC and only a grand cheaper than a Porsche 911 cabriolet! Heady territory, but *CAR*'s test results didn't exactly embarrass it, with 100km/h from rest coming up in 9.1 seconds and a top end whack nudging 218km/h (at an indicated 231km/h). Interestingly the acceleration result could be achieved in first gear, thanks to the big GT's long gearing; an aspect that added to the car's refinement: at 100km/h the V12 was turning over at a fraction over 2000rpm. No surprise then that interior noise was a barely audible 70dB.

And refinement is what this svelte cat is all about. Particularly on this one-previous-owner-from-new 1984 example, which has a mere 112 000km on the clock – barely run in by Jaguar V12 standards. The churning

The car was also competitive on regular tarmac across the pond, as two entrants in the 1979-running of the infamous Canonball Run proved when they completed the epic 2863-mile-long coast-to-coast dare in 32 hours and 52 minutes





of the starter is about the noisiest aspect of its operation and, once the all-alloy engine is running, it gives way to a super smooth idle. Shift the delicate gearshift back into 'D', massage the accelerator and the XJ-S pulls away as if attracted by a large magnet on the horizon. The sheer torque from the huge engine is simply abundant, made more so by the fact the engine is so wonderfully muted – almost as if you've switched to electric power. Only under full acceleration does the engine make itself heard, but it's still turbine-like in operation with locomotive-like levels of urge.

The experience is matched by the interior appointments: the dashboard is a curious mix of traditional Jaguar walnut and delightfully 1970s gauges, particularly the revolving cylinder items to display information on engine temperature, oil pressure, fuel level and alternator charge. The rev counter's redlined at a heady 6500rpm while the speedo tops out at 260km/h, the latter a potent figure for a mid-1970s GT. There are a few Jaguar parts bin items too, such as the ignition and headlight controls, but items such as the chrome joysticks to operate the electric side mirrors lend the car a premium air. Naturally air-conditioning was standard, as was cruise control – a novelty for the mid-1970s.

And then there's the ride, which is just fantastically smooth. Jaguar hit the sweet spot with its famous independent rear suspension design (which was developed for the E-Type) and, more than 50 years on, it's still impressively refined – yet doesn't detract from the car's taut and precise road manners as you press on.

There's an unhindered view across the expansive bonnet from behind the wheel but the view out the back is somewhat constrained with those buttresses. When new, the XJ-S's rear signature styling treatment came under fire from some quarters, with testers concerned that it restricted rear vision and German authorities going as far as refusing to give the car type approval. But, in reality, the vision issue was no different to quite a few Italian exotics of the time.

In HE form, sales picked up and Jaguar, which was rescued from the clutches of BL when Thatcher underwrote its privatisation in 1984, was also in a position to invest in the model. A Cabriolet version (featuring a fixed, Targa-type roof structure for strength) followed, as did the option of two six-cylinder models, powered by the company's new AJ6 engine.

More development came in 1988 with the launch of a full convertible, which did away

with the Targa structure, making for a much prettier 'drop top' variant. The Convertible was available on our shores, although SA's rampant inflation in the post-Rubicon speech years pushed the price up to a heady R292 000 (and that's before GST!) when *CAR* magazine tested one in January 1989.

Jaguar sold more than 12 000 Convertibles (and 69 000 Coupés) before the company breathed new life into the XJ-S with a complete facelift for the 1991 model year. Now badged as the XJS (without the hyphen) the car's characteristically sharp lines were watered down, particularly around the rear, which featured wrap-around tail lights and softer rear window shapes. The flying buttresses were retained, however, as Jaguar's chief design Geoff Lawson felt they were part of the car's character. A year on, the engineers in Coventry stretched the V12 to 6-litres, which made it good for over 300bhp.

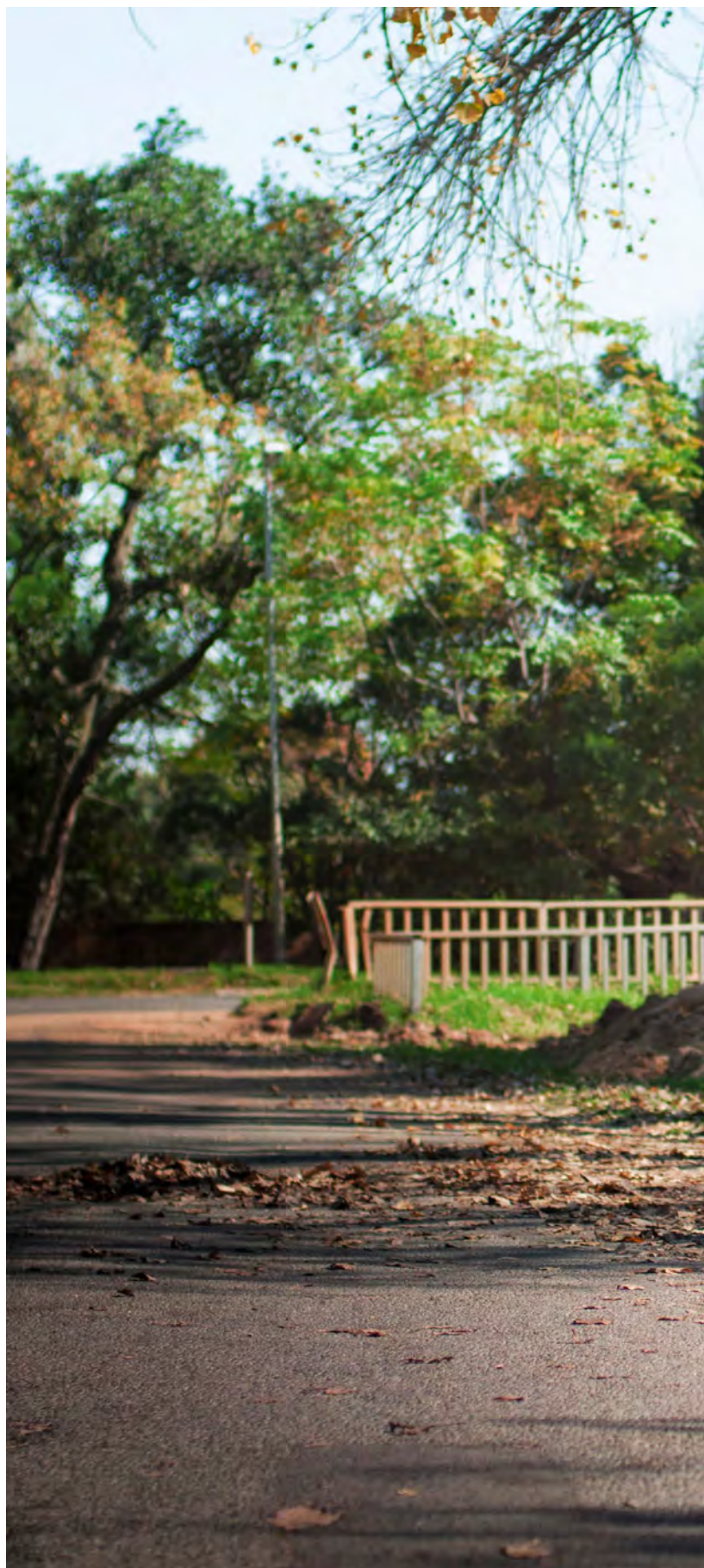
In that guise the XJS went through to 1996 before it was replaced by the XK8. By then more than 98 000 examples had rolled off the line at the Browns Lane factory. A factory that was more famously the home of the E-Type than a model that arguably helped keep the lights on inside during Jaguar's dark days under BL ownership. **📍**

**Thanks to Pieter Wagenaar for the use of the featured car which is for sale (tel: 083 381 7744)**

# HONOURING THE LEGEND

In 1976 Fiat set its eyes on the World Rally Championship. But unlike the purpose-built Lancia Stratos and Renault Alpines that had scooped the titles in the years preceding this, the Italian automaker called on the unlikely Fiat 131 saloon as a base. It was a little more than just a road car though, with Bertone and tuning aces Abarth called in to make it competitive. And it worked, with Fiat pushed hard by Ford's BDA Escort that was able to secure the 1977, '78 and '80 Manufacturer world titles. For homologation purposes 400 units had to be made. South African soil saw a pair in period, but neither car remains. With this in mind, **Stuart Grant** delves into how it's possible that we now see a number of 'Abarths' at local shows.

**Images by Etienne Fouche**







**T**he reason is simple. Abarth body kits were available and could be fitted onto any two-door Fiat 131 version. Some might call these replicas, but with the real McCoy differing vastly mechanically from a run-of-the-mill 131, in reality these don't really replicate but more silhouette the appearance – we prefer the term 'homage to replica', as they pay respect and give recognition to the real deal.

So what makes the genuine Abarth that much different? The story goes that semi-completed two-door 131 bodies were taken from the production line in Mirafiori and sent off to Gruppo Bertone. Here the shells were kitted out with wide fibreglass wings, bonnets, boots and aerodynamic aids, and

the rear metal structure was chopped and changed to house an independent rear suspension set-up (instead of the regular live axle). Once painted, these cars were sent to the Fiat plant in Rivalta where the Abarth go-faster bits were fitted. That said, unlike the wild Group B rally cars that followed in the 1980s, the 131 Abarth was still close to the regular 131, with 75% commonality of parts. Of the 400 made, 350 went to dealers to sell and 50 went to Abarth for competition use.

In road car-guise the Abarth included a 2-litre 16-valve double overhead camshaft lump with Weber downdraught, which was good for a claimed 140 horses and chunky 15x7 Chomadora alloy wheels. In competition cars this number increased to a whopping 240 (with the addition of

Kugelfischer mechanical fuel injection) and made use of a dry sump for better lubrication in the twists and turns experienced on a rally. Impressive numbers indeed, but the real winner was the rear independent suspension with trailing arms, anti-roll bar, coil springs and McPherson strut. The gearbox too saw a change, with a Fiat dog clutch unit fitted (many road owners later reversed this back to a regular synco-type box to ease use and drop the noise levels).

Oh yes, all Abarths were left-hand drive, so that's the easiest way to spot one of these homage cars – unless you want to grovel in the dirt and lie down to look at the rear suspension.

A quick look through South African motoring publications will show two genuine



Abarths competing locally. One, an Alitalia-delivered car, was brought in for Fernandez Paganini to use on the Castrol International Rally. After the event it was shipped back out. The second was a works car that Gigi Fincati (Fiat SA Motorsport Manager) imported for local rallies and to reverse-engineer the build of a right-hand drive version with all the correct parts. So SA had a team of two cars: one left-hooker Abarth and one right-hand steering Abarth mechanical copy. Fiat called on Jan Hettema and Kassie Coetzee to pilot these, with Bob Hardy also flying the flag in a semi-works 8-valve car that also sported Abarth kit – the moulds to make the kit were imported along with two spare 16-valve engines and various spares to maintain the works machines.

When Fiat left South Africa and pulled the rally programme, the two 16-valve works cars (left- and right-hand drive) were sold to Serge Damseaux. Sadly the leftie caught alight, set an entire plantation on fire and burned to the ground. Clearly an intense fire; nothing was salvaged from the original Abarth. Damseaux continued rallying the right-hand drive SA-built car until he moved on to a works position at another manufacturer. He sold the car to legendary motorsport engineer Owen Ashley, who removed the 16-valve Abarth engine and shoehorned a 3.5-litre V8 Rover engine into the vehicle – reason being that it was easier and more cost-effective to work

with than the highly-strung Group 4-spec Abarth. This V8 Fiat was sold to Dirkie Boonstra and rallied successfully, scooping a number of Western Province titles. As with many rally cars life was hard on the Fiat, and the independent suspension was tossed in favour of a hefty Ford Granada backend. Boonstra eventually sold the car on to John Ramsey, which is where the trail runs cold... chances are that years of modifying have left it unidentifiable as an Abarth.

**So SA had a team of two cars: one left-hooker Abarth and one right-hand steering Abarth mechanical copy**



Fiat's marketing department were quick to use the 131 Abarth rally championship victory and launch a range of Fiat Rally models.

Hardy's 8-valve eventually found its way to Fiat stalwart Leon Bester, but it was heavily damaged in a stage accident and sold off, disappearing into the ether. Does it exist today? Who knows? If any reader has an idea, please feel free to make contact with us.

Bester also managed to get hold of the 16-valve engine Ashley removed, as well the two spare factory team lumps. He moved one on to Neil Lobb's road-going Abarth homage; the second engine is in his own Lancia Monte Carlo and the third is crated and locked away in his collection.

For those who wanted to beef up the look of their regular 131s back in the day, Fincati was the man to turn to – thankfully he managed to hold onto the set of Abarth moulds

For those who wanted to beef up the look of their regular 131s back in the day, Fincati was the man to turn to – thankfully he managed to hold onto the set of Abarth moulds. A rally wannabe could simply drive to his Auto Sprint operation in Kitchener Avenue, Kensington (he's still there) and order a kit comprising of bonnet, boot, rear fenders, front fenders, front and rear spoilers and a roof diffuser. A sharp eye would notice that these local kits replicate the medium-width Abarth body – the original rally cars came with narrow ice stage arches, medium fitments for forest-type gravel stages and wide for tarmac specials. All but the pictured car here are forest kits. This particular set, a tarmac-type, was imported from Italy and fitted to the car by Fincati.

So there you have it. There is not a single Fiat 131 Abarth

in South Africa, but there are a host of tasty homage vehicles, thanks to the man that led the way with them in period. A fitting tribute to one of the most successful rally cars ever made. It's more than worth taking the time to ogle at them at local car shows or on the tracks and stages in historic events.

The benefit of the base car being a Fiat 131 means that, even though it might not be an Abarth, the classic still drives brilliantly – like all Fiats of the era it exudes a sporting nature on the road. It's the closest thing we have to an Abarth and worthy of a space in the collector's garage, next to our own 131 homologation racer that killed it on the race tracks. Hats off to Mr Fincati and the 131 aficionados for keeping the Abarth dream alive – even if only in the looks department. 🏁

Thanks to RS Autosport for the use of the featured car and to Leon Bester and Neville Pretorius for the information pertaining to the local cars.



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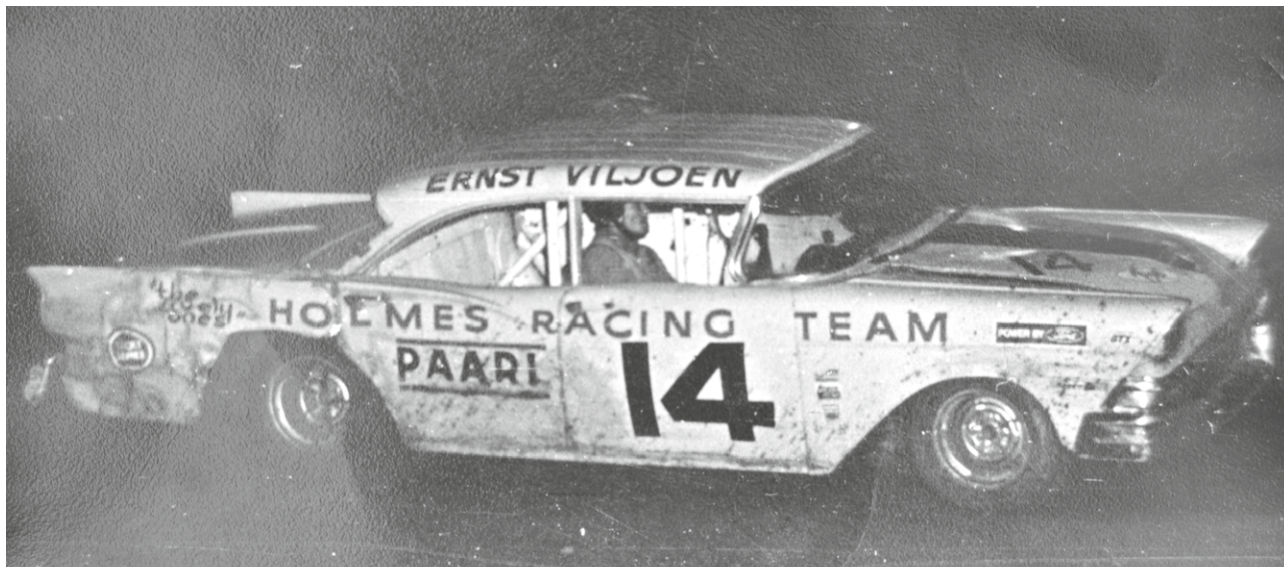
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# IN THE VEINS

**Mike Monk** catches up with Ernst Viljoen, a Killarney faithful who has been racing in all sorts of disciplines practically non-stop for 48 years.



The Ford Fairlane 500 oval tracker that kicked off 48 years of racing.



Ford Anglia oval track racer.



In the late '80s, Ernst signed up with the Cape-based Proteam outfit in the Stannic Group N Series.

