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## CELEBRATING CLASSICS

June 2018 marked 70 years of Porsche and South Africa celebrated this with a massive event at Kyalami. Just how many variants of the Stuttgart-based firm's models arrived at the track showed not only the affinity our country has for the brand, but also how far back the relationship goes.

In celebrating this milestone, Graeme Hurst attempts to unravel why the car with the engine in the 'wrong place' is so darn good, and John Bentley runs us through the tale of Porsche in South Africa. Hands up how many of you knew that the majority of the Porsche 356s you see on SA roads were assembled locally? For good measure we've included some snippets on memorable local Porsches and Porsche-related personalities, and Mike Monk gets behind the wheel of the most desirable of the 'modern' Porsches, a Carrera GT.

In an attempt to avoid getting Porsche tunnel vision, I take a look at the history of the locally made Puma GT and also get to grips with the often forgotten Matador Marauder – the sports car designed and made in Johannesburg that deserves a spot alongside the likes of the Protea and GSM offerings as

a proudly South African production car. It's a bumper issue for South African specials, with Reuben van Niekerk taking BMW South Africa's restored BMW 325iS homologation special on a jaunt across Joburg.

Mike Monk goes the adventure route with the story of Mugwump, an Austin 16/6 Burnham saloon that traipsed from the UK to Cape Town in 1963, while Graeme Hurst gets a look at a Ferrari 250 California replica that was built in the UK but now resides in the fairest Cape.

Gavin Foster talks to multiple national motorcycle champion Russell Wood about the old Grand Prix racing bike that he has recently acquired, Jake Venter imagines what André René Lefèbvre (key player in the design of Citroën's Traction Avant, 2CV and DS) might have said about his work and Eric Fletcher wraps up his three-part rally story by focussing on the internationally renowned Total Rally.

Of course the usual news, events, classified adverts and your valued letters are all there too. Please enjoy.

**Stuart**



## REACH FOR A DREAM

The Cape Town Ferrari Owners' Club (SEFAC) recently organised the annual visit to FMM for eight children and their carers from the Astra School as part of the Reach For A Dream campaign. The youngsters all have varying degrees of disability but have a hunger for life and are always smiling, which touches everyone who meets them. The day began with waffles and milkshakes at the FMM deli, followed by a tour of the museum, many enjoying the golf cart ride as much as the tour itself! Touring each hall of the museum is always a

wonderful experience for adults and for these kids it is joyous, the laughs and smiles an overriding memory of the day. After the tour it was time to head up to PlaasPad where eight SEFAC members had brought their cars, ready to chauffeur these young petrolheads around the track. Cars ranged from a brand-new 812 Superfast to an iconic 599 GTO. FMM is proud to be able to support SEFAC with this worthy cause, and once again the Reach For A Dream day was a huge success.

## FMM SLOT CAR CHAMPIONSHIP

The first half-year final round of FMM's Slot Car Championship was held in June and proved to be a close-fought affair. All the leading contenders made an appearance, along with some new entrants with their cars who joined in the action.

The challenging track was designed by experienced slot car organiser, Jon Lederle. Competitors race against each other over two time-controlled heats and the aggregate laps determine the finishing positions. There are two championship categories, Touring Cars and Sports Cars, with classes for modern, historic and non-magnetised cars in each. Points are awarded to every competitor based on their finishing position, and a bonus point is awarded for the fastest lap in each category.

On the night, Thys Roux was the one to catch in the Touring Car category with his Maserati MC Trofeo, recording the highest number of laps and setting the fastest lap time of the night in the process, scoring maximum points. Mike Monk's Ford Zakspeed Capri finished second in the 15-car field three laps behind, fractionally ahead of Joe Inus's Fiat Abarth TC1000. When all the points were added together with those scored in the previous three rounds, Thys was crowned the

overall winner with 49 points, followed by Joe with 45 and Mike with 39. Joe won the historic class while further down the log, Wayne Harley won the non-magnetised class with his Fiat 131 Abarth.

Fifteen cars also contested the Sports Car – ie Le Mans and DTM – category and Jon Lederle's run of straight victories with his Audi RS5 DTM was finally eclipsed by Mark Venske and his BMW M4 DTM by one lap, 70 to 69. Mark also registered the fastest lap by just one-hundredth of a second to take maximum points. Japie Aranjies Chaparral was third a further two laps behind. The final log positions showed Jon in first position with 48 points, followed by Mark on 39 and Japie on 33, who also took the historic class. Jon scored a double by taking the non-magnetised class with his Ferrari F50.

All the overall and class winners were presented with bottles of Protea wine from the L'Ormarins estate by FMM curator Wayne. As usual, the museum's deli offered some welcome nourishment throughout the chilly evening's racing, this time some hearty vegetable soup and rolls to complement the regular refreshments.

The second half-year championship season begins in July and early testing suggests that there will be even closer racing than is already the case,

some new cars putting in some eye-popping lap times. An extra endurance-race format is being formulated to increase the race programme. Meetings are held in the evening of the first Wednesday of each month.



## 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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# 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).

## 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



**1990 TVR S3 Cabriolet**  
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**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**



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



**1967 Ford Mustang Fastback**  
Silver with Black interior, 5 liter V8 with auto box. PS, competition disc brakes all round with American Racing Rims. Some tasteful upgrades and improvements. **R795,000**



**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**



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



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



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

### NEW STOCK COMING SOON:

1969 Jaguar E Type Series 2 FHC  
(in restoration)

1969 VW Beetle Karmann  
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1972 Mercedes Benz 350SL

1985 Morgan +8 Roadster

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# SHOOTING FOR THE BIG TIME

It's always interesting to step back and look at what has moved through the shop in the last month. It seems to go in cycles: one month air-cooled Volkswagens appear to dominate, then it is the British sports cars. But this month the big guns are out, with a range of American cars nearing completion and a few more waiting to enter. Shooting these cars can be a challenge, not only because they take a few more litres of paint than a Mini but also because manoeuvring them around in tight places can be tricky and

the paint booth needs to have some extra length to it. But we've enjoyed every minute of working on these and look forward to moving in what is sure to be the largest body we've ever painted – a glorious finned Cadillac.

It's not all stars and stripes though, and we have some other cars and countries represented. It is never boring and various problems and issues keep us on our toes. We'll keep you updated on what comes and goes and any gremlins that arise.



It's all action on the Datsun 260Z that came in a month or so back. The client has given the go-ahead for a strip-down, repaint and assembly. With panels now going down to the metal we are happy to report that the rot is not as bad as expected. We'll keep digging though.



The Impala low-rider is nearing completion. Final assembly is underway with new rubbers, carpets and interior. The brilliant finish has raised one problem – the chrome work and grille we thought looked good are now looking a little dull. So it's off to brighten these.



All the rage at the moment, these split-window Kombis seem to keep coming out the woodwork – some worse than others. Although this one looked ok in some recent paint, when we stripped it down we found an abundance of fibreglass. It's all been cut out now and replaced with new metal. Next stop primer and paint preparation.



Another rotten Kombi that arrived in the shop but at least this one was honest and unpainted so revealed its bad side. Lots of tin-worm has been cut out and new panels were made up from scratch. It is now primed and ready to go for paint.



This Camaro is nearly ready for collection by the client. It came in for full strip-down and paint. The chosen blue with silver stripe really pops and this will only get better when the fresh rubbers and renewed interior are fitted. It's a guaranteed show-stopper.



We are excited about this Mustang Fastback but can already see it is going to be a large job, with numerous rust spots showing up all over the car. It is off to the stripping area where the team will remove all the paint and we'll find out how many new panels we'll need to make.



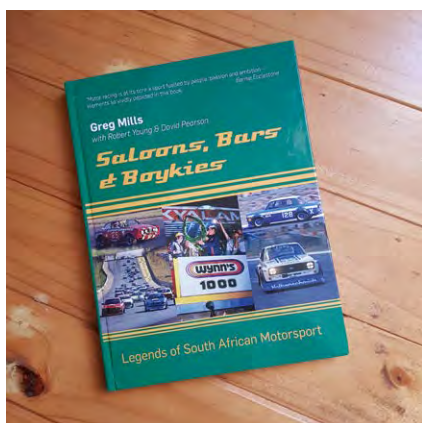
This Dodge was a solid, original car but we took it down to the basics to repair any niggles and also allow for a full colour change. The colour selected by the owner is a pearlescent orange, as found on the Ford Focus ST. Full assembly by Dino's is underway, with freshly restored chrome work.



Another car that looked ok with some recent paintwork, this 190SL had more to it than met the eye. Dozens of hail stone-sized dents were beaten out and panel fitment aligned. It's now been shot in red as per original and will go back to client for assembly.



This is a second Jaguar E-Type brought in by a client so at least he is aware of the issues that lie underneath. The floor panel, boot and rear seat area resembled a doily. We've hand-made the seat area from new metal and the floors are next.



## SALOONS, BARS & BOYKIES

South African motorsport fans have a serious soft spot for saloon car racing. No pub banter is complete without someone referring to a Renault Gordini beating big sports cars in the 9 Hour or a humble Datsun doing the same in a Wynn's 1000. But for some reason the literature and race reports we usually stumble across don't pay enough respect to these everyday car exploits and the men and women who put them on the map.

Until now that is. Dr Greg Mills, author of seven other motor racing publications, has just launched his book *Saloons, Bars & Boykies – Legends of South African Motorsport*. With input from motoring historians and photographers Robert Young and David Pearson it is a must-have book for any racing aficionado and, as the title suggests, delves into almost all forms of saloon car racing in SA.

That said, by covering the personalities involved in racing these cars (and also those who worked behind the scenes), the chronicle also covers various

other formulae that the same characters might have appeared in. It's not all race reports though as countless interviews have resulted in wonderful – and occasionally unbelievable – tales that the general public never knew about.

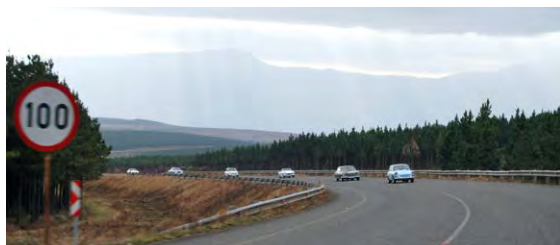
Name a saloon from the early Grand Central days of sit-up-and-beg British saloons through to the 1980s works offerings from BMW, Opel and Ford and it will be in this book, not to mention names like Chatz, Van der Merwe, Gough, Meissner, Porter, Briggs, Joubert, Mortimer, Hepburn, Van der Linde, Viana, Morgenrood and many more.

Each page sucks you in with details and information you'd not find by searching on Google. And then there are the images... literally hundreds of emotive colour shots that the masses very likely have never seen before.

Limited numbers of the book are available at R550 each. For more information on how to secure your copy email [stuart@classiccarafrika.com](mailto:stuart@classiccarafrika.com).

## 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 provides the best accommodation, cuisine and service at 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. 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).



## HOW TO CONCOURS SA

The third annual Concours South Africa, which takes place at Steyn City on 10-12 August, is fast approaching. There will be no tickets on sale at the gate, so enthusiasts should purchase tickets now from the organisers – numbers are limited so drop Sabrina Morris a mail at [Sabrina@eventoptions.co.za](mailto:Sabrina@eventoptions.co.za) for these. Sabrina is also the contact for those individuals and corporates looking to take out various hospitality packages. Public tickets for classic car enthusiasts wishing to view this event will be available at R500. Hospitality packages cost R2 500 (excluding VAT) per person per day which includes entrance to Concours South Africa, access to the hospitality marquee, arrival snacks, oysters and champagne, lunch, afternoon snacks and complimentary bar.

A corporate hospitality offering costs R30 000 (excluding VAT) for 10 tickets. This is a per-day charge and each taker will receive a private area within the hospitality marquee, branding opportunities within the designated area, entrance to Concours South Africa, access to the hospitality marquee, arrival snacks, oysters and champagne, lunch, afternoon snacks and complimentary bar.

The Concours event and the hospitality areas will be located alongside the picturesque creek running through Steyn City, in the area known as Mandela Park. It is the perfect setting with the display and judging areas situated on both sides of the creek, and viewing of the 100 cars on show will take the form of a meander along the river's banks through the adjoining manicured grassland, with quaint bridges criss-crossing the creek to bring you in touch with yet another display of exquisitely desirable automobiles.

The hospitality area has been christened Creekview Classique by the organisers and will be right in the hub of the event, in touch with the cars and the painstaking judging process that will take place on the Saturday and Sunday of the event.

### PROGRAMME OF EVENTS

Friday 10 August: Parade Des Voitures, welcome function and classic car auction

Saturday 11 August: A full day of judging the competitors' cars

Sunday 12 August: Final judging, lunch and prize giving mid-afternoon

Concours South Africa 2018 will be limited to 100 cars and entries are flooding in. Scanning the list so far had us choosing two vehicles from the opposite end of the classic spectrum – vastly different but equally intriguing. First up a seriously rare and exotic 1961 Mercedes-Benz 300SL roadster owned by Franco Scribante, which following a lengthy local restoration is on a par with the best of the best worldwide



and not something we see every day. The second is a little more common, the people's car Volkswagen Beetle, but it has had an equally impressive rebuild. It's a 1960 model, entered by East Rand restorers Generation Old School of Benoni. While the car is actually built to 1958 specifications and still has the semaphore indicators, this particular car was first registered only in 1960 and this makes the car a bit of a rarity. A few non-period touches have been added, such as leather-covered seats, and it is therefore entering the Resto-Mod category. A few more slots are still open and those wanting to enter their pride and joy can do so by visiting [www.concourssouthafrica.com](http://www.concourssouthafrica.com) for details.

## GOING ROUND



## HARTIES

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 either the various stalls or 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.hbpclassiccar.co.za](http://www.hbpclassiccar.co.za). All proceeds will be donated to CHOC. For any enquiries contact either Ron ([melron@mweb.co.za](mailto:melron@mweb.co.za)) or Glen ([glen@rossint.co.za](mailto:glen@rossint.co.za)).

# MOTUL SHINES

Motul's South African distributor recently chose the Motul Museum in Linksfield to launch two new product ranges, and while the Motul Museum houses one of Africa's most prestigious collection of iconic and classic cars, the event was very much about looking to the future with its new Motul Additives Range and Lescot Car Care products set to become important additions to Motul's product range.

The Motul Additives Range has been specially developed to be added to fuel to restore and maintain engine performance and in some cases improve it. Fuel System Clean, Diesel System Clean and Valve and Injector Clean have been formulated to clean the combustion chamber, injectors, and fuel circuit, while DPF Clean has been developed to address the issue of diesel particulate filter system clogging. Added to this is also Throttle Body Clean and coolant additives in the form of Radiator Clean and Radiator Stop Leak.

Useful stuff indeed, but for us classic fans the real excitement was the announcement of the arrival in SA of the Lescot range of car care products. A recent acquisition by Motul, Lescot is a French manufacturer with over 40 years' experience in producing premium car care products formulated to clean and protect both the exterior and interior of our cherished vehicles. The quality of Lescot products has earned them a loyal following among classic car collectors and discerning drivers around the world.

Lescot's range includes Power Shampoo (a concentrated formula that cuts through grease and road film, protects paintwork and facilitates water run-off) and All in One Polish, for bodywork renewal and protection and a glossy, eye-catching finish. Added to this are the likes of an aluminium/chrome restorer, leather care, bug remover, scratch remover, glass and plastic treatment and a range of applicators such as 100% cotton washing mitts, micro-fibre cloths, sponges, wheel and upholstery brushes and the Flexi Hydro Blade for removing water after washing. As a finishing touch, their Purifier On Air spray replaces pet and tobacco odours with that new car smell.

Lescot products, like Motul lubricants, are distributed in South Africa by OEM Lubricants and are available at various automotive retail stores across the land including online at [www.thefloatchamber.com](http://www.thefloatchamber.com).



## 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 on [roger@afriod.co.za](mailto:roger@afriod.co.za) for more information and to enter.





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# STARS ON THE MILLE MIGLIA

The Mille Miglia (1000 miles) was an open-road endurance race which took place in Italy between 1927 and 1957. The race was banned after two fatal crashes in 1957 but re-invented itself as a regularity rally-type affair in 1977, catering for cars built prior to '57. It has grown into one of *the* must-do events but a long waiting list means it is not always possible to live the dream as a competitor, and spectator status is the only way to accomplish it. Or is it?

Each year a limited number of entries to the Ferrari Tribute and Mercedes-Benz Challenge are offered up for owners of both classic and modern machinery. Although not part of the official Mille Miglia, both these rallies follow the five-day event's route – just an hour prior to the actual thing. So in essence you do the same journey and stages from Brescia to Rome and back as the pre-'57 cars, take in the insane scenery and finish each day early enough to catch the arrival of the pre-'57 cars while sipping your chosen aperitif – all at a fraction of the cost of competing in the classic event. Like the actual rally, these events are run on a regularity rally basis with road books, average speed and distance requirements and time trials.

Although easier to get into these shadow events than the original, these are still seriously oversubscribed. When Johannesburg-based Peter Wales participated in the Mercedes-Benz Challenge in 2017, powering his 280SL Pagoda through the historic countryside and villages of Italy and sampling the exceptional food, drink, atmosphere and hospitality, he realised more South Africans should and can experience the Mille Miglia.





Here's the good news for fans of the tri-star brand: although tour operation is not his business, Peter has secured 12 slots for South African Mercedes-Benz owners for the 2019 iteration which takes place from 13 to 19 May 2019. Included in the package is your entry, accommodation and food for the five-day event as well as cost-effective shipping of a Merc of any generation from South Africa to Genoa and back – this means an extra 300km drive to and from Brescia but hey, look at that scenery!

More information will follow over the coming months but should you be interested it is advised you get in touch with Peter sooner rather than later. Mail him on [peter@ich.co.za](mailto:peter@ich.co.za).



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## BMW 3.0 CSL BATMOBILE IN WYNN'S 1000 TRIBUTE

A privately-owned reproduction of the BMW 3.0 CSL that raced at the Wynn's 1000 at Kyalami in 1975 will be back at the Midrand circuit for the Festival of Motoring. The BMW, built and run by Evolution 2 Motorsport, is currently being returned to the bodywork configuration as used in the 1000km race. Period-correct decals are also being prepared by Malcolm and Lindy Sampson to create an authentic representation of the car as it originally raced. The BMW will be joined on track by the highly decorated Zakspeed Ford Escort, a reproduction of the 1977 Wynn's 1000 winning car built by Piazza Motorsport. The sight and sound of both cars on track is sure to bring back memories of the battles between BMW and Ford in the 1970s at Kyalami.



## FOM LOOKING FOR 'CARS WITH A UNIQUE STORY' FOR SPECIAL DISPLAY

Do you have a car that has a unique South African story to tell? The Festival of Motoring is looking for a car representing each decade of the twentieth century (1900s). In this case, the unique story of the car is more important than the condition of the car. Whether you have a car tucked away in your garage that is covered in dust or one that is still in daily use, it could form part of this themed 10-car display.

Please contact Denis Klopper: [denis.klopper@za.messefrankfurt.com](mailto:denis.klopper@za.messefrankfurt.com) or *Classic Car Africa* Editor Stuart Grant: [stuart@classiccarafrika.com](mailto:stuart@classiccarafrika.com).



## MODERN GT RACE CARS SET FOR HIGH SPEED DEMONSTRATION AT FOM

The Festival of Motoring has teamed up with Stradale Motorsport to put together a collection of 12 modern GT race cars to participate in various high-speed track demonstrations at the Kyalami event. The Cell C-sponsored activation will provide a great spectacle both on track and in a static pit display. GT race cars that are expected to be entered include an Aston Martin as well as various Ferraris, Porsches and Lamborghinis. As always, a few special surprises will be in store for show visitors, adding to the variety of race cars.



## 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, Mercedes-Benz GTS Experience, Renault Megane RS Experience and Roush Ford Mustang Experience. Details available at [www.itickets.co.za](http://www.itickets.co.za).

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

See you at Kyalami!



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# PLUG & PLAY

Electric cars are all the rage at the moment, with an ever-increasing product range from mainstream carmakers that spans everything from a humble Nissan Leaf to a sublime BMW i8. Or, for those really wanting to make an 'early adopter' statement, a Tesla. But what if you'd prefer something a little more classic? Help is at hand as **Graeme Hurst** found out on a recent trip to Blighty. And what's more, it comes with a recent dose of royal endorsement.

Classic car fans strapped to the box during the recent royal wedding were rewarded with the surprise sighting of a pristine Jaguar E-Type Series 1 when Prince Harry and Meghan Markle left Windsor Castle for their evening reception function. The use of an example of Jaguar's famous sports car was an unscripted exercise in an eventful day, but one not entirely without precedent: last time round, his brother Prince William broke with tradition and blasted through the gates of Buckingham Palace in his dad's Aston Martin DB6! That was back in 2011, and the use of the car (a 21<sup>st</sup> birthday present from the Queen to Prince Charles when new!) was evidence of both the royal family's appreciation of classics as well as their need to be seen to be 'green', the Aston having been converted to run on biofuel.

Seven years later, the royal family followed up with a sequel when Harry thrilled onlookers by whisking Meghan away in Concept Zero, the prototype all-electric E-Type – the latest green statement from the house of Windsor.

Looking every bit original from the outside, the 1968 Series 1.5 Roadster was recently converted by Jaguar Heritage and features a 290bhp lithium-ion-powered electric motor under the bonnet and a full 'infotainment' touch screen carbon-fibre dashboard inside. It weighs in some 80kg less than an XK-engined variant and it's certainly no slouch: 0-60mph in just 5.5 seconds – a full second quicker than the original car. Only snag is the price: Jaguar reportedly want around £350k to supply one to order and, while the car is fully rebuilt and done to an exceptional standard, a cheque that big is enough to come home with the keys to at least two (or


maybe three) mint original Series 1 Roadsters!

That news certainly tempered my interest, but just a few days on in London I got a taste of what is possible on a more realistic budget while visiting a mate's workshop in an underground parking garage. While chatting about the rebuild of his Triumph Vitesse's engine, another tenant in the garage drove past in his Morris Minor. Or glided, I should say, as the little Issigonis icon didn't emit the characteristic A-series rasp as it drove by. In fact, it didn't make a sound – apart from the noise from the tyres.

Intrigued, I followed it into its garage to find out more. Turns out the 1953 two-door Morris is the demo car for London Electric Cars, a recent start-up in the Big Smoke that's dedicated to converting classics to electric power. For a more affordable sum, thankfully. £5 000 (the price of a good Minor) buys a conversion using an AC motor powered by a raft of lithium phosphate batteries. The motor looks like an oversized washing machine unit and it's mounted onto the bellhousing via an adapter plate, with a speed controller unit sandwiched in between. The latter converts the DC current from the batteries to AC, which allows for a cost-effective electric motor to be used. There are 25 batteries – each rated at 160Ah – with nine of them above the electric motor and the other 16 sitting where the petrol tank was. That, and the 948cc engine, are all that's missing in reality: the car still has its flywheel, clutch and four-speed gearbox. The pedals are all in place too; the only difference is that the accelerator linkage is linked to the speed



controller via a Bowden cable. Not that you'd know as it feels the same in operation, even if it doesn't deliver the same aural experience when it's depressed.

Driving is both rather eerie and familiar: there's little noise but the controls work as they should, although the electric motor's ability to deliver maximum torque from start-up means you can pull away in top gear from rest. And, technically, you don't need the clutch! Using it to stir the gearbox is still possible and, of course, it gets the Minor up to speed somewhat more quickly while allowing the driver to feel a little more in control of things. Braking is standard drums all-round but they're only really needed for emergency stops as the motor has a regenerative mode, meaning it recharges the batteries whenever it's on overrun with the pedal up. The resultant 'load' slows the car through the drivetrain. London Electric Cars claim a top speed of 55mph for the Minor and a range of 45 miles between recharges from a three-point household plug, which will consume around £1 a day in electricity. Now even in Rands that's super cheap for 45 miles of classic car pleasure, especially after the recent shock rise in the petrol price. Problem is I'm not sure I'm ready to rely on good old Eskom for my classic fun... 



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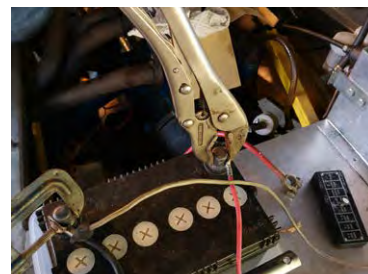
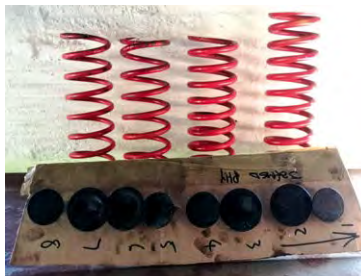


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# HASHTAG TOGETHER

By Robert Peché

Perspectives from a 30-year-old classic car fanatic



Porsche turns 70 this year and they have made it very clear that they want us to #SportscarTogether in celebration – but what does that actually mean?

Firstly, I must admit that it's a brilliant hashtag and overall campaign. Full credit must go to Porsche for recognising that the core appeal of sports cars is not just in carving up mountain roads with a big wing in your rear-view mirror and a Stuttgart logo on your steering wheel, but rather in doing it *together*. The sports car has been responsible for creating and nurturing millions of friendships worldwide, underpinned by a common interest in money going in and exhaust fumes coming out.

Breakfast runs, car clubs and blogs are the catalysts for like-minded people to come together in celebrating a particular kind of car that they share a love for. This ranges from high-end playboy Ferraris to humble classic Fords.

Let's forget clever Instagram hashtags and big marketing budgets for a second. I recently experienced something far more important... something truly special.

There is a group of enthusiasts in the Western Cape who take advantage of the incredible scenery in a variety of open-top sports cars, but primarily in Lotus 7 replicas. Nimble and light, these cars are ultimately just full-sized go-karts. Many run simple Ford Kent engines, but there are more exotic configurations tearing up mountain passes with Toyota 4AGE powerplants and even Opel Superboss motors.

Instead of the usual breakFAST run, the group decided to #SportscarTogether

in a very different way. One of their own needed help.

