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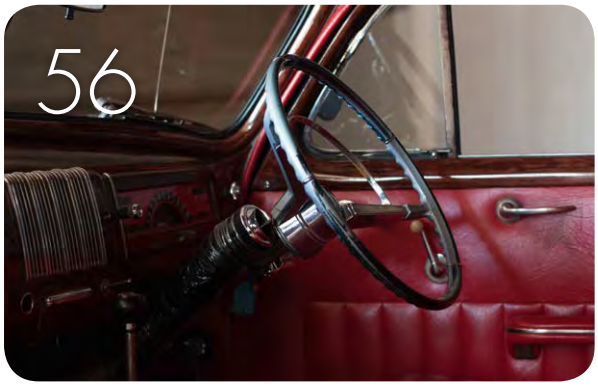
AUGUST 2018



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CTP printers CAPE TOWN
ISO 12647 compliant

LATE NIGHTS FOR THE LONG RUN

Leading up to our print deadline, the working days get long and run late into the night. This month is no different, and as I write this the sun has long since set and the heater is going full blast to fend off one of the coldest nights on the Highveld this winter. Coffee is made on the hour, every hour. It was while watching the kettle boil (I understand why the 'watched kettle never boils' saying was coined) that it dawned on me that just over two years ago I stood in the exact same position.

It was a bitterly cold night and the kettle seemed to take even longer than normal to reach boiling point but there was one thing different – instead of blankly watching the kitchen appliance, my brain was racing at a million miles per hour with magazine concerns. We'd made the decision to ramp up magazine production from an every-second-month publication to a monthly offering just weeks before. The deadline for the June issue came and went as per normal, and the only real difference was that the date on the cover read 'June' instead of 'June/July'. For the first true monthly issue the move suddenly cut our production time from a comfortable six weeks to just three. My heart raced as the enormity of the task sank in that night.

How would we manage to generate enough material to fill 100 pages? Would we sell as many magazines with the shelf time at retail outlets halved? Would we ever be able to sleep?

Hindsight is a wonderful thing though, and looking back I should have slept peacefully that night. Thanks to a host of contributors coming on board and input from readers, the content generation has flourished. We could honestly double the number of pages and not run out of story ideas. Magazine sales have done the opposite of what I feared and grown substantially. It seems that the readers were desperate for more information more frequently and the retailers were dead keen to stock a monthly product, not to mention distributors knocking on doors and getting our little rag into more shops each issue.

We thank you all and hope you enjoy the Lamborghini Miura S, Land-Rover trek from Cape Town to London 60 years ago, Chevrolet resto-mod, Honda CBX, Buick Super, Rudi Uhlenhaut, Ner-A-Car and bubble car features that sit alongside all the latest classic news and events.

Once again thanks to all the contributors, readers and advertisers that make it all happen and keep us on the straight, narrow and twisting road.

Stuart

FATHER'S DAY SUCCESS

This year's Father's Day celebration at FMM was another rip-roaring success. Thankfully, the weather stayed dry all day (it started to drizzle with just 10 minutes to go), so the day's proceedings went according to plan. For both morning and afternoon sessions the gates had to be opened 30 minutes early because of the queue, and in all 631 people attended the event, with fathers being admitted free. Cars on display in Halls B, C and D were shown with bonnets up, while outside a string of 45 cars took it in turns for five-minute demonstration runs around the quadrant in each session. This included a surprise *Back to the Future* appearance of 'Dr Emmett Brown' in a DeLorean. A handful of motorcycles also joined in the parades.

The museum's deli, together with the various food and beverage stands set up in Hall A, kept all the dads and their families suitably nourished and the wine sales table was also full of activity. Many visitors bought tickets for a ride around the L'Ormarins grounds aboard the ex-Heidelberg Commer-based Merryweather fire engine, complete with its wailing 'dee-dah' siren. Also busy all day was the slot car circuit, which proved to be a very popular distraction for youngsters. The day's action was thoroughly enjoyed by all, borne out by the many compliments received directly by FMM and comments posted on the various social network sites.

A NEW OLD ROLLS-ROYCE JOINS THE COLLECTION

FMM has just acquired a remarkable motor car, a Rolls-Royce Silver Ghost. The chassis, number 14AC, was manufactured in 1915 and immediately commissioned by the British Admiralty for war duty. The car was sold back to R-R in 1918 and refurbished by Vickers before becoming the property of famous South African military commander Sir Pierre van Ryneveld, who kept the car until his death in 1972. Johan, Koos and Koos's son Johan van der Wat collectively bought the car from the estate. The original body had been replaced but the Van der Wats had the car restored to a period London-Edinburgh Sports Tourer design. Since then the car has been regularly driven, shown and rallied by the Van der Wat family, and now it has become part of the FMM collection.

HERE'S A HUAYRA

Bit of a mouthful – the H is silent – and in early July FMM was proud to host a brief visit of Pagani's latest hypercar, the Huayra, which was on a promotional tour in the hands of Pagani's Area Manager for the Middle East and Africa, Mansour Alyasin. The car is the prototype coupé and appeared in the *Transformers 4* movie. Accompanying Mansour were Pagani South Africa's General Manager Marek Letowt and photographer John Whittle. The car was put on display and provided a thrilling surprise for the many unsuspecting visitors on the day. Heightening the occasion, later in the day the Pagani was joined by two of FMM's prized hypercars, the McLaren F1 and Ferrari Enzo, and in the afternoon the three performed demo drives around the quadrant.

Weighing just 1 280kg, the futuristic-looking Huayra is powered by a Mercedes-AMG 6-litre twin-turbo V12 pumping out 539kW and 1000Nm of torque. A single-clutch seven-speed sequential transmission is used and the car sprints from 0-100km/h in 2.8 seconds and has a top speed of 383km/h. The car has been fitted with the track-oriented Tempesta upgrade that includes a revised front air dam, special alloy wheels, stiffer suspension incorporating custom Ohlins dampers, a freer-flowing titanium exhaust and a different rear diffuser.

The Huayra kept everyone enthralled throughout the day – transforming a visit into a unique event.

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) please submit details along with an image or two to stuart@classiccarafrica.com.

AUGUST

5	POMC Cars in the Park	Zwartkops Raceway
8-12	Magnum Rally	Hazyview
9	Bloemfontein Cars in the Park	Bloemfontein
10-12	Concours South Africa	Steyn City
11	Historic Tour Racing	Dezzi Raceway
12	Concours d'Elegance Durban	Durban Country Club
17-18	National Rally Classic Championship	Bronkhorstspruit
24-25	HAGI VCCM Conference	Sandton
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

MONTHLY MUST-DO EVENTS

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

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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

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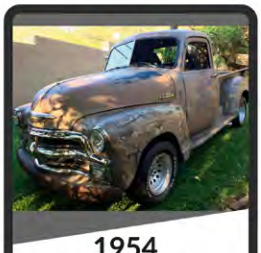

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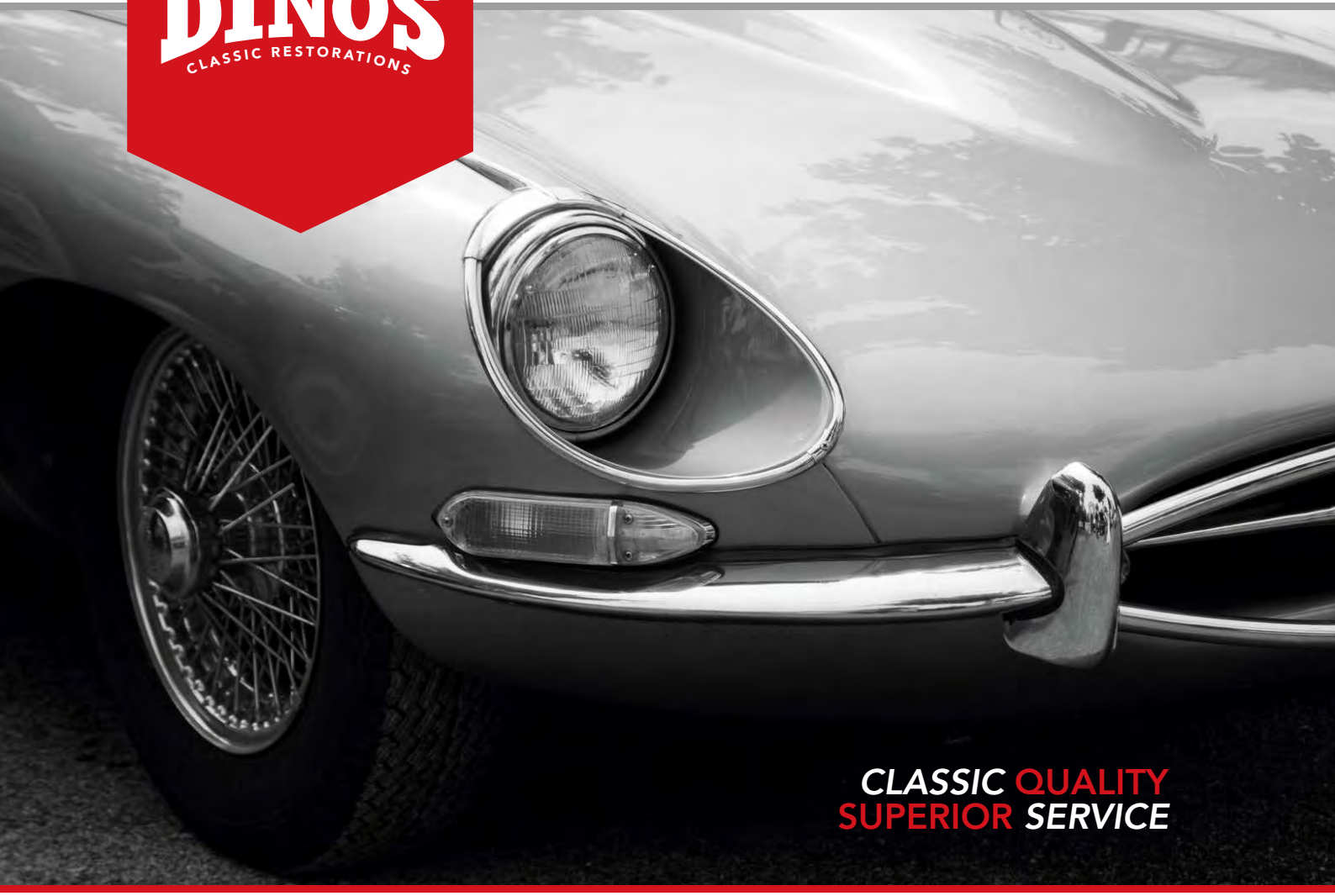

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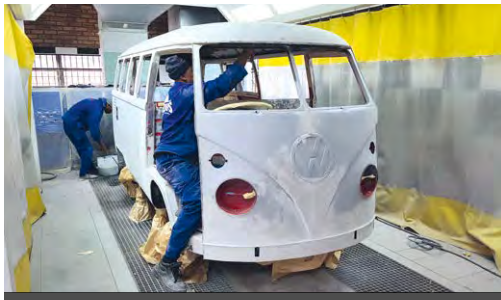
THE PLACE TO BE

The top of the hill is not the place to be on a Highveld winter morning. Temperatures plummet and ice covers the dry grass. But there is one place at Dino's where this doesn't matter, making it the spot worth fighting for during this season. That place is in the spray booth – where temperature is carefully controlled to allow for the best paint application and curing to happen. Thankfully the required temperature is a comfortable warm one and as luck would have it, we've had a number of cars ready for final coats. Some have now headed off to customers and others are waiting for the final trim bits before assembly can take place. But the cycle continues, with those that we stripped last month now undergoing metal surgery before heading to the paint prep bay, and a few new projects have rolled up to the door for assessment.

We'll keep you updated on what comes and goes and any gremlins that arise.

One of rallying's most iconic cars, this Lancia Delta Integrale has come in for some minor rust repairs, touch-ups and general TLC. We've cut out the damaged areas and replaced with new metal. The surfaces are being prepared before paint is blended in to match seamlessly.

Without doubt, this is the coolest car to have come through Dino's in recent months. The Impala low-rider is now ready for collection after a full strip, repair, paint and assembly. Besides the paint we fitted new rubbers, carpets and interior and had the chrome parts refurbished.



Good to go finally. This was the red split-window kombi that looked ok in some recent paint but was rotten to the core. No panel was left untouched as we cut out, made up new panels and replaced metal all over the show. Now primed, it is good to hit the paint booth and warm up.

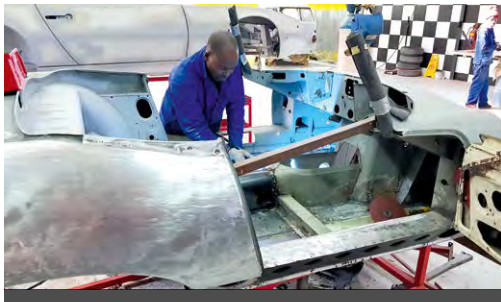
Readers will remember this Maserati Indy and might have wondered where it went. It went nowhere, but was stashed in a corner while the owner did a stocktake of what parts needed to be found. With a game plan in place, the action can begin again. We've already cut out copious amounts of rust and made up new sheetwork. It's all fitted so we will double check for more issues before priming.

Initially the job on this Camaro was to just strip and paint blue with silver stripe. But as is so often the case, once this was done the original trim items looked somewhat lacklustre. Luckily replacement parts are available so we've started fitting and finishing the car. It'll look new.

The BMW 3.0CSL has to rank up high as one of the most beautiful practical classics of all time. This one recently sold and the new owner wants it even better than it is already. We'll strip it down and redo the exterior and interior, taking care not to damage the lightweight panels.