He started off his racing career competing in gymkhanas and rallies, before purchasing a battered Ford Fairlane 500 oval track racer with a bearing knock

**W**hen motor racing gets into your bloodstream it is difficult to shake off the effects, not even with a transfusion. Although generally making a living farming, Ernst Viljoen is typical of the afflicted.

Taking part in a gymkhana in his early twenties led to a largely unbroken near half-century of participation in all manner of motorsport activities in a wide variety of vehicles. Ernst is still going strong and is currently preparing cars for himself and

his son, Ernst Junior, to race at Killarney.

Born in Johannesburg in 1947, Ernst grew up and completed his school and university education on the Rand. He raced a 50cc Garelli at a 1-Hour enduro at Kyalami while still at school, before moving to Paarl in 1970. There he met local racer Flip Smit and became involved in the very active Paarl Motor Club and one of a group of individuals collectively known as 'The Lively Ones'. He started off his racing career competing in gymkhanas and rallies, before purchasing a battered Ford Fairlane 500 oval track racer with a bearing knock for R50 from Holmes





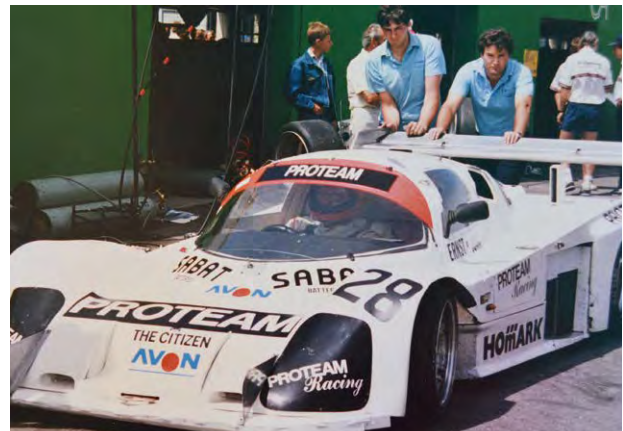
Ernst's early circuit forays included time in the ex-John Simpson Mk1 Escort.



Ernst teamed up with Willie Turck in the ex-Dave Charlton Mazda at Kyalami in 1976.



Ernst shared a Mazda 323 Egi with Max Jonker in the Killarney 6 Hour race.



The Proteam-run Tiga-Hart – 1987.

Ford. It cost as much again to fix the engine (halcyon days!). He then set about taking part in oval track racing at various venues in the Western Cape including Paarl, Malmesbury, Worcester, Robertson, Ceres, Beaufort West, Oudtshoorn and Port Elizabeth.

Steadily he started getting involved in circuit racing as well, and as experience was gained his results began to improve. In the early days Ernst was mainly a Ford man and drove a MkIII Cortina XL V6 before having a few seasons with an ex-John Simpson Mk1 Escort 1600. He competed in this car at circuits all around the country, including

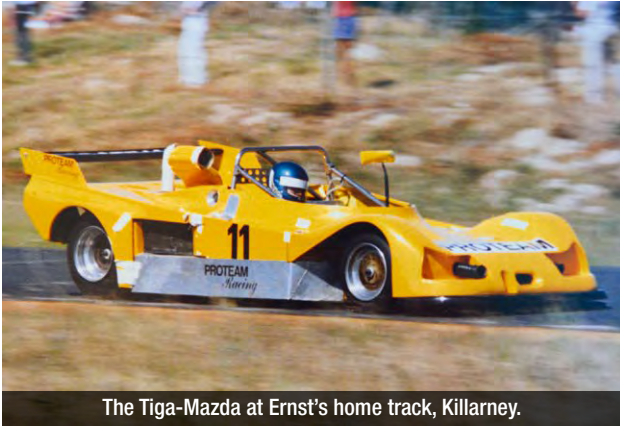
winning the first saloon car race to be run at the Aldo Scribante circuit in November 1974. Conversely, Ernst participated in the last race meeting to be held at Brandkop in 1978.

In 1975, after getting married in Barkly West, Ernst had a year's sabbatical from the high-paced sport but it was not long before he was back in action. Perhaps it was only natural that he became involved in the Cape Helldrivers scene at the Goodwood Showgrounds, and in 1977 he won the Kentucky Fried Chicken

Modified Saloon Car Championship in a Ford Anglia.

Ernst certainly drove an interesting mix of cars, some with previously established success in the hands of a number of SA's leading drivers. In 1976 he took part in the

**He competed in this car at circuits all around the country, including winning the first saloon car race to be run at the Aldo Scribante circuit in November 1974**



The Tiga-Mazda at Ernst's home track, Killarney.



The Tiga-Hart Ernst raced at Kyalami in 1987.



Fanie Theron (left) and Ernst Viljoen with the wrongly presented champagne after the 1985 6 Hour at Killarney.

Geoff Goddard had actually won the race, but at the finish line officials inadvertently presented Ernst and Fanie with the winner's champagne, and they promptly popped the cork

Wynn's 1000 at Kyalami with Willie Turck in an ex-Dave Charlton Standard Production Car Mazda Capella. Then in the late 1980s he campaigned a couple of ex-Tony Viana Winfield BMWs in the National Stannic Group N series, first with a 528i then a 325 Shadowline.

It was around this time that Ernst signed up with the Cape multi-faceted racing outfit Proteam and raced a number of cars carrying its name. The team was not shy on giving awards to its members and Ernst has two certificates, one for scaring a track marshal out of his wits after a spectacular spin at Killarney's

Hoal's Hoek, and a second slightly more serious one for his various activities in 1987.

But one of the most amusing highlights of Ernst's BMW period was when he took part in the 1985 6-Hour endurance race at Killarney in a 323i shared with Fanie Theron. Geoff Goddard had actually won the race, but at the finish line officials inadvertently presented Ernst and Fanie with the winner's champagne, and they promptly popped the cork. Fanie was concerned that they were not, in fact, the victors but Ernst told him with a grin, "Don't worry and drink up."

The 1980s proved to be a very busy decade for Ernst. Aside from racing with Luigi Marzocca in a Nissan Skyline 2.8, he started racing Alfa Romeos with both an



Ernst's E28 BMW 528i campaigned in the Stannic Group N Series.



Part of Ernst's collection – the masses are still boxed.



Ernst with the two Alfa Romeo GTVs he is preparing for himself and his son to race in Killarney classics.



Left: the Goodwood Helldrivers KFC Modified Saloon Car trophy Ernst won in 1977; right: Solcom Pan Rally trophy Ernst won in Namibia in 1993.

Alfetta GTV6 2.5 in standard production and an ex-Dirkie Kotze Alfa 2000 GTV in the modified class. While all this was happening, on a trip overseas in 1987 to watch Le Mans, *Die Burger* newspaper invited him to write a report on the race and as a result he received a press pass. What he did not expect was to find himself in the commentator's box in the small hours of the morning where, to his surprise, he was asked to do some commentary!

A long-time fan of endurance car racing, in November 1987 Ernst stepped into an ex-Hugh Chamberlain Group C2 Tiga-Hart entered in the two-heat Group C1/C2 Yellow Pages 500km race at Kyalami, sharing driving duties with Britain's John Williams. The car finished fourth in class

in Heat 1 but a dropped valve in the engine late in Heat 2 forced retirement and meant the pair were eventually classified 20<sup>th</sup> overall. The following weekend Ernst took part in the Group C2 race, which was the last race at the 'old' Kyalami. This time sharing with John Round, the car retired on Lap 40 with engine maladies. Following this, Ernst also did a one-off race in an open sports Tiga-Mazda Rotary in an enduro at Killarney, but it also failed to finish.

There was no end to Ernst's versatility: he won the 1993 Solcom Pan Rally in Namibia in a Chev Nomad 2.5. Later, he also took part in a 6-Hour endurance race at Killarney with Maxie Jonker, sharing a Mazda 323 EGi. Soon after he teamed up

with racer and motor dealership owner Jurgen Zu Bentheim in a rapid 2-litre VW Golf Mk1.

Today, Ernst is busy preparing two Alfa Romeo GTVs for himself and his son to race at Killarney. A relaxed individual, other than in his workshop there is little around his expansive home that reflects his racing career. Old trophies are mostly boxed but this merely disguises his obvious enthusiasm for the sport. Ernst Junior has raced extensively in the past, starting with karts before progressing into Alfas, Formula Vee, Formula Ford and Formula Atlantic. The two will make a formidable pair in the classic series at Killarney and it is good to see the Viljoen racing blood passing down to the next generation. **C**



## FIERY FORD

From race to ruin and back again – **Mike Monk** looks into the story of a GT40 with a split personality.

Over the years there have been many tears of both joy and heartbreak shed over the outcome of pitting man and machine against a 24-hour clock

Le Mans – or, more simply put, Le Mans – has been running since 1923 and is a sporting event the status of which is universally recognised as one of motorsport’s legendary races. Over the years there have been many tears of both joy and heartbreak shed over the outcome of pitting man and machine against a 24-hour clock – the race defines endurance car racing. Where else can you mix privateer teams with modified road cars running on limited budgets against full-blown factory sports prototypes brim-full of technology and expertise? For the smaller outfits, winning the Index of Performance is

the goal while the big guns battle it out with power and efficiency in the quest for overall victory. The speed differentials between the two tell their own story.

The 1960s was a period of sports car innovation with the likes of the Howmet gas turbine car and the high-wing automatic Chapparral 2F taking part, but the decade is probably best remembered for its Ferrari versus Ford battle and the impact of the Ford GT40. The battle began in 1963 when Henry Ford heard that Enzo Ferrari was interested in selling his company. It coincided with Henry’s desire to race at Le Mans, and Ferrari had won the classic race in 1960, ’61 and ’62. Following an expensive audit of Ferrari’s assets, the deal looked to be going through until Enzo discovered he would not be allowed to control the motor



racing division and pulled the plug on the deal at the eleventh hour. Enraged, Henry set about beating Enzo at his own game and had talks with Cooper, Lotus and Lola with a view to creating a Ferrari-beating Le Mans car.

Cooper and Lotus were not really viable options, so Henry and Lola's Eric Broadley agreed on a one-year contract that included Broadley supplying two of the advanced Lola Mk6 GTs to Ford to use as a basis. John Wyer joined from Aston Martin and Ford Dearborn engineer Roy Lunn was assigned to the project at a new subsidiary titled Ford Advanced Vehicles established in Slough, England, which was to be overseen by Harley Copp.

The GT40 first raced at the Nürburgring 1000km in May 1964 as a prelude to the

eagerly awaited appearance at Le Mans where three cars were entered. All retired, but the Richie Ginther/Masten Gregory car comfortably led the early part of the race. Following more dismal showings, later in the year Carroll Shelby took over from Wyer. A maiden win at Daytona in February 1965 augured well, but the rest of the season was another failure. Six GT40s comprising works and private entries took part at Le Mans and all failed to finish. Ferrari was still on a roll, winning again as it had in 1963 and '64, making it six victories in a row.

After licking its wounds, the team regrouped and set about the 1966 season in style, scoring a 1-2-3 at the Daytona 24-Hour in February, a 1-2-3 at the Sebring 12-Hour – and then came Le Mans. Remarkably, GT40s posted another 1-2-3



with Bruce McLaren/Chris Amon finishing first, Ken Miles/Denny Hulme second and Ronnie Bucknum/Dick Hutcherson third, all driving 7-litre MkIIs. The cars won again in 1967 with Dan Gurney/AJ Foyt (7-litre MkIV), in 1968 with Pedro Rodriguez/Lucien Bianchi (4.9-litre MkI 'P') and in 1969 with Jacky Ickx/Jackie Oliver, incidentally driving the '68 race-winning car, chassis P1075. This was the first time the same car had won Le Mans twice.

The original GT40 MkI was fitted with first a 4.2-litre (255ci) engine but soon after a 4.7 (289ci). The MkII looked similar but in many

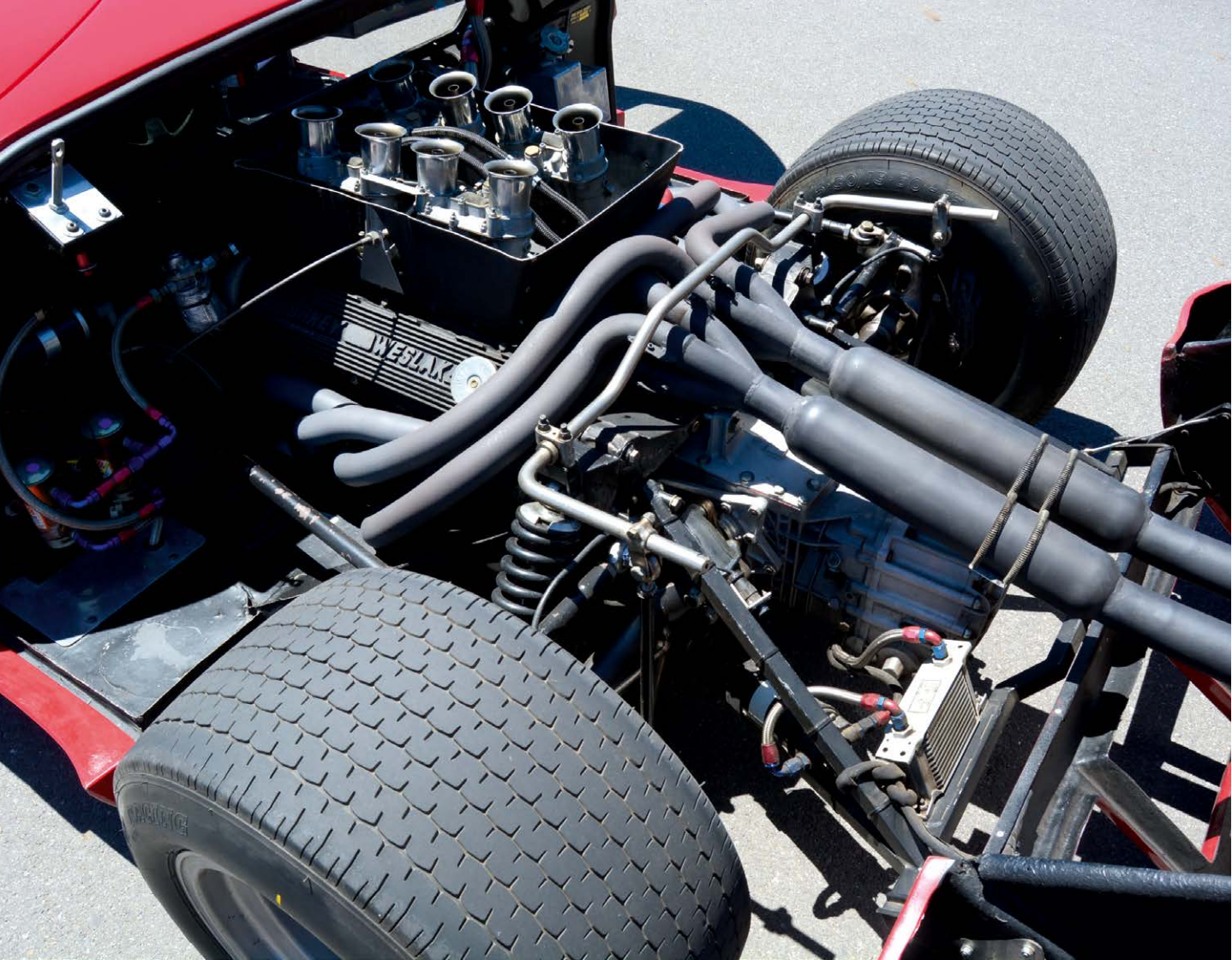
ways was different and was powered by a 7-litre (427ci) motor. The MkIII was a road car and only seven were built. A lightweight, 'bread van' J-Car was developed on a different chassis with the 7-litre engine but was a design failure. Only nine were made and Ken Miles was killed while testing one at Riverside when the car went out of control. A GT40 MkIV followed using a reinforced J-Car chassis but with redesigned bodywork. And 40 MkV official continuation models with the 'P' suffix completed the GT40's development history.

The GT40 featured here is labelled as GT40P chassis 1048, but therein hangs a tale, which will be explained later. GT40P 1048 is a MkII fitted with a 289ci (4736cc) V8 mated with a ZF 5-speed gearbox. Pre-delivery it was tested by Innes Ireland at Goodwood on 18 May 1966 before being despatched to

Umberto Maglioli's Brescia Corse racing team on 24 May with the British registration number PKX852D. Painted red with black trim, it rode on Borrani 6½-inch wide front and 8-inch wide rear alloy wheels with nickel-copper spokes. FAV 8½- and 10-inch wide rims were also supplied. Rear brake ducts were an additional feature.

Throughout its life it was not a particularly successful car, often entered in races but not starting and failing to finish on numerous occasions. Nevertheless, it finished third in class and seventh overall on its debut at the Trento-Bondone Hillclimb in July 1966 driven by Mario Casoni. He followed this up with a new lap record and pole position in its next race, the Enna Cup in Sicily in August, but suspension problems caused a DNF. However, it did win one race, taking the 1967 Enna Cup in the hands of the highly talented Italian Nino Vaccarella, who averaged 210km/h over the 300km distance. But the car was destined for a fiery existence...