Building a project car is a highly emotional journey, as many of us know. There are setbacks and mistakes. The money runs out. You find more. It runs out again. Your wife gets gatvol. Your kids worry about your sanity. Aah, the money just ran out again. IT WORKS! Quick run around the block. It breaks. You start again.

This is normal.

Sometimes though, life has other plans. One member of this incredible group, with a partially built project car in the garage desperately in need of being finished, was diagnosed with terminal cancer. Suddenly, the project car has a very tight deadline. The money running out and the car breaking on the first test run becomes a lot more serious.

If building a project car is an emotional journey, then going through that struggle only to never enjoy the finished product would be unthinkable.

Enter humanity. Real, beautiful humanity.

A group of more than 10 skilled enthusiasts (and me, armed with my wife's freshly baked brownies as my value-add for the morning) descended upon his garage in Tokai one Saturday morning. It was time to #SportscarTogether for a real purpose.

After the obligatory start to the morning with a thank-you speech, the group of men decided to deal with emotions in the usual way – by fetching the spanners. “Rob, remove the rear damper!” was shouted across the garage. Um, the rear what?

Two 19mm spanners and some basic guidance later and I was proudly holding a removed damper in my hands. The spring had been cut too small in error, but a new

spring was ready to be fitted. After learning a very clever trick where you use a Phillips screwdriver to line up the holes, it was back on the car.

Feeling more confident, I bravely approached the front of the car where open-heart surgery was taking place on the Kent engine. Humans have valves and so do engines, confirming once and for all where the heart of any car lies.

Remove the valves, make sure you remember which order they go in and inspect the head for any sign of leaks. “A quick skim and it will be alright” was the qualified opinion. I went to fetch another brownie, with my faith in humanity completely restored.

Yes, Porsche, we will #SportscarTogether and #ClassicCarTogether and just #CarTogether, because that's what matters in this world. People coming together in the name of a common love. Mine might not be from Stuttgart, but I completely get it. 🇿

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.

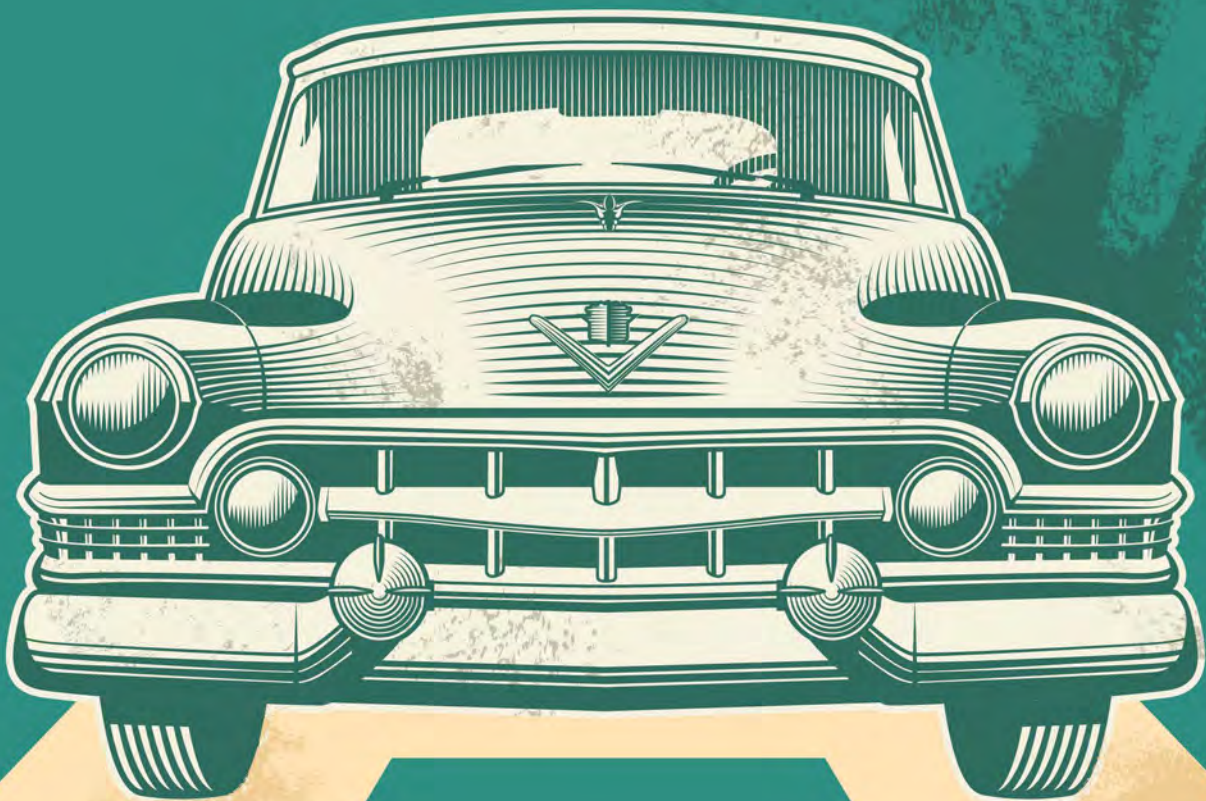


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## STEP INTO MY OFFICE

Good day Stuart,

Thank you for continuing to produce a top-quality classic magazine. It is much appreciated by all us petrolheads.

Firstly, regarding the comments about the Japanese Renaults in the article about John Myers and Angelo Pera: Hino Motors of Japan entered the domestic passenger car market in 1953 making Renaults under licence. In 1961 the company started building its own car, the Hino Contessa, with a Renault-based engine of 893cc. They also built a light pick-up truck, the Briska, with a slightly enlarged (1.3-litre) Contessa engine and this is obviously the cylinder block sourced by the two intrepid enthusiasts working in Johannesburg.

Now to the excellent articles by Eric Fletcher on rallying in the 1970s. I was very much part of that scene and I believe Eric underplayed the role of the navigator, of which he was one himself! I did not have the benefit of a Halda tripmeter, but always used an odometer driven from a front wheel (to avoid wheelspin in a rear-wheel drive car). These locally made contraptions had two cones with a rubber belt running between them and were continually adjusted to match the organiser's mileages in the road book.

Big problems arose if any oil got on the cones, because then the belt started slipping and you were in a real quandary – although we all usually noted the car's odometer reading at various times as emergency back-up. Besides keeping the odometer spot on, the navigator had to calculate average speeds (using a Facit mechanical calculator in my case) and work out if the crew was early or late compared to the organiser's set average speeds on these regularity rallies.

Many of the events were run on public roads at night so you often had to work away with a dull navigation light that did not interfere with the driver being able to see the road, while being bounced around on a bumpy gravel road! Then, as Eric mentioned, there were no arrows to guide you on the correct route. My best performance

was navigating the 80km stage through the Louw's Creek Forest without making a mistake while Fred Schuurman busied himself driving his Dodge Colt coupé on the Pretoria News Rally.

I attach an image of me in my 'office' at the start of the 1971 Molyslip 400 Rally. My Facit mechanical calculator, adjustable odometer and the navigation light can all be seen in this picture, which was published in *Die Brandwag*.

Best regards,  
Roger Houghton



*Hi Roger, thanks for the letter. By the sounds of it you are spot on with the details on what block our local Renault tuning aces sourced for hotting up their Renault-powered racer. I will forward your mail on to John Myers to get the from-the-horse's-mouth confirmation.*

*Eric's look into the South African rally scene has garnered much support and opened our usually circuit-focused eyes to a whole new world. We'll be sure to keep going with some rally stories and exploits in the future. Having seen the picture you attached of you in your 'office', you can bet I'll be on you for some first-hand experiences and stories. Thanks for all the support and correspondence.*

*Stuart*

## DELAHAYE SPOTTED

Dear Stuart,

I am sending a photo of a Delahaye taken in the '60s at a VVC meeting. I wonder if this could be the car Jolyon Simpson has and refers to in the letter you published in the June issue?

Regards,  
Ken Stewart

*Hi Ken, thank you for the image. I will forward to Jolyon, I am sure he will be able to confirm whether or not the rare car is in fact the Delahaye he has his hands on. Isn't it wonderful how small our classic car world is? A Hotchkiss memory from Boet Le Roux in the May issue resulted in Jolyon's response and now he potentially has one more bit of information to add to his own car's history.*

*Stuart*



## EUROPEAN UNION

Dear Stuart,

Congratulations on your April edition, which was an absorbing read as usual. I particularly enjoyed the article on the Jaguar XJ6 – I have great respect for the marque, and in fact my very first car bought in 1971 was an open SS 2½-litre Jaguar which I still have, and has managed to co-exist peacefully with my other French (Gordini) and German (BMW E36 M3) passions.

To me the early versions with the larger grille were the most attractive, and would still be on my wish list if I had any room which, maybe fortunately, I don't.

It is difficult to believe that a whole year has elapsed since the publication of our Renault Gordini 'Box of Tricks' article – where has the time gone? So on the occasion of 50+1, I thought it might be fun to compare the Gordini with the XJ6 – one of the 'Big Sixes' that I alluded to in the article with which it did 'battle' at the time!

The XJ6 article quotes the *CAR* test of the time as saying "certainly the finest road car we have ever tested... test results certainly backed that up with 0-60mph in 10.5 secs and a top speed of 111.5mph – heady figures for a luxury salon 50 years ago".

So how did the Gordini shape up against this? Well, with a bit of careful tuning and 13-inch AMW or similar mags, its 0-60mph time was 10.5 secs and its top speed was 111mph! And with a carefully executed head, cam and exhaust tweak this came down to 9.5 secs and was quite capable of 'seeing off' an early XJ6 – and it did, as I recall from the chagrined grin on a few XJ6 owners' faces.

The 'battle' was not over yet, and some while later the manual version of the XJ6 and the tuned Gordini were shown to be on par in the 9-second bracket. With the introduction of the V12 motor a couple of years later we were looking at 0-60mph time of 7.5 secs, but as records will show – although now off the market – the Gordini brigade responded with 1420cc 77mm-stroke motors and 0-60mph of... 7.5 seconds! Although by this time the Jaguar's longer legs would eventually run away with it, but only well above the legal speed limit!

And as a 'luxury saloon'? Gordini hallmarks included its very comfortable front seats, made possible by the absence of a transmission tunnel. And in an informal 'poll' conducted at the depot where I was working, both cars were rated as 'equal' in terms of driving position and comfort.



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

Photography by Gordon Webb

So bottom line? If you didn't need a big car or you had a small family, then you could opt for a Renault Gordini with comfort and performance on par with an XJ6 at – wait for it – a third of the price. But I'm biased and your readers know it!

Long live both of them and the happy memories they evoke.

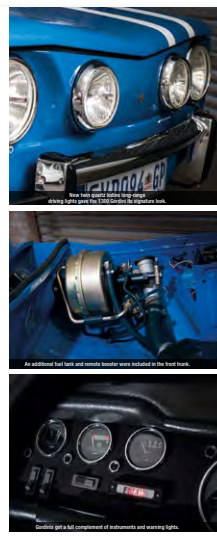
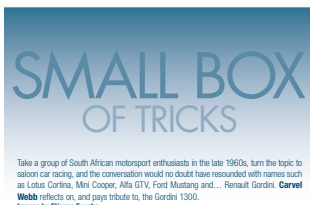
**Carvel Webb**

*Hi Carvel, as an owner of a Renault 10 I know which one of the above I would add to my garage. Luckily your shared love for the Renault and Jaguar brand balances you out a bit. While on paper the Gordini matches the Jaguar, and your informal poll put comfort levels on a par, I still think the majority would pick the Jag over the Gordini for a cross-country trip or a night out to the theatre... And the Renault perhaps for a hot lap at Kyalami or a Saturday night blast down to the roadhouse.*

*Those 0-60mph times are impressive, even by today's standards. Clearly the only solution is to have both in your arsenal. Maybe it is time to do a full-blown road test shoot-out? It will have to be a GPS unit rather than the old trailing wheel that publications used to use to attain performance figures. We'll go the whole hog, with decibel meter for road and interior noise levels, and like the economy run will do top-up fuel stops to measure consumption. We will, of course, have to pull a selection of unbiased sitters to judge the comfort levels.*

*Let's do it. And if any readers have other cars that they feel fit the bill we will toss those into the mix too. Thanks for the inspiration.*

**Stuart**



## TRANS-AFRICA TRUCKING

Hi Stuart,

I was intrigued by Gerrie van Heerden's photo of the two old trucks in the letter page of your June edition. They were definitely not part of a motor rally in Northern Rhodesia but were in fact aiming for Cairo. In September 1924 Major Chaplin Court-Treant, his wife Stella and three others had left Cape Town in these two WWI Crossley light trucks in an attempt to be the first to drive from the Cape to Cairo.

They had hit the rainy season in Rhodesia and had taken five months to reach the Victoria Falls from Bulawayo! To save weight the metal tops of the trucks that had been designed to bolt together to act as a boat to ferry the trucks across rivers had been jettisoned; this explains the thatched roof over the driving compartment. The crew was equipped with numerous rifles and shotguns, and the coils of rope on the sides of the trucks included block-and-tackle equipment to haul them out of mud holes.

It appears the photo was taken in Lusaka. They passed through the town in June 1925 and pressed on. They suffered numerous mechanical breakdowns, made painfully slow progress through the 'impassable' Sudd swamps in the Sudan, and nearly died when their guide lost his way through the Nubian Desert. Eventually, after sixteen agonising months, they reached Cairo in January 1926, having driven every metre of the way. It had been the first successful motor vehicle land crossing of Africa from south to north, and Stella Court-Treant wrote a book, 'Cape to Cairo', to celebrate the epic journey. She was short and petite in stature but as second-in-command of the expedition had proved to be a pretty tough lady.

Apparently the Court-Treants returned to live in Johannesburg, but



Stella was furious with Chaplin a few years later when he left her for Hollywood, determined to create a film career as a British army officer!

Kind regards,  
Derek Stuart-Findlay

*Wow, what an incredible journey, Derek, thank you for the details. Crossing Africa back then was clearly a lot more of a challenge than today and had to take some ingenious solutions, not to mention incredible courage and nerves of steel. The roof/boat modification is brilliant and then the adaptation to a thatch version even better. Do we know if the 'boats' were ever employed before being discarded? They must have been quite an engineering feat to keep such heavy machines afloat.*

*I also can't help wondering how successful the Hollywood career was...*  
Stuart

## SHINING STAR & A BUG

Dear Stuart,

Thank you for the very interesting article in December on the Star. The photograph attached features a Star (I believe!). The car belonged to Willie Wilson, an uncle of my grandfather. The passenger is my great aunt, Betty McLoughlin, born in 1909 (died in 2008), so I imagine that this photograph was taken around 1914 or 1915. I think the car was somewhat older, perhaps 1907 or so. The very early registration number (609) presumably refers to all cars in the UK at the time. The car resided in Glasgow and I think that the photograph was probably taken there.

On another tack, Chris Pretorius's letter about a Volkswagen 1302LS reminded me of a similar car my friend Rudi Schats brought into South Africa from Hong Kong. It was right-hand drive and had factory fitted air-conditioning and an automatic gearbox. I know of no other beetle derivative with these enhancements. The car was the regular transport of Rudi's wife, Aura, in Somerset West for many years. I believe that it now resides in the Volkswagen museum in the Eastern Cape. Later models of the Karmann convertible had curved windcreens, as did the saloon. Both also latterly had the larger bonnet.

Thank you for a great publication.

Mark McLoughlin

*Glad you enjoyed the Star article, Mark. The ride in that immaculately restored version ranks as one of my top motoring experiences. It is fascinating to see a period image, and one with a direct link to a reader. To think that the image*

*is over 100 years old and enthusiasts still manage to keep machines of this age operational is mind-boggling.*

*With regard to Chris Pretorius's Beetle Cabriolet letter, what follows below is a note I received from well-known Volkswagen historian John Lemon about the Volkswagen 1302 and 1303 convertibles. He makes no mention of aircon or auto gearbox but I foresee an opportunity for me to pick his brain, hop on a plane and visit Volkswagen's AutoPavillion in the near future.*

Stuart

VW Germany introduced the 1302/3 series of models in 1970 to 1980 when the last of the series, the convertibles, were built. When originally introduced the 1302 cars had flat windcreens but had all the other new features such as McPherson strut front suspension, double-jointed rear suspension and so on. The 1303 had in addition to the above a large curved windscreen 6% larger than the other models and a 'proper' dash with a hooded section for the instruments. Luggage space was increased slightly.



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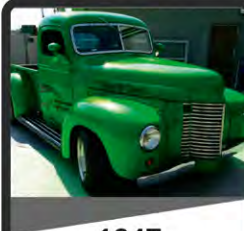
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# BROTHERLY LOVE FOR CLASSICS

Cape Town enjoys a rich and varied classic car scene, thanks to some well-known enthusiasts who've been enjoying their cars for decades, both on and off the track. **Graeme Hurst** met up with the boys at SG Classic Cars, a one-stop classic car specialist that has restored and maintained many of those cars.



**T**he thing that strikes you as you enter SG Classic Cars' premises, just a stone's throw away from Cape Town's famous Killarney race circuit, is the sheer variety. Both in the types of cars on hand and the extent of work being carried out on them. Concours rebuild on a Series 1 E-Type that's been on its roof? No problem. Half-shaft job on a Frogeye? Easy. New soft-top for a modern MG TF? Straightforward. Complete one-off re-body of a coach-built pre-war Lagonda? Of course... what do you have in mind?

It's testimony to the depth and breadth of skill brothers Graham and Stephen Mesecke, who own the Killarney Gardens-based outfit, have acquired since they started playing with old cars as kids in Camps Bay back in the 1980s. "Our dad was a printer and did everything himself.

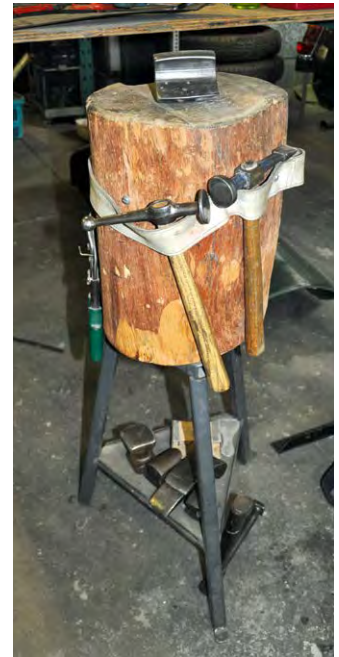
When our mom pranged the car he did the bodywork and he rebuilt the engine when it needed doing and so on. If he sent something out he felt like a failure so he did everything, which rubbed off on us," explains Graham. He and Stephen's spanning abilities were noticed by a neighbour who restored MG TCs professionally and the pair ended up helping out, eventually working for him at different times after they left school.

The brothers were later involved with well-known Crankhandle Club stalwart Dickon Daggitt, while Stephen also did time in restorer Tom Maben's workshop. A few years on and they went out on their own in partnership with spray paint specialist Dean Hannie. A stint as co-owners of Classic Car Clinic followed before the Meseckes decided to go it alone again at their current premises. That was seven years ago and they now have nine

full-time employees to assist them.

Over the years they have restored everything from run-of-the-mill Big Healeys and Triumph TRs to a supercharged pre-war Peugeot racer and a Chinese Eye Bentley Continental, with the latter jokingly referred to in the workshop as the 'broekie lace' car, thanks to the amount of light coming through its corroded panels. "It was so rotten from the windows down that if you cut yourself on the bodywork, the wound would fester," muses Graham. That project was some years back and the finish they achieved helped them develop a reputation in the classic car community for first-class metalwork, but they're happy to take on all aspects of restoration. Upholstery and paintwork are the only things they farm out and the latter is to Dean, who they engage on a contract basis.

And it's not just basket case restorations;



projects often involve undoing previous bodes or just poor-quality repair work, as was the case with the E-Type mentioned above. "It's a '65 Series 1 which the owner bought in 1970 from a guy who imported it new. But he pranged it in the early 1980s when doing 110mph on the M5. It ended up on its side and the tow truck driver rolled it over on its roof to recover the car," explains Graham, who had the task of correcting the shape of the roof some 30 years after it was badly repaired. "The owner actually sold it soon after the accident but recently bought it back – it had something like 12 owners in between but had some shoddy work done on it. When we cut open one of the sills, we found a chop bone inside!" adds Graham. "It's an expensive restoration but the guy's attached to the car and just wants it to be right."

It's a similar story with an Old English White Triumph TR4 parked in the shop:

"The owner's quite tall and brought it in with a request to move the seats back and then asked for a colour change as he didn't like it in red. As is often the case, when we stripped it down we found all sorts of problems, like the wings being welded and not bolted on," adds Graham. "In the end it cost way more than the car's worth but he's got a great car that he enjoys driving around, which is all that matters."

The TR's parked close to a pair of period rivals: A Healey 3000 that's in for a service ("It's owned by a guy in Camps Bay who bought it in '74," adds Graham) and an MGB racer – a highly prepped and well-known track car (raced by CCA editor Stuart Grant in the Spa 6 Hours in Belgium no less!) belonging to hot shoe

Rodney Green and which the Meseckes have supported trackside on occasion.

Other well-known customers include Darryl Simpson, who owns the pretty 1934 Singer Le Mans that's just out of a full restoration, a job which saw most of the tub recreated to correct the height of the aluminium coachwork and allow for more seat travel to increase cockpit space. Both the metal and the underlying woodwork

Both the metal and the underlying woodwork were done by Stephen who is particularly skilled in both after completing a course at metal fabrication specialist Contour Autocraft over in the UK



were done by Stephen who is particularly skilled in both after completing a course at metal fabrication specialist Contour Autocraft over in the UK.

Well-known in the local classic car scene for being hugely talented with his hands, Stephen admits to preferring the creative challenges of coachwork over mechanical refurbishment. "I've always enjoyed the creative side of making something from scratch, even when I was a kid making skateboards and so on. General body repair work on cars isn't always that interesting but I often have to make bespoke parts, which I enjoy doing," comments Stephen.

Which was the case with the pre-war Lagonda project which involved re-configuring a saloon body into a roadster. "The owner gave us a photo of an original roadster but that was on a shorter chassis compared to the saloon version and he didn't want to cut it down, so it was quite a job to blend the two-door body onto it," explains Stephen, who did most of it by

eye as there was very little to go on. "It was before computer modelling became popular although, even if we'd known about it, it would've been difficult as the panels need a wood frame for support so you can't just make a buck and lay the bodywork over it." The extensive work was completed with a traditional English wheel and a set of old-fashioned planishing tools. "We found the wheel in a customer's garage. It's got a huge offset so was possibly used for fabricating aircraft panels," adds Stephen.

Not all metalwork is that involved, mind: SG Classic Cars currently has the shell of well-known classic enthusiast Derek Hulse's BMW 3.0Csi in for various fabricated repairs: "Like the Karmann Ghia, they were built by Karmann when new and although hand-built there are a lot of 'panels over panels' with little protection in between, so they can hide the rot in hard-to-reach places."

And it's not just old metal that can be taxing; the Meseckes recently restored a Big Healey from the ground up, fabricating new chassis rails forward of the cockpit before fitting a new shroud, wings and doors. "To get that lot fitting correctly was a huge challenge with the swage line (that runs down the side of the body) yet the panels were all new and built by the same company!" recalls Graham. The time

taken to fettle parts can eat into SG Classic Cars' profits as it "gets tricky when you have to bill a customer for eight hours of work just for getting a bumper to fit correctly," remarks Stephen, who's quite philosophical about costings. "We just have to hope that what we lose on the roundabouts we make up on the straights with a long-term project." The brothers currently charge a reasonable R460 per hour for their time.

Other projects in the pipeline needing bodywork include a Porsche 356 Cabriolet that arrived as a sandblasted shell but with evidence of a rough past (it's got numbers from two different cars in various places) and a basket-case 1925 Fiat that's been stripped for a chassis-up rebuild.

It's the latest in a series of pre-war projects that include such unusual fare as a 1924 Berliet and a 1934 Morris Minor; the latter has just arrived on the end of a tow rope after the owner said that it suddenly started leaking oil. "I got it going but it had no compression on the rear cylinder. When we took the head off I discovered that half the piston was missing. Then after removing the starter motor to get the engine out I found a hole in the side of the crankcase!" A conrod through the block of an 84-year-old side-valve engine? Just another example of the variety of work that comes to SG Classic Cars' door on an average day. 📷

Thanks to SG Classic Cars ([www.sgclassiccars.co.za](http://www.sgclassiccars.co.za)).

The owner gave us a photo of an original roadster but that was on a shorter chassis compared to the saloon version and he didn't want to cut it down, so it was quite a job to blend the two-door body onto it

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# FESTIVAL OF SPEED

The Piazza Motorsport recreation of the 1977 Wynn's 1000 Group 5 Zakspeed Ford Escort has received an invitation to the 2018 Goodwood Festival of Speed. The 25<sup>th</sup> Anniversary Event will be held from 12 to 15 July. This follows the car's high-profile participation at the Goodwood Members' Meeting, which was held on 17 and 18 March.

**T**he formal invitation to the Silver Jubilee Meeting was received by car owner Dr Lance Vogel from the Duke of Richmond and Gordon (formally Lord March).

The Zakspeed Ford Escort built by Piazza Motorsport remained in the UK after the Members' Meeting. Lance, Paolo and the rest of the South African-based team will leave for Goodwood just prior to the Festival of Speed. "We are both delighted and proud to receive the invitation to this prestigious event. This once again allows us to showcase the incredible engineering talent we have in South Africa," stated Lance.

The project, a 10-year labour of love and passion, was completed in 2015 by Paolo Piazza Musso. Piazza Motorsport was established in 1987; the Piazza Musso family has a long history of motorsport success in South Africa.

The Zakspeed Escort formed part of a special 10-car display at the 2017 Festival of Motoring held at Kyalami. The car honoured the 40<sup>th</sup> anniversary of the 1977 Wynn's 1000 held at Kyalami and won by Jody Scheckter and Hans Heyer. The number 1 Zakspeed-entered Ford Escort won the endurance race against strong opposition from the factory BMW Junior Team. Show organisers Messe Frankfurt SA have a partnership with Goodwood which resulted in Will Kinsman (Head of Motorsport Content Goodwood) attending the show and the car receiving an invitation to the Members' Meeting.