This Dodge Polara 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. With such a vast amount of chromework to be fixed and re-plated it took a while, but is now back for final assembly. It will be a showstopper for sure.

Our very own BMW 3.0CSi is progressing reasonably well. The body was stripped, repairs carried out and a deep black colour shot. Assembly is underway and we're making strides on the interior. The seats, dash, carpet and wood veneer have all been done in SA and are exceptionally good.



This Jaguar E-Type is a big job and is taking time to get just right. The floors, sills and boot were almost non-existent, with the tin-worm having been busy. Replacement sections have been imported but even though brand new, they will never fit 100% so we need to spend hours tweaking them.

BYRNE FOR THE HALL OF FAME

South African race car designer Rory Byrne will be inducted into the South African Hall of Fame at Concours South Africa 2018.

His induction follows last year's ceremony, where Sarel van der Merwe and Ian Scheckter were added to the list. The Hall of Fame honours outstanding achievements amongst South Africans and these motorsport icons stand proudly amongst the likes of Nelson Mandela, golfer Gary Player and athlete Wayde van Niekerk.

Born in Pretoria in 1944, Rory Byrne showed early signs of brilliance when he and his brother Gavin won a world model aircraft gliding championship. He then obtained a BSc in Chemistry and Applied Mathematics at The University of the Witwatersrand and was bitten by the motor racing bug. He entered a modified Ford Anglia in the Transvaal Production Car Championship and designed Formula Fords – one of his cars was runner-up in the 1972 South African Championship.

This success motivated the move to the UK, where he graduated to chief designer at Royale. His cars won the British Formula Ford Championships in the mid-1970s. In '78 he joined Toleman Group Motorsport, where he designed European Championship-winning Formula Two cars. Toleman and Byrne entered Formula One and in 1984 came within a whisker of winning the Monaco Grand Prix with Senna at the wheel. Toleman was subsequently bought out by Italian clothing company Benetton, and in the Mexican Grand Prix of 1986 Rory achieved one of his life-long ambitions when a car of his design won in the hands of Gerhard Berger.

Byrne was at Benetton in 1992 when the team took on Michael Schumacher. By the end of 1994, Schumacher had won the World Drivers' Championship, a feat he repeated in 1995. Also in that year, Benetton added the accolade of the F1 Constructors' Championship.

When Schumacher left Benetton, Rory retired from Formula One and set up a scuba diving centre in Thailand. But as Ferrari battled for F1 pace, Byrne was enticed to Maranello to redesign the Ferrari V10 racer. This resulted in an unprecedented run of success in Formula One for cars bearing his signature as Ferrari/Schumacher won the World Formula One Championship for five straight seasons, from 2000 to 2004.

As a racing car designer, Byrne has seven Drivers' and six Constructors' Championships under his belt. Today, Rory has that 2004 championship-winning Ferrari F1 car in his home in Phuket, he's been involved with Discovery Insure in designing a 'black box' to monitor policy-holders' driving habits and was lured back to Ferrari in a part-time design consultancy role, where he was responsible for the design of the innovative carbon-fibre tub of Ferrari's ultimate road car, the legendary F150 LaFerrari of 2013.

EPIC ADVENTURE FOR 2019

While classic car values continue to support a solid investment portfolio, their biggest appeal beyond stocks and bonds is the ability to not only appreciate their fine looks, but to really use and enjoy them – an experience that virtual portfolio will just never realise.

The announcement of GT Classic for 2019 could present that incredible experience to really enjoy your classic car over some of the best race tracks and scenic roads South Africa has to offer.

Organised by UK-based Speedstream Events, next year's GT Classic comes on the heels of the South African Historic Grand Prix Festival that will host some 20 pre-war grand prix cars from around the world in the Eastern and Western Cape in November and December this year.

GT Classic will cater for road-legal sports and sports racing cars built between 1950 and 1975. Modelled on international events rising in popularity as classic car owners look for outlets to exercise their cars, the event promises to be an epic international adventure spanning nearly 3 000km of South Africa's best roads, race tracks, and scenery over eight days.

The part race, part time trial, part tour-style event will comprise two sections: one for those intent on the touring experience, the other for the more competition-minded participant wanting to exercise their classic a little harder. Limited spaces will be filled by international and local entries, promising an eclectic mix of cars from a golden era of sports and GT cars.

A vast and often untouched land, South Africa is a place full of contrast and diversity in its landscapes, people, food and culture: the idyllic setting for like-minded enthusiasts to enjoy some spirited driving and good camaraderie in some classic machinery. Underlining this adventure will be some superb hotels and magnificent food and wines – the kind of hospitality South Africa has become famous for.

Running from 1 to 9 November 2019, the event will start in Johannesburg and wind its way down to Cape Town over eight days of classic bliss.

For more information, contact the organisers on info@speedstreamgroup.com, visit www.thegtclassic.com or Facebook – GT Classic.

SAGP ALFA ROMEO **SELLS**

The 1936 South African Grand Prix – the second running of the event – drew some pretty exotic machinery to East London. Two Bugatti Type 59s, a Type 35 Bugatti that would win the race in the hands of Dr. Mario Massacurati, an Alfa Romeo 8C Monza, a Maserati 8CM, and this car: Richard Shuttleworth's Alfa Romeo P3 Tipo B Monoposto.

Bonham's recently auctioned the Shuttleworth car at the Goodwood Festival of Speed for £4 593 500 (R80 559 113), with an invitation to the new owner to return the car to South Africa in November for the South African Historic Grand Prix Festival in East London.

When the Alfa arrived in East London in 1936, it was about as exotic as they came: a straight-eight-cylinder twin-overhead cam twin-supercharged engine, split differentials at the back, and single-seat configuration. And weighing just 750kg, it was fast. The state-of-the-art car became the grand prix standard and consequently remained in huge demand by collectors and enthusiasts as a fast, reliable and imminently usable pre-war machine in the world's best historic events.

Alfa Romeo built just 12 of these fabled grand prix machines in 1934. This particular car was a thirteenth car built by Scuderia Ferrari and supplied to Richard Shuttleworth for the 1935 racing season. Most notably, Shuttleworth won the inaugural Donnington Grand Prix in a busy season of racing and hillclimbing, before heading down to South Africa.

It became a South African story far beyond motor racing. The second South African Grand Prix was run over eighteen laps on the 12-mile Prince George Circuit in East London. It wasn't to end well for Shuttleworth, however. Travelling at high speed on the coastal section, a gale-force crosswind gusting off the ocean and blasting through a gap in the flanking vegetation caused Shuttleworth to lose control of the Alfa, which dashed into the roadside scrub and somersaulted, throwing him out to sustain serious head and leg injuries.

Fellow entrants T.P. Cholmondeley-Tapper and Arthur Dobson contacted South Africa's leading head-injury specialist, 1 200km away in Johannesburg, who chartered an aircraft for himself, his assistants and equipment, and set off for East London to attend to the unconscious Shuttleworth.

The doctor eventually arrived in East London by car after his plane developed engine trouble and had to land en route. But he successful brought Shuttleworth round for the first time since his crash. Cholmondeley-Tapper later recalled that Shuttleworth told him that he vividly remembered being thrown high into the air and having a long, long way to fall before hitting the ground… Shuttleworth only returned to England four months later and would never race again.

Shuttleworth had his crash-damaged Alfa returned from South Africa to the Scuderia Ferrari workshops in Modena, Italy where he had it rebuilt during the winter of 1938-39.

When WWII erupted in 1939, Shuttleworth – also a keen aviator – joined the Royal Airforce but crashed to his death on 2 August 1940.

The South African Historic Grand Prix Festival has assembled nearly 20 pre-war cars from 25 November to 2 December, including some of the actual grand prix cars that raced in East London between 1934 and 1939. One can only hope that Shuttleworth's Alfa Romeo P3 might also return to the Indian Ocean circuit, hopefully without the drama.

Get your tickets early for this momentous event and experience some of the most valuable racing cars in the world first-hand. Tickets are available at www.sahistoricgp.com and you can follow the event on Facebook – SA Historic Grand Prix Festival.

1000 BIKE SHOW

The attraction of a varied mix of classic and modern motorcycles in a convivial atmosphere once again proved a successful recipe for the Classic Motorcycle Club's annual 1000 Bike Show.

"We were very satisfied with the good support the show received from thousands of visitors and we once again had a high standard of motorcycles on display, as well as a wide range of trade stands," commented Rusty Thorns, chairman of the Classic Motorcycle Club (CMC), which is celebrating its 50th anniversary this year.

As is usual at this show, there were a number of unusual machines on display but we managed to pick the following pair as our standouts.

First up the 1916 Autoped of Alan Heynes, which was made in New York and is claimed to be the world's first scooter, with the rider standing upright as the powered front wheel hauled this unusual two-wheeler along the road. It certainly turned heads as it was ridden up and down the display tent during demonstration rides.

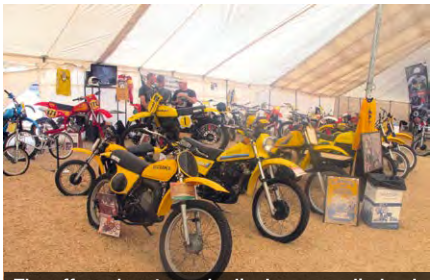
Our second choice was a bicycle powered by a 50cc Zundapp engine – an original moped dating back to 1956. The machine is owned by Maynard Marshall and requires some work to get it running.

The judges had a tough time deciding on the various category winners and runners-up as the standard of presentation and workmanship was, as usual, very high.

In the end Neville Nicolau's 1976 BMW 90S was adjudged Best Motorcycle on Show among the classics. Neville bought the motorcycle three years ago and rebuilt it completely. He also won the class for Japanese motorcycles over 250cc with his immaculate Suzuki GT750, a water-cooled three-cylinder two-stroke dating back to the 1970s. Brett Allan's Yamaha XS650 Chopper took the Best on Show honours in the Custom motorcycle category.

This was one of the original 'help my trap' mopeds, a 1956 Zundapp 50cc engine fitted to a bicycle.

This 1928 SunBurn was another of the obscure brands which continue to pop up at 1000 Bike Shows.



The off-road motorcycle display was adjudged the Best Stand at the 1000 Bike Show this year.

The finalists lined up for judging in the classics Concours d'Elegance at the 1000 Bike Show.

The 1916 Autoped is claimed to be the world's first scooter.

A wonderful display of Honda and other 50cc motorcycles which put many young South Africans on powered two-wheelers in the period from the 1960s to 1980s.

Neville Nicolau with his 1976 BMW 90S which was adjudged Best on Show among the classics.

COYS OF LONDON AUCTION FOR SA

For the first time, an international classic car auction will be held in South Africa on Saturday evening, 11 August 2018, at Steyn City, on the northwest perimeter of Sandton.

The Concours South Africa Auction, brought to you by Coys of London, will be headlined by 50 cars from The Plit Portfolio, which will go under the hammer on the Saturday evening of the three-day Concours South Africa car event. In addition to The Plit Portfolio, a number of other classics will go under the hammer.

Highlights of The Plit Portfolio that will be auctioned at Steyn City include a 1935 Fox & Nicholl Singer Le Mans 2-litre Special, an original unrestored 1968 Ford Shelby Mustang GT 500, the oldest known Jaguar XK120 in SA, a 1990 Porsche 964 RS N-GT and a trio of genuine Mini Cooper S cars. If these aren't mouth-watering enough then add a 1964 Ferrari 365GT 2+2 RHD, eight Porsches, a Maserati Zagato Spider, five Lancias, four Lotuses, a rare Renault Alpine A110 1600S, three BMW Alpina models, a trio of Fiat 500s, a 1961 Alvis TD21, a BMW Z1, a Morgan Aero 8 and many, many more.

For more information on the auction and Concours South Africa 2018, visit www.concourssouthafrica.com or contact organiser Paul Kennard on paul@concourssouthafrica.com.

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LAP OF NAMIBIA

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

MAGNUM MUST-DO

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 great accommodation, cuisine and service at good rates. Everyone on the event shares in the atmosphere of a fantastic rally – 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 and www.vintageandveteranclub.co.za.

SALOONS, BARS & BOYKIES

South African motorsport fans have a serious soft-spot for saloon car racing. No real 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.

Limited numbers of the book are available at R550 each. For more information on how to secure your copy email stuart@classiccarafrica.com.

5 AUGUST 2018

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ACTION STATIONS

It is August, which means the Festival of Motoring, presented by WesBank, is only days away now. The only national, industry-supported event is back at the Kyalami Grand Prix Circuit from 31 August to 2 September and is bigger than ever, with a plethora of interactive motoring entertainment with additional lifestyle and educational activities – all geared for a more comprehensive family motoring experience for show visitors of all ages.

With the majority of South African OEM automotive brands booked for the show, visitors can expect a high level of activity with new car launches, latest model displays, supercars on track and an engaging 4 x 4 area. With the focus on interactive experiences, self-drive activities will now be available on each of the show days at the centrally located Kyalami Handling Track. Various new models can be driven on the 1.1km test track. Some additional features to look forward to this year include double the number of OEM pit door displays, improved and varied catering areas, a wine garden, dedicated kids' area and air displays.

It's not just the new stuff though with a selection of classic and historic cars of both road and race orientation being proudly displayed. Organisers have gone all out to find unique cars with a story to tell. How about an immaculate Mercedes-Benz 300SL roadster? Or a BMW 3.0CSL decked out in the colours of the 1977 Wynn's 1000-winning car, the Knysna Hillclimb-winning Chevron B19 or a fully restored Toyota Hi-Ace?