**However, it did win one race, taking the 1967 Enna Cup in the hands of the highly talented Italian Nino Vaccarella, who averaged 210km/h over the 300km distance**



Brescia Corse sold the car to Ferrari sports car tuning specialist Willy König at the end of 1967. The German widened the rear bodywork, flared the sills and added canard fins to the sides of the nose. The car was raced at various venues without success and was crashed by Jean-Pierre Rouget in the 1969 GP de la Corniche in Casablanca. In 1971 the rear bodywork was modified again in the style of the Porsche 917 and on 18 April the car took part in the Le Mans 3-Hour driven by Jean-Claude Guérie and Rouget, in so doing becoming the last GT40 to be driven at Le Mans in period. Sadly, though, the car caught fire and was completely gutted. The burnt-out chassis was purchased by Geurie and rebuilt over the next 12 months, finished in metallic light green, before being sold to Michel Dagorne in '72. Then in '73 it was purchased by Jean-Pierre Van den Doorn who sent it to Franco Sbarro for restoration in December '79. And here the story of chassis 1048 gets intriguing.

The Shelby American World Registry states that in 1980 Sbarro sold the original GT40P 1048 to Giuseppe Lucchini with a repro FoMoCo chassis plate. Three years later, Sbarro shipped a newly constructed GT40P 1048 to Van den Doorn with the original chassis plate. Lucchini subsequently commissioned Ronnie Spain, a noted GT40 expert and author of a definitive book on GT40s, to inspect his car in Italy as he suspected that Van den Doorn's 'restored' car was likely not the original. Spain's inspection of Lucchini's car verified it as being the original car and provided a report on its authenticity. This information was also sent to Van den Doorn, who subsequently instigated a lawsuit against Sbarro. Van den Doorn was awarded a Lola T70 replica, another

Lola replica, and cash as compensation from Sbarro, as well as retaining the restored car. Lucchini was now recognised as the legal owner of GT40P 1048.

So what happened next? Lucchini kept the car for a while before it passed on to Vintage Racing Motors Inc from whom the Woods Trust purchased this now verified original GT40P chassis 1048. It has the 289ci engine fitted with Gurney/Weslake heads and Weber carburetors. And for me, the fact that it has a

**On 18 April the car took part in the Le Mans 3-Hour driven by Jean-Claude Guérie and Rouget, in so doing becoming the last GT40 to be driven at Le Mans in period. Sadly, though, the car caught fire and was completely gutted**



## FORD GT40P CHASSIS 1048 RACE HISTORY

10 Jul 1966	Trento-Bondone Hillclimb	Mario Casoni	7 <sup>th</sup>
17 Jul 1966	GP Mugello	Umberto Maglioli/Mario Casoni	DNS
7 Aug 1966	Coppa Citta di Enna	Mario Casoni	DNF
11 Sep 1966	Zeltweg 500km	Mario Casoni	7 <sup>th</sup>
16 Oct 1966	Paris 1000km	Nino Vaccarella/Mario Casoni	DNF
25 Jun 1967	Reims 12-Hour	Umberto Maglioli/Nino Vaccarella	DNF
6 Aug 1967	Coppa Citta di Enna	Nino Vaccarella	1 <sup>st</sup>
9 Oct 1967	Innsbruck	Umberto Maglioli	4 <sup>th</sup>
15 Oct 1967	Paris 1000km	Nino Vaccarella/Umberto Maglioli	DNF
30 Jun 1968	Norising	Willy König	DNS
15 Jun 1969	Spanish SCC Jarama	Willy König	DNS
29 Jun 1969	Norising 200-mile	Willy König	DNQ
6 Jul 1969	SM Ulm-Laupheim	Willy König	DNS
27 Jul 1969	Zeltweg	Willy König	DNS
10 Aug 1969	Zeltweg 1000km	Willy König	DNS
12 Oct 1969	Paris 1000km	Jean-Pierre Rouget/Herve Bayard	DNS
19 Oct 1969	GP de la Corniche	Jean-Pierre Rouget	DNF
26 Apr 1970	Monlhéry	Greiller/Jean-Claude Guérie	DNF
3 May 1970	Magny Cours	Greiller	DNF
14 Jul 1970	Magny Cours	Greiller	?
9 Aug 1970	Mont Dore	?	?
23 Aug 1970	Magny Cours	?	?
20 Sep 1970	Coupes de Paris	Jean-Claude Guérie	DNS
25 Oct 1970	Monlhéry AGACI 300	Jean-Pierre Rouget	DNF
21 Mar 1971	National Albi	Jean-Claude Guérie	DNS
12 Apr 1971	Nogaro International	Jean-Claude Guérie	DNS
18 Apr 1971	Le Mans 3-Hour	Jean-Claude Guérie/Jean-Pierre Rouget	DNF
6 Jun 1971	Interserie Zolder	Jean-Claude Guérie	DNS





contentious history does not detract from the thrill of driving one of my 'bucket list' cars – it actually adds a twist to the occasion.

For starters, it is common knowledge that the '40' in GT40 stands for the height of the car – 40 inches (1 016mm) – which is below my waist height, so getting in was potentially going to be a challenge, but with the top of the doors cut into the roof it was fairly easy to step over the wide sill and drop into the perforated seat. Without a helmet headroom was not an issue, but the driving position is very laid back so the harness needs to be pulled tight to prevent sliding forwards. The top of the car's nose is just visible above the base of the windscreen but the view forward is panoramic. The rear-view mirrors are ideally placed on the front wheel arches.

There is a bit of a procedure in firing up the car, thankfully clearly explained on an info sheet in the car, but when that V8 does grunt into life with the characteristic V8 rumble, you know there is something special idling away just behind your head. The pedals are offset to the left and the short gear lever moves through a well-worn gate. The Momo steering wheel feels right and pulling away is effortless, thanks to something close to 500Nm of torque available from the pushrod overhead-valve V8.

Once all the fluids had warmed up, it was time to push on. In this guise, the engine pumps out 287kW at 7000rpm and as the

revs rose so did the mechanical din – and my pulse rate. The rate of acceleration is impressively strong, the sensation increased by sitting so low to the ground. Weighing just under a tonne, the car has a top speed of around 310km/h, depending on the chosen gearbox ratios.

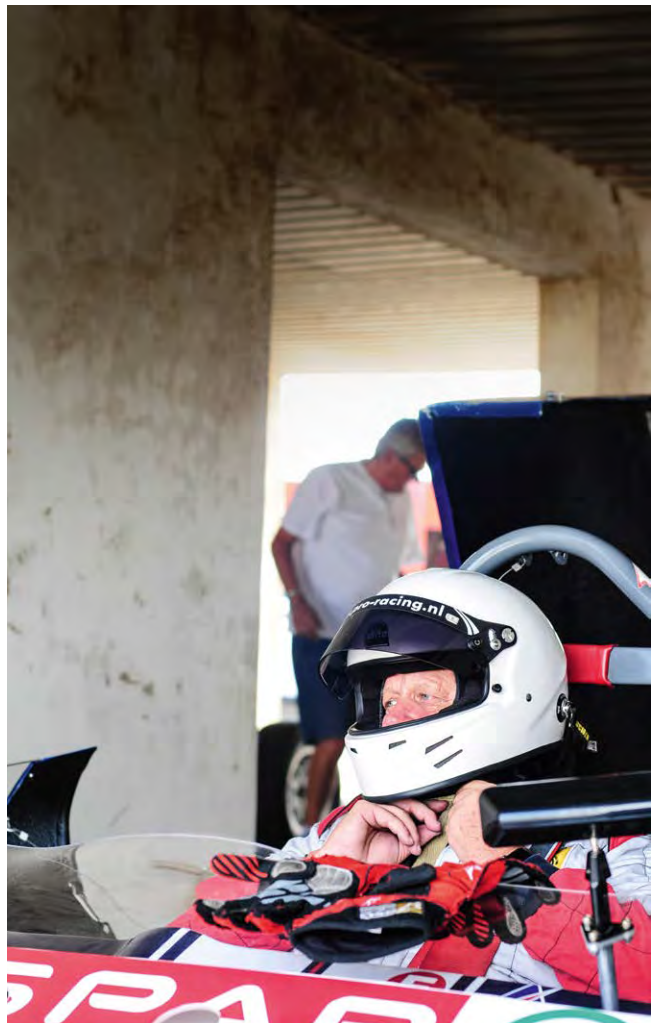
Once familiarised with any circuit and into a rhythm, driving such classics as this GT40 becomes a memorable experience, conjuring up all manner of images of racing heroes past tackling iconic events at famous race tracks around the world. While I did not have a Mulsanne Straight with which to approach this figure, I did manage to appreciate the high speeds attainable in each of the long gears. The term 'relaxed racing' came to mind but that does not do justice to the drivers who drove these cars for hours at a time, day and night in all weather – the true definition of sports car endurance racing.

Riding on 4.30/11.60-15-inch tyres up front and 5.30/13.6-15-inchers at the rear, I was aware that the rubber was old and needed respect but, even so, the grip was superb and a squeeze on the accelerator allowed for some entertaining progressive tail-end breakaway. Steering effort ranges from heavy at slow speeds to firm at higher

velocities. Combined with seat-of-the-pants sensations provided by the all-independent suspension comprising double wishbones up front and double trailing arms with a transverse top link and lower wishbones at the rear, the GT40 is very involving to drive. Coil springs are used all round and there is an anti-roll bar at each end. Brakes are 11.5-inch (292mm) discs and are reassuringly effective.

Henry Ford, irked at being snubbed by Enzo Ferrari, set out to beat the Prancing Horse at one of motorsport's most iconic arenas, Les 24 Heures du Mans, and after a shaky start did just that. In what was a golden age of sports car endurance racing, it was a costly but notable achievement. The proliferation of continuation models and replicas that have followed bear testimony to the GT40's historic appeal and popularity. And GT40P 1048 is one of the most notorious. 🏁

**Henry Ford, irked at being snubbed by Enzo Ferrari, set out to beat the Prancing Horse at one of motorsport's most iconic arenas, Les 24 Heures du Mans, and after a shaky start did just that**





# CONTINUING TO BLOSSOM

Typifying Colin Chapman's theory of simplifying and then adding lightness to make fast racing cars, the Lotus 23B was a tubular small-capacity sports racer clothed in a sleek Frank Costin fibreglass body. And it set the world of Group 4 racing alight on debut at the 1962 Nürburgring 1000km, with Jim Clark pulling out a 27-second lead over the Dan Gurney Porsche 718 on the first lap. Victory was not to be though as eleven laps in Clark, overcome by fumes, retired the 455kg projectile with a cracked exhaust manifold. While a few genuine examples made it to South Africa, the inherent simplicity of the design has seen to it that the 23 is a popular choice for scratch-built replicas and the little number has gained cult popularity, with these winning races throughout the land. **Stuart Grant** catches up with a fresh build version of the giant killer.

**Photography by Etienne Fouche**

**Archive photos courtesy of [www.motoprint.co.za](http://www.motoprint.co.za)**

**S**o Clark and the new Lotus 23 failed, and overall victory went to the Phil Hill/Olivier Gendebien Ferrari Dino 246 SP, but the diminutive machine had done enough to scare the regular frontrunners. A second 23 also impressed by running in eighth overall and first in class.

Ready to win, a pair of Lotus 23s entered Le Mans that year. One with a 742cc (45.3cu in) aluminium-block DOHC Coventry Climax FWMC for drivers Les Leston/Tony Shelly, and another a 1-litre iron-block pushrod

Cosworth MkIII for Jim Clark/Trevor Taylor to share. But it was not to be as both cars failed scrutineering on a technicality – the 23s had always carried a spare four-stud front wheel adjacent to the driver's knees and officials argued this wouldn't work in the event of a rear tyre issue. Lotus responded by getting the factory to make up four-stud rear hubs and have them flown to Le Mans the next day. These were duly fitted but again scrutineers balked the cars, deciding that the original six-stud configuration was an indication of the strength requirement in the original design,

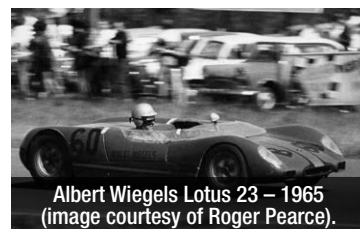
and deemed the four-stud setup unsafe. Despite Lotus engineer Mike Costin offering to go over structural analysis calculations, the authorities remained firm. Wound up, Chapman pulled the plug on competing and vowed never to return to Le Mans – and he stayed true to his word. He did however sell one of the four-stud cars on the spot, with the terms of sale stating a lease on the engine and support, on the condition that the four-stud configuration be retained for more than a season. Bernard Costen, the Frenchman that took over the car, did just that and went



Peter de Klerk Lotus 23 at Kyalami – August 1963.



Berrington-Smith in 1965 (image courtesy of Roger Pearce).



Albert Wiegels Lotus 23 – 1965 (image courtesy of Roger Pearce).



Berrington-Smith/Charlton Alfa-powered 23B – Kyalami 9 Hour 1965.



Berrington-Smith Lotus chases the Gous Elva Porsche – 1965 (image courtesy of Roger Pearce).



The Zank/Hoo-Foster 23 during the 1969 9 Hour (image: Malcolm Sampson).



Truter/Berrington-Smith Bramhill Ford Lotus 23 – 1969 Kyalami 9 Hour (image: Malcolm Sampson).



Rose-Gold/Henderson 23 with modified body work – 1971 Kyalami 9 Hour.

on to win the Clermont-Ferrand 6 Hours and 1000km of Montlhéry that year without the studs or wheels breaking.

Despite no further Le Mans attempt the 23 excelled, and Chapman and his factory churned out 130-odd units that evolved from 23, to 23B and 23C with minor changes. The 'B' saw the gear linkage moved from a central position to the right-hand flank, the radiator and oil cooler joined as one and the chassis had the odd extra tube added to cope with more torque as the engines evolved. In 'C' format the most noticeable changes were the widening of the wheels and tyres for extra grip, which resulted in revised rear bodywork where the 'spats' covering the rear wheels were cut open and rounded off and

some extensions added to keep the wheels undercover when viewed from the top – a safety rule requirement.

To meet various class rules, engines employed ranged from the 742cc Coventry-Climax through to 997cc, 1098cc, 1340cc, 1475cc and 1594cc Cosworth lumps and the 1498cc Lotus TwinCam. Initially it was planned for power to make its way to the rear wheels via a Renault 4 transaxle but this was only fitted to the prototype with the five-speed Hewland MkIII, IV and V models finding home in the production racers. As usual the South Africans did things their own way, and the most frequently raced Lotus 23 in period (the Thompson Bros' car) made use of an Alfa Romeo power unit.

As good as any engine is, the fastest way around a race track is around the corners – and this means a decent chassis design. The 23 clearly had such an item. It was essentially a widened Lotus 22 single-seater chassis. This meant a tubular construction, comprising both square and round piping of various sizes, was the core that

double wishbone suspension hung off at the front and a reversed wishbone with radius arm setup at the rear. Brakes were non-vented Girling discs all round, while uprights and steering rack and pinion came courtesy of the cheerful Triumph Herald.

It's this relative simplicity and the use of 'common' parts that make the Lotus 23 an ideal car to replicate (although Hewland gearboxes are starting to become scarce/expensive) and this really kicked off in the 1980s and continues today, both locally and abroad.