The car will return to South Africa after the Goodwood Festival of Speed. Local motorsport enthusiasts will get an opportunity to see the car on track at the 2018 WesBank Festival of Motoring at Kyalami from 31 August to 2 September 2018.



For more information on Piazza Motorsport visit [www.piazzamotorsport.co.za](http://www.piazzamotorsport.co.za) or email [paolo@piazzamotorsport.co.za](mailto:paolo@piazzamotorsport.co.za).

## PIAZZA MOTORSPORT AT THE FOM

# POLE POSITION



**T**he South African-built Zakspeed Ford Escort that featured at the Goodwood Members' Meeting has been allocated Pit number 1 in the motorsport content lane at the WesBank Festival of Motoring. The only OEM-supported motor show in Southern Africa will be held at the Kyalami Grand Prix Circuit from 31 August to 2 September 2018.

The motorsport content lane will be located behind the main pit building and will feature various historic and modern GT race cars. The active content area will feature an operational pit lane, allowing show visitors to get close to the race cars as they participate in various track sessions. Other cars that have been confirmed include the Pablo Clark Modified BMW 745i, Group 1 BMW 745i and the Scribante Gunston Chevron.

Event Grand Marshall, Sarel van der Merwe, will drive a Ferrari 250 GT in the Pablo Clark Ferrari Challenge demonstration. Fourteen racing Ferraris will participate in this exciting activation.

General access tickets for the event are available at [www.itickets.co.za](http://www.itickets.co.za). Tickets will also be available at the main gate. Take advantage of a lower ticket price and express access by purchasing your tickets pre-event online.

For more information on the FoM visit [www.safestivalofmotoring.com](http://www.safestivalofmotoring.com).

Jump in!

See you at Kyalami.

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Goodwood Festival of Speed 2018 - Goodwood Motor Circuit. UK

Festival of Motoring 2018 - Kyalami Grand Prix Circuit



For More Information Contact:

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

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# THE ADVENTURES OF MUGWUMP

From Bristol, England to Cape Town in a 33-year-old Austin – the story of a student adventure with a Sixteen Six in the Sixties.

**Words and pictures: Mike Monk**



It was the sort of madcap idea that only students would come up with – to fulfill a desire to visit the African continent, drive a vintage car from Bristol to Cape Town with the aim of forming a link with the University of Cape Town, make a 16mm cine film of the journey and challenge UCT to drive the car back to England. The challenge was accepted, and on 30 June 1963 during the summer vacation, four Bristol University students – Roger Freshman (25), Timothy Walford (21), Philip Clegg (21) and Peter Chubb (22) – set out for Cape Town in a 1930 Austin 16/6 Burnham saloon that was named Mugwump – Montagu's University Group With Unlimited Means of Propulsion... The car was provided by patron Lord

Montagu of Beaulieu and £1 000 was raised to help fund the expedition.

Why a vintage Austin? "We wanted to prove a vintage saloon could travel through Africa as well as a Land Rover," said Roger.

Mugwump is an Austin 16/6, a model announced in October 1927 as an Austin Sixteen Light Six, with sales commencing in March 1928. The 'Light Six' was dropped from the title in 1930 from when it became generally known as the 16/6. Six referred to the number of cylinders, and to differentiate it from other four-cylinder models in the range, the radiator carried an Austin Six script.

The cast-iron 2249cc long-stroke inline-6 side-valve engine had an alloy crankcase and boasted an eight-bearing crankshaft.

The cylinder head and pistons were also alloy and the single downdraught carburettor was fed by an Autovac. Peak power was 27kW at 2400rpm. For the VASTA (Vintage Austin Student Trans-Africa) Expedition to Cape Town an oil filter was added, as well as an oil-bath air filter through which all engine air bleeds were connected to keep dust and sand out of the engine. An extra fuel tank was also fitted.

Other than that, the only other modifications made to the car were an extra leaf added to the semi-elliptic rear springs (the front semi-elliptics were unchanged), a bumper added to protect the radiator, a spotlight and a roof rack with stowage bins. All told, Mugwump was remarkably standard.



A tow hitch was fitted for the trailer that held food, camping equipment and spare parts.

The planned route ran from England through France, Spain, Gibraltar, Morocco, Algeria, Libya, Egypt, Sudan, Uganda, Kenya, Tanganyika (today Tanzania), Northern Rhodesia (now Zambia), Southern Rhodesia (Zimbabwe) and into South Africa. After ferrying across the English Channel to Calais, two days into France the engine emitted a serious-sounding knock. Removing the sump and stripping the bearings revealed nothing amiss, so everything was reassembled and the journey continued with no further mishap. The knock remains a mystery to this day... After surmounting the Pyrenees, three exhaust

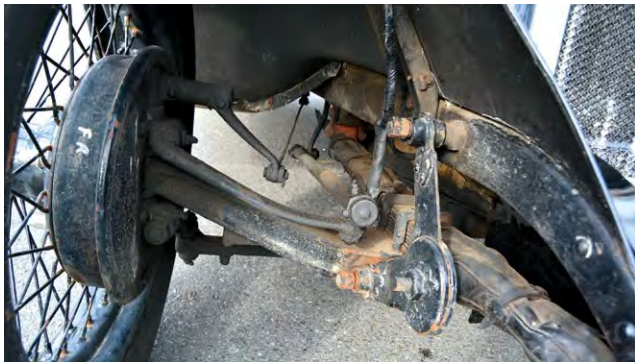
valves burnt out while in Spain so another overhaul-and-replace job was carried out – the quartet did all its own servicing and maintenance along the way.

Ten days after departing England, a ferry from Gibraltar took the crew to Tangier in Morocco. A wrong turning in Taza caused the crew to get completely stuck in a narrow alleyway in the Kasbah. Mugwump refused to start and amidst all the angry traders, local children helped push the car and trailer back onto the road and to safety. Two days after crossing into Algeria a crisis caused the

closure of the frontier. Driving through the country, signs of the recently ended Algerian War of Independence were very much in evidence.

Less than 200 metres after crossing the border into Libya, Mugwump's timing chain

**After surmounting the Pyrenees, three exhaust valves burnt out while in Spain so another overhaul-and-replace job was carried out – the quartet did all its own servicing and maintenance along the way**



snapped. Working in a desolate, wind-swept spot, the chain was replaced under a canopy of tarpaulins used to try and keep the swirling sand out of the engine. Once up and running again, the crew reached Alexandria one month after leaving England, and took a short rest while being entertained by the Egyptian Automobile Club. But then Philip developed acute appendicitis that required a trip to Cairo for an emergency operation, which was successful. The surgeon refused his fee and arranged free nursing convalescence at the University Hospital "as a goodwill gesture to British students", itself a wonderful gesture.

But the plan to follow the Nile to Aswan and then to catch a river boat to Sudan was

scuppered due to flooding of the Nile that precluded vehicles being loaded. It took several days before a berth was booked on a ship leaving from Suez for Port Sudan. By this time Philip was well enough to rejoin the group but on the night before departure, the aged ship (it was older than Mugwump) caught fire. Although the damage was superficial, departure of the three-day sail down the Red Sea was delayed by a week.

Access to and driving on the roads in Sudan was out of bounds for Mugwump, so the Austin was railed to Khartoum and then Kosti, from where it boarded a passenger-laden steamer for a ten-day trip to Juba. After disembarking in Juba, the team realised that with all the delays they had covered the last 700 miles (1 120km) at an average speed of just 3mph (4.8km/h). But they were now back on the road and headed for the Ugandan border and onwards into Kenya, crossing the equator at 9 000ft (2 743m) before reaching Nairobi. It was here that Philip had to leave the team as he still had a year's law study to complete and had to fly back to England to resume his course at Bristol University.

From Kenya the remaining three

drove into Tanganyika, where Tim's pallor gradually turned yellow – he had contracted jaundice. He was hospitalised in Arusha before being flown home for a compulsory two months' rest. So now there were two.

Downhearted by this setback, Roger and Peter continued on the journey that now offered 1 200 miles (1 920km) of magnificent countryside traversed on severely corrugated dirt roads – the beauty and the beast. But by maintaining a critical speed of between 32 and 35mph (51-56km/h), vibration was minimised and the ride was bearable, despite the shock absorbers having lost their damping spirit. Nevertheless, Mugwump and trailer survived the ordeal without any serious mishap. Relief came after entering Northern Rhodesia and reaching Lusaka, from where the roads were tarred. Passing by the hydro-electric plant at the Kariba Dam, Salisbury (now Harare) was the next stop, where the Vintage Car Club of Rhodesia and the Mashonaland Car Club welcomed the intrepid travellers with a cavalcade of vintage cars that escorted them to a mayoral reception. And incredibly, one of the cars was a 1930 Austin Burnham saloon – what were the odds that these cars, thought to be two of probably only six still-running 1930 16/6s in the world, would

**And incredibly, one of the cars was a 1930 Austin Burnham saloon – what were the odds that these cars, thought to be two of probably only six still-running 1930 16/6s in the world, would wind up together in the middle of Africa?**



wind up together in the middle of Africa?

Leaving Salisbury, Mugwump crossed the Limpopo into South Africa and followed a route through Pretoria, Pietermaritzburg and Umtata to the East Coast and down along the Garden Route towards Cape Town. On the outskirts of the Mother City the triumphant travellers were met by a motorcycle escort and a cavalcade of vintage cars from the Crankhandle Club that guided them to a grand reception at the Town Hall and tea with the mayor. On 24 October 1963 the VASTA Expedition concluded, with Roger and Peter being treated to dinner on the 22<sup>nd</sup> floor of the Sanlam (now Naspers) building, where they were afforded an uncluttered view over the city and Table Mountain.

The journey from Bristol to Cape Town covered 11 915 miles – 19 064km. The expedition's log revealed that the average daily distance covered was 190 miles (305km), the longest distance covered in a single day was 375 miles (603km), overall fuel consumption was 14.7mpg (19.2 litres/100 km), the maximum speed was 45mph (72km/h) and the cruising speed 35mph (56km/h). Mugwump with trailer only boiled once, and en route there were 11 punctures and one blow-out (all on the same wheel!), most occurring in the last 2 500


miles (4 000km): one retread lasted 10 000 miles (16 000km) untouched. Minor running repairs included replacing a worn trailer wheel bearing, welding a broken shock absorber arm, replacing the distributor drive gear, replacing a burnt inlet valve, replacing a broken propshaft coupling, replacing the windscreen wiper motor and fixing a loose tappet guide.

The UCT students drove the car back to England following a similar route to the VASTA team, but rather crossed the Mediterranean from Egypt to Italy and then on to England. Mugwump ran faultlessly all the way, but suffered 34 punctures due to ill-fitting tyres supplied in Cape Town. Otherwise Mugwump was utterly reliable, testimony to the effective repair work carried out by the Bristol crew. When it arrived in England, it was overhauled before Roger purchased the car. He emigrated to South Africa in 1964 and took the car with him. He later moved to Rhodesia and when he got married, Mugwump was his wedding car.

Roger has been involved a lot in the subsequent buying and selling of the car. He first sold it to an upholsterer in Rhodesia, who renovated the interior and then bought it back before sending it to Cape Town to be looked after by Crankhandle Club member

Mike Stewart, where it served as a wedding car for one of his daughters. Mugwump was then sold to an enthusiast in Port Elizabeth before another Crankhandler brought it back to the Cape after it failed to sell at an auction. Yet another Cranker, John Dales, took ownership but after he passed away, his close friend Mike Stewart became its current owner.

With limited garage space, Mike appointed fellow club member Malcolm Stuart-Findlay as its custodian and between them the car continues to be driven and displayed on a regular basis, with little fanfare. Far from being an ornament, the car is very much in fine fettle, with only relatively minor wear and tear to be seen – a suitable patina for its age. It is believed the engine has never been completely overhauled. It starts instantly, idles and drives and rides with nary a creak or a groan, providing a comfortable, civilised mode of vintage transport. The rear compartment is particularly spacious, with tasselled blinds on the side and rear windows providing some privacy if needed.

That 55 years ago a quartet of students took a 33-year-old Austin on a trans-African journey and the car is still very much active is adventure-book material. Mugwump is a remarkable motor car. And the cine film? Coming to a cinema near you... 

# BACK TO THE FRONT

The last 70 years have seen huge advances in technology and none more so than those featured in automotive design. Carmakers have gone from simple chassis-based designs of the late 1940s to fabulously sophisticated models that feature a raft of clever safety and hybrid technologies. Some even offer autonomous control. As a result, each has seen its leading model evolve beyond recognition. Except for Porsche, of course. **Graeme Hurst** considers the evolution of the company's rear-engined marvel – a design that has thrilled owners over the years like no other car.

Images shot at Carrera Motors by Mike Schmucker



## “100%

new”. That was the claim out of Stuttgart when Porsche launched its 993 back in the mid-’90s to replace the 964. By then 911s had been coming off the line for over

30 years and the famous sports car maker had just spent a fortune re-engineering the model (the most notable change being the adoption of a multi-link rear suspension) in what would turn out to be the last gasp for an air-cooled 911 derivative. I remember asking four-time Monte Carlo rally champion (and Porsche test driver) Walter Röhrl, during an

interview in 2006, why the company went to all that trouble. “Because the board said we can’t have customers going off backwards into the Black Forest no more,” was his reply.

It summed up the problem Porsche faced: demand for the 911 simply refused to die and the more powerful the model got, particularly in the later Turbo form,



the more its makers simply had to bite the bullet about safety concerns. Truth is this must have been hugely confounding to the directors sitting around the boardroom table at their Zuffenhausen HQ. Since the early 1970s they had shelled out huge amounts of Deutschmarks in engineering a successor in the form of the front-engined

928. And they had reason to be confused and frustrated: those three numbers (a Porsche project designation) were attached to a product so technically advanced and capable that it knocked the socks off the 911 on every front. Heck, the 928 even won European Car of the Year in 1978. Yet Porsche die-hards snubbed it by picking

out the brochure for a 911 when they came through the showroom door.

Why? Get behind the wheel of a 911, preferably an air-cooled model, and you'll quickly get a taste of the one ingredient Porsche was simply unable to replicate outside of the 911: soul. It's a quality that has more to do with what Porsche never



took out of the concept rather than what they added in over the years.

To get a taste of the 911 experience you need to start by opening the door, in this case the desirable 1967 911S pictured. Pull the trigger mechanism under the simple handle and you'll hear a well-engineered click. Close the door and you'll experience a Teutonic thunk. It's a taste of the engineering quality that follows when you get on the move. But first, consider the driving position and the ergonomics: simple vinyl seats that place you up close to the dashboard and windscreen with plenty of room below for your feet to operate a set of robust, floor-hinged pedals.

Turn the key and you get rewarded with a 'chugga chugga' churn of the flat-six that has the back of the car rocking on its torsion bars before the 2-litre, mechanically fuel-injected engine bursts into life, settling into a delicious thrum

The dash has a simple five-dial layout that's a bit obscured in places, apart from the enormous rev counter which sits dead centre, just where you need it to be.

It's the same with the long gear lever which sticks out of the carpet, with the knob right where you need it to be. Simple controls that do the job. Turn the key and you get rewarded with a 'chugga chugga' churn of the flat-six that has the back of the car rocking on its torsion bars before the 2-litre, mechanically fuel-injected engine bursts into life, settling into a delicious thrum.

Once rolling, the first thing that's likely to strike you most is the simplicity of the drive.

The steering response in these early 'chrome-bumper' 911s is fantastically light and crisp. As with any pre-1964 model there is of course no power steering. There is no brake servo to mask pedal feedback either (unless you're in a 3.2 Carrera or later model) so they have an assuring linear feel. Then there's the action from the

rear, both in terms of aural accompaniment and feel: the flat-six emits a unique chainsaw-like growl as you hit the loud pedal, while its location hanging behind the back wheels makes for a very lively rear end.

It's a sensation that works both ways: power on and you'll feel the rear bite in as it launches you forward; lift off and the back will switch into oversteer. That's more pronounced in later, more powerful variants but it's still a consistent trait across the range. Then there's the glorious slingshot feel as you accelerate hard out of a bend and the horizon starts to be pulled in... something only a rear-engined car does this well. And the best part is the visceral feel of all this through the back of your seat, as if you're wearing the 911 and not driving one. It's an intoxicating experience that never fails to thrill and which is underwritten by the car's simple yet robust engineering: you get the sense you can drive this 911S (or any 911 for that matter) to redline day in and day out and it will never fail.

Of course, that quality isn't unique to the model. In fact, it was arguably why the 911



## FLASH OF BRILLIANCE

In 1993, thirty years after the first 901 – the car that became the Porsche 911 when the company discovered that Peugeot had copyright on the ‘middle zero’ – first appeared at the Frankfurt and Paris Motor Shows, Peter Dorfer winged his way to Luxembourg on a Luxavia flight with his immaculate 1967 911S in the hold. After reconnecting some fuel hoses that had come adrift during the flight, he headed for the Stuttgart autobahn.

Having won six national concours in South Africa, he had been invited to enter the grand prix white machine in an international event for 911s to be held in Ludwigsburg to mark three decades of the iconic Porsche model.

Understandably super-protective of his pride and joy, he stayed well clear of the crowds of trucks jostling for space on the highway. Then, disturbed by some curious flashes of light, he checked his mirrors and saw a BMW with *Polizei* markings following him. Seconds later the Beemer overtook, and a sign popped up in the rear window instructing him to follow the patrol car off the highway at the next exit.

The patrolman produced a wheel clamp and informed Peter that he had photographed the tyres and the feedback

from his command centre indicated that they were too old to operate on European roads! Dorfer, who had always had a way with words, pleaded with the officer to let him go, explaining why the car was in Europe. “Okay,” the man agreed, “but drive among the trucks so the highway patrol can’t get another clear shot of those tyres...”

Parked among hundreds of 911s that converged on Ludwigsburg from all over the world, the car was admired by all the Porsche luminaries, including Louise Piëch (once Dorfer’s ‘boss’ during his apprentice years at Porsche Salzburg), FA ‘Butzi’ Porsche (designer of the 911) and Huschke von Hanstein (Porsche’s famous PR and racing manager). It was adjudged the best 1967 right-hand drive model, and in fact finished third overall behind a 1965 912 and a 1966 911, both of which incurred fewer penalty points just because of their greater age.

And the cherry on the top – Porsche asked Dorfer to loan the car to the Porsche Museum, where it went on display for several years before being shipped back to South Africa. Today, as immaculate as ever, it has just served as one of the models on this month’s cover.



came about after its predecessor, the 356 we have here to pit it against, created the rear-engined mould and developed Porsche's reputation for fine engineering. And of course the 356 actually sired the marque when founder Ferdinand Porsche (of VW Beetle and Auto Union fame) started small-scale production of the 356 in Gmund, Austria.

Why the numbers? Well Porsche project number 356 was the next one after marque-founder Ferdinand's still-born 1939 streamlined racer. It was the first car to bear the family name and the design featured a hand-built aluminium body over a steel platform. Mechanically it was largely just a modified Beetle but offered sleeker looks and much perkier performance. Production was out of an old saw mill where Porsche (as an engineering company) had relocated during the war to escape bombing by Allied forces.

Ferdinand wanted to return to Stuttgart but the banks wouldn't lend him any cash owing to his Nazi connections (he and other associates were jailed at one point for their roles in wartime production) so he sent his son Ferry on a sales mission to take deposits

for orders from VW dealers. This boosted their cash flow and the company switched to all-steel production in Stuttgart from 1950. Just 49 cars were screwed together during the Gmund days but there was a huge appetite for them once Ferry Porsche was properly set up in Stuttgart (Ferdinand having passed on in '51 at the age of 75).

The model soon evolved to the 60bhp 356A with a 75bhp engine as an option. There was also the super-rare (and equally expensive) Carrera four-cam option. More power and styling updates followed across the model range of Coupé, Roadster, Speedster and Cabriolet, the latter of which we have here in 1962, 75bhp form. It's from the last year of production (by then close on 80 000 356s had rolled out of Stuttgart) and its qualities remind you of how successful it was.

The controls (even the door handle) have the same crisp, well-engineered feel. The driving position is similar, although the cabin is distinctly more enclosed and deeper. Fire up the 1.6-litre four-pot and you get rewarded with a rather clattery engine note that's quite Beetle-like at idle. No surprise there of course; an air-cooled pushrod 'four' has a distinctive sound no matter how you tweak it. But with a pair of twin-choke carbs to feed it, the response from your right foot is sharp and the little Drophead gets off the mark quickly. Steering is fantastically light and direct. Along with the well-oiled mechanical feel of the gearbox it

makes for a tactile experience. The rear still talks to you but with less than 100bhp you get the feeling it won't bite unless you get the ball way off centre.

It's a great driving experience and the lineage with the 911 is abundantly clear. But it's easy to appreciate how dated the 356 must have felt by the early '60s, when the design was nearly 15 years old and was being forced to park alongside the likes of Jaguar's E-Type on the international show circuit. Ferry's solution was for his son Butzi to pick up the mantle by styling a replacement. His efforts respected the air-cooled, rear-engined format that served his family so well but offered a crisper shape featuring more interior space and a larger glass area. Initially coded as project 901 (until Peugeot threatened legal action over rights to the nomenclature) the 911's biggest trump card was the switch to six-cylinder, overhead cam power.

Launched at the 1963 Frankfurt Show, the new coupé offered 130bhp and 130mph performance. Those numbers were a big step up from the 356's abilities and quickly got the attention of the media, especially when enthusiasts took the 911 on the track and the column inches flowed. Word soon spread about the car's unrivalled combination of fantastic performance and agile road manners.

Not all owners were enamoured with the latter though, and it quickly became apparent that the 911's rear end could be twitchy in the wrong hands, particularly in range-topping 170bhp S tune as we have here. Porsche's engineers stretched the

But it's easy to appreciate how dated the 356 must have felt by the early '60s, when the design was nearly 15 years old and was being forced to park alongside the likes of Jaguar's E-Type on the international show circuit



wheelbase by 2.5 inches from '68 in a bid to tame the handling to an extent, but the 911's vice was public knowledge. Capacity increases, first to 2.2-litres and then 2.4-litres, allowed the 911 to continue to be competitive (under homologation rules) and increased performance of road-going variants.

It was the same competition certification requirement that would lead to a significant step change in the 911's abilities when the lightweight 2.7RS – complete with its distinctive duck tail rear spoiler – debuted in 1972. Developed for Group 4 competition, just 500 were scheduled to roll off the assembly line, but demand was so strong that Porsche built more than three times that number. It was the first taste of the market's demand for increased performance and the 2.7-litre was standardised in production for the '74 model year.

By then Butzi's shape was a decade old and beginning to fall foul of US federal safety legislation. Porsche reacted by updating the car with energy-absorbing bumpers. Known as the 'smile bumper', the new look became the 911's trademark until the end of the 1980s. But that wasn't the intention: by the mid-'70s, Managing Director Ernst Fuhrmann was already bankrolling the 928's development to pick up where the 911 was supposed to leave off. Only it didn't, of course. In fact, its refusal to die was arguably partly Fuhrmann's fault as the engineer in him (he designed the impressive four-cam Carrera motor) couldn't resist dabbling in turbocharging the 911.

Bolting on a KKK turbocharger (a move inspired by the success of the company's

mighty 917 at Le Mans) for the 930 (as the 911 Turbo is officially known) put the 911 experience on steroids. With power up to 300bhp (in the full-fat 3.3-litre from '78 on) the Turbo offered sensational performance but came with wallop turbo lag and an ability to bite like a cobra if you dared to lift off in a corner. That didn't faze Porsche die-hards in the slightest; in fact, they hankered after the experience. And, with its wide stance and tea-tray rear spoiler, the rear-engined supercar quickly became a bedroom wall pin-up favourite.

Meanwhile the regular 911 was boosted to 3-litres (as the Carrera 3.0) before it evolved into the long-running 911SC from '79. By then the 911 was sharing showroom floors with the 928 and its baby brother, the 924, but they sat in the 911's shadow. Even more so when Porsche delivered the 3.2-litre Carrera for the '84 model year, a model which borrowed the 928's engine management technology to boost power to 231bhp across all markets. Although more than 20 years old, the 911 still boasted the same semi-trailing arm set-up under the rear, as it did for the 964 model which followed in 1990.

By then Porsche realised the market's appetite for the 911 was still strong, and it had built more than a quarter of a million of the cars. Again the numbers were confounding; this was a design that was largely unchanged for more than 15 years and felt distinctly primitive against its peers. Including the mighty 928 GTS which was about to tear up autobahns in 345bhp, multivalve form. The 964 was their answer:

the same basic 911 formula but now boasting a 3.6-litre engine in an updated body. For the first time 911 enthusiasts could opt for four-wheel drive and Tiptronic control, with the former a serious attempt to rein in the car's tail-happy antics.

It was enough to fend off the increasing threat of product liability lawsuits from Turbo-related accidents but the rear suspension design was still on its limit, hence Walter Röhrl's response about the multi-link-engineered 993 which arrived four years later. Despite boasting sublime 959-inspired styling and masses of clever technology (such as Varioram, the variable induction system available from 1996 on) the 993 still featured the same driving position (including the floor-hinged pedals) and all the delicious aural theatrics from the rear-mounted engine. A 1960s 911 owner enjoying a spot of time travel back then would've been more frightened of the world outside than the interior of a 1994 993...

Fact is the 993 was such a hugely accomplished sports car that it became a rod for Porsche's own back: the board again realised that their rear-engined prodigy simply couldn't be allowed to die. Even in the face of ever-tightening legislation. Roll on the switch to water-cooled power in the 996, which arrived in 1998. Jump forward another 20 years – Porsche recently celebrated its millionth 911, now in 991 guise. But thankfully, owing to the company's continued focus on re-engineering the rear-engined format, not many are likely to go into the Black Forest. Backwards at any rate. **C**

# A MASTER STROKE

One only has to look at the number of Porsches, of both old and new persuasion, on South African roads to realise that South Africa has a strong affinity for the legendary brand. **John Bentley** digs into the early years and tells the tale of the curious 356 South African connection – right-hand drive Porsche 356 Cabriolets, all with hard tops, all built from parts thousands of miles from Zuffenhausen.