At the other end of the timescale there'll be zones focusing on future technologies and trends in the automotive world and fifty modern road-going supercars will be seen both in a dedicated pit area and on track during the three show days. A display of iconic supercars, located on the pit building viewing deck, will celebrate the evolution of the supercar while designated retail areas will cater for after-market, conversion and other specialist industries to show their wares.

High quality and varied content, both on and off track, will entertain and excite show visitors. National championship motorsport will feature at FoM for the first time. The Sasol GTC Championship and Investchem Formula 1600 Series will race in official championship rounds. An interactive pit area, with full public access, will bring cars and drivers closer to race fans. Modern GT race cars and a selection of quality historic race cars will be located in a new pit lane behind the main pit building. Historic motorsport content will include a tribute to cars of endurance racing, all with iconic liveries. The Pablo Clark Ferrari Challenge will have a dedicated pit and provide action on track with a selection of racing Ferraris. Motorsport legends will once again be honoured at FoM and motorsport icon Sarel van der Merwe will act as the Grand Marshall of the event. "I am proud to be associated with this prestigious event held at such an iconic venue," said the multiple SA champion.

The Festival of Motoring promises to live up to its reputation as the leading interactive motoring event in the Southern Hemisphere, endorsed by NAAMSA and supported by leading OEMs to showcase the best that the South African motoring industry has to offer. This is a motoring extravaganza not to be missed.

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**.

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.

For more information, visit www.safestivalofmotoring.com.

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A GLIDING LIGHT

Last month's Porsche celebration brought back some memories from **Graeme Hurst's** formative years as a petrolhead. Memories of a warm and colourful character who made an impression on car- and aircraft-obsessed young boys such as himself. And it helped answer something that intrigued him after his first 911 experience.

Pilot fined for speeding

Helmut Richard Lasch, well-known glider pilot and father-in-law of Mr Nicholas Oppenheimer, was fined in the Randburg Magistrate's Court today on a charge of speeding.

He was fined R500 (or 100 days) for exceeding the speed limit of 100 km/h on Sunday December 13 last year on the William Nicol Highway by 57 km/h.

He pleaded guilty Three charges of reckless and negligent driving, speeding and failing to stop at a roadblock were withdrawn.

Lasch (69), address given as in Valley Road, Westcliff, had been driving for 47 years and that this was his first offence.

Clipping from *Helli Lasch: His Gliding Life and Times*

Most of us have a standout car experience from our childhood years. A blast in something special owned by a relative or family friend that thrilled enough for the memory to be etched in our cerebra. In my case, that memory involved a blue Porsche 911 and an expanse of runway at Johannesburg's old Baragwanath Airfield. More specifically the end of it as my late father Peter climbed on the brakes after a few minutes of wringing the best out of the flat-six motor. The 911 belonged to none other than the late Helli Lasch, the Porsche club founder and world-class glider pilot that John Bentley mentioned in the July issue of *CCA*. And it took place in the late '70s when I was around 8 or 9 years old, after Helli handed my dad the keys and I jumped into the passenger seat.

Even to my young mind, Helli was clearly a character. A kind man with a distinctive nose and almost aristocratic disposition, helped by his German accent. Always finely turned out (usually with a cravat), he was known for dishing out sweets which made him a huge hit with us youngsters, and we were always keen to help manoeuvre his glider. He also had a love of classical music, with a medium wave radio fitted to his aircraft so he could enjoy it while soaring in the heavens (he was known for holding down the microphone button so that all the other pilots could savour the delights of Beethoven's 5th symphony and so on).

His other love, of course, was Porsche. Ever since importing a 356 – possibly the first in the country as John observed last month – he'd been hooked on the marque, trading up to the next model (always in dark blue) whenever it came out. Which brought us to the run down the tarmac in his latest 911. I recall asking my dad if Helli had sold his old 911, to which he replied that it had been upgraded to the newest model. But I knew his previous 911 had been a chrome-grille model and this was (as I now know) a G-series car with the signature 'smile' impact bumper. And it had a much more modern dash with tartan trim upholstery. Surely this was a brand-new car? I reckoned my dad was having me on!

The 911 was a regular fixture on the airfield, usually with Helli's dog on the folded rear seats, and it would occasionally still be parked up by sunset; because he had a penchant for flying so late, he would often radio club members on the ground and ask them to turn their car headlights on so he could find his way! This I learnt just recently after the research for the Porsche feature led to the discovery of a book (*Helli Lasch: His Gliding Life and Times*) which covers his impressive aviation achievements, along with his pitfalls (he once flew so fast he pulled the wings off his glider and had to bail out!).

The book is packed with fantastic period photos, both from here and abroad where he represented our country in various World Championships – in one instance complete with a cheetah fur-lined cockpit for the glider! It also includes a few anecdotes about his Porsches, with one contributor recalling that his 356 had a large red knob on the dash – very much like the tow cable release on a glider. When asked, Helli evidently explained that the Porsche had been imported from Switzerland (where it wasn't allowed to have a hooter) and this was to operate its clapper-type bell! Another anecdote extended to the car's ability to stop on an early morning high-speed run to the airfield from his Westcliff home. Following a bend at speed, Helli and a passenger came across a Morris Minor which had stalled and evidently he battled to bring the Porsche under control, eventually coming to rest facing a sticker on the Morris rear 'screen that proclaimed: 'We trust in Jesus'. Helli's response? "And in Porsche brakes!"

> Always finely turned out (usually with a cravat), he was known for dishing out sweets which made him a huge hit with us youngsters

My own recollection of Helli's 911 is that its brakes weren't used all that much; in about 1983 the Porsche was clocked by the cops at 157km/h on William Nicol (which had a 100km/h limit). I recall him telling my dad that he 'usually' outran them but decided it was probably best to pull over this time. He was fined a whopping R500 after appearing in both the magistrate's court and *The Star* newspaper. Back then R500 was big money.

That was just a year or so before he died from natural causes at the controls of his motor glider. It was the end for a much-loved and eccentric character who made a huge mark on my automotive education: I've never forgotten that intoxicating blast in his 911. Or the intrigue about it being 'upgraded'. And then I stumbled on a comment in the book about how a friend of Helli's arranged for him to have his 911 – which had covered over 280 000km by the late 1970s – sent back to the factory to be reconditioned. Evidently there was provision within SA's punitive import legislation (which was around 150% on a new overseas-built vehicle) to allow for an existing SA-registered car to be shipped over and receive works up to the value of 18 000DM before being brought back home. And so, nearly forty years on, I realised I hadn't been hoodwinked after all…

Welcome to the **Pablo Clark Memorabilia Shop**, a dedicated area of our showroom containing authentic Ferrari memorabilia and automobilia from past era's to present day. The items available range from collectable 1:43 die cast model cars to the limited edition Amalgam 1:8 scale models, as well as motoring books, framed signed pieces by Scuderia Ferrari F1 drivers, and the official Ferrari Raupp calendars. We also have limited edition motoring posters and original Ferrari vehicle sales brochures and yearbooks. Visit us at the below address and enjoy browsing for that special item in our memorabilia inventory for the Ferrari and motoring enthusiast of all ages.

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DEFENDING THE CULT CLASSICS

By Robert Peché

"Come on old girl, don't let me down!" The plaintive cry rang out through the bush house in Marloth Park. My mother-in-law was standing next to me, so my father-in-law couldn't have been talking to her. Ah, of course. He was obviously in the garage with the Landy. A V8 grumble soon confirmed this.

My idea of enjoying a car typically involves twisties, noise, an acceptable risk of death and the smallest possible gap between my crown jewels and the tar. This is, of course, very far removed from the world of winches, manne-wat-spanners-kan-gebruik and cars with snorkels. I'm thrilled when I can successfully fit my battery to my two-stroke kart, so clearly the 4x4 world was never going to be for me.

But a recent trip to the Kruger was another good reminder of why most international tourists think that Joburg is nothing more than a convenient airport. The brave ones do Soweto (and experience something rather special in the process), but most take a sho't left straight to the Kruger and then onwards to Cape Town. Poor Umhlanga probably deserves better.

The Kruger is nothing compared to the really rugged 4x4 stuff, but it's good enough for me. South Africans love the bush, family time around the fire and a glass (or several) of Amarula. They also love Toyotas. Some, thankfully, love Land Rovers. They love them so much that they wave to each other on the road, just to check that the other guy still has oil pressure.

On that note, I recognise that I am perhaps just drawn to oil leaks like a moth to a flame, which explains how I can love an Alfa Junior and this particular beast – a Land Rover Defender 110 V8. Not equally, mind you. (I'm scared my Junior is listening.)

Everything in it is so simple. Acceleration is virtually non-existent, the turning circle is massive and the closest you get to a working aircon is a vent that whistles so loudly that even the roar of the V8 is almost drowned out. Then there's the gearbox… let's just say that if you really want to build your left tricep, a classic Defender might be for you. I love it.

Bombshell time: an Alfa Junior and a Land Rover Defender share the same heart. Let me explain.

I accept that these cars are designed for different things. My Alfa is perfect for a Sunday morning blast around the Cape, but I wouldn't want to stare down an elephant from that low down on the ground. Likewise, the Defender isn't going to inspire confidence through Franschhoek Pass with a blanket of fog below me, but with huge ground clearance, a bottle opener on the back, a scratch-proof body and a massive bull bar on the front, it's the perfect car for the South African bush.

Both cars are cult favourites. They have a loyal following of enthusiasts that span several generations. The Defender itself only recently went out of production, long after Alfa forgot how to make affordable rear-wheel drive sports cars. Alfa still hasn't remembered how to do this, putting the really great Alfas way out of reach of most of us (unless you are smart enough to wait for depreciation to sort the problem out – you can currently buy a low-mileage 4C for about half the price of a new one).

> They love them so much that they wave to each other on the road, just to check that the other guy still has oil pressure

There is an 'outlaw'-style following for both brands, but predictably with very different approaches. The Alfas get bigger GTA-replica wheels, roll cages, curved trumpets on 45 DCOE carbs and suspension upgrades imported from the UK. Where the Alfa modifications have speed and handling as the ultimate goal, the Defender approach is to turn them into uber-cool urban warriors. A matt grey paint job with black bonnet, black wheels and redesigned interior takes your 90 or 110 from bushwhacker to Sandton pavement icon.

Either car is an exceptional base for an outlaw, which is critical in keeping these cars desirable for younger generations. There will always be a place for concours cars, but getting a 21-year-old to turn his attention from a new GTI to a classic car requires more than a perfectly original number plate light.

There are clearly more sensible ways to go fast or to go places, but sensible is boring. Being sensible on a holiday is especially overrated. The best game drives start with a V8 burble and a collective sigh of relief that the Landy is still working. Family memories mean more when centred around a motoring icon. Long live the Defender. C

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 two-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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SNOWED ON NOT UNDER

Dear Stuart,

I thoroughly enjoy your monthly magazine. Jake Venter's fictitious interview with André René Lefèbvre was particularly fascinating for any Citroën fanatic, and prompted me to send in a story I penned in August 2007 for the 2CV Great Britain Club magazine, which featured my 2CV Charleston.

The Deux Chevaux enthusiasts, under the leadership of our chief raider Neil Eberhardt, ventured 350km northeast of Cape Town to the little village called Sutherland – most probably the place with the lowest average temperature in SA – to visit the internationally renowned SA Astronomical Observatory at the end of July 2006, our winter time.

We left Cape Town in four 2CVs via Matjiesfontein for tea at the Lord Milner Hotel, where we were joined by another from George (Southern Cape). From there we proceeded to Sutherland where we stayed in the only guesthouse that could accommodate fourteen – on a farm 26km outside the village on a dirt road!

We were booked for a guided tour and enjoyed the lectures at the observatory but could see clouds and this heavy cold front moving in from the south and were told that the clouds would prohibit any star-watching that evening. What a disappointment, but fortunately the owner of the guesthouse, Nichol van der Merwe, had entertained us the previous night with his own star-watching equipment. Needless to say, we returned for a braai and the normal informal Deux Chevaux social activity.

Well – this is where the fun began!

It started snowing that evening and the next morning everything was covered in a layer of snow. Only the headlamps of our precious little cars could be seen. Plans for the next leg of our journey to view the veld flowers, so beautiful this time of the year, had been abandoned – though my wife Annatjie and I were due to return to Cape Town for our daughter Sandre to catch her plane back to England. What now?

Our host warned us that any attempt to take on the road could mean that we get stuck in the muddy dirt road – especially up the last steep hill. Well… we had to get back to Cape Town.

At about lunch time our little 'Ugly Duckling' took on the road with ease while our host, who kindly offered to follow us in his light delivery van in order to ensure that we get through safely, got stuck on the last steep hill – he said the last he saw were our rear red lights disappearing over the hill.

In the village we were told that the Verlatenkloof Pass was closed down because of rock falls and heavy snow. At least we were back on tarmac and over at another B&B in the village, ready to try our luck the next morning. And to experience more heavy snow falls that afternoon.

Next day there was the same weather warning, yet with our other friends also back on tarmac after they successfully took on the wet and muddy 26 kilometres, we took to the road on our own reconnaissance against the advice of suspicious traffic officers who sarcastically remarked, "Do you think these little things (obviously the first time they set eyes on such a tiny car) will make it?" But we successfully and safely returned to Cape Town via Matjiesfontein!

Regards,
Andre Fourie

Hi Andre, what an adventure and once again proves how good the 'people's cars' are. There's something about the functional simplicity of a 2CV, Volkswagen Beetle, Fiat 500 and Mini that make them a safe bet for adventure travel. Without a million electronic gizmos all you need is spark and petrol and you can limp one of the above home on nine out of ten occasions. If the road conditions are the problem, this quartet can often also beat the odds thanks to the diminutive size and weight – just ask the occupants to get out and push a bit. Thank you for the letter and for keeping the classics alive by using them to the fullest.
Stuart









THATCHING A PLAN

Hi Stuart,

Seeing the picture of the Court-Treatt Crossley in the July issue reminded me of a Morris Minor convertible that had received a similar treatment of a thatched roof (image attached). This used to be a regular sight in my home village (as it was then) of Kloof in KZN during the 1950s. As I recall it was a low-light model and was owned by a somewhat eccentric gentleman whose name I don't recall.