Visit a historic race meeting here and you'll more than likely see a replica running (albeit that there are four genuine cars in South Africa). As a kid I remember watching Gordon Capper and Dave Sinclair racing a BDA-powered version and later raced against the look-a-likes of Richard Bekker (a Doug Serrurier-, of LDS fame, built car) and Willie Grobler (Lotus twin-cam engine). The latest arrival to the track is the pictured car, built by long-time Lotus builder Neil Le Blanc of 7 Plus for Robbie Frank. Powered by a Ford Kent engine, it has immediately proved competitive, as the original did back in 1962. **C**

It's this relative simplicity and the use of 'common' parts that make the Lotus 23 an ideal car to replicate (although Hewland gearboxes are starting to become scarce/expensive)

# 230

## LOTUS 23 IN THE SPRINGBOK SERIES

DATE	RACE	DRIVER/S	RESULT
02/11/1963	Kyalami 9 Hour	Niemann/Lederle	DNS
06/11/1965	Kyalami 9 Hour	Berrington-Smith/Charlton	DNF
04/12/1965	Kyalami SA Sports Car GP	Berrington-Smith	5
27/12/1965	Roy Hesketh 3 Hour	Berrington-Smith	DNF
01/01/1966	East London RAC GP	Berrington-Smith	DNF
08/01/1966	Killarney 3 Hour	Berrington-Smith	2
05/11/1966	Kyalami 9 Hour	Berrington-Smith/Jefferies	DNF
05/11/1966	Kyalami 9 Hour	Haycock/Joubert	DNF
27/12/1966	Roy Hesketh 3 Hour	Jefferies	DNF
18/11/1966	Killarney 3 Hour	Rowe	10
26/12/1967	Roy Hesketh 3 Hour	Rowe	5
26/12/1968	Roy Hesketh 3 Hour	Hoo-Foster	6
26/12/1968	Roy Hesketh 3 Hour	Zank	DNF
04/01/1969	East London 500km	Zank	10
08/11/1969	Kyalami 9 Hour	Zank/Hoo-Foster	DNF
22/11/1969	Killarney 3 Hour	Zank	DNF
27/12/1969	Roy Hesketh 3 Hour	Zank	9
21/11/1970	Killarney 3 Hour	Zank	10
27/12/1970	Roy Hesketh 3 Hour	Zank	11
27/12/1970	Roy Hesketh 3 Hour	Podmore	DNA
02/01/1971	Goldfields 3 Hour	Zank	DNA
06/11/1971	Kyalami 9 Hour	Viljoen/Lester	Unknown
06/11/1971	Kyalami 9 Hour	Rose-Gold/Henderson	Unknown
20/11/1971	Killarney 3 Hour	Rose-Gold/Henderson	Unknown
05/12/1971	Bulawayo 3 Hour	Henderson	15
11/12/1971	Goldfields 3 Hour	Rose-Gold/Henderson	13
27/12/1971	Roy Hesketh 3 Hour	Henderson	20
26/11/1972	Lorenço Marques 3 Hour	De Groot/Martin	13

# BACKYARD MAKES THE FRONT PAGES

John Myers is well-known as the creator of South Africa's first sports car, the Protea, which was a highlight of a rich and varied automotive career, both on and off the track, as he recalled with *CCA* back in September 2016. **Graeme Hurst** caught up with him again to find out more about two saloon cars he helped develop and race that were so quick, one broadsheet hack refused to believe his claims... until John gave him the keys to try them for himself!



John going through Club House corner at Kyalami in the Dauphine on the new 12in wheels.

“**T**hat little Fiat can't do 90mph!” That exclamation by the Motor Editor of the *Rand Daily Mail* back in the mid-

1960s sent John Myers's blood pressure over the redline after the blood, sweat and tears he and good mate Angelo Pera had put into making their Fiat club racer fly – as Kyalami regulars in the early 1960s knew only too well. “So I gave him the keys to

try for himself and he came back and said: ‘Bloody hell, it can!’” recalls John today. That was after a stint around Kyalami that had the motoring hack coming out of Club House wide-eyed and on three wheels.

The car in question was a humble two-cylinder mid-1950s Fiat 500 ‘Cub’ – affectionately known as the Topolino, which is Italian for ‘Little Mouse’. Only the example John campaigned was known in the pits as ‘Super Mouse’, having been heavily tweaked to deliver 50bhp in place of the rather meagre 16.7bhp originally available in one coming off the showroom floor.

The Fiat wasn't the only car that thrilled saloon championship

fans back in the early 1960s, as John and Angelo were equally famous for their hotted-up Renault Dauphine which, after years of fettling, ended up being good for 100mph... something the same Motoring Editor disputed with the same predictable result. “He said: ‘Bollocks, it won't do 100mph’ so I said: ‘Ok, have a go in this one too’ and he came back again saying: ‘Well I'll be damned, it can!’”

The results from the sequence of good-natured dares were published in two successive Saturday editions of the paper's motoring pages in September '65. By then the Dauphine had competed in three 9-Hour races and scored more than 25 class wins over the previous three seasons. And it sat in sixth place in the SA Saloon Car Championship log that year.

The two friends (who are both now in their

Only the example John campaigned was known in the pits as ‘Super Mouse’, having been heavily tweaked to deliver 50bhp in place of the rather meagre 16.7bhp originally available



Angelo (left) and John with their trophies following a class victory in the 1964 9-Hour.

mid-90s and still in contact) met through the racing scene on the Reef in the 1950s. By the early '60s John was working for Volvo agents Lawsons Motors (after production of his Protea cars ceased) and campaigned a Volvo 122S for the company. Angelo had his own garage in Craighall and was a skilled engineer-cum-racing driver, hugely adept at extracting extra grunt from otherwise ordinary engines on a budget.

He bought the Fiat for R120 back in 1957 and soon set about tuning it by boring the 570cc block out to 690cc to accommodate Renault pistons (using rings which Angelo turned himself) and polishing the head to increase gas flow. The suspension was lowered and the wheels widened to 4½ inches – a big change from the standard 2¾-inch width.

He and John also lightened the car. "We

took out most of the interior and made the passenger door and the bonnet out of fibreglass," recalls John.

Their first time out at Grand Central had them lapping the circuit in 2min 40secs. More drastic changes followed. "Angelo converted it to run with a dry sump to avoid surge. He engineered a way to run a scavenge pump mounted on the timing chain cover which delivered oil to a tank under the scuttle from where it went through an oil cooler before going back to the engine." Other engine tweaks included running a 1½-inch SU carburettor that John recalls coming off an Austin-Healey and beefing up the compression ratio to 9.1:1, in place of the standard 6.7:1. To ensure that none of

the added horses were lost en route to the rear wheels, Angelo also machined a set of straight-cut gears and fabricated his own propshaft with hardy spicer joints instead of the standard car's fabric discs that would've been torn to shreds on the first lap.

The various tweaks worked, with the lap time at Grand Central down to 2min 17secs before racing moved to Kyalami. There it

To ensure that none of the added horses were lost en route to the rear wheels, Angelo also machined a set of straight-cut gears and fabricated his own propshaft with hardy spicer joints







Angelo Pera leads Wally Schoch during their "private" dice.  
Photo by Len Langenveld & Vic de la Porte

The Sports Car—JANUARY, 1964

Angelo leads Wally Schoch's DKW in the Saloon Car Race, a supporting fixture at the Sixth Rand GP.



The Dauphine (still on the original wheels) going through Crowthorne at Kyalami.



Super Mouse !! Photo: Archie Holmes

A pic of Super Mouse in action from *The Sports Car*, January 1964.



Going into the Esses at Kyalami.

ourselves and get up to speed on the latest tuning mods. They had a Dauphine and a Fregate in the workshop and showed us various tricks, but I also went to a tuning firm called Autobleu in Paris; they had various bits including a 'bunch of bananas' exhaust and a high-ratio pinion for the steering rack."

He also tracked down a specialist in Scotland. "There was a bloke in Prestwick who was making Dauphines go faster than the factory and boasted that he could get 100mph," says John. "He took me for one helluva drive in his Dauphine. It was pissing down with rain and the car was wheel-spinning all over the place and this bloke had thick glasses. When he got up to 90mph I said, 'okay, I'll take your word that it'll do a 100!'"

Back home he and Angelo got to work tweaking the borrowed Dauphine, which had its suspension lowered and the location of the rear drive shafts beefed up with a set

of custom radius rods. The steering rack got the pinion from Autobleu, which reduced the turns from lock to lock from five to just two. John recalls that mod as being essential. "With a rear-engined car on a track you're either going straight ahead or you're on full lock, and with five turns it was never going to make it."

Under the bonnet, things got even more radical: "Angelo blanked off the side inlet ports on the cylinder head and drilled down through the top so the carb could sit on top of the rocker cover. That meant the bonnet wouldn't shut – so we wedged it up with stays. Then the armchair experts all said: 'Oh look, they're using the Kamm effect!'"

All the various tweaks were only finished the day before the 9-Hour, with no time to run the car in. "Arnold Chatz and I decided to drive it around all night to ease

the car up before we raced the next day." The pair came home third in their class and 12<sup>th</sup> on index. Although the car was listed as a Dauphine 1093, the nomenclature was a misnomer as it was a Renault number relating to performance and didn't reflect capacity, which was standard at 845cc.

The Dauphine was back for the '63 9-Hour – this time in the hands of Chatz and Scamp Porter – and it had been a subject of ongoing development in between. "By that stage I'd joined Angelo in business and we used to work from dawn for a few

**That meant the bonnet wouldn't shut – so we wedged it up with stays. Then the armchair experts all said: 'Oh look, they're using the Kamm effect!'**



Angelo racing the Dauphine at Zwartkops, with the bonnet held up with stays.

hours before the rush of customers. We had bought a rolling road and we used to test out various changes as we made them." Some of those were quite involved, such as modifying the valve gear to avoid pushrod bounce, of all things. "We welded flat washers on the pushrods to allow them to run with springs. These were narrow items taken off an old Buick engine."

Various carburation options were tried and tested while Angelo also went through more than half a dozen camshaft grinds to get a suitable profile. "In the end, we were running it at 54 degrees before TDC and the car went like the clappers. I used to regularly take it to 8000rpm at Kyalami. In fact, it could go to 8200, but at 8300rpm a pushrod would pop out." It's hardly surprising to learn that the engine needed work between fixtures. "We had to change the top ring after each race as it had lost its tension. I used to take the ring out and it was so soft I could lay it out flat."


In that spec the Dauphine was good for 90mph, but cracking the magic 100 mark (the extra 10mph at that speed requiring a

substantial increase in power) would only come following a change in class rules. "A year or two after we started racing the Dauphine they changed the formula and did away with the 850cc class, making it 1000cc. I thought, hell we can't give that many CCs away! So I looked around and found a Renault-engined pickup that was made in Japan... Corsairs I think they were called. These models had bigger blocks and sleeves so we could increase capacity, and Angelo machined them down so the pistons sat proud and fitted into the head. That gave us a 12.5:1 compression ratio and made the car good for 100mph."

At that time the car was still running on drums, but an upgrade was made possible thanks to a demo car being written off. "I was demonstrating a Volvo 122S to a potential customer and, as we came into Oxford Street, there was our demonstrator Dauphine wrapped round a bloody telegraph pole. So I got on the phone to Angelo and said: 'You'd better get hold of the insurance company and make a bid on the wreck as it's the latest model with disc brakes!'"

The little Dauphine was also subject to various other running gear upgrades, including bespoke wheels. "The standard wheels were 15in which were much too high so Angelo bought

some 13in rims from Rubery Owen in the UK and had his own inserts cast in alloy at a foundry in Benoni. The combination worked really well." The pair made further tweaks to the Renault's suspension to refine its manners on the track. "I used to have big dices with a bloke called Armstrong who had a Mini Cooper. I used to go into Club House corner faster than he did but he'd come out faster than me as I used to get wheelspin inside the rear wheel, even though we were running on 2.5 degrees negative camber at the back." Angelo's solution was to add a transverse leaf spring between the rear hubs. "It meant I could get a front wheel in the air in corners, which no other Dauphine could achieve."

The Renault was actually quite good when it came unstuck on the track, as happened on one occasion when a competitor dropped oil on the circuit. "Coming into Sunset, a Cortina dropped his sump. I was right behind him and had no control after hitting the oil, and ended up going this way and that. When it got a bit quieter I thought, Christ, I'm still here, so I put it into third and got the hell out of there. As I entered Club House I looked back in my rear-view mirror and Sunset looked like a bloody carpark!" Maybe if the Motoring Editor had seen John escaping the pileup on that day he would've taken him at his word... 

**It meant I could get a front wheel in the air in corners, which no other Dauphine could achieve**



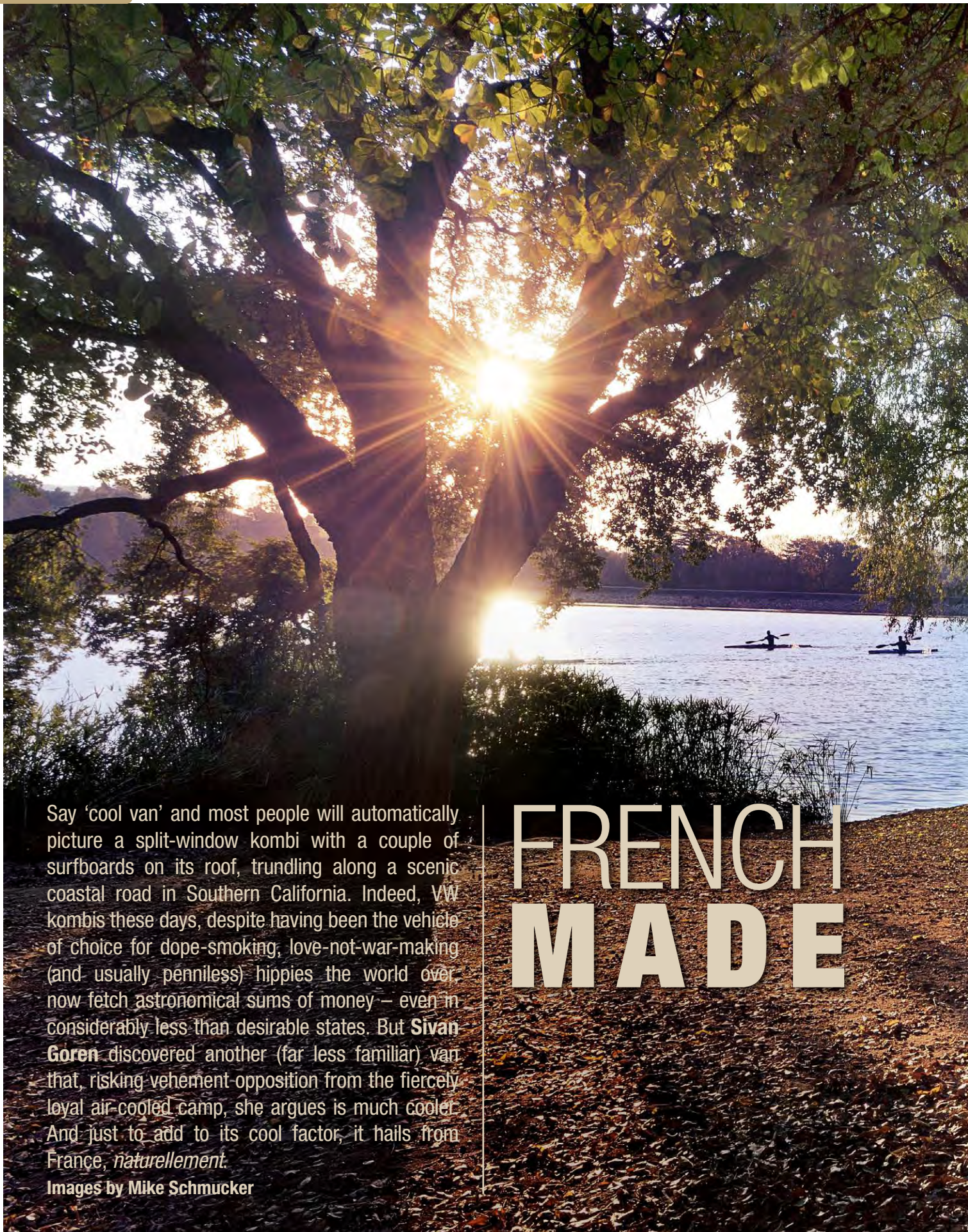
# Silent Design

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



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





Say 'cool van' and most people will automatically picture a split-window kombi with a couple of surfboards on its roof, trundling along a scenic coastal road in Southern California. Indeed, VW kombis these days, despite having been the vehicle of choice for dope-smoking, love-not-war-making (and usually penniless) hippies the world over, now fetch astronomical sums of money – even in considerably less than desirable states. But **Sivan Goren** discovered another (far less familiar) van that, risking vehement opposition from the fiercely loyal air-cooled camp, she argues is much cooler. And just to add to its cool factor, it hails from France, *naturellement*.

Images by Mike Schmucker

# FRENCH MADE





**T**his van's story begins after WWII, when in 1946 Chenard-Walcker launched a front-wheel drive light van powered by a two-cylinder, water-cooled, two-stroke 1021cc engine with a claimed output of just 26hp. Even by the standards of the time, this was woefully insufficient and by 1947, this engine was replaced with an 1133cc engine – that of the Peugeot 202.

Chenard-Walcker had never had huge capital reserves and as a result most of its cars were built by hand, meaning that the company could not be competitive as far as the price of its vehicles. It had already gone bankrupt once in 1936, when it was

taken over by body maker Chausson, and it was now clear the business could no longer survive on its own. As Peugeot had provided its engine for the van to use, it became a major creditor and was by virtue of this fact the natural frontrunner to buy the floundering business.

The trade-off of having had a compact two-cylinder engine was that the van could have a streamlined, attractive front. However, with the upgrading to a larger four-cylinder engine, the nose had to be extended, giving the van an odd, protruding front and resulted in its rather derogatory nickname – *nez de cochon* (pig nose). It did, however, provide a slightly higher output of 30hp. Peugeot stuck its own name on the Chenard-Walcker CP3 van after it acquired the business and it became known as the Peugeot D3.

Power was again increased late in 1950 when the engine

was replaced with the 1290cc engine of the recently introduced Peugeot 203, and the D3 became the D3A. In 1952 output increased to 40hp, with the D3B, and to prevent lonely journeys, a passenger seat was fitted in early 1953.