A South African-assembled 356 Cabriolet/Hardtop at Carrera Motors.

It's late 1952, and the sleek sports car in Lindsay Motors' downtown showroom is the talk of Johannesburg. Its aerodynamic lines make the MGs and Triumphs that have been trickling into the country look upright and a touch antiquated. Forget about the fact that it only has a 1.3-litre engine; this baby's performance credentials are unquestioned. Pundits say it is good for 100mph and a lightweight aluminium-bodied version with an even smaller power unit has won the 1100cc class at Le Mans for the last two years. Several well-heeled punters take out their wallets and offer to buy the car. The

salesman shakes his head. Already sold, he confirms, but it's on display because of delays in import paperwork. However he'll gladly take orders for future shipments. Nobody's sure who owns the navy-blue car with the swooping lines and the V-shaped 'kinked' windscreen, and the salesman won't say, but the rumour mill suggests it is being imported for Arthur Pillman: car enthusiast, businessman, engineer and owner of a local engineering works.

Around the same time in Stuttgart a man stumbles down the stairs, loudly voicing his displeasure at a company that won't make a plan to help a customer. Helli Lasch, glider ace, speedboat pilot, car nut, engineer and owner of another engineering company, is in Zuffenhausen to buy a Porsche, but the sales office tells him that delays in perfecting the new production line after the recent move from Austria mean that all the cars on hand are pre-sold and there is no surplus stock. Huschke von Hanstein,

the company's racing manager and public relations boss, hears the commotion and comes out of his office to investigate. When he hears Lasch has come all the way from South Africa he takes pity on him and ushers him back into the sales department.

Turns out there is a light blue coupé whose prospective owner has had problems coming up with the money to pay for it. A quick telephone call and the man confirms he'd rather wait for another car to be readied at a more convenient time for his cash flow. Von Hanstein nods to Lasch and tells him that the car is now his.

So who owned the first Porsche in South Africa – Pillman or Lasch? There has been a lot of debate over the years, but information gleaned from some of the men that were there suggests that the scenario sketched above is pretty close to the truth. Al Gibson, expert Porsche and Formula 1 technician, confirms that Pillman's navy-blue car was the first 356 in South Africa. But Joachim Livonius, old friend and business associate of Helli Lasch, suggests Lasch might have purchased his car in Zuffenhausen just

Whatever the details, it's somehow appropriate that the first cars were both owned by engineering professionals; larger-than-life characters who also had a fine appreciation of the quality of the products they were purchasing



Current owner Clive Winterstein powers the Elva Porsche.



Dr Gous seated in his Elva Porsche with Al Gibson alongside.

## ELVA PORSCHE

The name 'Elva' is a play on the French phrase *elle va*, which translates as 'she goes'. And go is exactly what Dr Dawie Gous did in his Porsche four-cam-driven 1965 Elva MkVII sports racing car.

The vehicle left the Elva factory in the UK on 3 May 1965, headed for Southampton Port, and boarded the *Edinburgh Castle*. On 21 May Dr Gous, who travelled from his home in Springs, collected his new race car from Cape Town harbour. The car arrived without engine but engineering provisions had been made at the factory for the fitment of a Porsche four-cam engine.

It is believed around 29 original MkVIIIs were produced to start with, but as demand for more powerful engines increased so Elva updated the chassis to take Lotus Twin-Cam, Porsche and BMW engines of 2-litre capacity – the firm referred to these later cars as the MkVII S. Total MkVII production is estimated to be between 69 and 72 units, with 19 being Porsche-powered and 15 BMW. Of the 19 Porsche cars only two, Dr Gous's one and another, used vertical cooling fans instead of the horizontal system.

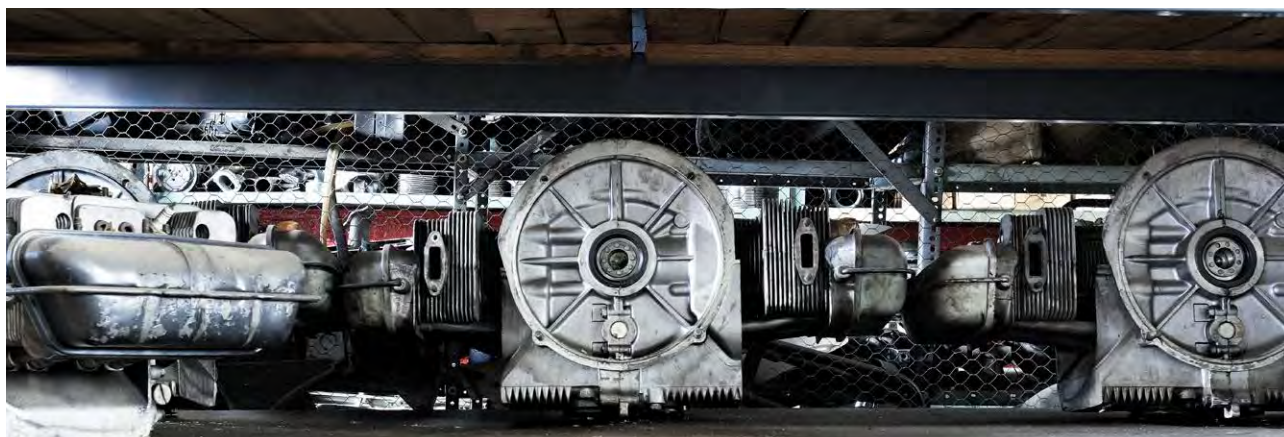
Invoices showed the total cost of buying and delivering the car came in at £1 200, which included the dark-green-with-yellow-stripe paint finish that represented the South African racing colours. Loaded up, the car headed north to Edenvale where Porsche and racing preparation expert Al Gibson fitted Gous's Porsche RSK four-cam engine and 718 gearbox. Dr Gous debuted the Elva MkVII at Kyalami on 5 June 1965 and then sold it on to Luki Botha when he decided to hang up his helmet. In true racer fashion he didn't fully retire from the sport and often shared the Elva with Botha in endurance events, with the most notable performance being at the December 1965 Angolan Grand Prix, where the Elva climbed from 10<sup>th</sup> on the grid to finish 5<sup>th</sup>, with only four Ferraris in ahead. Incredibly, the latest Porsche 904 offerings finished lower than the Elva. Gous and the Elva Porsche's swansong took place on 5 November

when, again with Botha as a co-pilot, the Elva took on the 9 Hour. Three hours in the car held 5<sup>th</sup> place overall, but a terminal gearbox problem sidelined the attempt.

In 1967 Koos Swanepoel took over ownership of the Elva but its Porsche lump was replaced by a 2.7-litre Climax engine and Hewland gearbox. Luki Botha appears to have used the car again in 1968, perhaps on loan from Swanepoel, but by 1970 it was on the market again and snapped up by Pietermaritzburg's John Truter. He transplanted a Lotus Twin-Cam into it in '73 and replaced the body with Lola T212 shape moulded off Andre Verwey's Lola. The car was then entered as the JTS or John Truter Special.

From Truter the car went to Hagen Wulff of East London and then Boet Pelser, Martin Jacobs and Dennis Geyer. A Mazda rotary engine was slotted in and when not permitted to circuit-race in Cape Town the Elva hit the drag strip where the flywheel self-destructed, damaging the back end of the chassis. Geyer moved it on to a new owner in the Free State before Don van Staden in Joburg ended up with it. Its nomadic life wasn't over though – it moved to a Mr Mitri and then Pat Duckham, both in KZN, and then back to Van Staden in a somewhat sorry state.

Motor racing historian Howard Robinson saw the car and knew what it was, so did a deal in 2001 and planned on restoring the Elva to its former glory. Before this happened, though, Clive Winterstein overheard Robinson talking of the Elva at a function where Dr. Dawie Gous was guest speaker and a four-year negotiation took place. Eventually Winterstein got the basket case to race car restorer Andrew Thompson, who spent an enormous amount of time correcting the years of neglect and backyard engineering. Winterstein tracked down the correct gearbox, body and four-cam Porsche lump and had a body with correct high rear-engine cover made. In 2012, two years after commencement, South Africa's Elva Porsche took to the track again.



## SUMMARY OF PORSCHE SALES IN SOUTH AFRICA – FROM 1957 TO 2002

As summarised from NAAMSA records and compiled by Ryno Verster

1957	Porsche 1600 Coupé	13	1966	Porsche Cabriolet	41
1958	Porsche 1600 Coupé	61	1967	Porsche Cabriolet	33
	Porsche Speedster	14			
	Porsche 1600 Convertible	1	1968	Porsche Cabriolet	26
	Porsche 1500 Spyder	1		Porsche Coupé 912	19
	Porsche 1600 Hardtop	2		<b>Total sales in 1968</b>	<b>45</b>
	Porsche Sup[er?] 1600 Soft-top	2	1969	Porsche 911 S	2
	Porsche Sup[er?] 1600 Hardtop	9		Porsche 911 T Coupé	20
	Porsche Sup[er?] Coupé	2		Porsche 19LT** Coupé	1
	<b>Total 1958 sales</b>	<b>92</b>		Porsche G11T Coupé**	1
1959	Porsche 1600 Coupé	69		Porsche 912 Cabriolet	21
	Porsche 1600 Convertible	4		<b>Total sales in 1969</b>	<b>45</b>
	Porsche D Convertible	5	1970	Porsche 911T Coupé	37
	<b>Total sales for 1959</b>	<b>78</b>		Porsche 911S	2
1960	Porsche 1600 Coupé	68		Porsche 911S Coupé	2
	Porsche 1600 D Roadster	4		Porsche 911E Coupé	2
	Porsche RS 60 Spyder	1		Porsche 911 [VW]	3
	<b>Total sales for 1960</b>	<b>73</b>		Porsche 914	9
1961	Porsche 1600 Coupé	48		Porsche 1911T Coupé**	4
	Porsche 1600 Roadster	4		Porsche 1911E Coupé **	1
	Porsche Carrera Abarth	1		Porsche 1911S Coupé **	2
	<b>Total sales for 1961</b>	<b>53</b>		<b>Total sales in 1970</b>	<b>62</b>
1962	Porsche 1600 Cabriolet Hardtop	8	1971	Porsche 911T	3
1963	Porsche 1600 Cabriolet	1		Porsche 911T Coupé	16
				Porsche 911E Coupé	1
1964	Porsche Cabriolet	28		<b>Total sales for 1971</b>	<b>20</b>
1965	Porsche Cabriolet	31	1972 to 2002:	No Porsche sales recorded in NAAMSA records	

\*\* It is uncertain whether this is a typing error in model designation



A Porsche Club breakfast run decades ago.

before or around the same time, taken delivery and driven it in Europe before shipping it out to South Africa.

Whatever the details, it's somehow appropriate that the first cars were both owned by engineering professionals; larger-than-life characters who also had a fine appreciation of the quality of the products they were purchasing.

Pillman became something of a legend in Porsche circles, also importing the first four-cam Carrera engine car, a 1500 GS, in 1955. He was involved in tweaking engines for racing, fitting Zuffenhausen-built air-cooled motors into single-seaters (such as the LDS-Porsche driven by John Love in the early '60s), and even designing and testing a multi-cylinder Formula 1 engine based on Porsche principles. Many famous technical boffins in local motorsport, including Al Gibson (SA's Carrera wizard) and Eddie Pinto (famous for looking after Dr Dawie Gous's Porsche Spyder before moving onto F1), honed their skills on Pillman's projects.

German-born Helmut (Helli) Lasch grew up in South Africa after his parents immigrated in the 1930s. An engineering genius, he founded a gear-cutting company before moving into crane building. After buying that first blue Porsche he had a succession of blue cars from Zuffenhausen, moving into 911s when the new model

replaced his beloved 356. When the local Porsche Club was founded in 1960 he became the first chairman. He was a great sportsman and raced boats and cars, but was best known for his superhuman feats in gliders. He died in a glider crash in 1985.

What happened to those first two cars, both 'knickscheibe' models introduced in the second half of 1952? A dark-coloured car believed to be Pillman's was exhibited in the Pioneer Park Motor Museum for many years before local restorer John Abbot exchanged it for another 356 and restored it to its former glory. It's believed to have been sold overseas. Another right-hand drive navy-blue car, also with the bent screen, resides at Carrera Motors in Randburg.

Lasch's first car might have also ended up overseas as with import permits being difficult to organise he tended to take delivery of his cars at the factory. Could he have shipped it out or traded it in on his next Porsche?

Throughout the 1950s and '60s, Porsches remained very rare cars on South African roads but 1958 saw a slight increase in imports with Lindsay's having merged with Saker Motors to become Lindsay Saker. Although many owners still opted to take delivery at the factory, Dr. Don Brebner once told me how he picked up his Coupé in Zuffenhausen in 1958 and went on a

European tour. He lost control of the car on an icy French road and half-rolled it into a snow bank, but locals tipped it back onto its wheels and he was able to continue his journey, the car none the worse for wear, with not even a scratch or a dent from the incident!

As the business expanded Lindsay Saker brought out



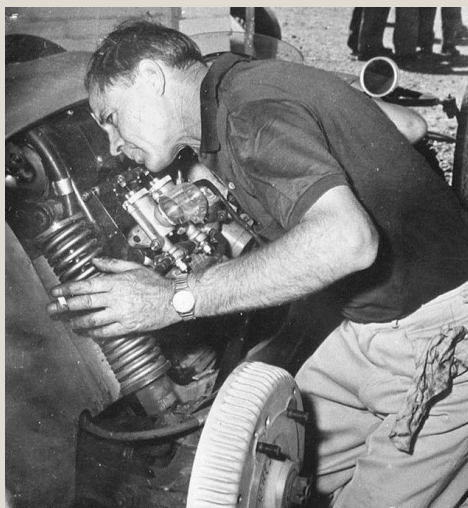
## GEORGE FOUCHE

Pretoria's George Fouche had a successful international sports car racing career in the '80s and '90s and is rated as one of the best drivers to have come out of South Africa. He competed at Le Mans every year from 1984 to '97, primarily in Porsche 956s and 962s, with his highest-finishing position being 4<sup>th</sup> – which he achieved in 1986, 1987 and 1994.

Fouche's racing career kicked off in 1982 when at the age of 16 he got special permission for a licence to race a 3-litre Alfa Romeo GTV. For 1983 he changed to the Mazda rotary-powered Ralt Formula Atlantic and then in '84 headed for Europe to compete in a Porsche 956. It was an eye-opener; the car was a heap of nuts and bolts and at the first race at Silverstone he had a front wheel hub break off. Le Mans that year was no better, with the right front wishbone breaking while on the old 7km Mulsanne Straight at 360km/h at 2am.

With his budget depleted he was lucky to meet Verne Schuppan, who later asked if he'd like to race in Japan. Of course he said yes. So in 1985 it was off to Japan, where he kicked off well with a Fuji Raceway podium finish in another 956. He continued to race 956s and 962s from 1985 to 1991 in Japan. With a working knowledge of the Japanese language, he took up a role as a tester and has in fact driven every single Porsche 956 and 962 chassis, except for the Trust 956 that until recently lived in South Africa.

Throughout the 1950s and '60s, Porsches remained very rare cars on South African roads but 1958 saw a slight increase in imports with Lindsay's having merged with Saker Motors to become Lindsay Saker



Jennings inspects the four-cam Porsche engine in his single-seater.



Note the bumps on the Jennings Dart, likely to help feed the twin-carb set-up on the Porsche four-cam unit.

## JENNINGS-PORSCHE

South Africa has a history of local talents that, through skilfully made home-built cars, managed to compete in international Formula 1 events. Bill Jennings was one such man.

A well-known Capetonian club racer and South African champion at the time, Jennings had the grit and determination to procure a four-cam Carrera GS engine direct from Porsche in Stuttgart and, inspired by the Porsche works 718 GP cars, engineered his own racer to fit it into.

He was no stranger to race car design, having built a number of vehicles – including a Riley special with chassis fabricated from four scrapyards propshafts selected for their size and weight. This car was successful and Bill campaigned it to three National Championships ('54, '56 and '57). He then focused on sports car racing with a GSM Dart; he tossed out the usual Ford engine in favour of a Porsche four-cam Carrera GS 1500 engine he got from Porsche itself. Bill not only raced it but also covered thousands of miles driving it to events in the then Transvaal, Natal and Luanda, Angola.

But the Dart Porsche fell foul of regulations, with organisers feeling that it was too much of a 'one-off' to compete in sports cars. This shifted the car into the Formula 2 category. Bill used it to good effect in the sixth South African GP at East London in January 1960, finishing 11<sup>th</sup> overall, but then decided that a lighter single-seater was needed. Formula 1 had seen a reduction in engine capacity to 1500cc, which meant the Porsche engine was eligible for the top class.

He designed and built a chassis, fitted the high-mileage four-cam and clothed it in an aluminium body that echoed the works Porsche F1s.

The Jennings-Porsche made its international Grand Prix debut at Killarney in December 1960 where he finished 10<sup>th</sup>, the race dominated by the works Porsches of Stirling Moss

and Jo Bonnier. Ten days later he was at the seventh SA Grand Prix in East London where Moss and Bonnier repeated their one-two, and came in 17<sup>th</sup>. In the '61 East London SA Grand Prix Bill notched up a 12<sup>th</sup> place but then failed to finish the 1962 Cape Grand Prix when the Carrera engine suffered camshaft damage.

After two seasons, Bill sold the Jennings-Porsche minus the engine to Doug Maister, who fitted a Volvo engine. It then went to Lionel Day, who campaigned it successfully before it ended up with Mike Leddingham – now sporting an Alfa 1750cc engine. Little was known of the car's racing history with the Alfa unit, or indeed the last three decades (the last scrutineering stickers are from 1980).

By chance the Jennings-Porsche story recently kicked off again when Mike's daughter attended an event at Cape Town classic motoring specialists Crossley & Webb. She mentioned to Gareth Crossley that her father had a Jaguar E-Type and an old racing car in his barn which the family wanted him to sell. A deal was done and Crossley & Webb have plans to restore it.



The Jennings-Porsche in full flight.



Potentially the oldest Porsches in SA at the moment – a pair of 'knicksheibes' at Carrera Motors.

more and more specialist technicians from Germany to service the cars. Among them were Aloise Klesse and Hermann Schmidt. Racing being part of the Porsche way, they found themselves at the tracks assisting with preparation of the cars, including vehicles with the notoriously difficult to set up four-cam motors. "It started as a hobby," Klesse who was later to move on to found Peco in Pretoria told me, "but it developed into a serious business." One of the historic early successes was victory for a Porsche Speedster driven by Ian Fraser-Jones and Tony Ferguson in the first 9 Hour race, run at Grand Central in 1958. Racing inspired many owners of road-going cars to look for more performance, a lucrative situation for Lindsay's and other tuners.

In 1959 Fraser-Jones imported his first Spyder and with Klesse and Schmidt providing the technical support, he won

the national driver's championship. When the new national champ went overseas to collect a new RS, Klesse went with him to meet the men in the racing department. So it came as no surprise when he was asked to assist with Porsche's single-seaters when they came out to compete in the Springbok Grands Prix in 1960 and '61. Stirling Moss won the South African Grand Prix at East London at the end of 1960 and Jo Bonnier and Edgar Barth contested the South African Grand Prix, as well as the Rand and Cape GPs, at the end of 1961.

That led to a tradition of German Porsche-trained expats, including the likes of Klesse, Schmidt and Livonius, helping with the preparation of the cars when Porsches came out to compete in the Springbok Series and 9 Hour each year.

Meanwhile Lindsay Saker had been desperately trying to keep pace with pent-up demand for road-going Porsches. The performance and reliability of the cars, as well as the racing programme had resulted in 'Porsche-mania'. In 1960 a group of enthusiasts met at Uncle Charlie's for the first

Porsche run, which is when the first Porsche Club was founded.

A Porsche model built in South Africa?

Well, turns out that back in the early 1960s South African importers Lindsay Saker had assembled a series of 365B 'Hardtops' in Johannesburg. With memories dimming, even those involved in the project at the time disagree on some of the finer details, but it is generally agreed that the Johannesburg-built Bs were the only Porsches ever assembled by a Porsche importer anywhere in the world for company-sanctioned resale. All in all, research suggests about 50 or 60 of the 60hp Hardtops were built, with the first scheduled batch of six CKD (Completely Knocked Down) packs being sunk in transit before the project got underway.

The South African saga had its origins in the country's strict importation laws. With vehicle assembly and manufacture a growing branch of local industry, fully built-up cars could only be imported under permit. And even then prohibitive duties pushed up retail prices dramatically.

It was against this background that George Lindsay, Jack Mincer and Erich Hamp (the latter also a Porsche-trained

The performance and reliability of the cars, as well as the racing programme had resulted in 'Porsche-mania'



Carrera Motors filled to the brim with various models.

technician who had come out to SA and moved into management) came up with the idea of assembling semi-knocked-down Porsches locally. Alois Klesse, who later headed up Peco, was works foreman at Lindsay Saker at the time the decision was made, although he left shortly before the project got fully underway. "I remember we first looked at bringing in Coupés with the tops cut off," he recalled. "But the factory didn't like the idea. Then someone suggested we bring in Cabriolets with hard tops."

At the end of '61, Lindsay Saker's workshop manager Herman Schmidt travelled to Germany to finalise the arrangements. A lot of time was spent itemising all the parts to be sent. But the project was dealt a heavy blow right at the beginning. "Six or seven packs went to the bottom of the Suez Canal," says George Bernert, who was to become the


man responsible for the trim of the Saker Porsches. Bernert had been trained in the upholstery craft by Volkswagen and Porsche in Germany. "They sent the first two cars out to two separate upholstery shops. Then Mr Drake, the service manager, asked me to go and have a look and tell him what I thought." Needless to say his opinion was not a favourable one and he was promptly assigned the task of trimming the cars.

Production started up around the middle of 1962. Bodies, hardtops, engines and gearboxes were shipped in disassembled form. The unpainted shells had no lights; suspension and brake assemblies were put together locally. Folding tops were not fitted, though over the years many owners have had theirs converted. "Customers were free to come in and choose their preferred colours for the primed body shells," recalled 356 boffin, the late Eddie

Paladin. In those days Paladin was a 'spanner man' at Lindsay Saker and remembered the Hardtops being put together by assemblers Klaus Bauer and Peter Tuch.

Local content

consisted of battery, tyres, windscreen and upholstery. Painting was also initially done in-house. There was no production line because the cars were built in such small numbers, which meant that quality was superb. "I remember that Professor Kay, I think it was, of Groote Schuur, wrote to Porsche in Stuttgart praising our efforts," recalls Bernert. According to Herman Schmidt three shipments of 356 Hardtop kits were eventually imported. As the project progressed some of the work went to Stanley Motors, who at the time assembled Peugeots and Hillmans at its Natalspruit factory. By all accounts production line assembly could not match the quality of the in-house effort and PD services turned into virtual rebuilds.

In any case, exciting new models were soon to be launched in Germany and production of 'local' Porsches ended. But the assembly programme had been worthwhile as a cost-saving exercise. The little 60hp Hardtops came on the market for something like R2 500, the price going up to around R3 800 by the time production ceased at the end of 1963. And so ended a unique episode in Porsche history. But many of the Cabriolet/Hardtops still live on, beautiful memorials to an imaginative venture. 

"I remember we first looked at bringing in Coupés with the tops cut off," he recalled. "But the factory didn't like the idea. Then someone suggested we bring in Cabriolets with hard tops."



Dr Dawie Gous in the 9 Hour-winning Porsche 550A RS that Al Gibson prepared.



Al Gibson and son Alastair alongside their beloved BMW R5.



TJ 1684, the Porsche 550 RS Spyder owned by Ian Fraser-Jones, Dr Dawie Gous and the Richards Brothers, relied heavily on Al Gibson for the fine-tuning of the four-cam motor.

## AL GIBSON

When talking Porsche in South Africa we have to mention Alastair (Al) Gibson Senior, a humble man who made his name as an expert racing mechanic in the early '60s in the motorcycle and car arena.

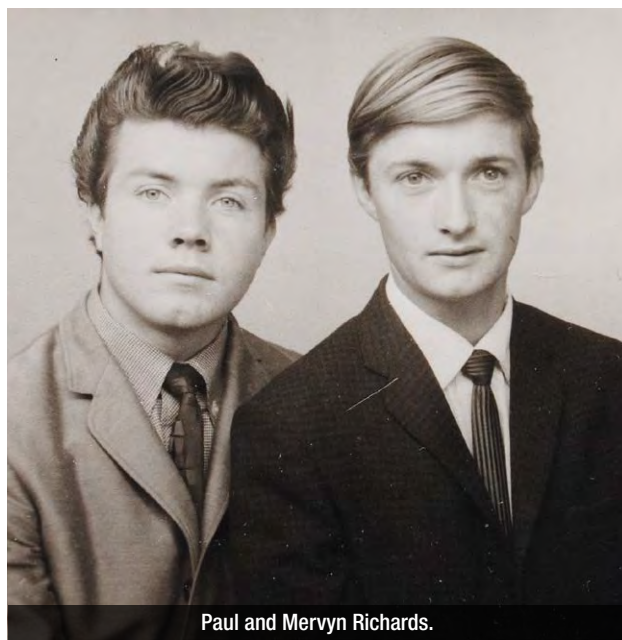
Al shot to fame as Dawie Gous and John Love's mechanic on the 9 Hour-winning RS Porsche and then the four-cam Porsche-powered Elva success he prepped for Gous. This was further enhanced when he became the most sought-after local tuner of the Repco engines used by the likes of the winning Formula 1 Brabhams. Such was the level of his work that throughout the 1970s many famous racing personalities of both local and international flavour visited his workshop, a humble double garage in his Edenvale home. The purpose of the visits was two-fold: to make use of his extensive

technical skillset and also to tap into his vast knowledge on almost any subject. He lived by the motto 'be good to all people' and passed his talents and passion on to his son, Alastair Gibson Junior, who went on to become a chief mechanic in Formula 1.