Regards,
Chris Jewitt

Brilliant Chris, thank you for trawling through your memories and old pics to find this image. One has to wonder what the reason for the thatch Morris was. Was the car a cabriolet and the soft top damaged? If it was a steel roof originally maybe something fell onto it and the only solution other than scrapping the car was to thatch it? Or maybe the owner's eccentricity meant he enjoyed the discussion that followed it wherever it went? Perhaps one of our readers knows the answer. Let's see what comes in.
Stuart

THE CAT'S OUT THE BAG

Good day Stuart,

Thank you so much for a very informative and factual article on the Puma GT. Puma GT manufactured in South Africa, according to my knowledge, is a forgotten motor icon of the 1970s/'80s. Looking at the price of Pumas in those days you can see that the vehicle was quite expensive. *CAR* magazine May 1980 recorded the Puma Coupé at R10 975 and the Convertible at R11 700. Puma started building in South Africa around 1973 but the minor changes on my 1975 model show that the firm made numerous running changes on the bodies over the years – very few people are aware of these. This shows the dynamic nature of the company. Considering that Puma was built as a racing car and only later evolved into a road-going sports car, it is amazing to see that roughly 23 000 were built worldwide. With stiff competition, Puma saw the need for more horses and even went as far as building up its own Beetle engines – known as the Pumakit. This saw a capacity of up to 2100cc fitted, the fitment of a dry-sump system and twin Solex 40 carbs. Luckily there are some of these cars in South Africa.

Another development was an eight-cylinder air-cooled motor, made by welding a pair of 1600cc VW engines together. Have a look at this on www.pumaclassic.com.br and also watch the YouTube clips of the Fusca eight-cylinder. Fittipaldi and Malzoni worked together to design this eight-pot engine which was used in a Puma and also the Fittipaldi and Jamaro Beetle.

Like Porsche, Puma built a lightweight racer known as the Spartan Puma. These were very competitive and successful and the rebuild of one can be seen on the Puma Classic site. One last (and possibly the best) Puma to mention is the GTB. Not only its stunning fibreglass body but the sound and performance from its Chevrolet straight-six was impressive.

If you require any more information about Puma, please feel free to ask.

Regards,
Pieter Du Toit

Hi Pieter, thank you for the additional information on the Puma. Despite them being reasonably popular, very little information on the South African cars and manufacturing operation seems to be available. I paged through various motoring publications from the period and was unable to find any real detail or even road tests. What is interesting is the sudden resurgence in popularity of the Puma GT on both the local and international scenes, with the air-cooled sports car now a bona fide collectable classic. Thanks for all the support.
Stuart

BACK TO THE FUTURE

Hi,

Thanks for a great magazine each month. I read Jake Venter's look at the past and wonder if he could do a similar article when looking into the future. The reason being is that I have a modest collection of wheels which includes some ox wagons, Cape carts, etc. These are now just for show as I no longer own oxen or draft horses. Does the future hold the same road for our cars, what with oil and petrol which could become scarce or laws prohibiting the use of our cars once electric cars become the norm? I know this would be speculation but I would enjoy the feedback that such an article could generate.

I hope that I can enjoy my DKW and Beetles for the next 30 years.

Yours,
Jack Collier

Hello Jack, this sounds like a good idea. I will pass on the note to Jake and see what he can come up with. With manufacturers dabbling in electric, hybrid, hydrogen, petrol and diesel, and the growth of public transport systems, it seems to me we are currently at some sort of motoring crossroads and the car as we know it could change forever. I'm sure Jake has some theories he'd like to offer. Thanks for the suggestion. And yes, I am sure you can enjoy your Deek and Beetles for the next few decades – even if our country follows some European cities in banning classics because of emissions we still have some glorious open roads to explore. All the best and here's to more classic motoring.
Stuart

A TONNE OF MEMORIES

Hi Stuart,

The May issue featuring the Ford One Tonner brought back memories of my experiences in two of these 3-litre options in my life of motoring. The first was a replacement service vehicle for my Escort rally car – the Datsun 1500 LDV was not up to towing the rally car without huffing and puffing.

The baseline model served me well, only requiring frequent alternator diode plate changes (Lucas). At close to 160 000km, I decided to go upmarket with a new 3000L model, fitted with a dealer option Borg Warner gearbox. I believed that this would make for better fuel consumption, but it made no difference except for being able to hear the radio at speeds in excess of 120km/h.

Problem number one was attributable to the non-standard clutch arrangement requiring frequent clutch overhauls at 30 000km intervals, made increasingly difficult with that self-adjusting cable setup – many curses! Going to wider-than-standard tyres made no difference to road-holding – in fact, when reverting to standard width, there was a remarkable improvement – no more flexing of the side walls!

Problem number two was identified at the just-over-120 000km clutch change. I identified that this Borg Warner box was about to self-destruct. I put everything back together as best I could and took the used car dealer's money. End of Fords in my

life, except for the rally car which was only campaigned in classic rally events.

Errol John

Hi Errol, lovely 3-litre memories, thank you. The need for clutch changes at 30 000km intervals does seem somewhat excessive and goes to show that standard is the best way – even if the modification was dealer-approved. One wonders if you'd kept the baseline model instead of upgrading to the bad apple 3000L if you'd have done many more happy miles and stayed on as a Ford bakkie loyalist. Glad to hear the blue oval remained in your heart with the Escort rally car. Maybe it's time to test the water again and take a Ford Ranger bakkie for a drive?

Stuart

131 RALLY FACTS

Hi Stuart,

It was great reading the feature on the Fiat 131 Abarth vehicles in the June issue. I was involved in building one on a Fiat 131 racing chassis way back in 1980, and then unwisely sold it in about 1986. Fortunately I located another one in about 2012, which I bought, and so I once again have one of these vehicles.

Just one minor factual correction to your article – not even Google has heard of a rally driver named Fernandez Paganini. The driver who drove it in South Africa was Alcide Paganelli, who had a long and distinguished career in the Fiat 124 Spider Abarth Rallye, before moving on to the 131. There was also another driver from Italy who competed in the car in South Africa, namely Fulvio Bacchelli, whose win in the 1977 Rally New Zealand in a 131 Abarth was his only WRC triumph.

Jan Hettema drove the car until he left to join Toyota during 1979. The car was then driven in the Fiat 2000 Rally of 1979 by the late Eddie Keizan, who is better known for his track racing exploits. His navigator was Chris Hawkins, and after a steady rally they ended 3rd overall behind two Datsuns, the first of which was crewed by rally winners Eric Sanders and Reg Ridden. Incidentally, looking at that event from 1979, it covered a total distance of 1 142.93km, of which 684.35km was comprised of special stages. Plus it started at 18h00 in Middelburg on a winter evening and ran through the night, and without a break until the end. Compare that to the current distances of national championship rallies – they would hardly cover that distance in a whole season!

Another person who drove the 131 Abarth was the late Jannie Kuun. For the Fiat 2000 Rally of 1979 he was also given a car by Fiat SA, and he managed to win three of the 16 stages. His navigator was Ben van der Westhuizen, who recalls that they became stuck after overshooting on a bridge and by the time they were pulled out by another of the production Fiat entrants, Peter Jewaskiewitz, they were time-barred.

Turning to the ex-Bob Hardy car, I navigated for Leon Bester in that car from 1993 until it met its demise, which if I remember correctly was in about 2003 or so. We were on the Polana Classic event at the time, and although the accident itself did not cause such severe damage, it was the proverbial straw that broke the camel's back. It had lived the hard life of a rally car and had a few rolls along the way for good measure. At least five years ago I was approached by someone at the Zwartkops Cars in the Park and asked if I knew the car. When I said that I did, the person told me that he had bought the car and was busy restoring it. Unfortunately I did not take his name or number, and to this day I have not seen that venerable car again. So it may still be around somewhere.

Regards,

Gary Berndt

Hi Gary, thanks for clarifying a few points and the correct driver name for the 131. I have no idea where the name Fernandez Paganini came from and as you mention, neither does Google. It is not every day you get to confuse Google so we will take that as a win. But yes, for purposes of clarity and not wanting to confuse history, the correct name was Alcide Paganelli.

With the distances and conditions you mention, it is amazing to see that some of the genuine 1970s rally cars lasted and clearly the drivers, co-drivers and teams were made equally tough – mid-winter night stages can't be the most comfortable.

Thanks for sharing and for all the support. Maybe the missing car will crop up from this note.

Stuart

ABARTHS SLOT IN

Hi there,

I thoroughly enjoyed the article on Fiat's foray into SA rallying but to the best of my memory the works car debut was on a Tour De Valvoline rally in 1977 driven by Alcide Paganelli and Reg Ridden. I do recall that it did not finish.

I am very pleased to see the interest in slot car racing at the FMM. People have no idea of the extent that slot cars can be 'set up' to enhance the performance. Is Jon Lederle the same Jon Lederle that campaigned a Mk1 Golf GTi in Natal rallies in the 1980s with Rex Boreham navigating?

Tony Ball

Spot on, Tony, as Gary Berndt also picked up I somehow muddled Alcide Paganelli with one Fernandez Paganini. How I did this I will never know. Thank you for clearing this up.

Slot car racing seems to be enjoying a rise in popularity lately, with the likes of Scalextric and Carrera keeping up with development and launching digital tracks. Without getting too technical, a digital set allows you to race multiple cars on any lane with the ability to switch lanes and overtake with the press of a button on your hand controller. So those of us who learned the setup tricks and skills on the old analogue systems need to up our game. The good news is analogue cars can be fitted with a chip to make them digital-compatible.

The Jon Lederle you ask about did indeed compete in rallies in the 1980s and is also nephew of Neville Lederle – well-known Volkswagen dealer, F1 and various single-seater race car driver.

Thanks for the info and feedback Tony, how about a story on your rally-prepared Lancia Fulvia?

Stuart

MARAUDER REGISTER

Dear Stuart,

Further to the article on the Marauder in the July issue, I'd like to bring to your attention the Marauder Register. It is our aim to keep record of all Marauders, regardless of condition, and to assist their owners in restoring this proud SA-manufactured sports car. Therefore it would be appreciated if readers could inform us if there is a Marauder in their garage or their neighbour's garage, regardless of the condition.

Please contact: Jan van der Westhuizen on 083 283 8108 or Jan.vanderWesthuizen@liquidtelecom.co.za, or Theuns Venter at 084 469 6127 or theunsv@tshwane.gov.za.

Keep up the good work at *Classic Car Africa*.

Kind regards,

Theuns Venter

Thank you, Theuns. Recording each and every aspect of our proudly South African motoring heritage is a task that needs to be done and, as it is a time-consuming affair with no financial gain, can only be done by people with real passion. So hats off to you and the other Marauder nuts who are doing this. With something like only a quarter

of the manufactured Marauders accounted for, I am sure more will come out of the woodwork. I will pass on any information I receive.
Stuart

SALOONS, BARS, BOYKIES & MARAUDERS

Good morning Stuart,
I have just read about the *Saloons, Bars & Boykies* book in the July issue of *Classic Car Africa* and would like to enquire how to obtain a copy. I am based in Cape Town. Also congratulations on the Marauder write-up. It is long overdue and the car does deserve more recognition.

I have owned one for 34 years now and still enjoy it every time I take it out. I have also had it at a number of Killarney track days, which are most enjoyable, and it still gives many more modern cars a run for their money. My brother also had one which I rebuilt for him, and this one is also still active in the club.

I understand you have bought a Marauder and will be preparing it for the track – excellent news. I am so fanatical about my car that my colleagues at work made a wooden model for me (see picture attached).

Regards,
Charles Howard

Hello Charles, I have a number of copies of ***Saloons, Bars & Boykies*** *and can send counter-to-counter via PostNet for an additional R100. The books cost R550 and can be found and purchased on www.thefloatchamber.com. It is a fantastic book and must-have for any motorsport fan.*

As for the Marauder… yes, it is true I have purchased one. It is a very complete Mk3 version powered by a BMW 2002 motor and although it runs it needs a fair amount of work to get to the level I want. The plan is to use it as a weekend road car with the odd track day and hillclimb a possibility. It should be a blast as it weighs in at around 520kg and has 100 horses or so.

The more we look at the car the more we realise just how clever the design is and wonder why the Marauder has been neglected for so long as one of the most successful South African cars. I haven't really driven the car in anger but am already bordering on fanatical. Once the car is done I might try my hand at wood whittling too.

Thank you for the support and I will be in touch when in need of Marauder help and motivation.
Stuart

JAGUAR VERSUS GORDINI

Hello Stuart,
I found the letter in your July issue from Carvel Webb, comparing the Renault Gordini and Jaguar XJ6, to be both accurate and interesting. Of the ten different marques I have raced as an amateur, those two are my favourites.

Allow me to bring my own Killarney Raceway track experience with both of these cars into the story.

Both cars were purchased as scrap and I fairly extensively modified the brakes, suspension and engines. The Gordini was run on slicks and was used in the classic car series here in Cape Town. I have to confess that the original Gordini motor was totally destroyed in its first race and was then swopped for a Renault TS16 engine. I have the utmost respect for Renault as in this combination it completed 70 racing heats without one DNF. This culminated in becoming Western Province Classic Car Champion for 2001.