Peugeot had previously discontinued the 202, and the 203 was its only passenger vehicle until 1955, when the 403 was launched. This 1468cc engine was then promptly stuck into the van and in August 1955 the D4 was born. Aesthetically, though, the van was pretty much unchanged – apart from two 'baguette-style' (what else?) over-riders on the front bumper. Prospective buyers also had the optional extra of a side door for the load area.

Four years later a diesel option became available, this being quite an innovation for the time – Peugeot was, after Mercedes-Benz, the world leader in diesel engines for automobiles and light trucks – and by 1960, the D4B with 55hp petrol engine was

Peugeot stuck its own name on the Chenard-Walcker CP3 van after it acquired the business and it became known as the Peugeot D3



released. A few minor exterior changes followed, including fitting of flashing indicator lights. The van came in a range of body types, including basic panel van, minibus, ambulance and horse-box. The minibus was most famously used by the French police – in fact, in the movie *Pink Panther*, Inspector Clouseau was driven away in one – and the post office, which found the vans useful for transporting mailmen. But by 1965 the D4B had grown long in the tooth and was replaced – this time with the brand-new Peugeot J7.

The French manufacturer wanted a new design that would be practical and reliable – the idea was a sort of cross between a station wagon and a van that would be comfortable but also work as a utility vehicle. The new van retained the original cab-over design, front-wheel drive and all-independent suspension. As far as engines, the options were either a 1.5-litre (1468cc) four-cylinder petrol engine or a

1.9-litre (1816cc) diesel – these being the same engines as used in the 403 and 404 passenger cars.

The van was not exactly a supermodel in the looks department: it had corrugated side panels, a front grille, large windscreen and high windows. But the driving position was both comfortable and ergonomic and the dashboard was more advanced, which made a change from the vans of the period. It had sliding doors and a rear door that opened wide enough to accommodate its payload of between 1400 and 1800kg, depending on the version. Along with its somewhat basic looks, its ride quality was not great and it had a wicked tendency of shaking up its passengers like cooked pasta draining in a colander when pushed a little harder than it liked.

The J7 was available in

a number of versions including panel van, minibus, pick-up and pick-up with cab. A longer wheelbase and increased capacities appeared during the first year of production. Initially a 1.6-litre petrol engine and 2.1-litre diesel engine were released and in 1971 a 1.8-litre petrol and 2.3-litre diesel became available. In 1974 the J7 got disc brakes on the front wheels. By the time production ceased in 1980, over 330 000 had rolled out of the Sochaux factory.

But back to my comparison between the J7 and the VW kombi. Sure, the J7 may not have won any beauty contents and most

**The J7, while it could be likened to the vehicular equivalent of a slightly homely 'pavement special' that no one wants to adopt, has the underlying cool factor**



would say that the VW kombi was far more aesthetically pleasing, and – let’s face it – pretty darn sweet and likeable, like a cute little Labrador puppy. The J7, while it could be likened to the vehicular equivalent of a slightly homely ‘pavement special’ that no one wants to adopt, has the underlying cool factor. And furthermore, technically speaking, the VW kombi cannot match it.

Think about this for a second: VW only offered a diesel engine in its kombi from 1981, by which time the Peugeot vans had used them for years. The J7 and its predecessors had front-wheel drive which provided an even, deep and flat loading surface. Yes, VW’s rear engine was quieter for those up front than the somewhat rough-and-ready Peugeot engine, whose noise was only slightly dampened by a simple cover, but this only adds to its quirky charm

in my opinion. When my dad spotted the van for the first time, his eyes misted over. “Does it have the gear lever where you have to change gears like this?” he asked while performing a mock gear change with his arm bent backwards, making him resemble an excited orangutan. (The J7’s gear lever is a long stick which is centrally mounted but at arm-length behind the driver, so you are forced to move your arm backwards in an awkward manner to change gears.) Turns out that one of these vans was used as the school bus that ferried him and his friends to school and back when he was a youngster in Israel.

We have been driving this Peugeot van around for a while now, so I can tell you for a fact that it can: transport a double bed across town, fit a massive sleeper couch (that we battled for about an hour just to get out the door of the house) with the greatest of ease, cart three smelly dogs and a (slightly less smelly) child to the park and back and double as a camper van, parked alongside

Emmarentia Dam with a couple of deck chairs and a picnic basket. What it cannot do is go fast. At all. A 30km trip across town will seem like an infinite trek through the Gobi Desert; every speed bump feels akin to ascending Mount Kilimanjaro, your ears ring from the din of the straining engine and your nose burns with acrid gearbox fumes.

But what it lacks in looks and performance, it makes up for in the sheer delight it inspires. Take it to a coffee shop in Parkhurst on a Sunday morning and people cannot get enough – they love it. Three Porsche 911s can glide past and all anyone sees is this funny-looking van tootling along. It’s not an investment and you might spend the equivalent of its purchase price on oil. You could probably pick one up fairly cheaply (if you can find one), and it certainly won’t be your retirement policy like a VW split-window might be. But unlike a priceless car that spends its life gathering dust in the basement of some collector somewhere, lest it – gasp – drives through a puddle, this is a vehicle you will not be scared to drive. And you’ll have loads of fun doing it. **C**

Three Porsche 911s can glide past and all anyone sees is this funny-looking van tootling along



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# THE BUTCHER, THE BAKER & THE BIKE MAKER

Master craftsman John Baker has worked on just about any motorcycle you can think of, but the one that got away was the one he'd really love to own today. The seventh of just 31 Vincent Black Lightnings ever built, the one with chassis number RC4184 was owned by John's father, Jack, for more than a decade. **Gavin Foster** catches up with the man who has played cars, buses, trucks and bikes – but still hankers after his holy grail.



Baker working on the Yamaha TZ of SA Champ Andy Buys.

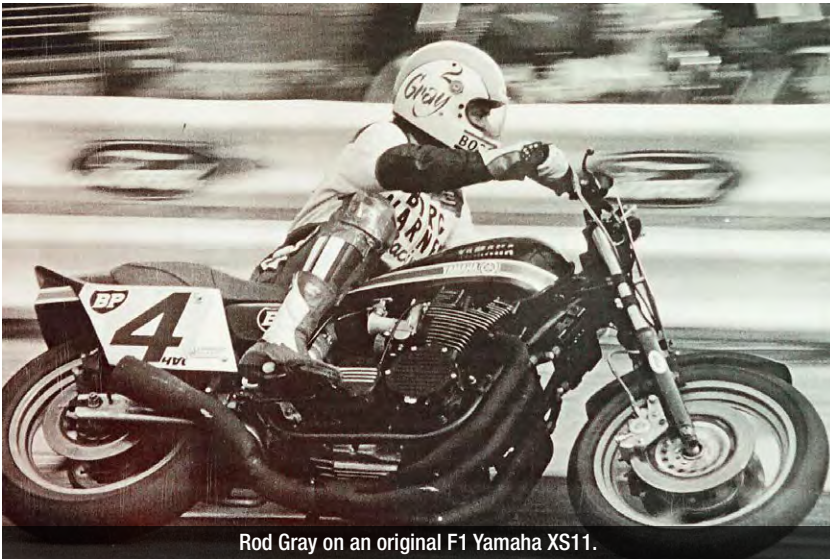
**T**he bike, one of two delivered to South Africa, was first owned by Vic Proctor who used it to establish a South African absolute land speed record of 241km/h – just over 150mph – in May 1952. That record was to stand until Bobby Olthoff reached 287km/h in a McLaren Elva Ford sports car in '67. "My dad bought it when we lived in PE in the late '60s and as I grew up all I wanted to do was ride it. He said I would never get a chance to ride it, then part dismantled it just to make sure. I eyed it for years until he sold it sometime in the mid-to late '70's. It's now in New Zealand. Jack Baker's worries about his son nicking rides were well founded though. John taught

himself how to ride on the old man's 1000cc 1937 Ariel Square Four, and as a childhood friend I remember watching 14-year-old John using it to lay down thick black rubber lines outside his folks' house in Parsons Hill, Port Elizabeth, while they were at work. I thought it sounded just like a hot Ford Cortina GT!

John, renowned for the quality of his motorcycle restorations, reckons he owes his reputation to the skills and work ethic instilled by three men – his father, two-times SA 250cc Champion and Yamaha SA's technical wizard Tommy Johns, and ace-racer and bike shop owner Mike

Grant of Pietermaritzburg. "I spent much of my childhood in the garage with my dad, helping him rebuild cars and bikes, cleaning and polishing parts and learning how things worked. He was a patient man

John taught himself how to ride on the old man's 1000cc 1937 Ariel Square Four, and as a childhood friend I remember watching 14-year-old John using it to lay down thick black rubber lines outside his folks' house



Rod Gray on an original F1 Yamaha XS11.



John as a kid on his father's 1000cc Ariel Square Four.



Baker has a thing about early Kawasaki four-strokes.



A more youthful Baker on the Rod Gray XS1100 F1 racer he built some years ago.

and an absolute perfectionist," says John. Jack had all sorts of vintage and classic cars and bikes pass through his hands – the Ariel Square Four, a twin-cylinder OHC 500cc Sunbeam S8, AJS and Matchless singles and twins, the very rare Vincent, a Willys Whippet, a Jaguar XK120 and a stunning XK150 all kept him out of mischief for years. "At one stage he had about five Chevs, including a 1926 four-seater open tourer ground-up restoration that came out of a swamp. I think he sold the Vincent to pay for the XK150 and he eventually made big money on that Jag in about 1984. He paid off the house and bought an L34 yacht, a caravan and an Austin-Healey from that sale."

But let's go back to John. "When the time came for me to get a 50cc buzz bike in about '70, I really thought my father had bought me one and hidden it away. Two days later it became clear that he hadn't. What he'd bought was simply a box of scrap, a trashed Honda overhead-cam SS50V. He told me that I had to build it up and then I'd know how to fix it when it broke down. He helped me all the way; we painted it, we fitted a 72cc kit, I kept it clean and polished it and when we'd finished I rode it with all my mates who had new bikes. Two years later, when my friends and I moved

on to bigger bikes, I sold it for three times the price my friends got for their newer bikes. That's how it all began."

John is dyslexic and didn't enjoy school much, so when he was 17 he signed up as an apprentice motorcycle mechanic at Charlie Young, the Yamaha importers at the time. When he first met Yamaha's technical

He helped me all the way; we painted it, we fitted a 72cc kit, I kept it clean and polished it and when we'd finished I rode it with all my mates who had new bikes



John and Blaze Baker in May 2018.



Blaze after scoring a full house at East London in May 2018.



Four-time World Champion Hugh Anderson with the Vic Proctor Vincent in New Zealand.



Bits and bobs in Baker's workshop.

guru, Tommy Johns, Tommy asked him how much he knew about motorcycles and when John said he knew everything, Tommy brusquely told him that he could damn well forget all that because he would teach him again – properly. There was probably nobody else on the planet better to learn from. A few years after he qualified, John went to work for Mike the Bike in Pietermaritzburg and Mike Grant filled in any holes that may have existed in his education.

In the late '70s and early '80s John spent a couple of years in the UK. He'd worked with a number of top bike racers at home by then and there was a constant flow of

South African racers to Europe in those days. "I went to a lot of GPs and often stayed with Alan North in his caravan. He had a Japanese team with a very trick bike but they could never get it set up right. Then I worked for Donnie McLeod, who won two British 250cc championships and did a couple of GPs, and also helped Jon Ekerold a little when he raced a Suzuki RG 500 in GPs after his 350cc championship year." England is renowned for its eccentrics, and one of them that John met up with was hell-raising, hard-drinking film star Oliver Reed. "He lived in Surrey and my ex-wife worked at a wine bar in Dorking that he frequented. He'd do one-armed push-ups on the bar

counter and he had a big estate just outside of town where he used to host lawnmower racing. I went to his house once or twice. I don't think he himself ever raced lawnmowers though –

he was probably too pissed all the time." Reed was a popular personality in his home county. He reputedly once kidnapped the local milkman and took him on a two-day bender in London. The story goes that the poor man was sacked when he returned, so Reed employed him as his gardener at double his previous salary.

When John returned to South Africa he worked with SA champ Dudley Cramond – now KTM's head of factory services, developing engines for all the KTM racing teams in the USA – at his shop, Why-Not Motorcycles in Durban North. After Dudley relocated to Europe to work in GPs, John moved to the newly opened Tommy Johns Motorcycles in Pinetown before starting his own business, Johns Auto, in 1991. "I initially wanted to do bikes but there wasn't enough money in it, so for 27 or so years I worked on cars, buses and trucks." He continued rebuilding motorcycles as a hobby though, with the most interesting

He'd do one-armed push-ups on the bar counter and he had a big estate just outside of town where he used to host lawnmower racing



Baker with his early Z900 built in the 'hobby' years.

probably being the Tommy Johns-built chain-drive Yamaha XS1100 racer that took Rod Gray to the 1982 SA Formula One championship, smashing every lap record and winning every race it finished on the way. The frame and cycle parts were original, if tatty, but the engine had been sold to an American racer, so John had to replicate the chain-drive conversion and engine modifications carried out on the original.

John's life took another turn in 2008 when he started preparing race bikes for his good friend Mike Egan's son James, who went on to a successful racing career in the UK. Mike offered to help sponsor John's son, Blaze, if he wanted to start racing on first 50cc and then 125cc motorcycles. "We were at a restaurant after one of James's races and Mike, after a few beers, asked Blaze if he wanted to race," says John. "I'll sponsor you!" he said. John, horrified, told Mike that he was about to complicate all of their lives,

but Blaze accepted the offer. "Mike stuck to his word for a good five years, paying entry fees and other expenses, and only stopped when James's expenses in the UK became crippling." Blaze has thankfully turned out to be a star, finishing second in the South African Super600 national championship in 2016 and 2017 on a Suzuki, and racing professionally for the King Price Extreme/BikeFin Yamaha Anassis Racing Team R6 in 2018. In the most recent round in East London in April he took pole position for both heats, won both races with ease, broke the lap record and won the Rider of the Day award.

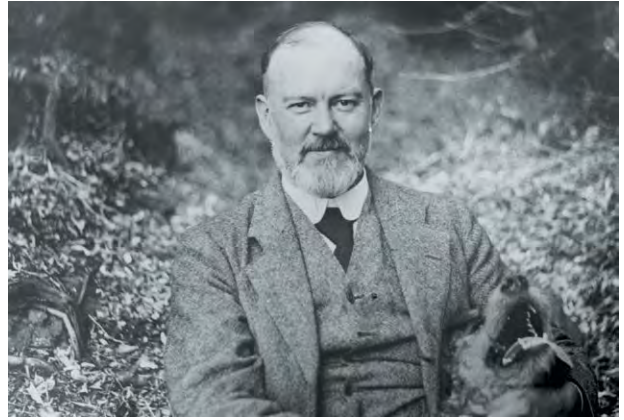
After a lifetime of involvement with motorcycles and motorcycle racing, John has now settled into the perfect niche for his various skills – restoring old motorcycles to better-than-new condition for people who want a good job and don't encourage him to cut any corners. He's also involved with his son's racing so the name of

his company, JBR, informally changes according to which hat he's wearing at the time – John Baker Restorations or John & Blaze Racing. He's rebuilt most of the TZ race bikes and other Yamaha motorcycles in Startline Powersport Parts & Accessories owner Paul Ward's stunning private collection, and other bikes that have enjoyed his attentions range from BSA Gold Stars to 1960s Japanese middleweights to the iconic 1970s Japanese, German and Italian sports machines that evolved into the superbikes we know today. He's currently busy with a gorgeous 1992 Honda Fireblade, an early 1960s Honda 450 Black Bomber four-speed twin, a brace of Ducatis and – my favourite – a 1934 Zündapp 800 that pre-empted the Honda Gold Wing in having a flat-four engine and shaft drive.

You can have a look at his website at [www.johnbakerrestoration.com](http://www.johnbakerrestoration.com) for images of some of these bikes. You won't find a 1949 Vincent Black Lightning there though. 🏍️

# PERFECTION AT ANY COST

In this month's fictitious interview **Jake Venter** catches up with Sir Frederick Henry Royce (1863 to 1933), and talks of the engines that power cars and planes carrying his name.



**R**oyce was born in Alwalton, near Peterborough, and was the youngest of five children. His father was a miller but the business failed and his father moved to London, taking his two boys with him. One year of formal schooling followed, but Henry was forced to give this up and sell newspapers at the age of nine when his father passed away. He was looked after by his mother and other relatives, and in 1877 an aunt paid for him to become an apprentice at the Peterborough works of the Great Northern Railway. He developed a liking for machinery and was helped by his landlord, a Mr Yarrow, who had a workshop with a small lathe. Three years later his aunt died, the apprenticeship came to an end and he subsequently worked for a tool-making company before ending up at the Electric Light and Power Company in London.