Al's passion for motorcycles saw him using his 1936 BMW R5 on a number of DJ Rally events before Alastair took over the R5 reins and flew out from the UK to compete. Al passed away in his sleep on 18 May 2014, three weeks short of his 93<sup>rd</sup> birthday. Although he had been in a frail care unit leading up to his death, he had still done the occasional TV interview and regularly received phone calls from friends all over the world wishing him well and, well, occasionally requesting bits of technical information...

# REBEL WITH A CAUSE

When young Paul Richards struck a pole at Sunset Bend at Kyalami one of the country's most iconic race cars died with him. **John Bentley** talks to his brother Mervyn, who recalls a tragedy that in many ways paralleled that of James Dean a decade earlier.



Paul and Mervyn Richards.

**J**oburg in the swinging '60s; free love and rock 'n' roll, but before the drugs. A time when sex was safe and motor racing was dangerous. But probably more than ever before, the thrill of the racetrack was pretty accessible to a young man of some means.

Kyalami had replaced Grand Central as the venue where young petrolheads could meet and greet, and more importantly be seen with their heroes – the likes of Dave Charlton, Basil van Rooyen, John Love or Dawie Gous. And where these stars were friendly and approachable and not 'fenced off' by sponsors like those of today.

The AA, which had taken over from the RAC as the controller of motorsport, organised regular top speed and drivers' instruction days at the Midrand track where youngsters could learn the art of race driving and club days where they could put these new skills into practice. Mervyn and Paul Richards were part of the 'now' scene – young men about town with a taste for daredevilry. Mervyn, the quieter of the two, was something of a student of motorsport, following both local and international events. As a teenager he idolised the likes of Mike Hawthorn, Jean Behra and Wolfgang von Trips, and had been shocked by their untimely deaths.

"I remember the pictures of Behra's Porsche Spyder, crumpled up against a concrete pillar at the top of the brick-paved banking at Avus," Mervyn, now 76, recalls.

"Really chilling stuff it was."

Each November the family attended the 9 Hour and he witnessed the two Porsche 550A Spyder (Chassis No. 0140) victories by Dawie Gous and John Love – the first at Grand Central in 1960 and the second in '61 at Kyalami. He was also at Kyalami in 1962 when Gous shared the same car with Alois Klesse to third place and in '63 when 0140 went up in flames when the new owner Peter Engelbrecht crashed out of the action.

But none of this, nor the wreck from which his stepfather Arthur Chester had escaped unhurt after rolling his racing Karmann Ghia at Grand Central a while before, dampened Mervyn's enthusiasm for 'having a go'. In fact, by the time he turned 21 in 1964 he had his own Karmann Ghia, complete with Van Rooyen camshaft (back then the mods provided by Basil and his Superformance shop were must-haves if you planned to use your car in competition).

Younger brother Paul, two years his junior, was an apprentice at a specialist VW/Porsche garage and helped tune the car for the track. Mervyn took the Ghia to Kyalami and was on the pace – but the object was fun and not wins. Paul, very much the heartthrob among the Joburg girls, also tried the car. He was quicker than Mervyn but both were a bit wild, exploring the limits with the fearlessness of youth.

They then heard about the 550A, which had been roughly repaired and was being offered for sale at Phillip Motors, a used car dealership in Vereeniging. They found old

0140 in a sorry state. It retained the original alloy-panelled rear, with angular louvres on the 'haunches' and twin grilles on the engine cover, along with four-cam Carrera motor. But from the firewall forward there was a restyled fibreglass body shell over the roughly repaired tubular frame. From the front it looked like a cross between a later Porsche 904 GTS and a Bergspyder, with faired-in headlights flanking a slightly angular nose. On the side, the small driver's door featured unPorsche-like exterior hinges, probably from an early Mini. But the low wraparound screen looked original. There was enough to satisfy the youngsters' race car dreams.

The Karmann Ghia was traded in on the Spyder without further ado. At last the Richards brothers had a car that would turn them into real racers. Noticing there was no badge on the remodelled front, Mervyn went to Lindsay Saker and purchased the brass-plated Porsche script for the nose of a 356A and pierced the necessary locating holes. Presto! Despite the odd front end, in rivals' mirrors the Spyder would be identifiable as coming from the noble breed of Zuffenhausen.

They gave the car more than cosmetic attention though. The roller-bearing four-cam wasn't running well so it was taken for tuning and fettling to Al Gibson – the man who had prepared the unit for Ian Fraser-Jones and Dawie Gous at the height of its career. With the power unit ticking over sweetly it was time for the Spyder to take to



#0140 prior to its nose job.



As found at Phillip Motors – note the modified front.



#0140 retained the original alloy rear throughout.



Mervyn Richards.

Kyalami for a shakedown.

After the rebuild the four-cam engine would have around 100kW on tap. That might not sound like a lot but it was mounted to a lightweight chassis that weighed in at around 600kg. "It was a difficult car to drive, very tail-happy," Mervyn recalls. "I lost it going through Leeukop and spun up a bank. Paul also had a few spins but we went away happy, certain we would get the hang of it."

Soon after there was an opportunity to enter their first race at Kyalami and it was agreed that Paul would do the first event – a high-speed trial at a club meeting in 1966. The pair busied themselves in the pits, both proudly clad in their Porsche overalls. A group of friends were there to lend support. When the flag dropped, Paul got the silver Porsche off the line well and roared off toward Crowthorne, leaving that classic four-cam Carrera sound in its wake. Mervyn watched his brother with a feeling of satisfaction, tempered by a frisson of excitement. Their racing programme had reached reality.

The sounds continued as the cars accelerated down the hill towards Barbeque and Jukskei. Mervyn moved toward the pit wall, listening for the familiar sound which

should have now been coming from the direction of Clubhouse and the Esses. Then he noticed crowds of people running across the infield towards Sunset. There had been an accident of some kind...

When the Spyder didn't reappear out of Leeukop he feared the worst and joined the people running towards Sunset. Upon reaching the trackside he saw the crumpled remains of the 550A, with Paul lying on the ground, being attended to by first aid staff. As he ran towards them a nurse from St John Ambulance service stopped him, took his hand and said: "I am sorry but he's dead..."

Bystanders described how Paul had lost control, crashed into a pole on the inside of the corner and been thrown out of the car. The rest of the day was a whirlwind of emotions.

"They took him to the general hospital in Hillbrow. He had terrible head injuries and his helmet had been smashed. It was all over. I don't remember much about the next few days or the funeral, as I was in a daze. My parents were deeply distressed, especially my mother. My grieving stepdad said there would be no more racing. The car was taken to a yard in Wynberg (my dad worked for Concor Roads and it was one of their properties). Without my parents knowing I traced the wreck some time later and checked it over.

There was precious little left but the engine was intact – apart from the oil tank. I had the motor removed, had the oil tank repaired and then, with the help of an old friend and Porsche fanatic Bobby Lange, fitted it into a Porsche 356A that I drove for some time."

In the meanwhile Arthur Chester had what was left of the crashed Spyder 'disposed of'. Asked whether, as legend suggests, the car was buried he says he has no idea. "My dad didn't talk to me about it, he just made the wreck go away. Perhaps it was buried in some landfill somewhere, but there was precious little of the original car left after I'd taken the engine anyway."

For quite some time the family were not even aware that Mervyn had salvaged the four-cam engine. "My mom particularly was very upset when they eventually found out. But all was eventually forgiven and the car became my daily driver. I eventually sold the 356A with the engine in it to Johannesburg car enthusiast Don van Staden, and last I knew he still had the car."

So ended the tragic tale of two young racing enthusiasts of the early 1960s. Today Mervyn is retired and lives with his wife, her children and faithful hounds on a smallholding north of Johannesburg. While his vehicles now include a Honda Ballade and Toyota bakkie, his love for Porsche is still there. He beams as he slides behind the wheel of the 356 I've taken to the interview and says, "The finest cars ever made, and for me still the stuff of dreams." 📌

Mervyn watched his brother with a feeling of satisfaction, tempered by a frisson of excitement. Their racing programme had reached reality

# THE BULL FIGHTER

The Matador Motors Marauder project was no Lotus wannabe, but rather a bullish 'maak 'n plan' solution to the need for an affordable performance option intent on promoting motorsport in South Africa. A quick blast in one confirms that it did this with plenty of punch too, boxing well with more mainstream performance vehicles of its own generation, as well as more recent ones. We take a look at the birth of the Marauder as told by its designer and builder, **Peter Meffan**.



One of the early all-aluminium Marauders.

**M**y earliest memory of things mechanical was constructing a double-decker bus from a Meccano set. It had proper steering and rudimentary Ackermann geometry, and sparked an interest in suspension. That said, I'm not sure whether I was naturally interested in engineering or whether the Meccano set started it. What is for sure is that this started a car fascination at the age of eight and my soap-box cars featured advancements like padded seats, super wheel bearings, bank money trolley wheels and bodywork (made from flattened paraffin tins and much-prized

flat pieces of aluminium) – no welding but lots of nuts scrounged from Dad's garage and the neighbours' fences.

In 1953 I saw my first motor race at Gunners Circle in Cape Town and remember clearly the wonderful cars, sights and the smell of smoking tyres and burnt Castrol R. Only later did I learn that nearly all the cars – except for an ERA and the likes of a few Rileys, MGs and Jaguars – were home-built specials. Well-known racing names such as Bill Jennings, Stanley Reed, Roy Humphreys, Ray Rheeder, Vic Proctor, Ray Locke, Jimmy de Villiers, Sam Tingle, Jimmy Shields, Ivan Brasler, Tony Kotze, John Love, Pat Brown,

Helmut Menzler, Doug Serrurier, Tony Maggs and Edgar Hoal became my heroes.

At the age of 17 I started work on my first real car: a pre-war Austin 7 purchased as a rolling chassis. The engine was a genuine four-cylinder with no oil pump but little scoops that dipped into the sump and picked up oil for lubrication – the so-called 'spit and hope' system. This car was completed but never raced or registered as 'greater' ideas took hold of the imagination. It was 1960 and I pictured the Ferraris and Maseratis made famous at Le Mans, the Mille Miglia and the Targa Florio. On the local scene I lusted after the Maserati 200S raced by the



Images: Jan van der Walt

Appel brothers of Johannesburg. I planned the next project – the goal being the most beautiful car in the world. Starting point was a Lancia Aprilia donor car. This offered up the independent suspension rear end, while the front was my own double A-arm design. Power came from a Ford four-cylinder unit and thanks to the abundance of holes drilled in the twin-tube chassis for the purposes of weight saving, it soon earned the nickname 'Piccolo' – a flute-like musical instrument.

Clothed in a rolled aluminium body with both 200S and Lister 'knobbly' Jaguar attributes, Piccolo not only met the lightweight requirement at 485kg but also ranked high in

the beauty race. Completed in 1964, it was swiftly sold to John Cooke in Johannesburg in order to finance my wedding. Piccolo then went with Jimmy Spillings to Rhodesia (Zimbabwe) before working its way back to SA, where it was rebodied in fibreglass as an Alfa special – those who frequented the Randburg area in the 1990s may well have seen it doing the rounds.

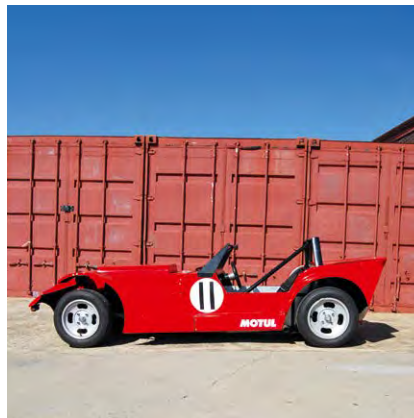
From 1964 I focused attention on building a family and career, but found time to assist Ken Tyrrell on his Formula 1 visits to SA and squeezed in a GSM Dart race drive in the 1965 Marlborough 500; sharing the car with owner Sandy Bruinette we won

the sports cars class and finished second overall in distance.

The urge to compete again was strong in 1970 but the money was tight. As a result, I looked into the oval track formulae at Buddy Fuller's Wembley Stadium. I believed I could build a competitive oval tracker at a reasonable cost, and set about it. The result was a 1000cc Ford-driven vehicle good for the Formula 2 category – the engine chosen simply as it was what I had and could afford. Tyres came courtesy of Tyrrell's F1 Matra 13-inch fronts. The chassis was a space frame made from both round and square tube, the engine sat alongside the driver and to



MkII fibreglass version with bolt-on wings.



Meffan's oval racer – note the engine position.



1974 Kyalami 9 Hour.



The ADCO special.



Dave Hart/Roger Harradine during the 1974 9 Hour.

suit the anti-clockwise circuit, the car was offset by cutting and welding the diff and unequal half shafts. Like so many race cars of the period, the front suspension was from a Triumph Herald, which was so soft it was ideal for close contact racing and could be 'bent straight' very easily. The car proved competitive and won numerous races, with lap times on a par with the Formula 1 oval class. This success had me thinking that South Africa could use a cost-effective and user-friendly sports car in both road and race guise. Sure, the Protea and the Dart had opened the door to an entry-level local sport racer, but no real kit cars were available locally. Enter the car design that would soon become known as the Marauder, built and sold via Matador Motors (Pty) Ltd.

While many might think the Lotus 7 played a role in its design, it was more my oval racer and cars such as the Morgan and Allard

that had an influence on the layout and the concept. A prototype Marauder, basically the oval machine design with engine sitting upfront in a more traditional format, was built in 1971 and exhibited at the Power 71 Show. A flat aluminium body covered a gas-welded space frame chassis designed around readily available Ford Cortina components.

Following this I went on to hand-build seven Mk1 Marauders from my Randburg Autobahn garage, north of Johannesburg. Front suspension was by double A-arms and coil-over shocks. Rear was by four trailing arms and full-width Panhard rod, also with coil-overs. Early cars were all rose-jointed, with these difficult-to-find items sourced from Placo (Piper Light Aircraft Company) at Germiston Airport. The chassis was designed to absorb a front-end impact and thanks to the lightness, the front disc/rear drum brakes proved sufficient.

The first production car (chassis No. 2) was sold to an Englishman, Ian Stephenson, who accepted he was somewhat of a guinea pig and was extremely patient and understanding.

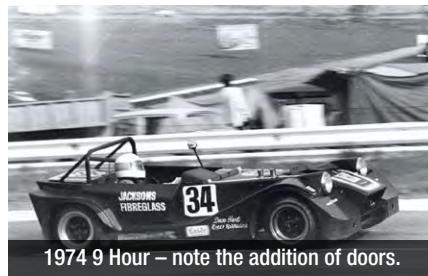
Production was slow and the need for more manufacturing sophistication meant a move to new premises in Fleet Street, Randburg. Here a chassis jig was developed and the chassis and wishbones were MIG welded. The move to a fibreglass body was also made, moulded off the aluminium item and made by Calvin Leader from Rosettenville, a designer for Mercury boats. This body went through various changes and progressed from Mk2 to Mk3 but the chassis and suspension design remained the same – although various engine options were offered to suit client needs.

Six months into production Derek Nightingale joined the operation and then Dave Hart came on board. Two other gents, George and Lucky, completed the entire workforce. In 1972 Matador Motors manufacturing moved to Wynberg and the idea of a 'factory' racer surfaced. Work started on this in '73; it was basically a standard car without front fenders that had a Mazda rotary engine. Arnold Charlton, brother of Dave, approached me and a deal was done whereby he'd race the car in the Clubmans series and Matador would prepare and maintain it. Arnold and the Marauder

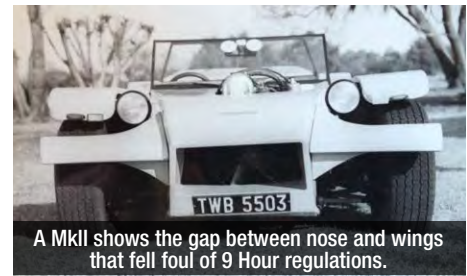
A prototype Marauder, basically the oval machine design with engine sitting upfront in a more traditional format, was built in 1971



Arnold Charlton's Mazda-powered Clubman racer.



1974 9 Hour – note the addition of doors.



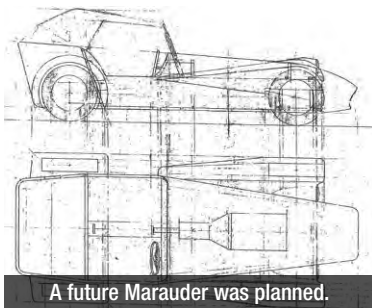
A MkII shows the gap between nose and wings that fell foul of 9 Hour regulations.



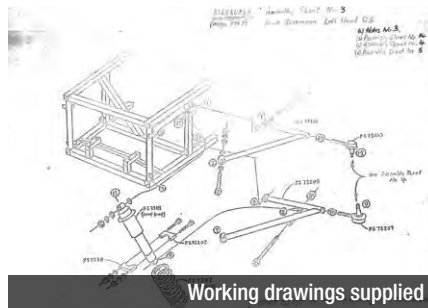
Meffan's scale models.



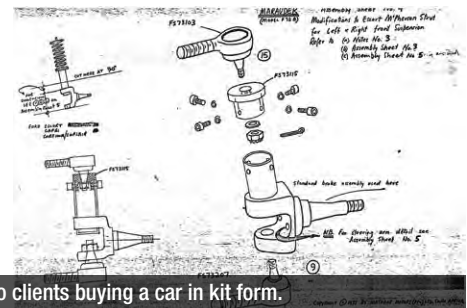
Meffan seated in one of his creations a few years ago.



A future Marauder was planned.



Working drawings supplied to clients buying a car in kit form.



proved handy and performed extremely well, even achieving a 100mph average lap at the old Kyalami. A second racer was prepared for Peter Nolting, this time by slotting in a 2-litre BMW lump with turbo strapped on. This car performed brilliantly under the adopted name of the ADCO Special, taking part in and winning Clubmans races and titles at the old Zwartkops circuit. In 1973 Matador entered a Marauder for Dave Hart and Ritchie Jute in the Kyalami 9 Hour but they were excluded before the start as regulations stated that no gap must exist between the front fenders and the body, and hinged doors were needed – presumably to keep thinly disguised single seaters out of the mix.

Production and sales continued well, with Matador delivering both kits and complete cars to clients. Bodies were now made by Dave Gribble's Wynberg-based Structo'glass, John Cooke made the wiring looms in Edenvale and instrumentation came via Trevor Kessel of VDO. Basically the chassis remained the same but improvements were made to the pedal box, seating, steering box supports and simplification of assembly. Initially roadworthies were difficult to sort out but negotiations with the SABS (Colonel

Hyslop) and subsequent registration as a manufacturer sorted out the whole matter.

Because of the 9 Hour rejection, the decision was made to create a new body for the car – this became the Mk4, which borrowed inspiration from the MG's TF model. Work also started on the new 9 Hour machine. Great care was taken to see that the regulations were observed. Again the chassis remained the same as the production item but the roll cage was built to FIA requirements, as was the fuel tank and filler (which saw a rubber bladder filled with reticulated foam fire retardant, supplied by Dave Charlton). Oh yes, and a wide front spoiler and doors were added.

Dave Hart and Roger Harradine qualified the car some five seconds quicker than the regular lap time (presumably with the front spoiler aiding the downforce). Come race time and the car ran well for two hours before fuel pump failure resulted in it being pushed into pit lane and therefore being disqualified. Colin Burford purchased the car and campaigned it successfully over the years.

Next I set about designing the new-generation Marauder during 1974. A full-scale example of a retro-type car showing similarities to Piccolo were completed, and so too were some other future project models. But then the oil crisis hit and turned the sporting vehicle market on its head. As a result, the doors of Matador Motors (Pty) Ltd closed in 1974, with 135 cars in kit and complete form having been sold with engines ranging from Kent Ford variations to Volvo, Mazda, BMW, Alfa Romeo, Opel and Nissan.

I continued designing numerous special-purpose machines for manufacturing and production and diversified a touch, even inventing and launching a shoe insole that was easily adjustable to cure or correct a wide range of foot maladies. 📌

**But then the oil crisis hit and turned the sporting vehicle market on its head. As a result, the doors of Matador Motors (Pty) Ltd closed in 1974**



MkII Marauder.



MkIII Marauder.



With wings moulded into the nose the MkIII was allowed to race as a sports car.



MkI Marauder.

## MEMORIES FROM DEREK NIGHTINGALE

I first met Peter Meffan in 1970 at the Wembley ¼-mile oval track. His car, which had similarities to Mallock's U2 with the engine and driver side by side, was very successful and interested me greatly. The same year, my good friend Steve Desilla started working with Peter at Randburg Autobahn garage, next to the Ridgeway Hotel on Hendrik Verwoerd Drive, and mentioned that Peter had apparently aroused much interest with the Wembley car and decided to build a two-seater version with normal transmission layout... enter the Marauder.

I promptly visited Peter. A prototype had been produced with lime green paintwork, tubular chassis, skinned in aluminium and with a low wedge shape. With keen interest as an auto electrician and motor racing enthusiast, I offered my services and experience. Peter was obviously more keen on building cars than running a service station, so he moved to new premises. I was invited to join the endeavour and immediately left Lucas SA to help build the cars. As

the product became known, the orders started to roll in.

We were soon bursting at the seams, with all the jigs, machinery, raw materials and cars in varying stages of build. It was decided to move to Wynberg. Orders were coming in thick and fast, and while a few complete cars were manufactured, the majority were sold as kits at about R680.

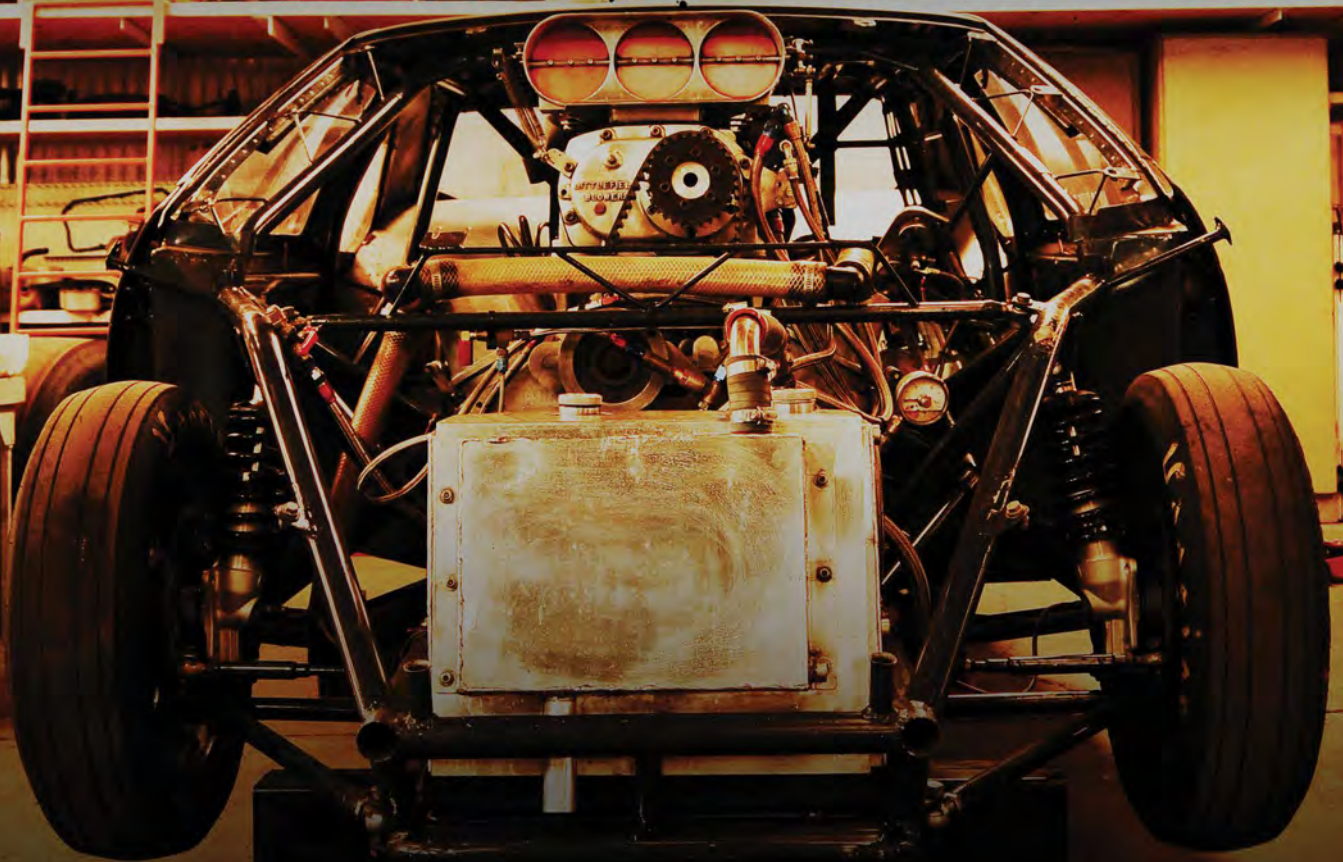
Apart from the hard slog of thousands of welds and the manufacture of all the custom parts, there were plenty of fun times. I remember one day one of our Marauder owners, Peter Nolting, came dashing into the workshop. He'd just received a challenge from a biker with a modified Honda 750cc bike. The biker wanted to challenge Peter's turbocharged BMW car – but with the handicap of the car carrying a passenger. I was to be the 'ballast' for this contest. The result was amazing! We proceeded to a straight stretch of road where there was a traffic light and when the lights went green, we were off! Next to me the bike was revving its head off as we raced down

the road, side by side. The Marauder with passenger easily matched the bike and the biker was very upset that he was unable to 'blow off' a CAR! Remember, the 750 Hondas were the benchmark for acceleration in those days and we're talking about a 0-60mph time of around 5.5secs – this is fairly quick, even today. And stopping the Marauder compared to the bike was a piece of cake.

There was also the challenge of fitting all the engine/gearbox variations with everything from Ford Kent to BMW, Mazda rotary, Opel and even a 16-valve BDA motor matched to an Alfa five-speed box on offer. Great fun was had in getting the Mazda rotary operating reliably and sorting out the exhaust and heating problems.

During our stay in Wynberg, thoughts of a new Marauder arose and a new prototype was built around a modified chassis. An English wheel to roll the body panels was made in order to produce the aluminium body. Those were good days and it was with great regret that I eventually had to leave the fun behind.