The Jaguar XJ6 was a Series 1 SWB manual that came about as I was tired of the effort of trailering a race car and decided to race 'Fine Cars', where I could drive to the track. I could now run on semi-slicks and use pump fuel. In the three years the car was raced, I was always able to drive it home after the event.

The tables below, which were done under race conditions, make for an interesting comparison.

	Jaguar	Gordini
Weight	1 450kg	740kg
Engine	4200cc	1700cc
Diff	3.54:1 LSD	3.7:1 Locked
Power	186kW	110kW
Fuel consumption	48 litres/100km	21 litres/100km
Best lap time	1:34.4	1:28.5

The Gordini was exceptionally light on brakes, tyres and fuel compared to the Jag, for obvious reasons. At the end of the day, their average lap times were very close, with the Gordini happier in the bends and the Jag still accelerating at the end of the straights.

I am sure that on a track like East London the Jag would have been ahead .We did drive the Jag to Knysna twice to successfully compete in the Simola Hillclimb (58 seconds). Not too sure that I would have attempted the trip in the Gordini. Both wonderful cars but as you had alluded to, Stuart, different horses for different courses.

Best regards,
Ashley Ellis

Hi Ashley, when I read Carvel's Jaguar/Gordini comparison letter I thought it was an odd combination. Clearly not, when you look at the figures. Of course I have a bias toward the French offering so it's good to hear from someone who has owned and driven both these cool cars. Using your information above I'd opt for the Gordini as my race car as it not only delivered a faster lap time but used half the amount of fuel and at R16 per litre, I'd battle to fill the big cat. I'm sure the Jaguar would be more economical on the road though, as well as heaps more comfortable than the highly-strung locked-diff French machine, so I'd opt for that on a longer road trip. With 186kW on tap the British super saloon would make a great tow car… Maybe that's the solution – towing a Gordini to race meetings with the Jaguar. Thanks for the letter and keeping the discussion flowing.
Stuart

SUNNY SKIES, BOKKE AND CHEVROLET

As everyone knows, we Kapenaars have been enduring the worst drought in 100 years, but thankfully the typical wet Cape winter has now hit with a vengeance. And while that may mean showering over a bucket will soon be a thing of the past, it's made driving – and even working on – old cars a tad unpleasant lately. Far better to stay indoors and plan a trip or two says **Graeme Hurst**, who did just that while sipping his coffee, and ended up stumbling on some amazing period car-related images that local tour operator, Ibubesi Tours (www.ibubesitours.co.za), hunted down.

The Kruger National Park. It's a national treasure that, for most of us, featured in our childhood at some point. Possibly more than once. I've been several times as an adult and can now appreciate the effort (patience!) it takes to be rewarded with the sight of a leopard with his kill in a tree or – even rarer – a cheetah at full speed.

But as a kid, visits to the Kruger Park felt insanely boring to be honest... endless trundling around at 40km/h with nothing but impala and the odd zebra in the distant haze while we three boys gasped for air in the summer heat in the back of our family Ford Transit. And of course whined the usual "are we nearly there yet?" about the camp we'd only left two hours before.

The only entertainment was picking a fight with my two brothers over whose turn it was to sit between the front seats on 'lookout' (usually resolved by my dad swinging his arm behind him to 'klap' whoever he could). That and identifying the cars we saw: being able to yell out (and score) Ford Granada! or Opel Commodore! (double points for something obscure like a Citroën, triple for a Lancia) from the shape of the lights in the distance was way more exciting than spotting a kudu enjoying its last meal as the veld in the distance started to get trampled.

These trips certainly held their fair share of automotive treats, the memories of which were made richer after stumbling upon this treasure trove of pics that pretty much span the life of our magnificent national game reserve which was formalised in 1926. We've had a stab at identifying some of the cars but welcome reader input into those we can't name or any four-wheel related memories and photos you may have!

One for 1940s & '50s car nuts….is that front car a Dodge? We reckon the one behind could be a Hudson, while the central chrome grille ornament on the TP (Pretoria!) plated car to the left is a bit Studebaker-like but we're not entirely sure. And how about that canvas water cooler bag…remember those? Doubt it would be very effective at these sort of speeds.

Another 1940s & '50s car… want to say Cadillac but it's probably not big enough. The TAA registration was from Barberton, so not all that far, and this could even have been a day trip to the Park. That may explain the Fedora hat on the gent on the right. Oupa and Ouma in their Sunday best perhaps?

Judging by the sepia tone and that Gatsby-esque hat this was snapped in the Park's early days. Not sure on the make of car but that radiator mascot is surely a clue to 1920s/'30s vintage car enthusiasts? And how's that camera? We've come a long way with today's iPhones!

Numbi was the first gate into the Park when it opened, with just three cars recorded as going through it in the first year. Not sure what car's just gone through but from the faired-in wheel arches it looks decidedly American, don't you think?

A bit of early 1980s architecture on view in this shot of one of the gates. Don't know which but that Pretoria-registered kombi is an easy spot: a late 2000L by the look of it (with raised indicator lights) but not a deluxe, which had a foot step under the sliding door.

The gate to one of the Kruger National Park's better-known camps: its third-largest camp, situated in the middle. This Pretoria-registered 'bay window' kombi would've been a popular family car, like the Chevrolet sedan behind it. Possibly a range-topping 4100 model?

These two lionesses look exceptionally relaxed; one presumes that the cameraman used a telephoto lens! Not sure what that TJ-plated car is (similar to the one with the passenger with the Fedora hat) but the one behind is most certainly a Studebaker this time round – again with a water cooler bag draped up front.

A very 1970s-looking Total fuel station at one of the camps, presumably. The car with its bonnet up looks to be a Toyota Corona – or is it a Datsun 1200? Not sure on the station wagon to the far left. Volvo Amazon or Peugeot 403 maybe? And anyone recall when 'Barclaykaart' first hit the scene in SA?

A delightful colour image from the 1960s or early '70s judging by the cars at the rear. Is that a Valiant and maybe an Opel Rekord? The green saloon is surely a Peugeot 403, a mainstay family saloon in its native France. A bit like the Ford Cortina Mk1 to the far right was to England. And what's the beige four-door in the middle? A bit like a Renault 10 or Hillman Imp at first glance but neither seems quite right.

What must be one of the earliest car-related shots taken in the Park, presumably at a substantial sighting given the efforts the nattily attired guests have taken to view whatever it is. The little Austin Seven in the centre wouldn't have afforded much protection from anything vicious, nor would it have been the vehicle of choice for a quick getaway. No surprise to see its nearby Nelspruit registration as its performance would be a problem on a long haul.

A photo taken at Rabelais – the Park's original entrance – in 1953. Not sure about the car – possibly a flat-head V8 Ford Pilot? We are sure about the choice of breakfast cereal, though: good old Kellogg's Cornflakes.

Proof that you didn't need a big car to see the Park's best wildlife but Pretoria is still a long-haul for a VW Beetle, which was clearly loaded judging by the roof rack. Not sure what's directly behind it by there's a Tri-Chevy one car back.

Plenty of 1950s fare at this rest camp, led by a Ford Zephyr – a popular choice for those in need of straight-six grunt back then. Any takes on what's next to it with that period sun visor? Run-of-the-mill Chevy of some sort? The other two look to be a Morris Oxford and possibly an MG Y series (with its boot open).

Another well-known camp on the Park's western border with a Ford Granada Mk1 on the left. Judging by the added wing mirrors and hunched stance the big V6-powered saloon has been chosen for its towing capabilities.

And another popular South African tow car, the ubiquitous Ford Fairmont, this time at the Phalaborwa Gate. Could it be a rare GT? (Also known as the 'Big Daddy' thanks to the sub-seven second 0-100km/h ability of its 4V 351ci V8!)

KaBOOM!

KB KEEPS CLIMBING

What do former Springbok Rugby Captain John Smit, the first test tube baby, the Walkman and the movie *Grease* have in common? They were all introduced to the world in the same year that the first Isuzu bakkie went into local production in South Africa.

Generations of Isuzu bakkies spotted in Vredendal, Western Cape.

1978 was a significant year for one of the firm favourites on South African roads – whether it's hauling sheep in the Karoo or zipping between the Gauteng skyscrapers, the Isuzu bakkie has been synonymous with the South African way of life for four decades.

The first Isuzu bakkie, carrying the Isuzu badge, was built at the Kempston Road plant in Port Elizabeth 40 years ago. Today, boasting three body styles and an extensive model line-up, Isuzu bakkies continue to be leading contenders in the market place – tried, tested and living the Isuzu Motors South Africa company strapline 'With you, for the long run'.

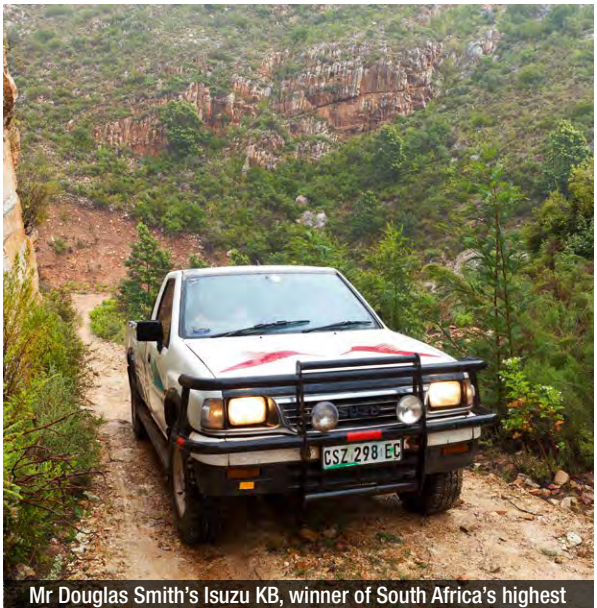
The first Isuzu bakkie, carrying the Isuzu badge, was built at the Kempston Road plant in Port Elizabeth 40 years ago

The first bakkie was launched at an original selling price of a whopping R3 485 for a 1.6-litre petrol engine bakkie and R4 295 for a 2.0-litre diesel engine bakkie. Johan Vermeulen, Isuzu Motors South Africa Executive: Manufacturing and Supply Chain, said the bakkie has evolved over the years to remain one of South Africa's firm favourites.

"Over the years Isuzu vehicle assembly experienced many changes. We started production at the Kempston Road plant where we produced five generations and moved to the more modern Struandale plant when we started to build the sixth generation."

"With the introduction of modern technology, automation and lean manufacturing processes into automotive manufacturing, we were able to continuously improve efficiencies and quality of our products. Today, six generations later, our modern manufacturing processes

Mr Singh Samsunder with his 1979 Isuzu Bakkie which won the title of oldest Isuzu in South Africa.



Mr Douglas Smith's Isuzu KB, winner of South Africa's highest Mileage Isuzu bakkie, still going strong at 1 004 000 kilometres.

Gerhard du Toit from Oudtshoorn with his 1.5 million-km Isuzu.

A first-generation Isuzu bakkie is still driving around in Vredendal.

and constant upskilling of labour, have made Isuzu bakkies one of South Africa's favourites," Vermeulen said.

A pioneer in many ways, the Isuzu bakkie was the first in South Africa to feature rack-and-pinion steering and independent front suspension. In the 1990s Isuzu was also the first to introduce double cabs into the South African market.

Other than its innovative nature, the Isuzu bakkie has many accolades in its proverbial trophy cabinet, including 15 local endurance records.

In 2010 the Isuzu bakkie set 15 overall speed and distance records over 72 hours at the Gerotek – with a KB 300 D-TEQ bakkie completing 12 243.385km at an average speed of 170.047km/h. A KB 250 D-TEQ also achieved a new class record distance of 11 495.567km.

The sixth-generation Isuzu bakkie, which was launched in 2013, is a continuation of the long Isuzu tradition of building great bakkies in South Africa, with over 600 000 Isuzu bakkies built locally to date.

Isuzu Motors South Africa is a wholly-owned subsidiary of Isuzu Motors Limited of Japan. Isuzu has had a presence in South Africa since 1964, when the first commercial vehicles entered the market, which was soon followed by the introduction of light commercial vehicles in 1972. The brand's popularity grew and resulted in local production of light commercial vehicles in 1978. Today, Isuzu remains one of South Africa's leading commercial vehicle brands and has become renowned for its durability and reliability.

Isuzu Motors South Africa is a wholly-owned subsidiary of Isuzu Motors Limited of Japan. Isuzu has had a presence in South Africa since 1964

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NEARLY A CAR

It is funny how sometimes something of interest can be overlooked. One day while wandering through the Franschhoek Motor Museum's warehouse, **Mike Monk** spotted a rather unusual looking vintage motorcycle in need of some TLC tucked away in a corner. Upon closer inspection, it turned out to be a Ner-A-Car. The name alone instantly raised curiosity levels, which promptly went through the roof when he saw its car-like perimeter frame chassis and a CVT transmission…

The Ner-A-Car was a type of feet-forward motorcycle designed by Carl Neracher in 1918, and patented the following year. It used an unusual (for a two-wheeler) pressed-steel-channel frame, much like a car chassis, and hub-centre steering, making it 'nearly a car' in design, a description from which the bike's name is derived – although it is also a play on the designer's name, so take your pick... The Ner-A-Car was the most successful hub-centre steering motorcycle ever produced. About 10 000 were manufactured in the USA by the Ner-A-Car Corporation of Syracuse, New York, while around 6 500 are believed to have been produced in England under licence by the Sheffield-Simplex company between 1921 and 1926.

Apart from the radical low-slung, long-wheelbase perimeter frame and unusual steering set-up, Neracher's design had several other distinctive features including all-enclosing bodywork, a feet-forward riding position, a cylindrical fuel tank mounted underneath the saddle, and a friction drive transmission driven by the flywheel off the engine. The bike's frame design and double-leading-arm front suspension helped create a low centre of gravity that offered exceptional stability. Initially there was no rear suspension. Tyres were 26x3-inch and braking was via drum. Dry weight was around 175 pounds (385kg).