Royce first fell ill in 1902 and again in 1911, most likely through overwork because he always worked long hours with little food. He had a serious operation and the doctors advised him to rest as much as possible and stay away from the factory. He built a winter residence at Le Canadel in the south of France, but spent summers at his house in Crowborough, Sussex. In 1917 he moved to a house called Elmstead in the village of West Wittering in Sussex. Royce did not go out much, but in 1929 he went to see the preparations for the Schneider Trophy (seaplane) races at Calshot. I covered the event for a newspaper and managed to interview him. We were frequently interrupted by his engineers but I did not mind.

We sat in the open on canvas chairs, with a view of the course over the sea and close to the shed where the seaplanes were being worked on. His nurse was not far away, and she provided refreshments.

**JAKE:** I really appreciate your willingness to talk to me and answer some questions.

**ROYCE:** I surprised myself by agreeing. I suppose it's partly because I've been told you're a South African and partly because you're an engineer. In 1902 I spent a very pleasant month with my wife, visiting her family in your country.

**JAKE:** I'll try to be as brief as possible. I've read that you had to work from an early age. How did you manage to educate yourself?

**ROYCE:** I moved around from company to company quite a bit, but when I started with the Electric Light and Power Company in London in the early '80s I was able to attend evening classes. I was fascinated by electricity and soon became the company's first electrician at their subsidiary company in Liverpool.

**JAKE:** Why did you move away and start your own company?

**ROYCE:** The electric company failed but I was lucky enough to meet Albert Claremont, who was prepared to go into partnership with me. We

started a small business in Cooke Street, Manchester. We named it F H Royce and company and we made electric bells, lamps and fitments. The business grew to such an extent that by 1894 we were also manufacturing dynamos, motors and cranes. The business thrived for five years but the depression caused by the Anglo-Boer War reduced sales considerably. We kept going; the company is still trading. (Royce sold it in 1932.)

**JAKE:** When did cars come into your life?

**ROYCE:** Mechanical devices have always fascinated me and I noticed that cars were becoming more commonplace. In 1901 I bought a small single-cylinder De Dion, followed by a Decauville twin. I was appalled at their crude construction and first tried to modify them, but by 1904 I had made up my mind: I was going to produce a car of my own. My co-directors thought it was a waste of time, but I persevered and produced three 2-cylinder cars in the corner of our workshop. I gave one to my friend Claremont, sold another to Henry Edmunds, who had by then joined us as a director, and kept the third one for experimental purposes.

I was appalled at their crude construction and first tried to modify them, but by 1904 I had made up my mind: I was going to produce a car of my own



**JAKE:** Is that the same Edmunds as the one who arranged the meeting between you and the Honourable Charles Rolls in 1904?

**ROYCE:** Yes, and that car is the one that impressed Charley Rolls so much that he wanted to meet me.

**JAKE:** I believe you were reluctant to meet him.

**ROYCE:** Yes, I was only a mechanic but he was a member of the upper classes – I would have felt uncomfortable in his company. I went, and did feel uncomfortable at first, but he soon charmed me and urged me to keep producing cars. He promised to sell every car I could make. We decided on a range of four models consisting of a 10hp twin, a 15hp three, a 20hp four and a 30hp six. (These are tax ratings, not brake horsepower.)

**JAKE:** Were they the first cars to be named Rolls-Royce?

**ROYCE:** Yes, my initial three cars were just called Royce.

**JAKE:** Did all the models sell well?

**ROYCE:** No. The 10hp sold steadily to people who wanted a refined runabout; the 15hp

three vibrated too much and was soon dropped; the 30hp was also rough and too heavy for most people, but the 20hp six was our best seller.

**JAKE:** The 30hp was a six. Why was it rough?

**ROYCE:** You may remember that in 1904 the 6-cylinder engine was still in its infancy. The only two companies in England selling such engines were us and Napier, and we both experienced a rough period on our sixes at a certain speed. I spent a great deal of time experimenting with different flywheel masses and eventually realised that the crank vibrated torsionally because it was so long. I therefore developed a friction-drive torsional vibration damper to be added onto the front of the crankshaft. This solved the problem. The smaller six developed less torque, had a shorter crank and therefore vibrated less.

**JAKE:** When was the new company formed?

**ROYCE:** As soon as the cars started to sell Charley wanted to form a joint company, and the negotiations were finalised in March 1906. Arthur Harry Briggs, who bought one of the first sixes, provided most of the

financial backing and Rolls-Royce Ltd was formed. I was made director along with C. S. Rolls, A. W. Claremont, A. H. Briggs and Claude Johnson.

**JAKE:** The new cars did very well in the first two TT races on the Isle of Man. How did this come about?

**ROYCE:** Arthur was a very keen motorist and urged us to compete in the first TT, to be held in 1905. It was an event for touring cars and he said it was bound to demonstrate how reliable our cars were. We entered Charley Rolls, who had some motor racing experience on the Continent, and the amateur Percy Northey. The gearbox broke on Charley's car because he changed down into a lower gear at high speed, but Percy came second. The following year Charley won the event.

**JAKE:** It's been said that Claude Johnson was the hyphen in Rolls-Royce. Would you agree?

**ROYCE:** For sure. He was a superb organiser, an inspired publicist and the man everybody looked to for guidance when my health started to fail. He persuaded me to sell only one model (the Silver



When the war started I was reluctantly persuaded to start manufacturing Renault aero engines. Their design offended me so much that I was forced to design my own aero engine

Ghost) and to move to a bigger factory at Derby when Cooke Street (Birmingham) became too small. When my health failed he made sure that I got enough rest, and kept me away from the factory because he knew I would get involved in day-to-day affairs.

**JAKE:** You got along very well with Rolls and must have been devastated when he died.

**ROYCE:** It was a blow. He was cheerful and a knowledgeable motoring and flying enthusiast. When he died after the tailplane of his craft broke off and it plunged to the ground, I was overcome with grief. My health took a turn for the worse and it took me many months to recover.

**JAKE:** I cannot wait any longer, I have to talk about the Silver Ghost. I have driven a 1921 model and cannot understand why it is so refined and silent compared to ANY other car. It makes the rest feel like trucks. What is the secret?

**ROYCE:** (Laughs) Every component part, even the smallest bolt or washer, is made in our factory. Any materials brought in are subjected to our own rigorous inspection procedures. Assemblies are tested on special machines and any rotating parts are carefully balanced. Every

complete car is tested for leaks, noise and vibration. I could give you much more detail, but then you would be here all day.

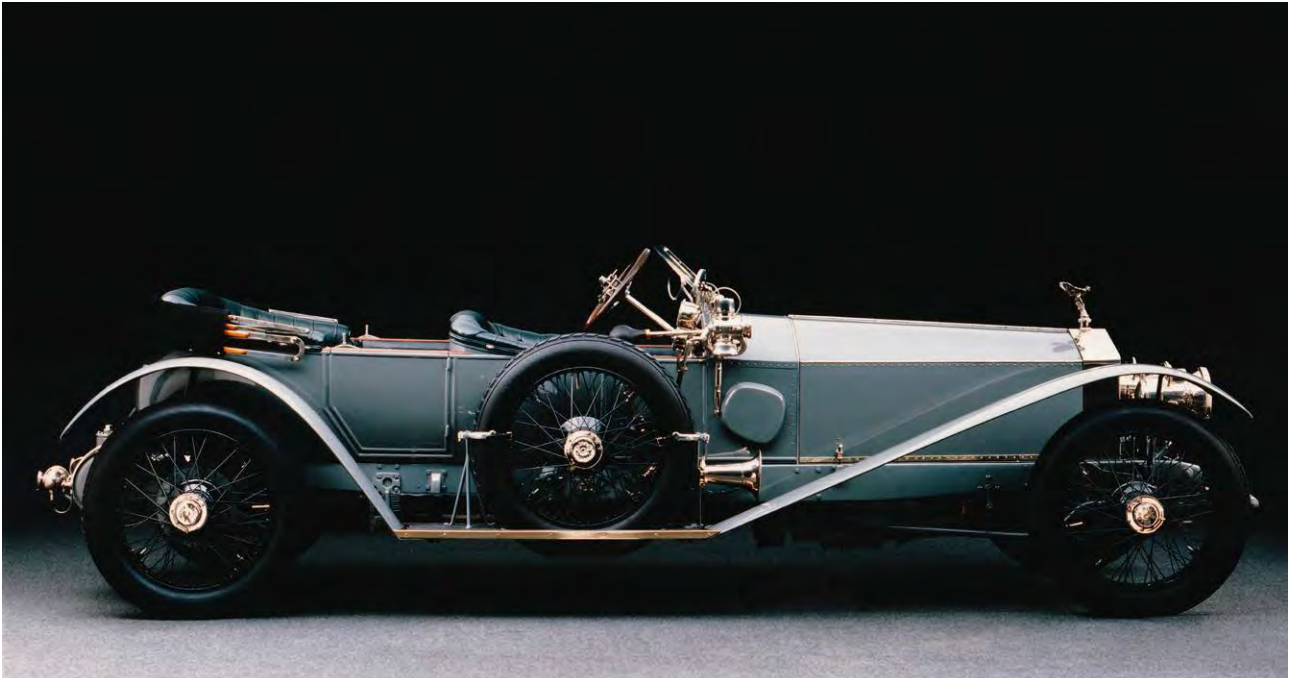
**JAKE:** Your design philosophy must play a role in creating such a product. It must be very difficult to keep control when you are living away from the factory.

**ROYCE:** Yes, it is difficult and frustrating. The senior engineers must come to me, whether I'm in France or Sussex, but there usually are a couple of draughtsman in the house with me. I further manage the design process by writing little notes. A few years ago the senior staff combined these notes into what they call the 'Rolls-Royce design bible'. They printed about a dozen copies and these were only made available to senior engineers. This not only reassures me that the company will keep going in my chosen direction, but that it will also follow the path when I'm gone.

**JAKE:** That sounds like a great idea. At present your Silver Ghost and New Phantom models are desirable property, but I think the time has come to talk about aero engines. Did you start to design one as soon as the war clouds gathered?

**ROYCE:** By no means. I don't like flying and poor Charley's death did nothing to change my attitude. When the war started I was reluctantly persuaded to start manufacturing Renault aero engines. Their design offended me so much that I was forced to design my own aero engine.





I asked A. E. Elliott to work with me and together we designed a water-cooled V12 engine displacing just over 20 litres, with a proposed output of 200bhp (149kW). The prototype ran for the first time on the test bed at Derby in February 1915, and was given its head as soon as it was run in. The maximum power went all the way up to 225 (168kW) and this engine became the basis for most of our later aero engines. We called it the Eagle. Most of our later engines were also named after birds of prey.

**JAKE:** I've been told you're a strict disciplinarian, and my allotted time is getting short, but I must ask you about the special Rolls-Royce engine that brought you here today.

**ROYCE:** We've supplied our R-type engines for the two Supermarine seaplanes that have been entered for the Schneider Trophy to be held in a few days' time. The R is a 2800bhp (2088kW) 37-litre water-cooled supercharged V12 that we've been developing for use in aircraft competitions.

**JAKE:** It sounds like a very exciting engine, and I'd like to hear more about it, but the time has come to leave. Thank you again for spending some time with me and I hope your engines succeed in winning the trophy.

**ROYCE:** Thank you for your good wishes and good bye. 🇬🇧

1. Henry Royce was tall, with a scholarly appearance, soft voice and piercing eyes. During his lifetime he nurtured a number of young engineers who were later to occupy important positions in the company, but he signed the visitors book at Calshot seaplane base as 'F H Royce – mechanic'. His staff revered him and marvelled at his uncanny gift of accurate observation, combined with a talent for logical deduction. He lived by the motto 'Whatever is rightly done, however humble, is noble.' He detested bad workmanship to such an extent that he would fire a man for not using a file correctly, but most likely take him back later. He never took an interest in any sport or past-time, but regarded work as his recreation to such an extent that he neglected his health. He was awarded the OBE after WWI, and was raised to the baronetcy in June 1930 for his services to aviation. He died at West Wittering in 1933 at the age of 70.
2. Britain won the Schneider Trophy for the third time a few days after the interview and now possess it for eternity. Experience gained during development of the R engine led to the design of the famous Merlin engine that powered the Spitfire (and other) aircraft. The Merlin developed more power per litre than the R, but was 10 litres smaller than the very heavy R.
3. Rolls-Royce cars have been described as a triumph of development over design. This is most likely true. When you read an RR specification sheet there will be nothing to excite the mind, but the proof is in the driving. I have many happy memories of being a passenger in and driving a 1921 Silver Ghost and can attest to its uncanny refinement. The car belonged to my friend, the late Bob Johnston, who owned and regularly drove this car for over 50 years. This particular car excelled in a party trick that some old cars were capable of. If the engine was not too cold, it would start from a single spark delivered by the coil. The trick is to switch the ignition on and move the advance-retard lever on the steering wheel hub backwards and forwards. This will create a spark in the cylinder that has compression and the engine will burst into life.
4. I think Henry Royce's greatest achievement is the establishment of an organisation that has kept his ideals and design philosophy intact. This cannot be said of any other engineer.





The 9<sup>th</sup> Simola Hillclimb, sponsored by Jaguar, took place in Knysna from 4 to 6 May this year. Mother's Day followed shortly thereafter on 13 May. Mother's Day happens every year and I sincerely hope that the Simola Hillclimb will too. I was recently made to understand, in no uncertain terms, that Mother's Day is not only about my mother but also about my wife. Mother's Day is very relevant as it is the way in which we celebrate it that determines whether we will get our pass to the next Simola Hillclimb.

The Jaguar Simola Hillclimb is about more than just a hill.

I met Chris van der Walt somewhere between 1993 and 1994. I was driving my 1970 Mini MKIII as a daily and I was dating his sister. I still drive my Mini. I am sure that I was instrumental in his subsequent love of

Minis. Even his wife Kate has a modern four-door Mini. Together with his, there were four Minis participating in this year's Hillclimb, equalled only by four Porsche 911s. The stage was set in 2012 when Corban Slabbert beat the field and won the Classic Conqueror title in a Mini. I am not aware of

## HILLCLIMB TIMES 2018: CARS WITH BMC A-SERIES ENGINES

Car	Year model	Driver	Time
MG Midget	1964	Peter Hollis	59.759
Austin Mini Cooper S	1964	Hedley Whitehead	1:03.462
Austin Mini	1962	Chris van der Walt	1:05.748
Austin Mini Cooper S	1966	Alexander Krahe	1:08.814
Austin Mini Cooper S	1964	Andrea Linke	1:08.786
Austin-Healey Sprite MKI	1958	John Reidy	1:09.522



## ABOUT LITTLE MISS THUNDER (BUILT IN 16 MONTHS BY TEAM THUNDER)

### **BODY:**

1962 Austin Mini MK1  
 Fibreglass front and boot lid  
 Roll cage  
 Two race seats (modified to fit)  
 Colour: BMC Tweed Grey and black

### **ENGINE:**

1275 block bored to 1380  
 Lightened flywheel  
 Balanced and nitrated crankshaft  
 Flowed and ported head  
 Larger valves  
 300-degree cam  
 High-lift rocker from Minispares (1:1.5)  
 45 Weber carburettor (rebuilt by Darren Samuel from East Cape Restoration and Carburation)  
 Electronic ignition  
 Two-core high-performance radiator, no electric fan (to remain authentic)  
 Secondary KTM bike radiator running off heater outlet  
 13-row oil cooler  
 Large bore LCB branch and exhaust

### **BRAKES, SUSPENSION AND GEARS:**

Minifin drums at the rear  
 Minisport 4-pot disc brakes on the front (7.9-inch vented and grooved discs to fit 10-inch wheels)  
 Quickshift gear kit  
 Fully adjustable suspension

a Porsche winning the Classic Conqueror title.

Whilst Hedley Whitehead was making his way from Johannesburg to Knysna in his Austin Mini Cooper S, Chris was taking his 1962 Austin Mini for its first drive following on a 16-month build. Had the Hillclimb not been set as a deadline, neither of them would have arrived at the starting line with a Mini fully assembled and ready to race.

In January 2017 Chris bought a 1962 Mini MK1 rust bucket from a Somerset West artist and flowerchild named Dara. He duly set out to build an authentic road-race Mini, specifically for the 2018 Hillclimb. Being bright yellow, his daughters Zoe and Ava aptly named her 'Little Miss Sunshine'. The road to the Hill had begun. He fearlessly led his dedicated build team, 'Team Thunder', through numerous challenges, disappointments and elations. The team faced obstacles of all sorts including a team member's break-up with his girlfriend. (We suspect that the break-up was due to the girlfriend's immaturity and had nothing to do with him spending endless time under and in the Mini in Chris's garage.) The 1962 MK1 body was in a state much worse than expected. Following the sandblasting there was hardly any front-end left. She was, however, too valuable to discard and let die.