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# ONE THAT



# GOT AWAY



Porsche has a glittering history of memorable cars but amongst the formidable line-up there is a mid-engined supercar that came about more by accident than through planning. The name Carrera GT is synonymous with superb performance, and the car certainly lives up to expectations in this regard, but it is also something of a technological masterpiece. This combination makes for a supercar worthy of its reputation, says **Mike Monk.**



The Carrera GT's origins go back 20 years to when the 911 GT1 and LMP1 were Porsche's tools for tackling world sports car racing. The 911 GT1 was aimed at the GT1 class, the rules of which required a street-legal version for homologation purposes, while the LMP1 car contested the top class at Le Mans. But rule changes by the governing bodies in both categories rendered these models obsolete. A new car was prepared for the 1999 season, but the project was cancelled after just two days of testing. Primarily, this was as a result of Porsche pooling its resources with involvement from VW-Audi into the development and introduction of the Cayenne SUV. This included calling on the engineering expertise of the motorsport division. Mind you, it is also thought that VW-Audi chairman Ferdinand Piëch did not want competition for the upcoming Audi R8 LMP1 car...

But rather than waste what had been done already, Porsche showed the car as an

attention-grabber at the 2000 Paris Motor Show, and it retained the 5.5-litre 416kW V10 that was used in the prototype. The original intention was to use a turbocharged flat-six but the car was redesigned to accept the V10 that had secretly been built for the Footwork Formula 1 team, which never saw the light of day. As time went on and funds became available, thanks to the immediate success of the Cayenne, Porsche decided to build the car in limited numbers at a new manufacturing plant in Leipzig, with the motor increased in size to 5733cc.

The all-aluminium, quad-cam, 68-degree V10 featured Nikasil-coated bores, forged titanium connecting rods, forged pistons, four valves per cylinder, variable inlet valve timing, sodium-cooled exhaust valves and dry-sump lubrication. Naturally aspirated, with a red line at 8400rpm, it pumped out 450kW at 8000 and 590Nm of torque at 5750. But what set this motor apart from the norm was the absence of a flywheel, which allows the engine to dial up the revs without having to first overcome the rotating mass

of the flywheel. Result? Quicker accelerator response. Switching off, the motor came to a dead stop. Connecting the motor to the six-speed manual gearbox was a PCCC – Porsche Ceramic Composite Clutch.

The first Carrera GT – the model code number is 980 – was sold in the States at the end of January 2004. *Car & Driver* magazine road-tested it in June the same year and recorded a 0-60mph (96km/h) time of 3.5 seconds and 0-100mph (161km/h) in 6.8 seconds, which backed up factory claims. Porsche gave the top speed as 330km/h. The brake spec was no less impressive, namely 380mm internally vented and cross-drilled carbon fibre-reinforced ceramic discs with six-piston calipers. Germany's *Sport Auto* magazine registered a lateral acceleration of 1.35g, and 1.4g was reached at the Schwalbenschwanz section of the Nürburgring's famous Nordschleife.

The body is a carbon fibre monocoque with subframes to carry the mechanical assemblies. Air scoops help keep the motor cool and the electrically operated rear wing



automatically rises at 110km/h but can be activated at lower speeds. The car has a drag coefficient of 0.39.

A production run of 1 500 units was planned in a choice of five colours but changing US airbag legislation resulted in a premature end in 2006 after close to 1 300 cars had been sold, half in the USA. This car is number 82 and features the beechwood gear knob that was fitted to the early cars, a novelty that was used in the iconic Porsche 917 Le Mans car.

Left-hand drive, the ignition switch is located to the left of the steering wheel, a layout that harks back to the early days of Le Mans where at the start of the race, drivers had to sprint across the track, jump in, start up, engage gear and go racing. The ability to switch on with the left hand and engage first with the right saved milliseconds.

Stepping into a supercar is always a special experience, and the Carrera GT was no exception. It is trimmed in typically Porsche quality materials and the racing bucket seat comfortably hugs the torso.

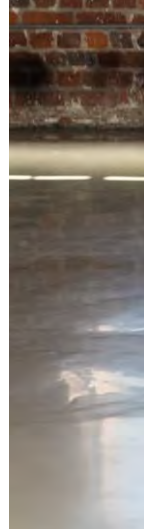
Firing up is instantaneous, the gate for the gear lever ensures positive engagement, the clutch is firmly weighted and the car moves away with complete ease, something early road-race sports cars did not always provide. The massive aluminium pedals and foot rest are offset towards the centre but the driving position is spot on, and the view forward uninterrupted. As for looking behind, it is easier to use the exterior mirrors, especially if the wing is erect.

With an open track to play on, the car simply amazed with its poise. Sure, it is based on a race car project and one would naturally expect the performance and handling to be of the highest order. However, these attributes do not always automatically carry over to a road car; such is the requirement for some built-in civility. But this 14-year-old Carrera GT simply wowed me with its utter composure, not to mention the blaring exhaust

note that adds drama in the build-up to each gear shift, up and down. The V10 may seem all top end on paper, but torque delivery is strong from mid-range revs. It is just that the fun is in keeping the motor on the boil between 6000 and 8000rpm. Grip, braking and turn-in are all precise, and it is only when glancing at the instruments that you realise just how hard you are going – safely.

The Carrera GT is a confidence-inspiring supercar that had a sheltered existence. We can only wonder at what might have been... 📺

Left-hand drive, the ignition switch is located to the left of the steering wheel, a layout that harks back to the early days of Le Mans where at the start of the race, drivers had to sprint across the track, jump in, start up, engage gear and go racing



In 1964 a new cat hit the racing scene in São Paulo, Brazil. Not a Jaguar, but a Puma. Making use of a DKW three-cylinder two-stroke engine in a fibreglass body it did the job as a cost-effective and competitive racer, and road car production soon kicked into action. Various factors then led to Volkswagen power units, a redesign and the Puma GT model hitting the road and selling well. Its beauty and VW underpinnings were noticed by South African Vic Borchers, who then introduced this new cat to the local car manufacturing scene for the first time.

**By Stuart Grant**

**Images and vehicle supplied by Crossley & Webb**

**A**s mentioned Puma, like so many motoring firms, can trace its history back to one man's desire to build a competitive racer – in this case a farmer named Rino Malzoni. Strictly for racing, his first few cars were all powered by a tweaked DKW 1100cc good for 100hp, driving the front wheels to success on track against the likes of the Willys Interlagos (a Brazilian car based on the Renault-powered

Alpine A108) and Carreteras (modified 1930s American machines with later Chevy or Ford V8s).

Spotting a gap in the mid-1960s road-going sports car market, Malzoni set about making the racer more road friendly and teamed up with fellow car builders Luís Roberto da Costa, Milton Masteguin and Mario César Camargo Filho to found the Sociedade de Automóveis Luminar company. Production ramped up to three

or so vehicles a month and continued to grow rapidly, with the number of cars being churned out in a month quadrupling by 1967 when the firm changed its name to Puma Indústria de Veículos S.A. With a slightly modified body, the offering officially became badged as the Puma DKW but within months this all changed when Vemag (the Brazilian company making DKW engines) was bought by Volkswagen and the Deek engines were discontinued.



Production ramped up to three or so vehicles a month and continued to grow rapidly, with the number of cars being churned out in a month quadrupling by 1967

Some quick thinking had Puma identifying the Brazilian-built Karmann Ghia as a platform to work from. This did, however, mean a massive rethink of the concept as the front-engined/front-wheel drive DKW drivetrain was now replaced by a rear-engined/rear-wheel drive unit. Despite having the engine in the rear, the new Puma GT kept a traditional Gran Tourer aesthetic with a long bonnet and short rear end, with it selling extremely well on the

domestic market as well as overseas, it is no wonder the silhouette remained basically unchanged for years to come. Perhaps the most significant changes were the introduction of the Puma GTE cabriolet in 1970 and an all-new GTB that made use of a custom chassis with six-cylinders displacing 4100cc. The GTB was not exported to North America or Europe. As was the case in South Africa, Brazilian local content and import restrictions clearly drove the development

of some unique products.

Incidentally, it is around this time that steps were being put in place to get the Puma to South Africa. Like Brazil, South Africa was building Volkswagens in vast numbers and this didn't go unnoticed by businessman Vic Borchers, who imported a Puma GT to test the waters. Sadly, this was written off soon after arriving when it hit an Armco barrier in a rain storm. Despite this, the push for a Puma in South Africa continued. The



next step was to send a South African-built Volkswagen Beetle chassis across to Brazil so Puma could rework the body usually fitted to the wider Karmann pan. Once done, the completed car (potentially the first right-hand drive ever) was shipped to Durban and South African Puma production started soon after at Bromer Motor Assemblies.


South African production lasted two or so years before the lack of funds resulted in closure. Puma Brazil also suffered during the economic slump of the late 1970s and '80s and by 1986, aided by the lifting of import restrictions, the company was forced to file for bankruptcy. Araucaria Company bought the machinery and tooling before Alfa Metals took over production and churned out a few water-cooled VW-engined cars, but by 1993 the Brazilian Puma was dead.

But the cat has more than one life and for South African Puma fans this became evident when Jack Wijker's Puma Marketing stepped up to the plate and delivered a number of Puma GTs between 1989 and '91. But again times got tough and Wijker was forced to put the firm into a holding state for a few years. Then in the early 2000s, together with stakeholder Cyril Ramaphosa, he reopened a Puma production facility in Babalegi, 50km north of Pretoria. The firm tapped into the local resources bucket heavily, with the workforce and suppliers sourced from the area. It was much the same car as before, with an air-cooled flat-four Beetle-type engine used in kit aeroplanes sourced from an importer based in Villiersdorp. Steering componentry and indicator stalks came courtesy of the ubiquitous Citi Golf, lights were Hella units and the wiper motors were Bosch. But identifying one of these 'modern' Pumas is an easy task, with the rear side panel vent slots replaced by a window.

Being 'hand-built' as well as sold in kit form the list of options

was near endless, with the clients asking and the firm going all out to meet their needs. Performance options came from 1300cc through 1600, 1800 and the big-daddy 2100cc engines. The fuel to air ratio was handled by Solex, Kadron or Weber carbs, depending on the client's desire. Disc brakes were also an option but even on the regular drums, stopping the Puma was no real task thanks to its 760kg weight. Puma claimed a top speed of 182km/h and a combined fuel consumption of 10 litres per 100km – although no mention was made of what specification machine recorded these.

Until 2016 you could still order a new Puma GT from Wijker but the entire operation went up for sale and a buyer was found in 2017. While it appears no new cars have been delivered under this new ownership, concept drawings for new modular Puma dealerships and lifestyle centres have been doing the rounds. So maybe, just maybe, there is life in the old cat yet.

One thing is for certain: with the current global trend of air-cooled classics being on the hot shopping list, the desire for Pumas is at an all-time high and it's well worth nabbing one of these elusive cats. 

Then in the early 2000s, together with stakeholder Cyril Ramaphosa, he reopened a Puma production facility in Babalegi, 50km north of Pretoria



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# THE WILD CARD

Russell Wood probably contested a couple of hundred South African national championship motorcycle road races in the 24-year career that brought him a record 12 SA titles. He also raced in and won a fair number of international events on SA soil, and competed in nine world superbike races, with a best result on 10<sup>th</sup>, and four motorcycle world championship grands prix. **Gavin Foster** catches up with him and a rare GP race machine he's finally got his hands on.



“ was probably fastest on a 250cc GP bike, but I really enjoyed the 600 and 1000cc superbikes,” he reckons. He won the national 250 GP championship seven times between 1985 and 1995 and was five-times SA Superbike champion on 600 and 1000cc production-based machines

between 1992 and 2003. The highlight of his international career, though, was probably his 14<sup>th</sup> place on a rented Harris Yamaha YZR 500 two-stroke V4 in the 1992 South African Grand Prix. Now, 26 years later, he's finally acquired one of the very rare Harris Yamahas – quite possibly the very one he raced all those years ago.

First, a little background. In the early '90s 500cc GP racing was fast losing credibility. The high-tech four-cylinder two-stroke race bikes had become increasingly expensive to buy and to race, with privateers standing no chance of getting their hands on a competitive

bike that could take on the factory motorcycles on anywhere near even terms. Suzuki's square four RG 500 had been a reasonably affordable and very effective alternative but that was discontinued at the end of 1986, leaving a huge void for privateers on a budget. The few who could afford to race still battled to get hold of competitive equipment, and in the 1990 United States 500cc Grand Prix at Laguna Seca there were just 14 starters, with world championship points being awarded for the first 15 places. Four-time German 500cc champion Niggi Schmassmann finished in tenth – and last – place on a Honda a full three laps behind the winner, Wayne Rainey, who lapped everybody outside the top five

The highlight of his international career, though, was probably his 14<sup>th</sup> place on a rented Harris Yamaha YZR 500 two-stroke V4 in the 1992 South African Grand Prix



at least once. Most 500cc GP races in '90 and '91 had fewer than 20 starters, with the tail-enders invariably being lapped three or four times. In stark contrast with this, the 125 and 250cc classes usually had more than 30 starters, with the top five or even ten riders often crossing the finish line within a second or so of each other. Which classes would you rather pay to watch?

Something had to be done, and Yamaha stepped up to the plate in 1991 by offering to sell two-stroke YZR500 V4 engines to reputable European constructors who wanted to build their own bikes. Not only would the factory provide the engines, but they'd also supply all the technical wherewithal necessary to build bikes in

which to house them. The frames could be built in Europe with commercially available aluminium rather than expensive special alloys, and the engines provided would be as were used in the 1990 Yamaha OWC1 that brought Wayne Rainey his first world championship in 1990.

Two constructors were approved – Harris Performance in the UK and ROC in France, with Harris producing a near-replica of the 1990 Wayne Rainey Team Roberts YZR500 race bike frame, while ROC copied the '91 Sonauto Yamaha France chassis that offered the advantage of having

adjustable engine and swing arm mounts. The plan worked so well that when the 1992 series kicked off in Japan, two-thirds of the entrants were on Yamaha-engined motorcycles. Seven of them were on that year's new factory bikes, two were on older

Something had to be done, and Yamaha stepped up to the plate in 1991 by offering to sell two-stroke YZR500 V4 engines to reputable European constructors who wanted to build their own bikes



Wood on his hastily painted Nashua Harris Yamaha at Kyalami.  
Image: Paul Velasco.



Yamaha works bikes fitted with new 1992-spec engines, and a whopping 14 more were on the ROC and Harris Yamahas. The calibre of the riders too had significantly improved – rather than having too few entrants there were suddenly too many. Fourteen of them failed to qualify in Japan, and not one rider in the top 10 was lapped (except at the British GP) in the entire season. Interestingly, Yamaha for 1993 developed a new frame for their factory bikes using extruded aluminium tube stock for added rigidity. It turned out to be a touch too rigid, though, so from the 8<sup>th</sup> GP of the year the factory changed tack and used a ROC frame in Wayne Rainey's factory bike.

One additional perk of the newfound abundance of racing 500cc machinery was that there was suddenly space for one-off wild card entries at each of the rounds. The Harris and ROC bikes were not as quick as the full factory bikes because

they were about 5hp down on power and lacked niceties like the very sophisticated suspension and the magnesium carburettors and crankcases of the factory bikes, but they were certainly brisk enough to allow for a good race. Harris Performance had a couple of bikes available to lease for wild card entries and one of these came to South Africa for the last GP of the season at Kyalami on 6 September 1992. Its rider? Russell Wood.

"Nashua sponsored the GP, I was their local rider, and they leased the bike from Harris for me for the weekend. We got it on the Wednesday, still painted in Padgett's colours, so it went into the paint shop and we got it back the next day. It was very much a basic privateer bike, much like the customer Yamaha TZ250s were when you bought them." The factory, of course, didn't intend the privateers to win races. They just wanted to fill out the field and give the fans

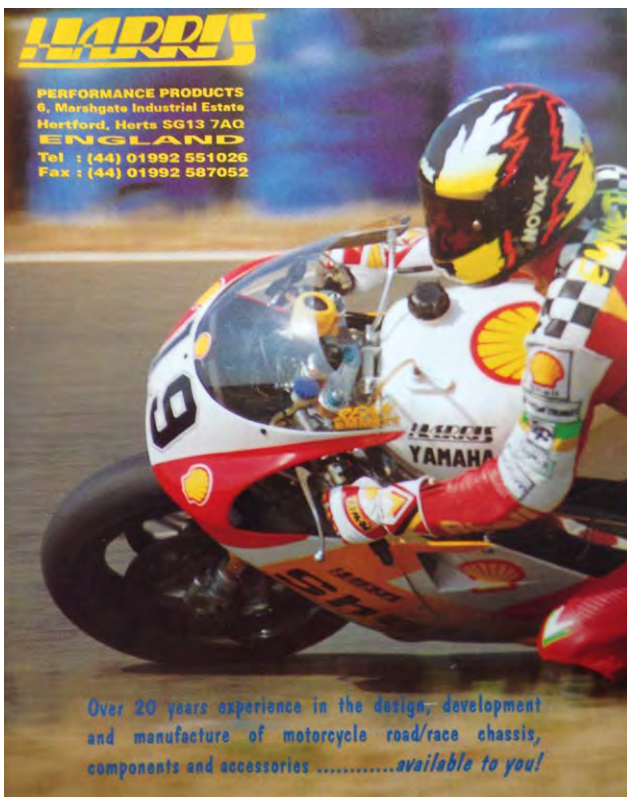
a good show. "The factory bikes had magnesium casings and carbs, different barrels, exhausts and other bits and pieces, and the kit would cost about as much as the whole motorbike. Considering we had just four sessions to get to know

the bike, we did very well," says Russell. The Harris Yamaha produced 150-155hp, while the 1992 factory bikes had 160 horses getting to the rear wheel in giant pulses via the new big-bang crankshaft introduced in the works bikes that year. Rainey won his third consecutive championship on one.

Russell reckons that Yamaha was the hardest thing ever to ride. "I remember I kissed the front mudguard coming out of the esses when it almost high-sided me. I don't know how I saved it and ended up back in the seat. That same year I'd been racing a Bimota in World Superbike, but the Yamaha's power delivery was different and the cornering unlike anything else I'd ever ridden."

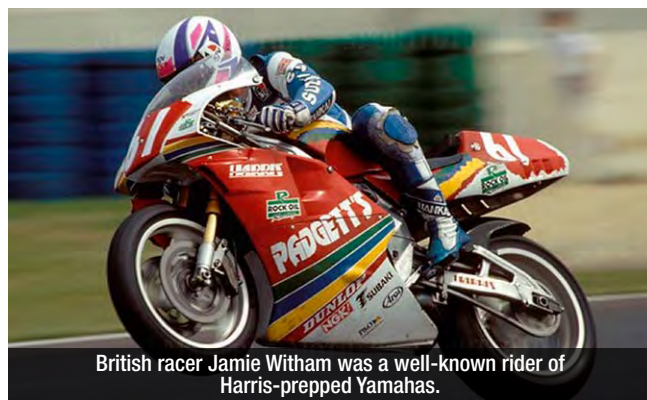
Our South African star did well to qualify 18<sup>th</sup> of the 31 starters, and finished the race in 14<sup>th</sup> place amongst 24 finishers. If that doesn't impress you, consider this: he had never ridden a 500cc four-stroke GP bike before the weekend of the race, and the first ten places were all taken by top riders on factory bikes, amongst them 500cc world champions Wayne Gardner, Wayne Rainey, Kevin Schwantz, Mick Doohan and Alex Criville. Places 11-13 were picked up by regular GP riders on ROC Yamahas, with Russell being the first Harris Yamaha rider home in 14<sup>th</sup>. Behind him were five

One additional perk of the newfound abundance of racing 500cc machinery was that there was suddenly space for one-off wild card entries at each of the rounds



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British racer Jamie Witham was a well-known rider of Harris-prepped Yamahas.



Dave Peterson demos a similar Harris Yamaha at the Zwartkops Raceway Day of Champions.

more ROC and three Harris Yamahas, with another one ROC and three Harris Yamaha riders failing to finish. Not bad for a boykie from Pinetown on a bike he'd never seen before, hey?


The Harris Yamaha Russell Wood now owns was in South Africa for some years before he found out about it and it was, incredibly, owned by Mike Griffiths, who'd sponsored him when he joined Nashua Honda all those years ago. "I only found out that Mike had it when he asked me to ride it in a historic meeting at Zwartkops," says Russell. "We believe the bike was first owned by a British racer, Kevin Mitchell, before going to Sean Emmett. It was also apparently raced at the Macau GP by James Whitham, who got a podium on it. I think there were only about eight built, and it may also have been used by Simon Buckmaster because it arrived in Padgett's colours and he raced one for them."

Mike Griffiths says he bought the bike about ten years ago. "I used to do a lot of track days in about '96, and between me and my friends the competition got a bit hectic. I surprised them all by buying a Muzzy Kawasaki that had been raced by double world superbike champion Fred Merkel. Then one day I heard about Harris in the UK having one of their 500cc GP bikes

lying around. I said 'Cool! What will that cost?' It was a real mess when it arrived, though, so I contacted Serge Rosset of ROC in France. Paul Vosloo used to look after my bikes so I had him take the engine over there and they rebuilt it together over about a week. I later spoke to Mick Grant (ex-GP racer and Isle of Man legend) and he told me they'd taken mine and a sister bike to Macau with Carl Fogarty and James Whitham in 2002. They came first and third but I don't know which bike was which." That was a very special race. The two British riders thought they'd be able to get ahead of the pack and then cruise till the last few laps, when they'd both race hard to win. Yamaha factory test rider Toshihiko Honma had different ideas, though. From the minute the flag dropped he turned the race into an epic battle that saw Foggy eventually come out on top with Honma in second spot and Whitham third. "I know Sean Emmett also raced it for a season but it's hard to pin down individual bikes and races," Mike goes on to say. "It basically got raced for about six years in GPs and was then parked in the Harris Performance yard. I rode it once or twice and it scared the crap out of me because I couldn't stop it – the bike had carbon fibre brakes then and I couldn't ride it hard enough to

get them up to working temperature, so I changed them back to steel. I would never have sold that bike to anybody other than Russell though. He's an old mate and it's very special to him."

So what happens to the bike now? "It's with restorer John Baker who's going to clean it up and get it back to original, and then we'll have it painted in the Nashua colours," says Russell. "I have a nice wine cellar I want to put it in... I want to be able to start it, and that's about it. I've collected a few other bikes – about ten – but they don't have any real meaning for me. This is the best motorcycle you can get and I think it's the one I rode, so it puts the collecting thing to bed. What can I get that's better than this...?"

Stop Press! After this story was finalised I came across a reference to Russell and this bike in the 1992/93 *Motocourse* annual. It identifies the SA GP bike as "the 1992 prototype Harris raced by Terry Rymer at Donington, entered by Mick Grant who hoped to team him with James Whitham in 1993. The British GP at Donington was a month before the SA GP in September." Macau was in November so it seems very likely that Mick Grant, who was very involved with Harris, took the same bike there. The question remains, is it the bike Russell has now? 

# STYLE & SUBSTANCE

For his next fictitious interview **Jake Venter** talks to André René Lefèbvre (19/08/1894 - 4/05/1964), a man who played a major role in the Citroën team that designed the Traction Avant, 2CV, DS and the H-series light delivery vehicles – the latter an unusually shaped, corrugated-sided van that stayed in demand for 34 years. All four designs were not only typically French, but also started as a clean sheet of paper and introduced brilliant new solutions to long-standing engineering problems.

**L**efèbvre was born in Louvres, France and started his engineering career by working with the famous aeronautical pioneer Gabriel Voisin. When Voisin started to produce cars, he was

made chief engineer and also became a member of the team that raced and rallied these cars. Strangely enough, he won the 1927 Monte Carlo Rally in an Amilcar. He must have made quite a name for himself because in 1931 Louis Renault asked him

to join his company, and two years later he was head-hunted by André Citroën. I interviewed Lefèbvre towards the end of October 1955, a few weeks after the DS was introduced to the public at the Paris Motor Show.

**JAKE:** I'm very pleased to meet you, and must thank you for agreeing to see me. I'm a technical journalist and have long admired Citroën cars for the technical novelties as well as the high standards of road-holding and comfort that have been evident since the days of the Traction Avant.

**LEFÈBVRE:** I'm glad you contacted me. It's always interesting to talk about technical matters. At the moment I'm on a high, as you say in English, because of the recent release of the Déesse at the Paris show.

**JAKE:** Yes, the DS was the hit of the show, and I would certainly like to talk about its design features in a short while. First, I would like to talk about two of your older designs. I want to know more about the Traction Avant and the 2CV.

**LEFÈBVRE:** That's fine with me. I'll answer any question but cannot give secrets away.

**JAKE:** OK. How did the Traction Avant project start?

**LEFÈBVRE:** By 1931 André Citroën had been mass-producing good, cheap cars for 12 years but there were so many models that the resulting complication threatened to bring the factory to a standstill. Towards the end of 1931 this prompted André to send a directive to his design engineers. They were to design a future miracle. It was to be a light car of entirely fresh conception to replace the 8s, 10s and 15s they were making. The

car had to exceed 100 km/h but could not consume fuel at a rate of more than 10 litres per 100km. It also had to have a completely new and very attractive appearance. The design team started in earnest in 1932 but could not make up their minds on which features to adopt. At the time I was working for Gabriel Voisin, who was one of the most creative thinkers in automotive history. A mutual friend told André that I was just the man he needed, with the result that I joined the team early in 1933.

**JAKE:** How did the team tackle the task of coming up with a new design?

**LEFÈBVRE:** Even before I joined it was realised that old-fashioned construction methods and leaf-spring suspension, dating from the early Middle Ages, just would not do. The team was aware of the first successful front-wheel drive designs such as the DKW F1, first produced in 1931, and the Adler Trumpf, dating from 1932. The latter also had a monocoque (unit construction) body. They knew that the Tatra, designed by Hans Ledwinka, used torsion bars to achieve amazing levels of comfort. It soon became a foregone conclusion that these features would be incorporated into the new design.