The bike's frame design and double-leading-arm front suspension helped create a low centre of gravity that offered exceptional stability

The friction-drive transmission was similar in concept to a continuously variable transmission that can be found on a number of today's cars. The engine was turned sideways with its crankshaft oriented longitudinally. Instead of a conventional gearbox, the engine's exposed flywheel met a fabric-covered drive wheel at a 90-degree angle. The bike's shift lever had five fixed indents that corresponded to pre-set drive ratios. The

driven friction wheel was moved between the centre and outer rim of the flywheel to effect a change in ratio; nearer the centre was a 'lower' speed, farther towards the rim of the flywheel was the 'higher' speed. The design was simple and ingenious, with a feeling akin to an automatic transmission.

A group of investors, including razor magnate King C. Gillette, raised around $2 million in capital to fund the Ner-A-Car Corporation, which began production of Ner-A-Cars in October 1921 in Syracuse, New York. "I predict the Ner-A-Car will become relatively as popular as the Gillette Safety Razor," proclaimed Gillette in advertisements of the time. While this was going on, Neracher licensed his design to Sheffield-Simplex to manufacture Ner-A-Cars for the British and Commonwealth markets. The bike was marketed as a low-cost alternative to a motor car. The advertisers highlighted the Ner-A-Car's 'step-through' design and the protection it offered from road grime and engine fluids, both of which allowed riders to wear ordinary clothes, including skirts, cassocks and kilts. "Cheap to operate, convenient to use", it came with a luggage rack and its own set of tools.

The Ner-A-Car Corporation made three models: the Type A had solo seating, the original single-cylinder 221cc two-stroke 2.5hp engine, one headlight and one taillight. The Type B had a larger engine, two seats and two headlights. A commercial version, the Type CB, had a pair of headlights, a pair of drum brakes on the rear wheel and a steel utility box rated to carry 150 pounds. In the US, a 255cc model was introduced

Advertisers highlighted the Ner-A-Car's 'step-through' design and the protection it offered from road grime and engine fluids, both of which allowed riders to wear ordinary clothes, including skirts, cassocks and kilts

in 1924, and in a novel approach a Ner-A-Car was once advertised as a 'Christmas Special' for $175. The bike was claimed to have a top speed of 35mph (56km/h) and a fuel consumption of 85-100mpg (2.7-2.4 litres/100km).

So what was the groundbreaking design actually like to ride? From the beginning, the Ner-A-Car was aimed at new and female riders, and in his book *Classic Motorcycles*, Vic Willoughby recorded a mid-1920s test ride by renowned lady motorcycling pioneer Mabel Lockwood-Tatham. "Riding 'no hands' with great confidence, she was surprised to see her escort, on similar models, either standing on the engine casing with hands in pockets, or lying flat on their backs on the saddle. Such gimmicks proved the stability of the Ner-A-Car." Some 76 years later, prominent UK motorcycle journalist and author Roland Brown was able to take a ride on a restored Ner-A-Car and found it "distinctly intimidating, sitting on the long, low American-built machine's saddle with the little two-stroke engine poking up below my knees."

The front brake lever is almost conventional, except that it actually works one side of the twin-sided rear drum. The other side is operated by the rider's left boot; there's no front brake at all

However, after owner Stuart Mayhew explained the bike's controls to him, Roland appeared to gain a little confidence. "Hardly any of the controls are where years of riding bikes dictate they should be. Well, admittedly, the horn control is roughly in the familiar place on the left handlebar, but instead of a simple button, it's the squashy rubber ball that sounds a curly brass klaxon. True, the clutch is also operated by a device on the left handlebar, but instead of a lever, it's a throttle-style twist-grip. Over on the right handlebar, the throttle is worked by a small lever, which sits alongside another lever that controls the fuel mixture. The front brake lever is almost conventional, except that it actually works one side of the twin-sided rear drum. The other side is operated by the rider's left boot; there's no front brake at all.

"Confused? I certainly was, even before I reached forward with my right hand to select a gear with the long vertical lever sticking out of the engine's sheet metal cover. Then I cautiously twisted the clutch and nudged the throttle with my thumb to head out into what suddenly seemed like a very busy road. As I turned into it, I was suddenly conscious that the hub-centre-steered front wheel, hidden from my view by a huge mudguard, seemed to be turning further to the right than the




handlebars... which indeed it was, due to the bike's geared steering system. Curiouser and curiouser. For a bike that in some ways is an early ancestor of modern scooters, the Ner-A-Car is a very strange device. It's very different to any modern motorbike, and was weird by the standards of its own day, too."

Along with the original American design, British licensee Sheffield-Simplex began production of Ner-A-Cars in Kingston-upon-Thames in 1921 and the bike featured here is believed to be a 1922 model. In 1923 the engine was enlarged to 285cc. Then in 1925 the company developed a new version, called Model C, with a Blackburne four-stroke side-valve engine, displacing 348cc, driving through a three-speed Sturmey-Archer manual transmission. The earlier model continued as the Model B, and a Sports C fitted with an overhead-valve version of the Model C engine was also offered.

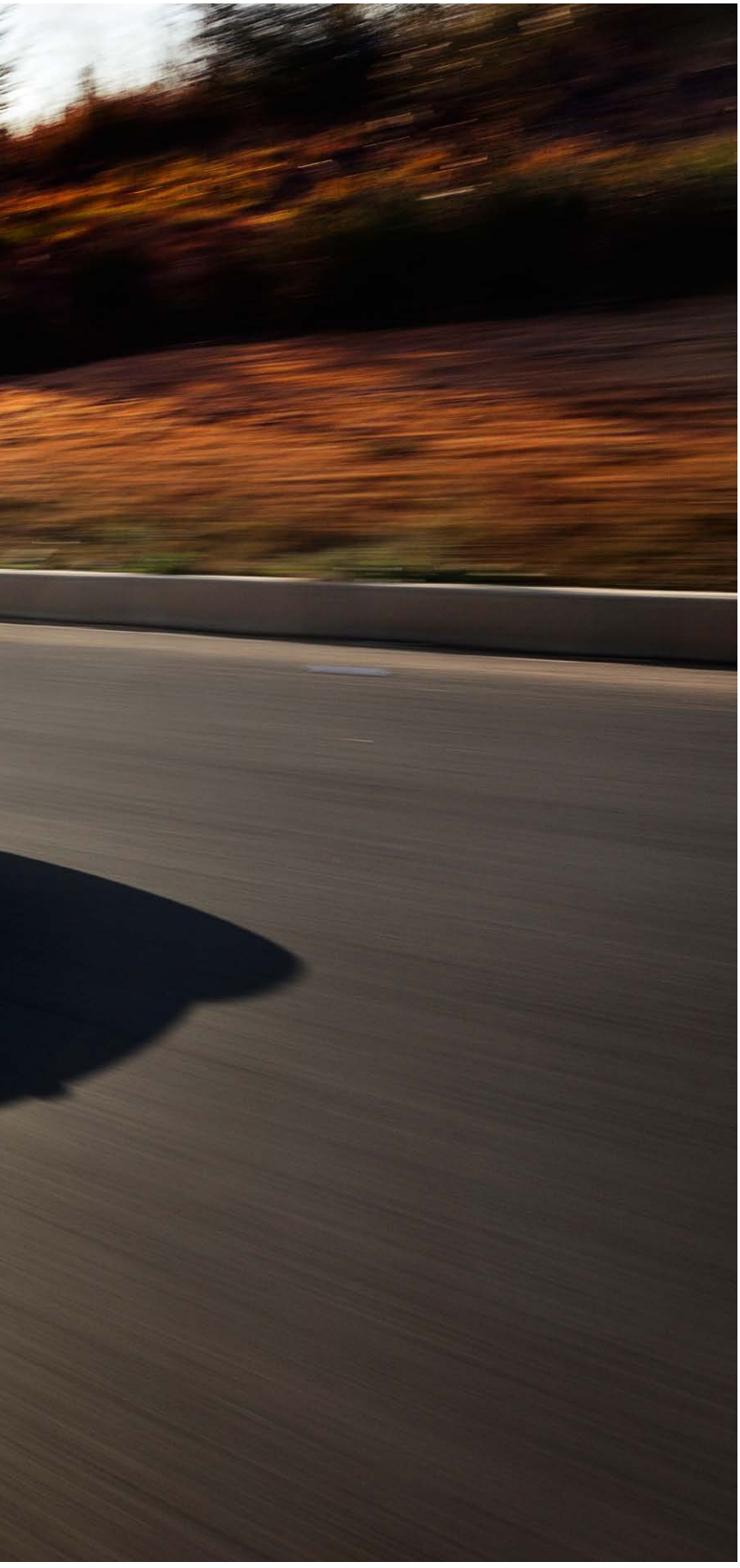
In 1926 a deluxe model was introduced with a fairing supporting an adjustable Triplex windshield, a bucket seat with air cushions and an instrument panel. More significantly, swing-arm rear suspension controlled by quarter-elliptic leaf springs was adopted, the addition of which increased the wheelbase from 59 inches (1 500mm) to 68.5 inches (1 740 mm). Production of the Ner-A-Car at Sheffield-Simplex ended in the autumn of 1926, while manufacture of the Ner-A-Car in the USA ceased in 1927.

To demonstrate the bike's reliability during its short but productive life span, Erwin G. 'Cannonball' Baker rode a Ner-A-Car from Staten Island, New York, to Los Angeles, California, in the autumn of 1922. The journey of 3 364.4 miles (5 414.5km) took 174 hours and one minute to complete, with operating costs totalling $15.70. The Ner-A-Car won several medals for reliability in long-distance road trials, including the team prize in the 1925 ACU 1000-mile Stock Machine Trial.

The Ner-A-Car is a fascinating machine that was possibly too advanced for its day. In the 1990s the hub-centre steering reappeared on the Yamaha GTS1000 and Bimota Tesi, but they were not a success. During its short life span, apart from the USA and England, the Ner-A-Car was sold in South America, Europe, Japan, China, Africa, Australia and the Caribbean. There is a Ner-A-Car Museum in Syracuse.

Having emerged from its hidey-hole, plans are afoot to try and restore FMM's Ner-A-Car to something like its former glory, adding a motoring-on-two-wheels dimension to the museum's diverse appeal. **C**

The Ner-A-Car won several medals for reliability in long-distance road trials, including the team prize in the 1925 ACU 1000-mile Stock Machine Trial



A BULLISH MOVE

An Arancio Orange 1968 Lamborghini Miura P400 powers over a viaduct and up an Italian mountain pass. The driver, cigarette in hand, sports sideburns and snazzy sunglasses; it's clear he's the king of the road. As the backing music fades away, the Miura enters a tunnel and we experience the symphony of the 12-cylinder in all its glory… but then, with a loud bang and a great ball of flames, it all comes to a shocking and abrupt end. A bulldozer pushes the now-mangled Miura off the cliff. The mafia boss, casually crushing the stylish sunglasses under his foot, proceeds to dramatically hurl a wreath over the edge into the churning water below, while his underlings look on solemnly. Any car nut worth his (or her) salt knows that this describes the opening scene of the 1969 blockbuster *The Italian Job*. Though the example in the movie met a watery end, the Lamborghini Miura has endured as an icon in the motoring world. This year marks 50 years of the P400S variant and to celebrate, **Stuart Grant** treated himself to a stint in one of only two in SA.

Photography by Mike Schmucker

Lamborghini's Miura, arguably the most beautiful car in the world, needs no real introduction but in order to reinforce just how influential it was in the development of the supercar genre, we have to take a brief look into this.

Ferruccio Lamborghini, an Italian tractor maker and manufacturing giant, founded Lamborghini in 1963 with the somewhat spiteful intent of delivering more refined gran tourers than those on offer from Ferrari. Supposedly Lamborghini had criticised a Ferrari and offered some improvement suggestions, only to be told by Enzo himself to stick to making tractors as he knew nothing about cars. True or not, Lamborghini set about building high-end touring cars, and kept to the age-old GT tradition of a front-engined 12-cylinder layout with models such as the 350GT. Three years in, this engine position thought process changed dramatically and Lambo revolutionised the game with the arrival of the first mid-engined production car. Sure, racing cars like the Matra Djet, Porsche 550 Spyder, Ford GT40 and De Tomaso Vallelunga had made use of a similar layout, but these weren't considered production items. Added to this, the new Lambo P400 ('P' for 'Posteriore' referring to the engine sitting 'post' the cockpit and '400' referring to the capacity in litres) changed it up by mounting the motor transversely rather than longitudinally.

Believing that it would detract from the firm's focus and cost too much, Mr Lamborghini was said to be against the idea of a mid-mounted car initially but his lead engineers Gian Paolo Dallara, Paolo Stanzani and Bob Wallace soldiered on in their own time. A prototype chassis with a 4-litre 12-cylinder sitting mid-ship was shown at the 1965 Turin Motor Show. Without even a hint of body styling shown and with many onlookers thinking Lamborghini was building a racer, orders for the P400 rolled in.

Against his prior concerns, Ferruccio gave the go-ahead – even if just to use the new design as a powerful marketing tool. The name Miura, borrowed from a famed Spanish fighting bull, was attached to the P400 and set a bull naming convention for the firm that continues to this day.

Bertone was brought in to clothe the beast, and with 27-year-old Marcello Gandini leading the way, created not only a functional piece of sheet metal but also an achingly beautiful bit of artwork. The body was fitted to the chassis just days before its unveiling at the 1966 Geneva Motor Show but the time constraints meant that no one had checked whether or not the engine would fit under the rear bodywork. The solution was not to mount the engine but rather to fit a few bags of ballast and lock the lid. The Miura proved the star of the show and thoughts of only making a handful were banished when a flurry of orders rolled in. Production kicked off and the first car was delivered on 29 December 1966 to Lambocar, the Milan dealership.