Much attention was paid to details. Great care was taken to ensure that the original Smiths gauges could be retained in the centre binnacle whilst fitting a 45 Weber carburettor which protrudes into the bulkhead. An original Cooper S steering wheel was located in Sweden via eBay and duly acquired and



fitted. Departing from originality, but in the interest of practicality, a full fibreglass front-end was obtained from Andrew Shadwell. The bright yellow Little Miss Sunshine was painted in BMC Tweed Grey with a black roof. Much to the disgust of Zoe and Ava we are now referring to 'Little Miss Thunder'. Instrumental to the build was the dedication of friends and family, evidenced by them bringing components from the UK in their hand luggage. In the true spirit of Mother's Day, and in demonstration of the importance thereof, Kate's 80-year-old Aunt from Liverpool, England, Anne Worswick, was 'imported' with numerous valuable Mini bits in her hand luggage. Chris has named his other Mini 'Anne' in her honour.

Finally, five days before race day, Little Miss Thunder started up and managed a drive around the block. Four days before race day the clutch died and the brakes failed. Pressure was mounting as D-Day loomed. Team Thunder pulled through and on Thursday 3 May we set off from Port Elizabeth to Knysna, headed for the sacred Hill. I thoroughly enjoyed the journey to Knysna in an early 2.7 Porsche 911 which was deemed too slow to compete with the Minis on the Hill.

Classic Car Friday dawned and after months of preparation, 64 classic cars lined up in the pits at the bottom of Simola Hill. Thankfully we had good weather and there was no rain. The line-up included Chevron B19s, pre-war single-seaters,

## The bright yellow Little Miss Sunshine was painted in BMC Tweed Grey with a black roof. Much to the disgust of Zoe and Ava we are now referring to 'Little Miss Thunder'

American muscle such as a Mustang, Corvette and Pontiac GTO, MGs, a Lotus Elan, E-Types and many more interesting classics. Spectators were entertained by burnouts to warm tyres and spectacular launches. Loitering in the pits was a real privilege, whilst good coffee and food was catered for.

As Little Miss Thunder took to the Hill on her first run we held thumbs that she would keep her components together and that Chris would stay on track. Notwithstanding a bit of a misfire she made it up the hill in a respectable time. Darren, our carburettor expert and engine builder, got working and by the next run the Mini was making close on 1:06. The race was on. Little Miss Thunder did a best time of 1:05.748, beaten by Hedley Whitehead in his Cooper S with 1:03.462. The Minis, however, were no match for Peter Hollis in his MG Midget, doing 59.759 for his class win.

We spent the next days at leisure with family and friends on the Garden Route doing things that one usually does on Mother's Day. We will be back on the Hill. 📷

### ABOUT TEAM THUNDER:

#### Chris van der Walt

Team captain, financier (owner), and driver

#### Kate van der Walt

Supporting and tolerant wife

#### Mike Wood (76 years of age)

Team father, sounding board, motivator, operations manager

#### Darren Samuel

Engine builder, carburettor expert and chief mechanic

#### Gary Senekal

Body and paint

#### Eric Ackroyd

Instigator responsible for Chris's Mini 'problem'

#### Charles Wright

Photographer

# REPEAT OFFENCE



Richard Evans – 1959 Chevrolet Corvette Roadster.



Norman Frost – 1968 MGB GT Sebring.



Vance Kearney – 1969 Lola T70 Mk3B.



Ivan Marx – 1967 Shelby Ford Mustang GT500.

**T**he 2018 Jaguar Simola Hillclimb weekend got off to a spectacular start with Classic Car Friday delivering its usual mix of iconic cars, drivers and action to Knysna. Once again Franco Scribante stamped his authority on the event by taking his fourth Classic Conqueror title in his immaculately prepared 1970 Chevron B19.

The ninth edition of South Africa's premier motoring and motorsport lifestyle event was held in idyllic weather conditions,

with an impressive turnout of enthusiastic spectators for the first day of the Hillclimb. As expected, Class H5 for pre-1990 sports racing cars and single-seaters dominated the timing sheets throughout the day.

Scribante was in a class of his own from the start, setting the outright quickest time of 41.615 seconds in the morning practice session, but the times only count during the qualifying and final runs. He remained a model of consistency though, setting an impressive time of 42.074 sec in his only qualifying run, followed by a 42.491 sec in the class finals.

During the final one-lap dash for the Top 10 Shootout, Scribante proved yet again why he is regarded as one of the consistently fastest drivers in the country – after charging through the 1.9km course in a final time of 42.196 seconds. "This is a fantastic way to start off the 2018 Jaguar Simola

Hillclimb," Scribante said. "It's a great win for the team as we've had a bit of bad luck when I had a big accident earlier this year, and my crew has been working flat-out for the past three months getting everything prepared for this event. The Chevron ran beautifully, and although we won by a decent margin, it's clear that the other competitors are pushing hard and made up some ground compared to last year. As always, the Hillclimb is a superb event, and we are delighted with our fourth Classic Conqueror title."

Second place overall and in Class H5 went to Ian Schofield in his 1977 March 77B, which is a stunning and mostly original example of one of the legendary Formula Atlantic single-seaters from the period. Schofield achieved a best run of 45.433, just beating Peter Jenkins, who piloted his 1971 Chevron B19 in third with 45.882.

The best of the rest in the Classic Conqueror shootout was Andre Bezuidenhout, who finished fourth overall

**Scribante was in a class of his own from the start, setting the outright quickest time of 41.615 seconds in the morning practice session, but the times only count during the qualifying and final runs**



Franco Scribante – 1970 Chevron B19.



Josh Dovey – 1965 Ginetta G4 R.



Heyns Stead – 1950 MG Spider.



Trevor Tuck – Alfa GTA and Peter Kaye-Eddie – BMW.



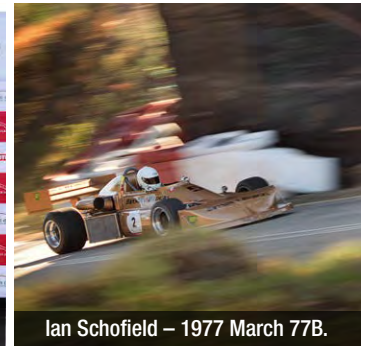
Anita Cussens – 1969 Fiat Abarth 1000TCR.



Peter Hollis – 1964 MG Midget.



Classic Conqueror podium:  
1<sup>st</sup> Scribante, 2<sup>nd</sup> Schofield and 3<sup>rd</sup> Jenkins.



Ilan Schofield – 1977 March 77B.

and first in Class H8 with his 1975 Porsche 911 Carrera RSR Turbo recording 47.579 seconds. This was 0.483 seconds quicker than fifth-placed Graeme Nathan, who drove Peter Kaye-Eddie's 1972 BMW 3.0 CSL to the Class H7 win. Charles Arton competed in his 1972 Datsun 240Z this year after his March Formula Atlantic was tragically destroyed in an on-trailer fire following the 2017 Hillclimb. He was rewarded with sixth place overall with a time of 48.333 seconds, and second in H7. Peter Lindenberg set the seventh fastest time of 49.081 sec in the iconic 1965 Shelby Ford Mustang GT350 and picked up third place in Class H7, followed by Class H8 podium finishers Josh Dovey (1964 Ginetta G4 R) and Mike Ward (1999 Lotus 23).

Trevor Tuck rounded out the Top 10 Shootout with an impressive time of 50.761 seconds for the race-prepped Alfa Romeo GTA, and he also took the Class H6 win.

Peter Hollis claimed the Class H4

victory in his 1964 MG Midget, with Craig Wessels earning the Class H3 trophy in his thundering 1968 Pontiac GTO. Ron Hollis was unbeatable in the gorgeous and very quick 1966 Jaguar E-Type and took home the Class H2 title, while Heyns Stead was victorious in Class H1 in the 1950 MG Spider special. 🏆

### SPIRIT OF DAVE CHARLTON AWARD

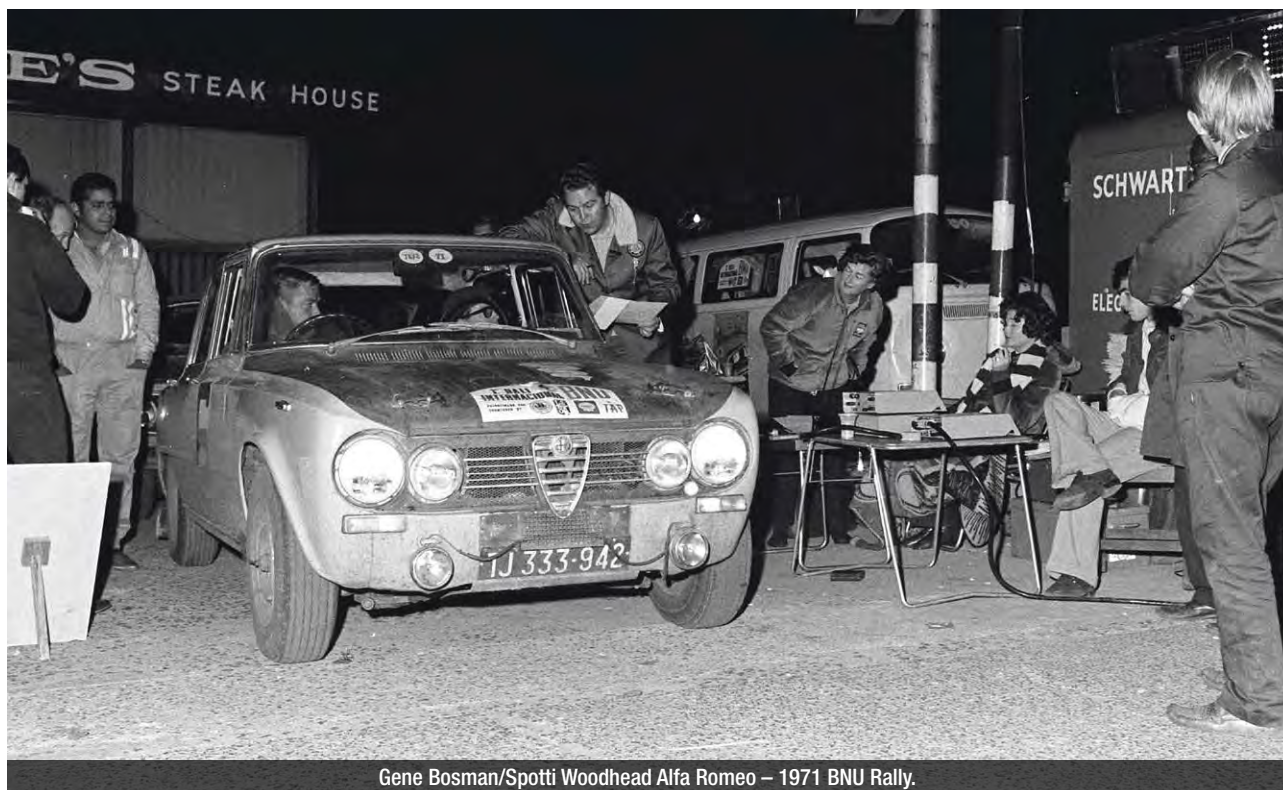
The Spirit of Dave Charlton Award recognises the person that reflects South African race legend Dave Charlton's spirit of impeccable attention to detail, meticulous preparation and commendable performance. This year the honour went to Brian Bruce, who competed in his fifth Jaguar Simola Hillclimb this year in his 1965 Ford GT40.

Bruce is an avid car enthusiast and is the owner and curator of Classique Edge in Knysna, which incorporates an exhibition of the Parnell Bruce Collection of heritage automobilia. The collection is a private venture for the preservation and enhancement of rare and iconic heritage automotive assets, and includes a trio of GT40s, an immaculate fully restored Ferrari 365 GT and a wide selection of other significant cars amongst the collection that pays tribute to the automobile industry over the decades, with a strong South African bias.

# TULIPS, BUTTERFLIES, SPIDERS & GATS

In Part 2 of his series on rallying during the 1970s, **Eric Fletcher** tackles the ups and downs of navigating and points out that it was no easy task calling the notes, and that the navigator's job was much more complicated than that.

Images courtesy of [www.motoprint.co.za](http://www.motoprint.co.za).



Gene Bosman/Spotti Woodhead Alfa Romeo – 1971 BNU Rally.

The whole route was defined by 'tulip' diagrams, so named after their first use on the Dutch Tulip Rally in the 1950s

It should be understood that all South African rallies used 'secret routes', the route being revealed only when you received the road book some minutes before your start time. Thus there was no route practice. There were no direction arrows on the route, neither were any unused roads blocked by use of coloured tape. You had only the road book to guide you.

The whole route was defined by 'tulip' diagrams, so named after their first use on the Dutch Tulip Rally in the 1950s. A tulip is a graphical portrayal of a route instruction, generally needing no accompanying text. A sign or landmark may be incorporated in a tulip if needed. Next to each junction/instruction

was the total distance from the start of the special stage and the distance to the next junction.

There were, particularly in the forests of the Eastern Transvaal, frequent comments or named junctions such as the 'Butterfly Junction' and the 'Spider'. But the most disturbing of these was found on the Peak Timbers notes, where crews had to climb a very steep incline – so steep that Poepies Fekken drove his Escort up in reverse.

At the top a note read: "If you think that was bad, then look across the valley and you can see the next stage – Heenans Horror". Then there was a large boulder on the left-hand side of a Louws Creek stage. Opposite this was a vertical drop but not many saw this as both the road book and the rock displayed the words 'Hetteema's Rock'.





A pair of Colts in action at the 1972 Total Rally.



Hein and Ronel Dahms Renault 12 – 1973 BNU Rally.



Navigator Brian (Spotti) Woodhead and Neels Vermaak – 1973 BNU Rally.



Pat Moss (left) and Ronel Dahms – 1972 Total Rally.



Chris Swanepoel/Gus Crous Toyota – 1973 BNU Rally.



Service park at Leraatsfontein Motors – 1973 BNU Rally.



Jan Hetteema/Willem van Heerden Chev CanAm – 1973 BNU Rally.

But back to the navigator's process. On receipt of the road book, you would go through it page by page and make notes for yourself using your own sign language. For example, the two most important instructions to check were the last on a page and the first on the next page. You would sometimes reproduce the over-page note on the page before to ensure you didn't skip a page while turning it.

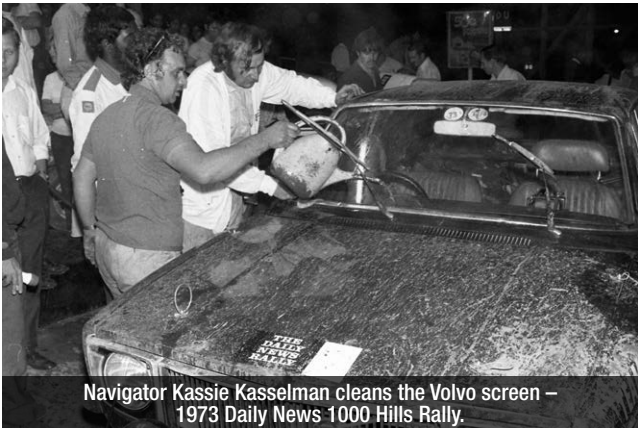
On strange junctions such as the 'Spider', you would work clockwise from the point of entry and count the number of roads prior to the exit, then on the exit road would write its number. Your instruction to the driver would be, for example, "90 left number 4", and the count of each road.

The importance of odometer accuracy cannot be emphasised enough. On a muddy

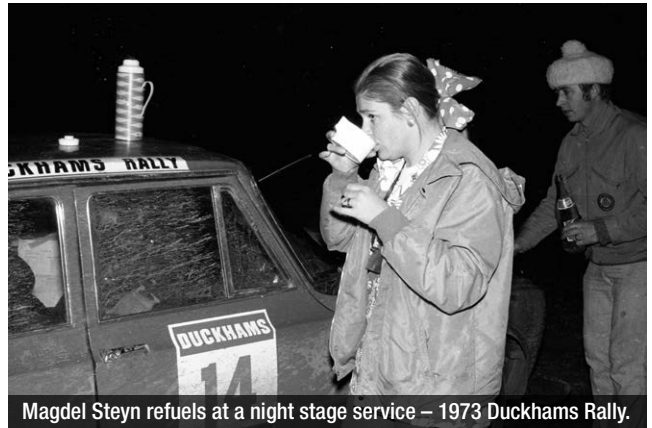
road surface sliding could result in an almost 4% inaccuracy of reading. It was therefore standard to use the split differences and not the total distance. Imagine our delight when the Holtrip odometer arrived on the scene. It featured a row of digits with a well marked division allowing readings from 00000's to three decimals. Above and below each digit was a small button. Pressing the top button added to the digit and, conversely, pushing the button below the digit reduced the number. So if the split distance between instructions was, say, 0.55km and you read 0.58, you pressed the button below the 8 three

times to give 0.55, ready for the next split. Somehow the Holtrip corrected the total distance record in the backend.