**JAKE:** What advantages did the unit construction give you?

**LEFÈBVRE:** A separate chassis was no longer required. The car could be made lower; it was considerably lighter and far stronger than a separate body bolted to a chassis.

**JAKE:** How did you arrange the suspension?

**LEFÈBVRE:** At the front we used a torsion bar and wishbone arrangement, while at the rear we employed a beam axle located by a Panhard rod and trailing arms, suspended on torsion bars.

**JAKE:** You had a lot of experience with smooth body shapes while you were at Voisin. Why did the Traction Avant not feature any form of streamlining?

**LEFÈBVRE:** I tried to sell some of Voisin's ideas to André but he didn't want the car to look too futuristic.

**JAKE:** What was unusual about the engine?

**LEFÈBVRE:** It was installed the wrong way around in the car. The gearbox was at the front with the engine behind it. This was done so that the engine could be moved further back to avoid having too much weight on the front wheels. It made for an awkward gear-change movement and was responsible for the fact that the gear lever was set in the dashboard with the lever moving vertically in an H-shaped pattern. The engine was one of the first to incorporate wet sleeves



and I'm very pleased to see that many other manufacturers such as Peugeot and Alfa Romeo have adopted the same layout.

**JAKE:** This car had a far greater impact on the motoring world than any other front-wheel driven car and sold in large numbers, even after WWII. It's a pity André didn't live to see what his team had achieved.

**LEFÈBVRE:** I agree. He died tragically from cancer in 1935. This was one year after the Traction Avant went on sale.

**JAKE:** We now come to what I will probably regard in years to come as the highlight of this interview. How did the 2CV project start?

**LEFÈBVRE:** It started in tragedy. The development work and tooling for the Traction Avant bankrupted Citroën in 1934. The Michelin Company was the biggest shareholder and they took control. Pierre Michelin ordered a comprehensive market survey to help him decide what to do with the company and this formed the basis of the decision to design something like the 2CV. Pierre-Jules Boulanger (10/03/1885 - 11/11/1950), who joined the Michelin Tyre Company in 1918 and became this company's joint managing director in 1938, was installed as vice-president and chief of the engineering and design department at Citroën. The survey showed that France had

a very large rural population who could not afford a car, and Boulanger put me in charge of a team to design a car for these farmers.

**JAKE:** I believe the design brief has become quite famous.

**LEFÈBVRE:** (Laughs) Yes. It asked us to design an 'umbrella on four wheels' to enable four farmers to take 50kg of eggs to a market at 50km/h while wearing clogs and travelling across muddy and ploughed fields – without breaking any eggs. Fuel consumption needed to average no more than 3ℓ/100km.

**JAKE:** I believe Boulanger did not want 'theory boys' on the team.

**LEFÈBVRE:** That's true. Our hand-picked team gave preference to engineers who had qualified through night school, rather than university-trained engineers, because we felt that they would be more practical in their approach. Boulanger was obsessed with saving weight and set impossible targets. He even set up a special department that had to weigh every component and redesign it to be lighter without being weaker.

**JAKE:** Were many prototypes built

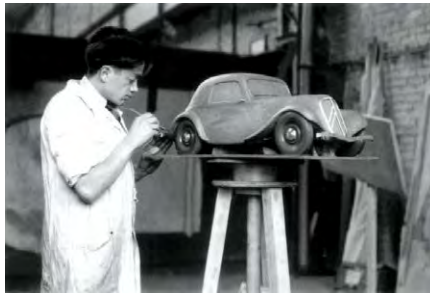
before it became possible to finalise the design?

**LEFÈBVRE:** Yes. By the end of 1937, when Pierre Michelin was tragically killed in a car crash, we had 20 prototypes running. The first ones did not even have bodywork; we simply mounted a seat on a bare chassis. The drivers had to wear leather flying suits. Boulanger was made the president of the company and, if anything, he became even more of a slave driver. He was never satisfied but we didn't mind. We knew we were creating something unusual. He had trouble wearing a hat while inside one of the prototypes, with the result that the roofline was raised on the production model.

**JAKE:** Were you production-ready when the war broke out?

**LEFÈBVRE:** By the middle of 1939, by which time the design had gone through

**It asked us to design an 'umbrella on four wheels' to enable four farmers to take 50kg of eggs to a market at 50km/h while wearing clogs and travelling across muddy and ploughed fields – without breaking any eggs**



47 different versions, we were ready. In a pilot run, 250 cars were produced and in August of that year the car was homologated by the government. We even printed brochures and prepared to release the car at the Paris Motor Show in October 1939, but the war intervened.

**JAKE:** What happened to the prototypes?

**LEFÈBVRE:** Boulanger feared that the Germans would adapt the design for some military purpose and tried to keep their existence a secret. Several cars were buried in secret locations and the rest were destroyed. Only two of these cars came to light after the war.

**JAKE:** You said the design was ready in 1939 but production only started three years after the war ended. Why did it take so long?

**LEFÈBVRE:** We used aluminium extensively in the pre-war design, because we expected that this metal would become cheaper over time. Instead it became a lot pricier after the war with the result that many components had to be redesigned and aluminium body panels had to be changed to steel. The engine had to be redesigned because in 1944 Boulanger decided that the water-cooled flat twin had to be changed to an air-

cooled unit of the same capacity, i.e. 375cm<sup>3</sup>. This was done by Walter Becchia, who also designed a new four-speed gearbox, much to Boulanger's annoyance. He had not asked for four-speeds, but calmed down when Walter pointed out that the new unit occupied the same space as the old one.

**JAKE:** The car was finally released to a car-starved French public at the Paris Motor Show in 1948 with the result that a few months after production started there was a three-year waiting list. Please tell me about some of the many unique design features of this minimalist car.

**LEFÈBVRE:** To me, the most unusual feature on the car is the suspension. It's so soft that the car leans over readily while cornering, but the wheels remain firmly on the ground. The front wheels are mounted on leading arms while the rears are on trailing arms. The suspension springs consist of coils mounted horizontally and longitudinally underneath the floorpan inside canisters. These springs are connected to the suspension arm in such a way that if a front wheel is deflected over a bump, the rear wheel on the same side is pushed down with the result that that car doesn't pitch the way it would with very soft suspension. When both springs on the same side of the car are compressed at the same time, the interconnectivity is reduced or even eliminated completely.

**JAKE:** How on earth did you mount the dampers (shock absorbers)?

**LEFÈBVRE:** (Laughs heartily) We didn't fit any. At least you couldn't see them. We used

inertial dampers, consisting of what looks like a jam tin mounted on each wheel's backing plate and containing a small weight sandwiched between two springs. If a wheel started to bounce, the weight would bounce in opposition and kill the motion.

**JAKE:** What a clever idea!

**LEFÈBVRE:** The 2CV is full of clever ideas and most of them came from other people, not me. For example, in the early cars the windscreen wipers were driven by the speedometer cable. This meant that the faster you went the faster the wipers worked.

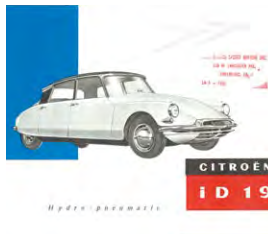
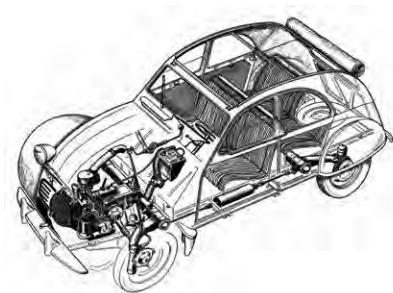
**JAKE:** (Laughs) Does that mean that the wipers don't work when the car is stationary in traffic?

**LEFÈBVRE:** Yes. Surely there's no need to see anything through the windscreen if you're not moving, especially if it's raining. Actually, there was a hand-crank so that you could operate the wipers manually.

**JAKE:** Tell me more.

**LEFÈBVRE:** The car was obviously front-wheel driven and the front brakes were inboard to reduce unsprung weight, as this would make the ride even softer. Most body parts were easily detachable, the windows folded upwards instead of sliding into the door in order to reduce weight, and a detachable full-length fabric combined sunroof and boot lid was fitted. The seats in the first cars were made of thin elasticated material stretched over metal frames, but they were very comfortable. I can go on for a lot longer about all the unusual features but we have only about half an hour left of our allotted time and I am dying to talk about the Déesse.

In the early cars the windscreen wipers were driven by the speedometer cable. This meant that the faster you went the faster the wipers worked



I'm sure you know when the letters DS are pronounced as a word it means 'goddess' – and we obviously think this is very apt.

**JAKE:** I'm sure you've specially chosen it for that reason.

**LEFÈBVRE:** Perhaps.

**JAKE:** Did Boulanger also give you a design brief for the DS?

**LEFÈBVRE:** He was obviously involved because he was the managing director when the project started, but by this time, with both the Traction Avant and the 2CV under our belts, we were determined to come up with a car that embodied all the new features that automotive engineers dreamt about in the post-war era. This explains why the DS had hydro-pneumatic self-levelling suspension, a very aerodynamic body designed by the industrial designer Flaminio Bertoni, powered disc brakes, and a semi-automatic transmission, to name just the major advances.

**JAKE:** Tell me more about the suspension.

**LEFÈBVRE:** Each wheel was connected to a suspension unit consisting of a hydraulic accumulator sphere containing pressurised nitrogen. A cylinder containing hydraulic fluid jutted into the sphere and a piston inside the cylinder was connected by levers to suspension. There was a damper valve between the piston and the sphere and a membrane in the sphere prevented the nitrogen from escaping. Vertical wheel movement caused the piston to move and this acted on the oil and therefore against the nitrogen. This combination acted as a

spring and the damper valve acted as a shock absorber. This meant that the Déesse possessed a remarkable combination of road holding and comfort, but that's not the whole story. The body height of the car was adjustable via a lever under the instrument panel. This meant that a wheel change could be performed by raising the car to its highest position, putting a stand underneath the car near the flat wheel, and raising that wheel with the hydraulic control.

**JAKE:** The time has come to say goodbye, but I must ask you about your fourth success story. How did you come to build the unique and unforgettable H-series of forward-control commercial vehicles, and where did you get the courage to employ corrugated body panels?

**LEFÈBVRE:** (Laughs) I know most tourists find them ugly, but we French admire their practicality. It happened that during the war I often saw German Junkers JU 52 transport aircraft of the type that they called 'Tante JU' (Auntie JU). As an engineer I admired the unique corrugated body panels that were such an obvious feature. It added strength and eliminated drumming. Our design team copied this construction to get those two qualities, and when production started we noted with relief that our countrymen accepted the shape quite readily. They soon gave the vehicle two nicknames. It was called 'nez de cochon' (pig nose) if it carried cargo and 'panier à salade' (salad basket) if it was a police vehicle.

**JAKE:** I'd like to end this interview by congratulating you on the four brilliant designs that you were involved in. Most other automotive

engineers are only famous for one or at most two designs.

**LEFÈBVRE:** Thank you for those kind words.

We embraced the French way and went our separate ways. **Q**

- About 760 000 Traction Avants were built from 1934 to 1957, except for the war years. There were a number of different engine sizes over the years, but the most popular version, fitted with a 1.9-litre engine, was known as the 11CV in France and the Light 15 in Britain. These numbers relate to the different taxable horsepower ratings in these two countries.
- Nearly 9 000 000 2CV types were built from 1948 to 1990, if you include the various derivatives that used a similar floorpan. The 2CV gathered many different nicknames in different countries but to me the Brits coined the best name. It was called the 'tin snail'.
- Close to 1 500 000 DS models were built from 1955 to 1975.
- About 473 000 H-type light delivery vehicles were sold from 1947 to 1981.
- All these designs were produced in a number of different body styles and fitted with different engines over the years.

# CALIFORNIA DREAMING

Most petrolheads have a bucket list of dream cars they'd like to own. But if that list extends to blue chip fare such as a Mercedes Gullwing or even, say, a Ferrari 250 SWB California Spyder, then the telephone number-like price tags they come with mean they'll likely remain exactly that – cars on a list. Unless you build your own, says **Graeme Hurst**.



**eB**ay has arguably changed the face of consumerism on many fronts, including the world of classic cars. Many a late-night (read: alcohol-fuelled) random Google search has seen a wannabee classic car owner get the keys to their dream wheels after a few clicks of a mouse. And while there's probably an as yet unstudied correlation between that sort of cyber activity and resultant divorce proceedings, the world-leading online auction site has certainly gifted some passionate classic enthusiasts to the hobby. And resulted in some spectacular classic projects. Like this replica of a 1962 Ferrari 250 California Spyder, one of the most desirable classic cars ever made.

But unlike many a fake AC Cobra or Jaguar C-Type, this replica wasn't built up from an off-the-shelf kit; it's the product of four years of some creative re-engineering of a donor car – not to mention endless patience and wallet damage in sourcing parts – by owner

Marc Levy. Oh, and an eBay purchase. "I found one of the four replica bodies made for the film *Ferris Bueller's Day Off* for sale online,' explains Marc. "Two were written off during the making of the movie and one was sold a few years ago as a running car with a Corvette engine and interior. I bought the remaining body on American eBay. It was just a random purchase on a Sunday afternoon that led to a very passionate project!"

If you've not heard of the movie, the script of the 1986 comedy is centred around an American teenager who bunks off school for the day after grabbing the keys to his father's Ferrari 250 California. The car features heavily against various Chicago landmarks but the director only used a genuine example for close-up 'in car' scenes as, even back then, pukka Californias were too valuable to risk being damaged – even with Hollywood funding!

Fast-forward 30 years and they now trade occasionally (usually at auction) for \$15m+. Serious money by most standards but also evidence of just how desirable this

gorgeous Pininfarina-designed sports car is. Just 106 were made of which a little over half were in the later and highly desirable short-wheelbase form, 37 of which featured the stylish covered headlamps. The numbers are minuscule even by Gullwing or BMW 507 standards (hence the stratospheric values) and, cost aside, the Ferrari's exquisite detail is enough to put you off thoughts of replication.

Unless, of course, you're someone like Marc who's no stranger to challenging projects: the former nightclub owner has restored more than 100 cars over the last three decades – both here and abroad – and is an out-and-out fan of Italian cars: "I've been into Alfas forever and still have the 1600 GT Junior I drove while a student at Rhodes University; it has done over 600 000km!" It shares a garage with a desirable GTV6 3-litre at Marc's home in the UK, which is where he was living four years ago when he hit the keyboard one Sunday afternoon and became the owner of a glassfibre 250 California body, which he had shipped to England.

The body was just one part (albeit big) of



the project and, wanting to avoid expensive bespoke engineering for the mechanical side that would require tedious type approval and so on, Marc opted to use a donor car for the powertrain and chassis. But finding something suitable dimension-wise was initially a challenge. "There are kits for Ferrari 360s that use Toyota MR2s but they look like they've been concertinaed."

With its trusted rear-wheel drive configuration and excellent road manners, Mazda's MX5 was an obvious candidate but it would've needed the chassis lengthened, plus its four-cylinder engine wouldn't provide enough grunt to emulate the pace of a genuine V12-powered California. BMW's Z3 could however, thanks to its multi-valve 2.8-litre, straight-six engine. And it was a match size-wise: "The inner-wheel to inner-wheel measurement is almost identical to that of a California," explains Marc.

Mindful that finishing and mating the body was already enough of a challenge without having to refurbish the mechanicals, Marc decided that he needed the best Z3 he

could find as the donor car. "I asked a BMW main dealer if they knew of any low-mileage examples that could be for sale and they put me in touch with a hotelier in Cape Town who'd decided to part with his car, which he'd had from new." The Atlanta Blue 1999 model had covered just 84 000km and set Marc back a little over 90 grand before it was shipped off to England, the seller believing that his car was just being taken 'on holiday' with its new owner!

Why go to the trouble of sourcing it here, you may ask? Well, that had to do with Marc's plan to ultimately enjoy the California on the Cape's magnificent roads: "Until last month I had been in the UK for 18 years with the aim of returning when my youngest son left for university, which he did last year." By buying the Z3 here it wouldn't attract import duty (which was paid when it was brought in new by BMW) if it was shipped out and then later shipped back – unlike the fresh import of a car with no previous registration in SA.

Quite clever but of course the re-import process was still subject to duty on any work done (or parts fitted) to the car before it came back in. And, judging by the cost (Marc won't say how much but admits he could've bought a 2010 Ferrari California for the same outlay), it took quite some work to mate the underpinnings of a stock Z3 to a 30-year-old glassfibre replica body. Work that was undertaken by a classic car specialist in the UK.

First step to was strip off the Z3's outer panels and fabricate the attachment points for the body. "That actually needed quite a lot of finishing to get the shape right and to fabricate the rear section as the Z3 was 450mm too short behind the rear wheels." Body-wise, the Z3's screen and soft-top

**BMW's Z3 could however, thanks to its multi-valve 2.8-litre, straight-six engine. And it was a match size-wise**



mechanism remained in place, as did the inner door structures, meaning the car's safety cell is largely intact. Fortunately, the power train was sufficiently low enough to allow the new body to cover it. That meant that mechanically nothing had to be touched; underneath the car is pure BMW Z3 from front to back... so much so that even the electric seat and hood mechanisms are in place.

Once body and engine were properly mated, Marc set about sourcing – and in some cases fabricating – the parts to make his California look the business. First up were the car's bumpers, which he needed to replicate. Rather unbelievably he was able to borrow a set from a genuine California after charming a dealer at a classic motor show. "I went to the London Classic Car

Show and specialists Ascari Ferrari were there with Nick Mason's 250GTO and a long-wheelbase California. I told them what I was doing and they let me spend the whole day there to photograph the car, and after the show they let me take some bits off," recalls Marc. "I had to get the bumpers from somewhere to mould and I think they were surprised that someone was mad enough to do something like this, so wanted to help me out!"

Marc initially had the bumpers cast in resin, which would then be chromed, but the results weren't great so he went the whole hog and had the items replicated from scratch in stainless steel. While he was at it, he had a suitable surround made for the windscreen, along with the side wing vents (a California 'must-have') and the grille surround.

That little lot set him back 12k (and we're talking £s here!) but at least each was available as a one-off, unlike other items. "When I tried to buy a Nardi steering wheel in the correct size I was told I had to buy ten, which I ended up doing out of desperation!" Other 'must-haves' included the correct door handles (from a kit car maker who sourced them from the original supplier) and

the steering wheel boss and indicator stalk (£800). The latter was off the shelf from Ferrari in Maranello, along with the ashtray (Marc is too ashamed to reveal the price). It's much the same with the Prancing Horse emblem on the grille and the correct all-red tail lamp units, but they're essential ingredients for the correct California look.

It's a similar story with the wheels. Like most examples of 1950s/'60s Italian exotica, 250 Californias were shod with Borrani wheels. Trouble is they have a fairly deep off-centre which isn't compatible with the location of the Z3's rear hubs. Marc's solution was to run 15in chrome wheels from a Morgan but with a specially turned aluminium trim pressed in around the edge to give the stepped look of a Borrani wheel. The 'new' rim even has the logo: "I bought an engraving set and added the Ruote Borrani Milano name," explains Marc a little sheepishly. In his defence he did at least shell out for a set of genuine Borrani triple-eared spinners to make his bespoke efforts look authentic.

And the 'look' was something that Marc was determined to get right wherever possible on his California, even in the areas you can't see: open the boot and you'll find a period Le Mans-style fuel filler ("another

Marc initially had the bumpers cast in resin, which would then be chromed, but the results weren't great so he went the whole hog and had the items replicated from scratch in stainless steel



£2 000," he quips) while the dashboard features period-looking electronic gauges – down to the words *aqua*, *benzina* and so on. "They were made to order by a company in California. I initially had them finished in black on white but they didn't look right so had them redone with white on black, which looks more period."

Of course, the gauges needed to be electronic as they are hooked into the Z3's wiring loom, as are the electric windows, although the switches are cleverly disguised inside the ashtray (along with the switch for the power hood). It's the same with the air-conditioning controls which are accessed by lifting the chrome speaker cover – another genuine Ferrari touch. All deliciously a bit James Bond in feel but those accessories make for a comfortable ride in a car that looks the business.

But what about the quarter-lights? They are, of course, a dead giveaway as the genuine cars have a simple, one-piece curved windscreen but that's something that was needed to allow the Z3 windows and windscreen to mate correctly. With the doors on the *ex-Ferris Bueller* body being the correct size and shape for a California, Marc had to have the quarter-lights custom made to close the gap, but they've been fabricated

to allow Marc to fox Ferrari aficionados: "They're removable so that if the car's parked at a show I can slide them out and the car then has the correct door line."

And his efforts at authenticity aren't limited to the visual aesthetics: take a close look at the four tailpipes and you'll spot a pair of ANSA exhaust silencers that feature some clever electronically controlled

flaps to transform the creamy note from a Bavarian six-cylinder into something more akin to the sound of Maranello's finest. And noise is arguably what a real Ferrari is all about. Especially when you need to drown out any domestic arguments over eBay purchases...🔊

Thanks to Marc Levy and Seabrook Forwarding & Handling ([www.seabrookfandh.com](http://www.seabrookfandh.com))

## FERRARI CALIFORNIA HISTORY

Much like the 300SL Roadster variant of the famous Gullwing, the Ferrari 250 California was a response to demand for open-top motoring in the sunny climes of the west coast of the USA – one of Ferrari's most important markets. California-based Ferrari importer John von Neumann and East Coast Ferrari agent Luigi Chinetti convinced Enzo Ferrari that a drop-top version of the company's mighty 250 Tour de France coupé racer would fly off the showroom floors. Launched in 1958, the California's gorgeous shape was penned by Pininfarina and the first versions used the TdF's 2591mm wheelbase and featured the company's 240bhp V12. Ferrari also made a full 250GT Cabriolet version with quarter-lights and a more robust soft-top, but the simpler California Spyder (named after its intended market) offered more captivating looks and better performance thanks to a lighter shell. As was common with coach-built cars of the time, the design evolved with subtle differences on each car according to customer requests. Production continued until 1963 but from 1960 the California was based on the shorter (2400mm) chassis from the 250 SWB Berlinetta, which offered disc brakes and a more powerful V12 engine.





# STEALING × HEARTS ×

Following the successful refurbishment of the BMW 333i (E30) and BMW M1 in 2017 by BMW Group South Africa's Press Vehicles Technicians, the BMW 325iS recently received the same treatment. **Reuben van Niekerk** drove it through the streets of Johannesburg.

**S**tannic Group N was a very popular race series where near standard cars raced door-handle-to-door-handle on South African circuits, much to the entertainment of brandy-fuelled spectators. As the series was based on production cars, in order for cars to be eligible for participation in this series, a minimum number of road cars had to be produced. The only way that manufacturers could gain an advantage was to literally build a quick production car and take it racing. This practice saw the birth of a number of homologation specials as manufacturers produced the minimum quantity of fettled models in order to be eligible to race in Group N.

In 1987, the BMW 325i Sport, officially designated the 325iS, made its appearance on racetracks to counter the threat posed by the Volkswagen Golf GTi 16V in the series. It was basically a two-door version of the 325i with base-line trim, optional air-conditioning and a motor tuned to deliver 126kW from its 2.5-litre, six-cylinder engine.

In the early 1990s the BMW was battling to retain its competitive edge, especially when the Delta Motor Corporation arrived with a very trick Opel Kadett called the Superboss. The boys at Rosslyn had to make a plan quickly. First prize would be

the recently launched M3, but it was only to be built in left-hand drive, so that was off the table. They had to come up with their own solution.

Geoff Goddard and Tony Viana were in communication with Alpina and following recommendations from the German tuners, a 2.7-litre engine with an Alpina head was developed. The engine alone was not enough; the right chassis was needed in order for the car to be competitive.

That solution was their own homologation special, which became known as the BMW 325iS; the first iteration of this specially tweaked model available for the 1991 year only was nicknamed Evolution 1. It was a radical redesign of the 325i Sport.

Under the bonnet was a derivative of the bigger block 'Eta' developed for the then fuel-efficient 525e, with a capacity of 2693cc, and thanks to some modifications it was capable of 145kW at 5800rpm and 265Nm at 4000rpm, which was about 50kW more than what the 525e delivered. Alpina helped with these modifications and supplied the cylinder head to BMW in Germany, where the engine was built.

In pursuit of weight-saving, the bonnet, mudguards and door panels were pressed from rolled aluminium sheets that were sourced in Switzerland. Sporty looks were emphasised by an M-Technic spoiler and





lower aero kit. The iS tipped the scales at 1 147kg. BMW reverted back to steel body panels for the Evo 2 in 1991 as the thin aluminium panels did not stand up to the abuse of the school of Group N, where a little bit of rubbing was the norm.

To cope with the extra performance the car was fitted with the full BMW M3 suspension and braking system, which included ABS and Bilstein shock absorbers. 15-inch BBS wheels were shod

with 205/60 rubber. Pedal feel was not that great on these early ABS cars but braking performance was more than adequate.

At the time the 3 Series was a compact sedan, so the interior

proportions could be a little tight if you were of a bigger frame, but the car was still comfortable to drive. Seats were adorned with Uberkaro checked cloth and black leather was an optional extra. The build quality and finishes were exceptional and could be compared to more expensive cars of the time. Standard equipment included electric door mirrors, central locking, air-conditioning, power steering, on-board computer, leather steering wheel and seats with adjustable thigh supports.

Truth be told, BMW executives at the time were not that impressed with the 'homologation special' label. Even though the motivation behind the car was Group N, they felt that the S was not a stripped-out racing machine as it was also their luxury range-topper.

Sure, the earlier performance 333i had

To cope with the extra performance the car was fitted with the full BMW M3 suspension and braking system, which included ABS and Bilstein shock absorbers



its limitations, like the fact that there was a choice of power steering or air-conditioning but not both, but the 325iS was fitted with all the gadgetry expected by 3 Series buyers at the time and became one of the most popular models in the range, far surpassing the minimum figure needed to go racing.

In terms of pure performance the 325iS could not match the 333i but it came close, and general opinion was that it was a more balanced car for everyday use. Handling was neutral and road grip formidable, with plenty of warning as the limits approached – provided that you kept the loud pedal buried.