Power came from the Lamborghini 3.9-litre V12 engine as used in the 400GT. This was no slouch, having been spearheaded by Giotto Bizzarrini, the development engineer behind the Ferrari 250 GTO. Ferruccio had hired Bizzarrini before Lamborghini existed as a firm, with the intention of building his own V12. The lump was a winner; a high-revving masterpiece suitable for any racing application. This riled Lamborghini though,

as he wanted to build sophisticated road cars and not race winners. Bizzarrini left to build his own machines but Gian Paolo Dallara and his team worked with the V12, turning it sideways and fitting a transversely-mounted five-speed manual gearbox underneath (the engine and gearbox cast together and sharing oil like an early Mini) which allowed for a reasonably spacious cabin and low body line with short overhangs. Good for 350 horses, the P400 sprinted to 60 miles per hour in 7 seconds and on to a top speed of 171mph, making it the fastest road car of the period.

It wasn't all rosy though, with customers complaining of aerodynamic lift at speed and poor handling thanks to too much chassis flex. To combat the flex, thicker gauge steel (1.0mm instead of 0.9mm) was used to construct the chassis on the later P400 – often called the Series 2. This carried through to the new Miura P400S, launched at the Turin Motor Show in November 1968. This model also featured electric windows, chrome headlight and window trim, and an overhead inline console with fresh rocker switches. If you dropped some extra loot

SOUTH AFRICAN-ASSEMBLED LAMBORGHINIS?

With the oil/fuel crisis in full swing and the world suffering severe economic recession, the period of the mid-1970s was not the ideal time for luxury and supercar manufacture and sales. Lamborghini felt the pressure and the firm's ownership changed three times after 1973, including a bankruptcy in 1978. It was during this period that South Africa stuck its nose into the mix as a Lamborghini assembler and even made a bid to buy the Italian brand. Cape Town-based Intermotormakers (IMM), headed by architect Gerrie Steenkamp, was initially set up by the holding company Interplan Investments with the intention of moving into the world of industrial design. Research indicated a gap in the market for a locally built sports car, but instead of mucking about wasting time developing the skills needed with a costly new design, IMM purchased the rights to assemble Lamborghini and Lotus cars just outside Cape Town from 1976.

Lamborghini models that left the line included the Espada, Urraco and Countach and the SA quality of build was said to be so good in comparison with Italian offerings that international buyers started requesting South African-made cars.

This is not the most surprising angle to the South African story though. These honours go to the idea of Interplan combining with another backer to buy the floundering Lamborghini operation outright and move the entire brand to our shores. For whatever reason, the deal fell through at the last minute and IMM were dealt a further blow when the South African government pulled the concession it had granted for exemption from the Local Content Programme.

In August 1979, IMM dropped the Lambo assembly operation. Although no longer in the spotlight, Steenkamp continued with the sports car theme, designing a VW Golf GTi-based mid-engine sports car known as the Caracal.

you could even spec it with aircon. Power output was bumped up 20hp thanks to larger intake manifolds and camshaft re-profiling, which helped to drop the zero to 60 down to 5.5 seconds and pushed the top speed up to 177mph. Lamborghini 140 P400S cars were made between 1968 and '70, making them the rarest of the range.

Not that the following generation Miura, the P400SV, was made in huge numbers either, with records showing 148 built between 1971 and '73. Evolution is a good thing and the SV, or Spinto Veloce, is widely regarded as the best of the Miuras. The main visual differences included the removal of the headlight 'eyelashes', the rear wheels changed from 7- to 9-inch wide and arches widened to cover these. The taillights were revised, as well as the front bumper and indicator arrangement.

Under the skin, the rear lower suspension was changed from an inverted A-arm with a trailing link to regular A-arm, extra cooling ducts were added to the chassis and the last 96 SVs saw the engine and gearbox oil sump separated – not only meaning the correct oil could be used in each but also removing the risk of metal shavings from the gearbox ending up in the engine and blocking lubrication galleries. The three carbs were changed from Weber 40IDL3C to the 40IDL3L, which with altered cam timing upped the oomph to 385hp.

The last P400SV, and therefore Miura, was sold on 15 January to the son of Ferdinando Innocenti (another car builder) and the Lamborghini Countach (another Gandini/Bertone design) took over the raging bull mantle.

But back to our Miura from *The Italian Job*. Filmed in June 1968 and sporting black windscreen surrounds, it is a P400 and not a P400S. It would most likely have been a second-series version as the steering wheel is leather-clad and not a woodrim. Two were used in the making of the film – one a brand-new one delivered by Lamborghini to the film location. The second, also supplied by Lambo, was in fact a genuine Miura and not a dummy. But rest a little easier knowing that it was already accident-damaged before being tossed down the cliff and into the river.

The whereabouts of the crashed car are not known. It disappeared from the set without a trace; when the production team went to salvage the remains the day after shooting it was nowhere to be found and the theory is that a local saw the action and removed or stole the debris. The intact car, or what is believed to be the intact car, surfaced in 2015 following decades of hiding, initially identified by the white interior – only one Arancio with white upholstery was ordered in 1968. It turns out that the filmmakers, Paramount, hired the car from Lamborghini and following filming it was sold to a dealer, who then sold it on to an unidentified buyer. It changed hands a few times until, in 2005, luxury yacht maker Norberto Ferretti purchased it.

By coincidence, Ferretti was the son of the dealer who is said to have originally bought it from Lamborghini after filming. In December 2014, lifelong Miura fan and classic car dealer Iain Tyrrell received a tip-off at Christmas that the ultimate Miura had resurfaced. Initially sceptical, Tyrrell pursued the lead and had a meeting in a Paris basement with just three hours to verify the car was the actual thing. Focusing on certain quirks within the interior of the car, such as the trim and the stitching that can't be replaced, Tyrrell was convinced of its authenticity and did the deal. With experts having now scrutinised the car and the movie stills thoroughly, it is widely regarded as being the real deal.

Our pictured Miura P400 also has a twisted tale and spent years off the radar. One of just a handful that have graced our shores, it suffered heavy damage years back when an upset wife thought the best punishment for her husband would be to harm his Lamborghini. She ordered a truck loaded with around 6 000 bricks to reverse

She ordered a truck loaded with around 6 000 bricks to reverse up to the supercar icon and dump its load

up to the supercar icon and dump its load. The story goes that the truck driver felt some sort of pain and at the last minute pulled the truck forward. Not far enough, as the full load landed on the nose of the car.

The car was partially dismantled and ended up at a Randburg dealership from where current owner Peter Bailey purchased it in 2003. A rebuild that was supposed to take a few months turned into a 17-year ordeal of patience and ingenuity. Although just 37 000km showed on the clock, the engine needed a full rebuild and numerous irreplaceable parts were missing. It ended up with the right man though as Bailey not only owns another complete and original Miura P400S to use as a reference but also designs and builds bespoke racing cars and restores classics for a living. This means that when he needed the Lambo's 'eyelashes', his engineer son Greg could measure up the original car's items, draw them in a CAD programme and have them cut.

It wasn't always plain sailing as the handmade nature of the Miura meant that a new factory bonnet didn't have the exact same aperture profile around the lights, so once lashes were made, that had to be fine-tuned to fit just right. The list of local content replacement parts is impressive. Try a full engine rebuild including making up new cylinder sleeves, not to mention the gearbox internals, gear-linkage cables and pop-up light mechanisms, and finding a solution to the missing clutch – the guys at Norbrake identified a Ford Granada unit as the closest thing and made it work. Oh yes, someone with magnesium-working skills had to be found to repair the beautiful Campagnolo wheels. Bottom line is that restoring a Miura is not like doing something on a Porsche 911. Parts are not readily available and shared across makes or models (perhaps the only shared item being the Fiat 850 Sport doorknobs).

Bailey first painted it red but then in a wise move went back to the orange that the car left the factory with in 1970. Now shining with confidence and fully operational, it is a testament to local skills and allows us to enjoy the shape that set the supercar trend that continues today.

SHADY DEALINGS

In the opening scene of the 1969 movie *The Italian Job*, the character of Roger Beckermann, played by Italian actor Rossano Brazzi, is seen wearing a pair of sunglasses which are later destroyed by the mafia after killing him.

Interestingly, the sunglasses were classic Ford Mustang Renauld Spectaculars which were brought out specifically as road car sunglasses to be worn when driving. The sunglasses had curved sides to stop wind coming in, which implies that they were meant to be paired with a sporty or 'racey' car. These sunglasses are now extremely rare and hard to find, although a slightly more modern version of them appeared in the 2011 film *The Rum Diary*, worn by Johnny Depp.

The Italian Job became known not only for its opening scene with the Miura but also for another, possibly even more famous, car scene – that of the Mini chase through Turin, which was re-enacted with modern Minis in the 2003 remake, starring our own Charlize Theron. The original film, starring the legendary Michael Caine, became extremely popular and a symbol of British culture. Michael Caine's famous line "You were only supposed to blow the bloody doors off!" was voted as one of the best-ever movie one-liners.

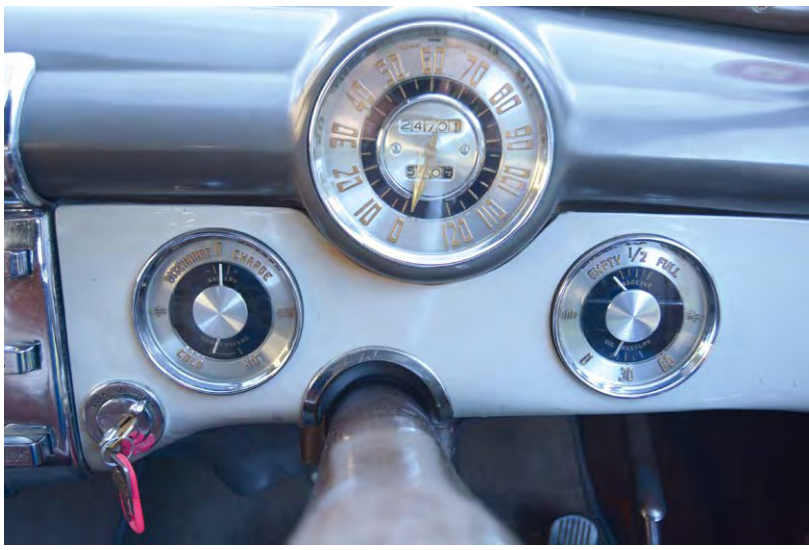
SAFE MAY MATE!

As **Mike Monk** points out, by offering a combination of space and economy, Buick's post-war mid-range model was an instant success.

Images by Mike & Wendy Monk

The post-war Buick line-up appeared in 1946 and was effectively a resumption of the pre-war models that were introduced in 1942. This was the second generation, the first having been launched just two years earlier. The 1946 range started with the Series 40 Special two-door Sedanette – what could be described as a fastback coupé – and four-door sedan, both capable of carrying six people. It was powered by a 4064cc (248ci) straight-eight engine mated with a column-shift three-speed manual gearbox. Top of the range was the bigger-all-round Series 70 Roadmaster with an engine enlarged to 5247cc (320.2ci) and available as a Sedanette, Sedan and Convertible Coupé.

In between the Series 40 and 70 was the Series 50 Super, available as a Sedanette, Sedan and Convertible Coupé, with bodies built by Fisher. There was also a Station Wagon for which a rolling chassis was sent to the Hercules Body Company of Evansville, Indiana where the body was shaped, treated and assembled from raw wood from Canada. Completed vehicles were then



shipped back to Buick for finishing.

The Super combined the Series 70 bodywork with the more economical Series 40 running gear. Mild changes were made to all three series over for the next two years, leading up to the last of the generation's life span appearing in 1948. For the new model year there was a new body emblem, 'Super' script was added to the front fenders, and the name also appeared in a badge on a crossbar between the bumper over-riders, both front and rear. A stainless-steel strip ran from the front wheel arch along the bodyside and onto the fully enclosed rear wheel arch. Chrome hubcaps and trim rings adorned smaller, 7.60x15 wheels and tyres, which reduced the car's height to 1 694mm. The car was 5 398mm long, 1 996mm wide and had a kerb weight of 1 800kg.

Inside, a new, black Tenite steering wheel with the word 'Super' in the centre was fitted, while the dashboard was restyled in two-tone grey with silver-tone instruments and bright switchgear. A custom Buick push-button radio was one of the numerous optional comfort and convenience items offered. The fully carpeted floor included a rubber insert in the driver's footwell.

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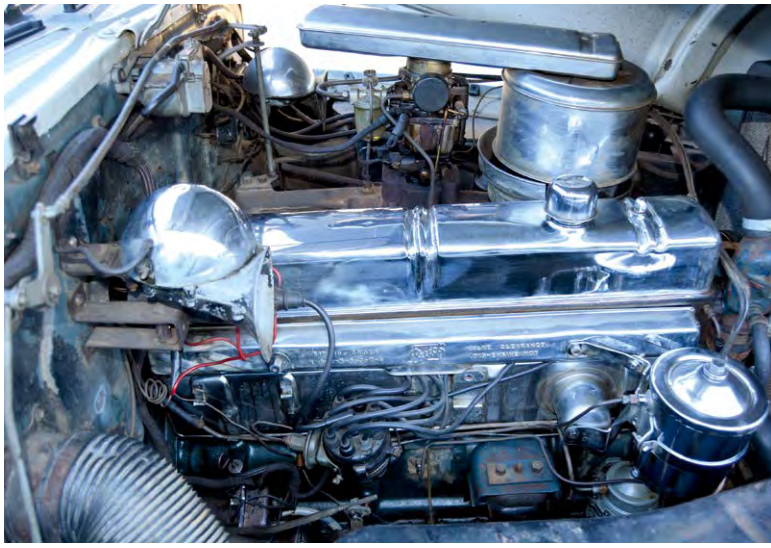
Incidentally, there was a Series 50 built from 1930 to 1935 as part of the company's offerings but it did not have the 'Super' moniker and as a result is not generally regarded as a direct predecessor to the Series 50 Super introduced in 1940.