On strange junctions such as the 'Spider', you would work clockwise from the point of entry and count the number of roads prior to the exit, then on the exit road would write its number. Your instruction to the driver would be, for example, "90 left number 4", and the count of each road



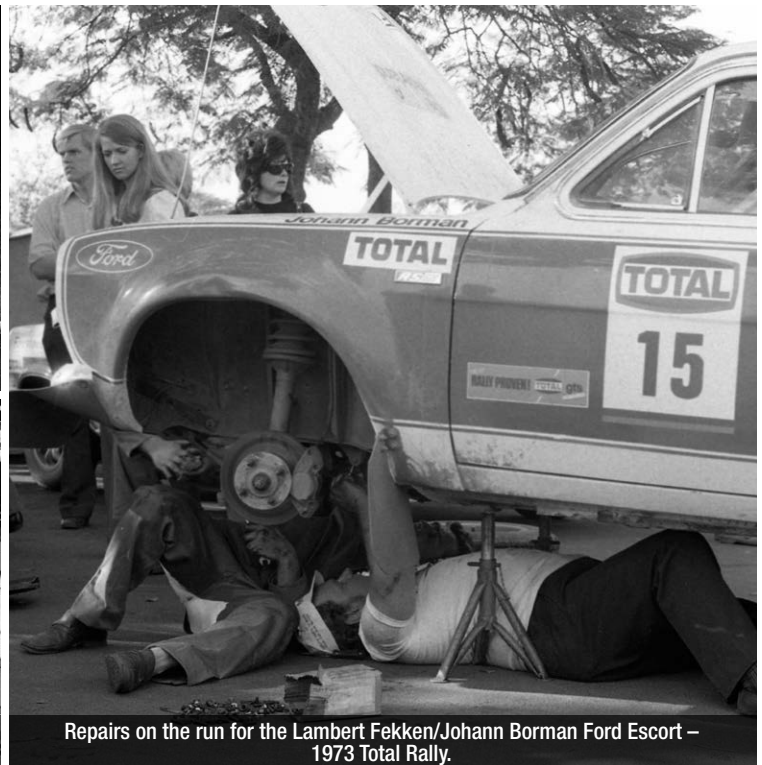
Navigator Kassie Kasselmann cleans the Volvo screen – 1973 Daily News 1000 Hills Rally.



Magdel Steyn refuels at a night stage service – 1973 Duckhams Rally.



Jan Hettema/Leon Joubert Chev CanAm mid-service – 1973 Duckhams Rally.



Repairs on the run for the Lambert Fekken/Johann Borman Ford Escort – 1973 Total Rally.



Ford crew work on the Elbie Odendaal/Christo Kuun Escort – 1973 Lucas Rally.

One constant source of mirth, for experienced navigators, was the paranoia caused by Ronel Dahms. After completing her check of the road book she would descend on some unsuspecting navigator

She and another 'pot stirrer', Magdel Steyn (Bokkie Steyn's wife), would at the finish of an event immediately disappear to any available ladies' room and reappear with clean T-shirts, fresh make-up and tidied hair

and show them some page of her road book, explaining how it was incorrect. This resulted in navigators gathering and with much agitation discussing the 'problem', while Ronel returned to her car, smiling happily to herself.

She and another 'pot stirrer', Magdel Steyn (Bokkie Steyn's wife), would at the finish of an event immediately disappear to any available ladies' room and reappear with clean T-shirts, fresh make-up and tidied hair – much to the dismay of the other female navigators, still in their dirty T-shirts with grubby faces and

mussed hair.

Service crews also received a road book showing the routes to the start and end of the special stages. It was the navigator's job to instruct the crews to meet up with them – this was not necessarily at the end of every stage. In the event of mechanical issues, the car would need to be limped to these discussed meeting points.

There were no officially specified service areas, no gazebos, no false floor for the car to park on. Service was done next to the road, in fields or anywhere that was level and dry. True to the rallying spirit, the service teams were top inventors and plan makers – our Colt's crew even painted the rally vehicles' undersides gloss white. The



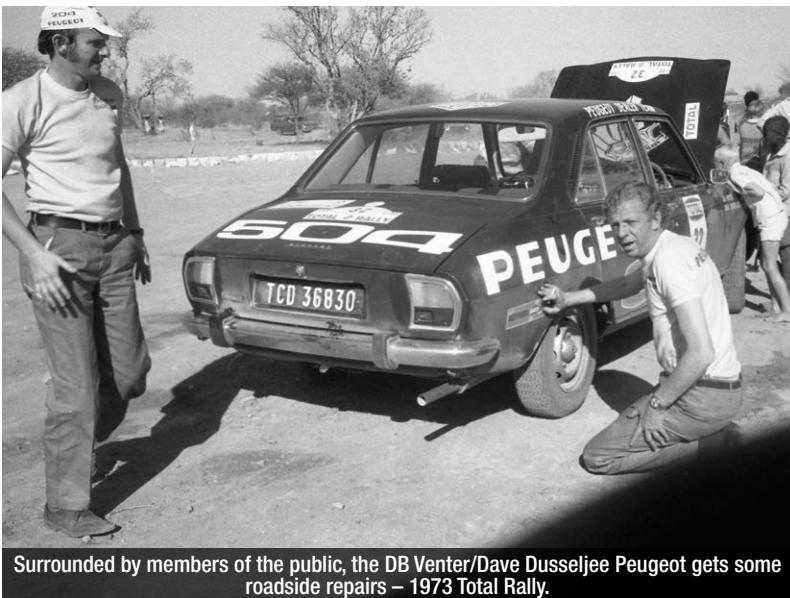
Magdel Steyn in the navigator's office – 1973 Lucky Strike Rally.



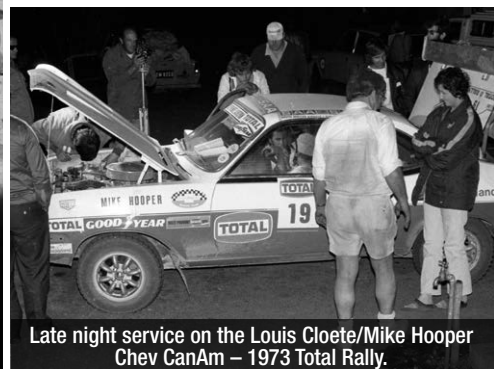
The Giv Piazza-Musso Alfa at speed complete with coffee flask and picnic basket – 1973 Lucas Rally.



Kassie Kasselmann (far left) and Jan Hetteema (in helmet) – 1973 Molyslip Rally.



Surrounded by members of the public, the DB Venter/Dave Dusseljee Peugeot gets some roadside repairs – 1973 Total Rally.



Late night service on the Louis Cloete/Mike Hooper Chev CanAm – 1973 Total Rally.

reason for this was that when exposed to a service lamp it made the under-car working environment brighter. Despite being seen as crazy when they first did this, others soon followed and had their undersides painted for the next event.

For some time, there had been huge debate about the road book being only in English. This was put to the test at the Klerksdorp start national championship round in 1974, when the first half of the book was printed in Afrikaans and at exactly halfway through it changed to English.

Jan Hetteema was lead car on a rally that saw a couple of special stages in an army training ground. The road used must have been a regular mortar target practice site

because it was littered with small bomb craters. These were not pot holes but conical depressions about a metre in diameter and of varying depth up to about 300mm. These were clearly identified in the road book as 'gat', together with the distance. Jan's navigator Kassie Kasselmann repeatedly read out "nog 'n gat". Hetteema, whose Escort was not being damaged or flung about by them, got annoyed, ignored them and put foot. Kassie turned a page and read out "nog 'n gat 100m" but Jan ignored the instruction and proceeded to collide head-on with a heavy steel gate...

when he turned the page, Kassie discovered that the language had changed to English and the instruction actually read 'gate'. The damage to the Escort was so severe that it was abandoned there. It is worth mentioning that finding closed gates on farm roads was not uncommon and required the navigator to get out to open and close them. Discussion about bilingual road books disappeared following this event... 🚗

Kassie turned a page and read out "nog 'n gat 100m" but Jan ignored the instruction and proceeded to collide head-on with a heavy steel gate

# A MEMORY COMES TO LIFE

Many years ago, when **Jannie Rossouw** was a young boy, what is today the N1 Eastern Bypass in Pretoria was simply a peri-urban road – yes, this was a *really* long time ago. One sunny day, while on the way to school on his bicycle, the most beautiful car he'd ever seen – an MGB GT – drove past. Although he didn't know what it was at the time, the image was indelibly etched into his mind.



**A**bout a year after seeing this beautiful car, a neighbour bought an MGB Roadster in British Racing Green. It caused a frenzy in the neighbourhood as there were not usually many sports cars in the area. Needless to say, all the local boys congregated to catch a glimpse of the MGB. Some of the girls even joined us. Naturally the boys thought that these girls were the cool ones.

Although this was only the second MGB I'd ever seen, I immediately noticed the difference between it and the car I'd seen on my earlier school run – that one had a roof, while this one was roofless. (Or topless with a rag top, as I was corrected when asking about the lack of a roof.)

Some years later I saw a parked MGB GT. I cannot recall where or when, but at least I could identify it and look at it in some detail. I can recall that I actually touched it. I never

confessed to the neighbours, but the GT was better looking than the Roadster in my eyes.

Fast-forward a few more years to my decision to buy my first classic car. At the time it was scary to realise that I had aged so much that modern cars of my youth had already become classics. I would rather not be reminded of what this says about my age now...

As is often the case with classic car purchases, I had to compromise. I wanted an MGB GT and I wanted a convertible. The answer was obvious: An MGB Roadster. The Roadster is a beautiful and reliable car. It has only let me down three times, which, judging from horror stories that I hear from friends, must be some sort of record with a British car.

The Roadster has given Sunéle, my wife and navigator, and me lots of pleasure; it has taken us on rallies to Maputo via Swaziland twice. But the Roadster is not a GT, the car I had dreamt about for years. And aside from the fact that it is a tricky left-hand drive, my wife can't drive it because she only drives automatics anyway.

But last year things finally came together. I

was informed of an MGB GT automatic for sale. My dream car – and one my wife can drive too! At last: The MGB GT and me. I had visions of long open roads, many more classic car rallies and my wife driving the car – even the children were excited to drive it.

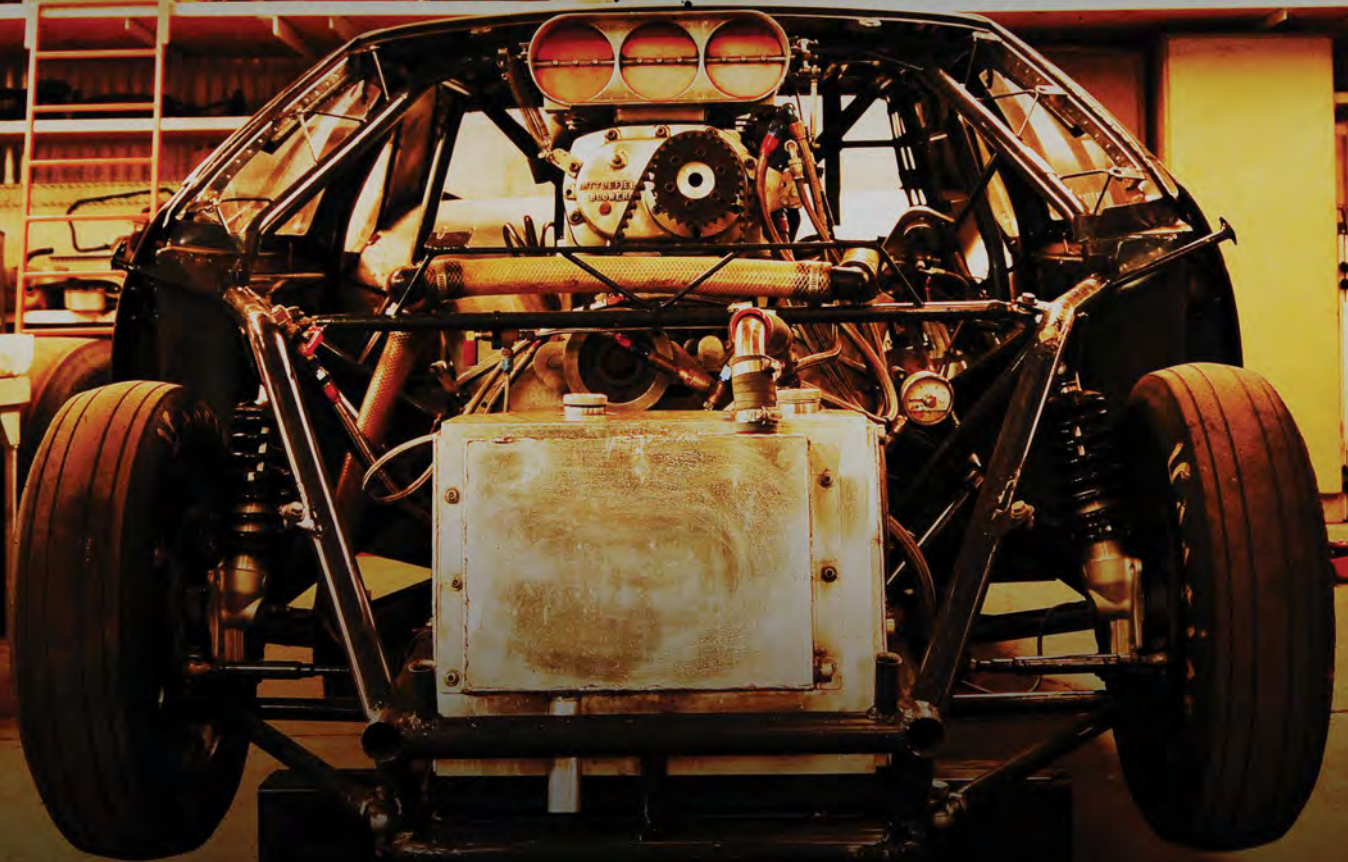
The advice is: Always buy the best body, the mechanicals are easier to sort out. But only some 1 300 automatic MGB GTs were ever built, so I was not exactly spoiled for choice. I had to take what I could get, although it made no economic sense. Hard to believe I'd go for this being Professor of Economics and Head at the University of the Witwatersrand School of Economic and Business Sciences – my students should never hear of this transaction!

The MGB GT spent more than eight months with Eugene and Fritz Weilbach at Eagle Auto panel beaters. It's now a car again, with all the body putty, fibreglass, newspaper and other sorts of fillers removed. It is straight, the interior has been re-trimmed and the car is home. We are now a two-MGB family – but my wife will never know the full financial implications of this project!

The dream I have had since that day next to the road in Pretoria has finally come true. Now all that remains is to drive the MGB GT on the N1 Bypass in Pretoria. 📍

Needless to say, all the local boys congregated to catch a glimpse of the MGB. Some of the girls even joined us. Naturally the boys thought that these girls were the cool ones

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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 looking off to the side. The motorcycle has 'INERDA' written on the side. The background shows a concrete wall and some lighting fixtures.

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Set of early MGB steel rims with large hubcaps. R1 200

A few E-Type parts. R200

Phone Trevor on 011 743 1984 or 083 466 9875.

**BITS & BOBS**

A pair of genuine cowboy boots. If not 100 years old, will be soon. Black. Still wearable. R4 500

Matching pair of silver spurs which are a similar age. R7 500

Matching Appalachian Singlefoot (look it up) horse. N/A

Long since deceased. Hence excluded from deal.

Contact Dickon at dickon@worldonline.co.za or 083 625 8678.



**Model Car Collection 1/43<sup>rd</sup> Scale.** Alfa, Bentley, Rolls, Jaguar, BMW, Porsche, Lancia, Renault, Lotus etc. 60 makes including sports racers and concepts. Some for sale as collections only eg. Borgward, Maserati etc. Models in Benoni. Buyer to collect or delivery by PostNet. Get in touch with John via 010 594 9085 or john.rabe@vodamail.co.za.

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



**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.



**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.



**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.

**WANTED**



**Ford Escort/Capri Mk1 taillights.**

Complete backing and surrounds in decent condition sought for a rebuild project. Call Stuart on 061 949 1435.

**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.

**South African adverts.**

Examples of classic prestige and sports cars adverts as found in older car magazines wanted to add to a collection in Belgium. Mostly European car stuff such as Alfa Romeo, BMW, Jaguar, Ferrari, Maserati, Porsche and the like. Mail Paul on paul\_vandenbroecke@skynet.be to sell or discuss a potential swap.

**Kyalami programmes.**

I am looking to purchase the following: Grand Prix – 1967, 1968, 1969, 1971, 1972.

Kyalami 9 Hour – 1967, 1968, 1969, 1970, 1972, 1973.

Email John: vintageracer73@gmail.com.



1958 BENTLEY S1 CONTINENTAL COUPE - POA



1999 BENTLEY CONTINENTAL T - R 1 599 950



2011 BENTLEY CONTINENTAL GT W12 - R 1 999 950



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

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# FRANSCHHOEK MOTOR MUSEUM

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

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

## BY APPOINTMENT ONLY

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

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