Although these cars have their roots in South African racetracks, it is when you hit the highway that they really come alive. At 200km/h the rev counter has only just passed the 5000rpm mark and the car

feels under-stressed. With oodles of torque on tap tractability is exceptional, and this characteristic was one of its secret weapons when it was launched.

The BMW 325iS is still a fantastic car today, but there is one problem – you cannot own it. Even though they were built in fairly decent numbers and well cared-for examples can be found, unfortunately this car has a serious reputation. An up-and-coming gangster could very easily boost his profile by cruising the streets in one of these, and therein lies the problem.

The car's association with gangsters was coincidental and a product of BMW's aspirations on the race tracks meeting the ungovernable generation of the 1980s. Famous gangs used these cars to go spinning on the streets, often in remembrance of fallen gang buddies.

What started as an expression of gangster flamboyance morphed into a people's sport as spinning rose in popularity. As much as the 325i and 325iS models (known in the townships as 'Botsotso' and 'Gusheshe' respectively) have shed their connections to the gangster image, they are still greeted at intersections with words of amazement and endearment, and in some parts the association between the criminal element and these cars is still alive.

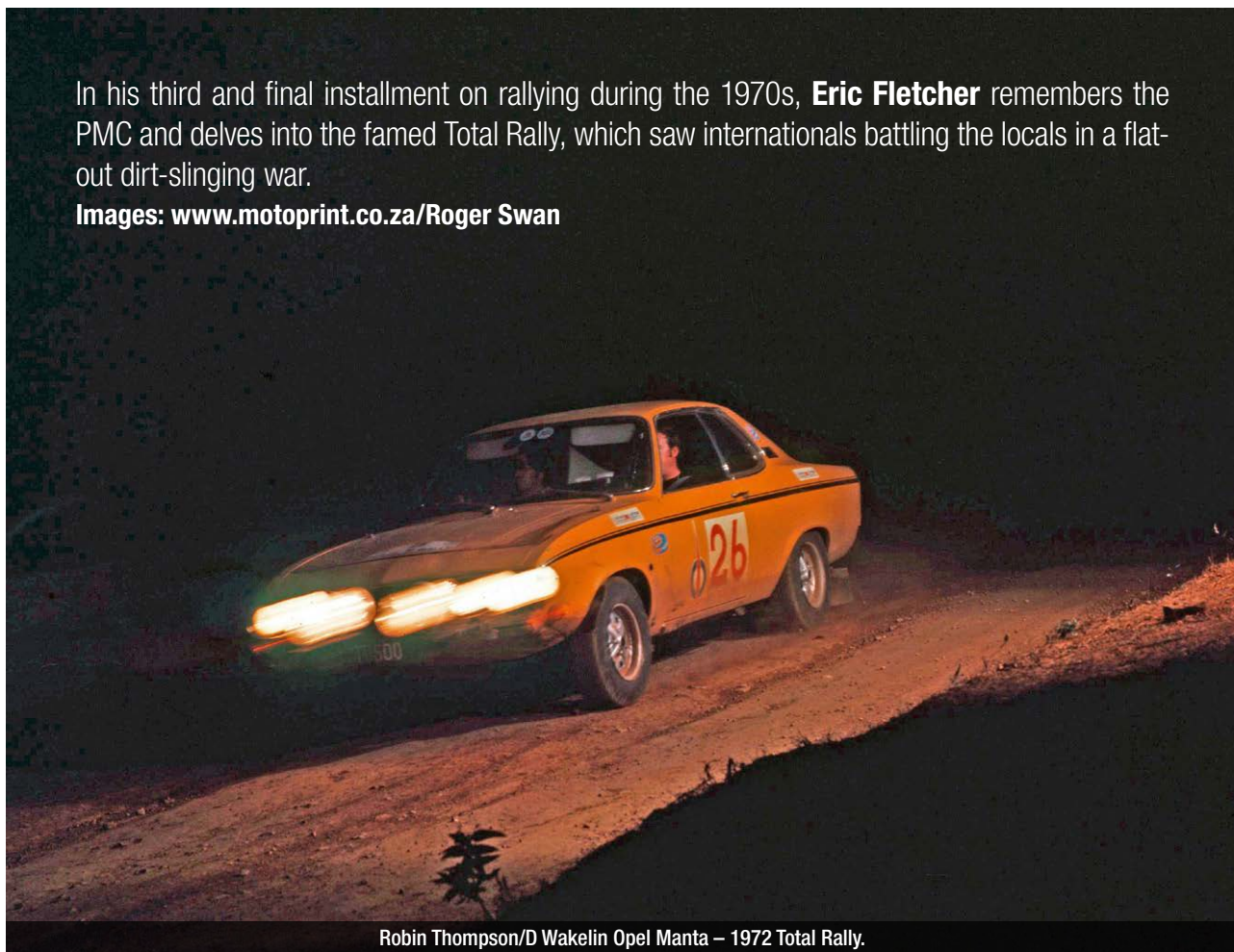
Such is the level of risk in owning these cars that on the test drive of the cars owned by BMW South Africa we were very closely escorted by armed bodyguards.

This unfortunately puts these fantastic cars out of practical reach for the normal classic car owner or collector, but there is no doubt that the 325iS is one of the most iconic locally built cars of the last 50 years. **Q**

# TOTALLY COMMITTED

In his third and final installment on rallying during the 1970s, **Eric Fletcher** remembers the PMC and delves into the famed Total Rally, which saw internationals battling the locals in a flat-out dirt-slinging war.

Images: [www.motoprint.co.za/Roger Swan](http://www.motoprint.co.za/Roger%20Swan)



Robin Thompson/D Wakelin Opel Manta – 1972 Total Rally.

**B**efore jumping into the Total Rally I must mention and thank a few unsung heroes – the organising teams. While impossible to mention all of those who worked tirelessly behind the scenes – not only to find routes but also to take care of all the required paperwork – a few immediately

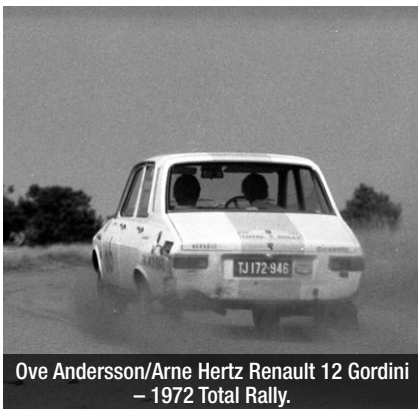
come to mind. Dennis Jackson, who managed Louws Creek, not only designed routes but his facility also provided servicing areas, and so too did Dennis Heenan of Peak Timbers. Another was Piero Nardine, who revolutionised (albeit unofficially) an in-event scoring and information service. If you gave him your special stage time at

the end of a stage he would tell you how you were faring against the competitors. At a refuel stop he would then give you your overall position. All of this

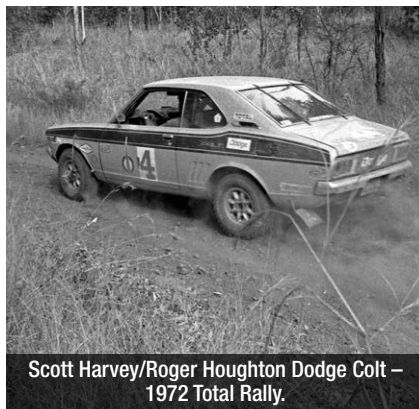
done by hand with no computer, tablet or fancy phone app!

But when talking Total Rally, the PMC (Pretoria Motor Club) can't be forgotten. PMC was the rally's organising club, based in a building that backed on to Pilditch Stadium in Pretoria. There was a committee room, a large assembly room and even a large, fully licensed pub. I had been to SCC meetings before but PMC was something else. Friday nights were club nights and these proved to be somewhat different from the staid image I had in my mind about Pretoria... At these meetings past events were 'post-mortemed' vociferously and aggressively. There was a very sophisticated audio system and if anyone spoke too long, or if the chairman

There was a very sophisticated audio system and if anyone spoke too long, or if the chairman thought rubbish was being spoken, the hall would suddenly be filled with the sound of a flushing toilet



Ove Andersson/Arne Hertz Renault 12 Gordini – 1972 Total Rally.



Scott Harvey/Roger Houghton Dodge Colt – 1972 Total Rally.



Gerry Gericke/Leon Joubert Ford Escort – 1972 Total Rally.



Oda Dencker-Andersen/Charlotte Heuser Datsun GX – 1973 Total Rally.



Tony Fall/Franz Boshoff Datsun 180D – 1973 Total Rally.

thought rubbish was being spoken, the hall would suddenly be filled with the sound of a flushing toilet.

The annual Christmas dinner was traditionally in July and it was rumoured that Pretoria's chief traffic officer, who was also a PMC member, instructed his force to patrol elsewhere on this and other club nights. Business and play combined – there was even an annual bicycle rally where prizes for every type of incident were dished out. It was a hardcore place. Following one Total Rally, where over 50 crews were classified as finishers, the PMC faithful deemed this high number to mean that the event had been too easy – and they made this clear. When in 1976 the Total only saw five finishers, the

members were full of congratulations for what was termed "the correct way for a Total Rally". I'm proud to report that Hugo Snykers and I were one of the five in an event won by Timo Mäkinen, with Roger Clark second.

I recall that Dick Maizey first organised the LM Rally in 1955, a gruelling event that started in Pretoria and ended in Lourenço Marques (Maputo). Total appears to have taken over as sponsor in 1957 under the leadership of its CEO Alf Hough, and soon a support sponsorship came via South African Airlines. Winners of the rally received an entry for two people and their car to the

Monte Carlo Rally, courtesy of Total South Africa (and its French parent company) and SAA. Added to the pot was about R1 250 and a trophy from Prince Rainier III of Monaco. For this reason, the famous Rosie's Bar in Monaco has a PMC flag on its wall amongst all the other famous team banners.

The Total became so important that all

Following one Total Rally, where over 50 crews were classified as finishers, the PMC faithful deemed this high number to mean that the event had been too easy



Per-Inge Walfridsson/Kassie Kasselmann Volvo 142 – 1974 Total Rally.

the world's major rally crews arrived in SA – think Ford, Fiat, Lancia, Renault, Toyota, Datsun, Alfa and Mitsubishi. Obviously the drivers came too. From the UK we saw Chris Sclater, Tony Fall, Tony Pond, Roger Clark, Andrew Cowan, Geraint Phillips, Jill Robinson, Dave Richards, Billy Coleman and Henry Liddon. The Nordic countries sent out the likes of Timo Mäkinen, Timo Salonen, Stig Blomqvist, Ove Andersson, Per-Inge Walfridsson, Oda Dencker-Andersen, Harry Källström, Hannu Mikkola and Achim Warmbold. Italy, Germany and France were represented by Sandro Munari, Jochi Kleint and Jean Todt, and Hendrik Blok and Scott

Harvey flew the American flag proudly.

At the time, world titles were only for drivers and not crew or teams, so a number of the international drivers opted to use South African navigators for local knowledge. Favourites chosen to ride shotgun included Stuart Pegg, Gerry Gericke, Mike Hooper and Richard Leeke; I even cracked the nod. Pegg must have done his job properly as he and Roger Clark scooped a pair of Total wins before Clark whipped him over to the UK as his co-driver on the RAC Rally. This caused a debate but the UK rally fraternity were forced to hang their heads in shame when

the pair won the rally and became the first crew to ever do so with no road penalties. Clearly this made an impression: I was present at a UK discussion between Andrew Cowan and the Rootes (Chrysler UK) competition Manager

Des O'Dell, when Cowan stated that on the next Safari he would use a South African co-driver because on secret routes they didn't get lost. Sadly this never happened as sponsorship reasons meant he was forced to use an English navigator.

Knowledgeable overseas competitors and journalists often referred to the Total Rally as the last major rally that could be won by privateers and such was the enthusiasm that it often saw close on 100 starters. The day after it had finished we already wanted the next one!

Because of the strict Sunday laws in SA the prize giving and dinner had to take place on a Friday. This meant Monday was for scrutineering, where numbers were issued and gearboxes and diffs were sealed as no changing of ratios during the event was allowed. Road books were issued; no less than three of these were required due to the vast number of stages and kilometres covered.

Tuesday morning saw the first section

At the time, world titles were only for drivers and not crew or teams, so a number of the international drivers opted to use South African navigators for local knowledge



Kassie Coetzee Datsun – 1976 Total Rally.



Jochi Kleint/Franz Boshoff Datsun 140Y – 1976 Total Rally.



Sandro Munari/Piero Sodano Lancia Stratos – 1977 Total Rally.



Geoff Mortimer Chevrolet – 1977 Total Rally.

leaving from Pretoria and incorporating five or so special stages, ending at an overnight stop. On Wednesday the heat turned up a notch as the rally started in earnest, with eleven stages before ending at midnight (often at Louws Creek). I remember starting a stage from Louws Creek just after 1 o'clock on a Thursday morning and heading straight into a 105km special stage in the forest. The junctions were less than 500m apart and at an average speed of 60km/h, this meant an instruction every 30 seconds.

All this information was passed to the driver via an intercom system. These were not purchased items but rather homemade ones strapped to open-faced helmets – the most famous of these perhaps being seen on a photo in the PMC headquarters, that of Hannes Grobler's version featuring a household telephone handset.

Thursday was just as frantic and continued through the night again. Dawn on Friday saw half a dozen stages before the finish in Pretoria. It was four days and

nights that saw 3 000 kilometres covered with approximately 700 of those being special stages. Understandably everyone from marshals, scorers, service crews and of course the competitors were exhausted.

So what happened to the Total Rally and why the huge reduction of privateers on our national championship events?

The answer to the first question is that Total pulled out, supposedly due to cars wearing conflicting sponsorship branding. Many of the overseas teams were sponsored by the likes of Shell, BP and Agip, while the locals often sported Castrol branding.

The answer to the second question is a bit more difficult to pin-point, but I'd hazard a theory that technology and the resultant costs involved are to blame. First it was the arrival of the two-way radio, which meant crews could talk to the service teams and arrange meeting points at the end of the stages for handover of spares and fuel. This meant the rally cars could weigh in light, carrying just enough for the

special stage.

Next came the arrival of special tyres – the single biggest cost impact on the privateer. Competitors could now choose tyres to suit each stage. So for road your team slapped on road tyres, then on a tar stage some nice sticky wide rubber, and should you reach a muddy patch, some narrow items designed to cut through the slick stuff and aid better braking with a smaller footprint.

Gone were the days where we used one set of tyres for a rally (or in many privateer cases an entire season) and this meant the end of the hordes of privateers. Thankfully the works teams continued to keep spectators on the edge of their seats for the 1980s, '90s and into the 2000s. Sadly, local rallying seems to be in the doldrums at the moment, with even the manufacturers stepping back from the sport. Maybe the solution lies in going back to basics and redeveloping the game from the grassroots so that privateers once again become the backbone of the beautiful sport. 🏆

# ALL HANDS ON

In the carry-on of motorsport, there exists the professional and the amateur – is there a category for the professional amateur? If there is, says **Paddy Rowlings**, then one Colin Edgar Clay fits the bill; a man who spent a lifetime dedicated to building, racing and winning in saloon cars of his own creation. Why professional? Because perfectionism and attention to detail was the way this craftsman applied his mind to the task at hand.



Colin was born in 1949 in Vanderbijlpark and his family soon moved up to the motorsport centre of Rhodesia – Bulawayo. John Love, Sam Tingle, Eric Glasby and others were based in Bulawayo and the Kumalo Circuit was one and a half miles from home. Soap box carts and Micro Midgets featured in Colin's early life, built by his mentor and great supporter – his loving dad Sonny, a qualified motor mechanic himself. Colin then went on to win the Southern Rhodesian Go-Kart Championship in 1961.

The Rhodesian political situation put the family back in Vanderbijlpark in the late '60s where Colin completed school and apprenticed as a tool and die maker. He bought a Ford Anglia and made it 1340cc

(many blown generators while taking on others around the streets of Vanderbijlpark). With a set of Dunlop SP49s, he made his way to Kyalami for a Clubman's race.

In 1970, Colin acquired another Anglia and built his first proper race car, entering the Star Modifieds category with excellent direction from Maurice Rosenberg and some Koni shock absorbers. With his first artisan pay cheque he ordered a set of race tyres from good old Mrs McAlister at Dunlop and headed again for Kyalami. He then moved on to an 1100cc Escort in 1973. "Oh yes, I remember that well – it was the year I married Penny!" That partnership is still happily together today...

Star Modifieds in the '70s and '80s was hectic stuff; packed fields with five or six classes. Colin's statistics are as follows: 1980 – shared championship with Arnold Chatz; 1981 – champion (Escort); 1983 – champion, now in the red Scanlen Engineering-sponsored Datsun 140Y built by you-know-who, and 1984 and 1985 – second to Hennie van der Linde by a mere few points. Colin achieved a total of 47 class wins, second only to Hennie with 54.

I remember clearly the high

standard of race preparation presented by Colin: the immaculate red El Camino tow vehicle packed to perfection, clean trailer and the red Scanlen 140Y gleaming in the sun. One of Sonny's tasks was to shine up the Compomotive alloys and he confessed to me once how he had to redo it as the job was not up to shop standard!

On Colin's competition CV is his participation later on: Formula M, Formula Ford, Group 1, Group N, Historic Sports Cars, National Hot Rods and a stint in short oval V8 Sprint Cars.

Building race and road cars has become a way of life. Apart from the aforementioned, a space frame 140Y was built for Clubmans, a tube car Golf for the Wesbank Series, then two road replica Lotus Cortinas and, just completed, a 1760cc fuel-injected white and (Lotus Cortina) green Ford Escort. And now under construction: a life-long dream reveals a Lotus 23 space frame taking form in the corner of Colin's excellently equipped workshop.

Colin pays tribute to the knowledge and friendship that the likes of Hennie van der Linde, Roger Taylor, Brian Cook and many others have shared with him over the past number of years. He is true a gentleman in motorsport. **C**

Soap box carts and Micro Midgets featured in Colin's early life, built by his mentor and great supporter – his loving dad Sonny, a qualified motor mechanic himself

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# THE RIDE CONTINUES



Triumph Motorcycles have been around since 1902; the brand is one of the last surviving British motorcycle brands around today, with around 67 000 bikes built a year and over 7 000 dealers across the world.

By Reuben van Niekerk

**N**ames such as Steve McQueen and Marlon Brando cemented the Triumph legend, while numerous speed records and racetrack successes ensured that models like the Thunderbird, Bonneville, Tiger and Trident enjoy iconic status.

Local fans had to endure a couple of months of anguish when the long-time importer decided that it was done with the brand. Fortunately, this was short-lived and the brand is now set to receive the representation that it deserves.

Triumph Motorcycles are now imported by Triumph Motorcycles South Africa, an independent company formed following a

partnership between Bruce Allen and the Fury Motor Group.

Triumph as a brand is evolving and the new product requires a new retail approach – in order to remain relevant, it had to reinvent itself. Globally, all facilities are undergoing change to present Triumph as a premium brand.

After a highly productive three months of re-establishing the Triumph business in South Africa, the new team is raring to go and will be showcasing 12 models and 17 derivatives, including six new or fully revised models. The dealerships will also offer an extensive range of rider gear and accessories. The new distributor has put service agreements in place with previous dealers and a sufficient parts supply is in place.

Trading started on 16 June at a temporary dealership in Sandton while construction of the Triumph World Black dealership in Woodmead, which is due to be opened in March 2019, is underway.

The medium-term strategy is to open Triumph World

Black facilities in Cape Town towards the end of 2019 and in Pretoria in 2020.

With these dealerships, Triumph hopes to create an environment where everyone feels welcome to explore a dream, even if they don't speak the lingo. At the same time, they will not alienate old-school bikers who prefer *polisie koffie* over a flat white.

The current range comprises three categories: Adventure, Modern Classics and Roadsters and will be bolstered by 11 new or fully revised models over the next 12 months.

The Adventure range includes the brand-new Tiger 800 and 1200 models as well as the Tiger Sport. The Tiger 1200 was launched globally in February and is now 11kg lighter and features over 100 improvements, including an increase in power and improved ergonomics.

The longest-running adventure story, with a bloodline that began with the gold medal-winning Tigers of the 1936 Six Day Trial, continues with a new-generation Tiger 800 that incorporates the Tiger spirit and takes the capability to a whole new level, thanks to over 200 upgrades to the chassis and engine.

Triumph Motorcycles are now imported by Triumph Motorcycles South Africa, an independent company formed following a partnership between Bruce Allen and the Fury Motor Group



The Modern Classics are well represented with the Street Twin, Bonneville, Bonneville Bobber, the new Bonneville Speedmaster, Street Scrambler and Thruxton 1200 R. The handling, character and style of the Bonneville married to the modern rider-focused technology make the Bonneville family the authentic modern classic choice today.


The Bonneville Speedmaster embraces the classic DNA from the Bonneville family and the Bobber's unique attitude into a more practical, versatile package. The Speedmaster offers a classic British laid-back style and high level of specification.

The Bonneville Bobber Black follows in the success of the Bonneville Bobber, the fastest-selling motorcycle in Triumph's 115-year history. The company has taken the model to new heights for the 2018 model year with a darker, meaner and stronger Bonneville Black. This model builds on the style of the Bobber with a more aggressive stance thanks to a fat 16-inch front wheel, chunkier Showa forks, a fully blacked-out styling package

and a higher level of specification including Brembo brakes, LED headlight and cruise control.

Roadsters include the new Street Triple RS and Speed Triple RS. These models created the performance naked category back in 1994 and coined the phrase 'factory street fighter'. The latest generation builds on the Speed Triple's perfect balance of power, handling and capability. The new S and RS are improved in every way, with the RS having the highest ever level of specification to reflect its new name and pedigree.

The new Street Triple offers a race-bred 765cc engine with three levels of power and torque, new state-of-the-art technology, highest ever level of suspension, brakes and tyres, aggressive new looks and class-leading weight that allows it to set a new benchmark in the middleweight naked motorcycle category.

Triumph South Africa has committed to having a demo of each model available to ensure that customers are given the best opportunity to determine which model suits their motorcycling needs. 

## PRICING

Tiger 800 XCx	R181 000
Tiger 800 Xca	R199 000
Tiger 1200 XCx	R219 000
Tiger 1200 XCa	R248 000
Tiger Sport	R164 000

Street Twin	R131 000
Bonneville T100	R141 000
Bonneville T100 Black	R141 000
Bonneville T120	R157 000
Bonneville T120 Black	R157 000
Bonneville Bobber	R166 000
Bonneville Bobber Black	R175 000
Bonneville Speedmaster	R175 000
Street Scrambler	R153 000
Thruxton 1200 R	R183 000

Street Triple RS	R152 000
Speed Triple RS	R210 000

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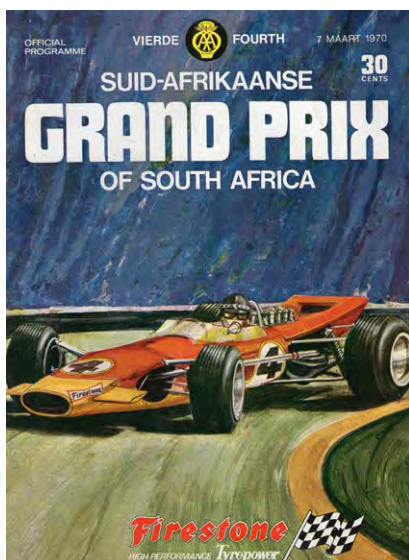
#### Various car magazines.

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TITLE	QUANTITY
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<i>Christophorus</i> (Porsche factory: Germany) (from 1972 to 2016)	262
<i>Porsche Panorama</i> (USA) (from 1986 to 2013)	271
<i>Excellence</i> (Porsche) (USA)	35

I also have a complete collection of *National Geographic* magazines (January 1981 to December 2015) in excellent condition. A total of 420 magazines at R20 each and approximately 190 LP records (vinyls) in top condition at R50 each.

Please email Phillip on [philip.vanrooyen@dpu.gov.za](mailto:philip.vanrooyen@dpu.gov.za) for a complete list or call on 082 816 4270.



#### 1970 SA Grand Prix programme.

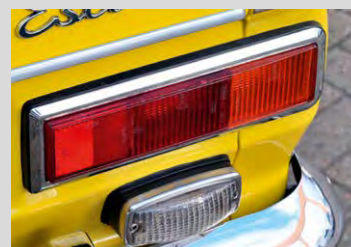
Regrettably for sale to the highest serious offer, my rather tatty 1970 SA Grand Prix programme autographed by every driver who took part in the race. Signatures include Stewart, Hill, Surtees, Brabham, Hulme and Rindt. Rindt was posthumously awarded the championship at the end of that year. Signatures of Ken Tyrrell and I believe World Sports Car Champion Pedro Rodriguez and Jo Siffert are among those in the programme. Most of the signatories are sadly at the big Grand Prix in the sky. Jody Scheckter is also named in the programme driving his Renault R8. An article on my programme was published in *The Star Motoring* on Thursday 2 December 2004 when the only missing signature of the late South African Peter de Klerk was obtained. In two years' time this unique item of South African motorsport memorabilia will be 50 years old. Contact Dave on 083 978 3355 or email [ranson@mweb.co.za](mailto:ranson@mweb.co.za).

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#### South African Grand Prix programmes.

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**South African adverts.** Examples of classic prestige and sports car 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\\_vandenbroeck@skynet.be](mailto:paul_vandenbroeck@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 at [vintageracer73@gmail.com](mailto:vintageracer73@gmail.com).



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1993 FERRARI 348 TS - R 1 399 950



1990 PORSCHE 964 C2 TARGA MANUAL - "DUTCHMANN" - POA



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1985 PORSCHE 911 CARRERA TARGA RHD - R 725 000



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1971 MERCEDES BENZ 280SL PAGODA - R 1 895 950



2012 MORGAN 3 WHEELER - R 725 000



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# THE SPECIALIST MOTORING DESTINATION

  
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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.

📍 l'ormarins wine estate | ☎ +27 (0)21 874 9000 | ✉ [fmm@fmm.co.za](mailto:fmm@fmm.co.za) | 🌐 [www.fmm.co.za](http://www.fmm.co.za)

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