Under the heavy, centre-hinged bonnet, which is released by depressing and pulling on an ornate lever on either side, lies a five-main-bearing Fireball straight-eight engine, which has cast-iron pistons and mechanical valve lifters. Running on a slightly higher compression ratio – 6.6:1 vs. 6.3:1 – than the Series 40, maximum power was 86kW at 3600rpm, an increase of 3.5kW, and peak torque was 287Nm at 2000. Power was transferred to the rear axle via a torque tube – Buick did not adopt driveshafts until 1961. Semi-floating axles and a single universal joint, automatically lubricated from the transmission, completed the drivetrain layout. With a final drive ratio of 4.45:1, the theoretical top speed was 123km/h (76mph) and the 0-100km/h acceleration time was 19.6 seconds.

All Buicks featured coil-spring independent front suspension courtesy of



lower control arms connected to double-acting shock absorbers via the spindle uprights and a king pin system. At the rear, double-acting shock absorbers and coil springs provided the damping. Hydraulic 12-inch cast-iron drum brakes were fitted at both ends.

Approaching the Franschhoek Motor Museum's '48 Super 8, its size makes an immediate impression. In actual measurements, Type 50 was classified as 'full-sized' by American standards of the day but even allowing for its Series 70 origins, the slightly bulbous lines accentuated by the enclosed rear wheel arches help make it look even larger than it is. Imposing sums it up, but not in an obese way – it perhaps typified America's post-war 'larger-than-life' image.

Open the door and slide onto the full-width bench seat and the spirit of excess continues with a dashboard layout bling-full of bright controls and instruments, typified by the radio's five push buttons, each carrying a letter to spell out the name BUICK. The aerial is pivoted immediately above the centre divide of the split front windscreen and can be either folded down and clipped to the divide or raised vertically for optimum reception. But there are more practical features too, such as automatic courtesy lights at the base corners of the seat, illuminating the footwells.

Insert the key, turn the switch, depress the accelerator and the motor spins into life with that effortlessness so typical of big-capacity American engines of the time. Engage first on the conventional 'three-on-the-tree' gearshift and pull away; no fuss, no bother. There is a sight emblem at the pointed end of the bonnet and once up into top gear, the engine's healthy torque output makes for an easy cruising gait. The straight-eight's Fireball moniker is a bit misleading, though.

The ride is supple; there is relatively little mechanical noise. Steering effort proves not to be excessive and directional stability is excellent. The brakes are well up to their task, too. Not surprisingly a bit cumbersome in traffic and close confines, once on the open road the Super 8 really comes into its own as a super cruiser. It generates a feeling of robustness and reliability, its comfortable interior a traveller's haven.

The Super 8 was built in five plants across America – South Gate, California; Atlanta Georgia; Kansas City, Kansas; Flint, Michigan; and Linden, New Jersey – and in 1948 the total sales were 108 521. The family lineage passed through five generations in all before falling away in 1958, by which time the Super, once the most popular derivative, was only a bit-part player. One can only wonder why – most likely a victim of corporate model rationalisation – because in its heyday the Super 8 was a star performer, representing style, space and luxury with a never-let-you-down persona. Buick continues today as an entry-level luxury brand within the GM empire, surely the perfect playground for a Super 8 revival?

NOT FOR

LIGHTWEIGHTS

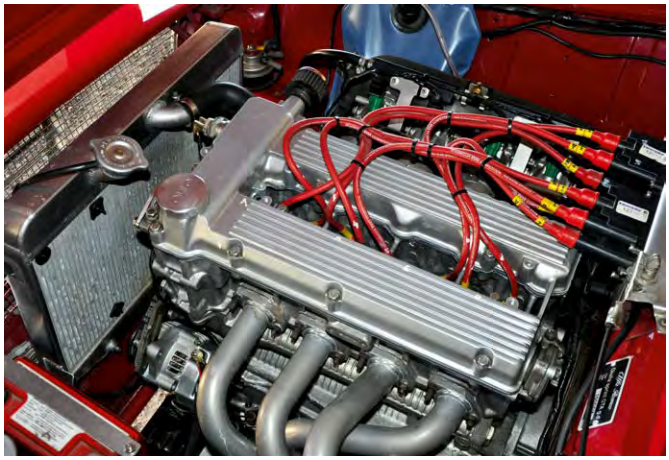
Alfa fans are known for being a hugely passionate lot and while many have more than one, arguably few have painstakingly recreated one of the marque's most desirable variants. **Graeme Hurst** met an Alfisti who put ten years of blood, sweat and tears into a project. A project that involved a R10 000 parking-centred premium and was also nearly the end of him. Literally.

Ask your average classic car owner to quote numbers and they'll probably quote horsepower or mph. Or possibly value. Ask one who's restored a few and he'll probably have some costings to hand. But when that restorer is a first-time classic owner – particularly a first-time Alfa Romeo owner – they're likely to come up with rather different numbers. Especially when it's one who has transformed an auction basket case into a replica of one of the most desirable classic Alfa variants of all time, as Cape Town resident Martin (who prefers not to be named in full) can well attest.

"At last count, I had received 41 air freight shipments over the 10 years it took to restore the car. And I think it's been on about a dozen different car trailers and used at least three different credit card numbers," muses Martin about his epic restoration exercise that followed a dare over coffee with his car-mad pals. "It took so long that the UK specialist supplying the parts had to ring me several times over the years to tell me that my credit card had expired. That's how I knew that I had to ask the bank for a replacement!"

The project kicked off when a mate turned up one weekend with news of an upcoming auction. "It all started with two old school friends of mine. We used to have coffee every Saturday morning when I lived in Johannesburg. All three of us are car nuts and that day my one mate arrived with a Sotheby's catalogue," explains Martin. "It had a 1964 Alfa Giulia Sprint GT listed in it and he said: 'Let's all build Alfas!' So I said, 'Great, I'll buy this one.' I think we had this romantic idea of Sunday morning breakfast runs with our kids and so on."

The trio headed off for the auction where the project's first calamity took place: they arrived after the car had gone under the hammer! "We couldn't find parking and so arrived late only to discover that the car had just sold as it was the third lot!" Undeterred, Martin tracked down the lucky bidder at the sale. "I explained how I was late and wanted to buy the car. He laughed and said it was a childhood dream of his to buy an Alfa like this



and so he wasn't interested. I said, 'That's very nice but here's my card anyway. I'm happy to pay you a premium.' Next morning the phone rings and it's this guy. 'I thought about your offer and how much exactly is that premium?' I knew that it sold for R40k and so I said: 'I'll pay you R10k more,' and he agreed and so I went to collect the car."

That was the first taste of classic owner Alfa ownership: "It was overheating as a radiator hose had come off." The first buyer had only had the car a day and already there was drama, but Martin wasn't fussed as he wanted to restore the little Bertone-designed coupé anyway. "It was running but it didn't drive well and the brakes were terrible. The idea was to strip the car down and restore it but then my buddy, who'd had a few Alfas, said: 'There's this crowd in the UK called Alfaholics, you must check them out.' After spending time looking at the website I came across their GTA. So I rang them up and asked how I could make mine look like theirs. 'Well you could send the car over to us.' I thought that was a bit extreme for a first-timer and told them I was sure I could find the right specialists this side that could help me to turn mine into a GTA if they supplied the parts."

If you've not heard of a GTA then it's worth a quick history lesson. Those three letters stand for Gran Turismo Alleggerita, a lightweight and highly tuned version of Alfa Romeo's pretty 105-series Giulia coupé. It was developed in 1963 to comply with the homologation rules that governed the European Touring Car Championship back in the '60s. The rules varied according to which group the car maker competed in but, in the case of the Giulia GT, Group 2 required Alfa Romeo to build and sell a minimum of 1 000 examples for road-going use in order for the GTA to qualify as a production car. The minimum build requirement was often a headache for automotive manufacturers but over the years it has inspired more than a few to deliver some fabulous road cars: just think of the 911 2.7 RS and BMW 3.0 CSL. Or, closer to home, the mighty BMW 745i and Alfa GTV6 3.0. All homologation-driven, competition-based production cars capable of serious thrills on the road.

After spending time looking at the website I came across their GTA. So I rang them up and asked how I could make mine look like theirs

In the case of the GTA, the homologation rules transplanted some fantastic race-derived goodies into the pretty Bertone-styled Giulia shell, starting with the twin-plug engine which was so configured to allow Autodelta – Alfa Romeo's competition arm which developed the car – to run larger valves and, in turn, 45DCOE Weber carburettors. Much of the drivetrain, including the bellhousing, was made from magnesium alloy to save weight while the body panels were in alloy. Along with Perspex side and rear windows – not to mention lightweight bucket seats and door handles – it helped the GTA tip the scales at around 750kg.

That translated into a serious boost in performance for both the 1300cc and 1600cc versions (the difference in capacity

being for class eligibility). They were both hugely successful, beating the likes of Colin Chapman's Lotus Cortina and the Mini Cooper S on the track in the hands of 'hot shoes' such as Jochen Rindt and Andrea de Adamich, as well as other famous names.

In Italian parlance, the race-spec versions were known as Corse cars and the homologated road-going version, Stradale cars. It was the latter that appealed to Martin as a visual replication project after seeing examples of both on the Alfaholics website. "It's much prettier looking and more usable with the bumpers on."

With a visual goal in mind, Martin started making inroads into the local Alfa fraternity for assistance and was put in touch with race specialist Dawie de Villiers, who was happy to supply a suitable twin-spark engine from an Alfa 155. While that was on order, Martin dispatched the body off to a panel beater who had been recommended by a mate. "They stripped it down and had the shell sandblasted. The footwells turned out to be almost rusted through but they offered to make up new ones."

Around nine months later, the body (with a colour change from blue to red) was all done and the car looked like it does now, only that wasn't the case once he got a closer look underneath. "I'd sent the car to an old Italian guy in Joburg for all the wiring work to be done and one day he calls me: 'Martino, you'd better come to the shop now to look at your car… underneath it's no good.'" He'd put the car on a lift to sort out the wiring and found all sorts of short cuts in the repairs. "I wasn't qualified to assess the work but when he took me through it all I could see the problems," recalls Martin, who then elected to find another panel shop to start the bodywork all over again.

Another two years (and serious credit card damage) and this first-time Alfa owner finally had a body that looked as good underneath as it did on top. By now Martin had quite a pile of GTA parts from Alfaholics stacked up and was itching to see them bolted on. "The panel beater said we can't fit them and I was like, 'What do you mean you can't fit them?'" It was another part of Martin's learning curve that he's quite philosophical about. "When you're new to the game you don't know what happens in the game."

The panel shop did however suggest a young Portuguese mechanic in Turffontein. "They said we know this great guy called Fernando and he operates from a workshop just behind the race course and fixes everything. Everything from mini bus taxis to classic cars," quips Martin. "So Fernando agreed to spend a couple of hours a week on the car between other jobs. But it soon became a once-a-month job and in the end it was once every few months if I was lucky."

With the timeline on restoration so extended, Martin's costs started to spiral as more parts became available. "All the while the guys at Alfaholics were improving parts and also expanding their range so I ended up replacing parts I'd bought but not even fitted because better parts had come along!" The windows were a case in point: "They supplied lightweight Lexan side windows like the original GTA had but these were known for getting scratched as you wound them up and down. When I rang them about that they told me that they had developed special lightweight glass items."

Costly upgrades aside, Martin is full of

praise for the UK specialist which made for drama-free parts sourcing, unlike locally acquired bits. "During the switch between panel shops a lot of the stainless-steel trim had gone missing." It's a frustrating but predictable outcome of changing restoration shops but one that the Alfa Club was able to rectify. "I was told to get in touch with a committee member who had a huge stash of Alfa parts. When I rock up at his house he takes me into the garage and it looks like an Alfa parts shop; there's stuff everywhere. He points into the rafters where the trim was stored and tells me I need to get the bits down myself."

Minutes later Martin's metres up on a ladder trying to do just that when the ladder gives way and he crashes down, slicing his chin open on an Alfa engine block lying on the floor. "The cylinder head studs were a few inches from my face and there's blood everywhere!" Five stitches later Martin was fixed up and home with his trim, where the little Alfa was an increasing source of consternation. "It was taking so long that my second son, who was born after I bought the car and so had never seen it, started asking: 'Dad, where's this third child in the family? And when is it coming home?'"

With little progress on the assembly front at the Turffontein-based specialist, Martin elected to find someone else to help him do just that. This time he went with first-hand experience of Evolution 2 Motorsport after being impressed with their efforts at maintaining an E46 CSL that Martin had owned. "I went to them and said: 'Listen, I've got this old this old Alfa – can you guys finish it off for me as I literally can't get across the finishing line.'" Boss Alec Ceprnich agreed as long as Martin was prepared to be patient, which he was, and although the waiting game continued, it ultimately paid off. "They put the motor in and got it running. Initially, though, we had it on Weber carburettors but they suggested a switch to throttle bodies, which we had set up by Dave Ingle at DICE in Cape Town."

> I was told to get in touch with a committee member who had a huge stash of Alfa parts. When I rock up at his house he takes me into the garage and it looks like an Alfa parts shop

Cape Town was where the car would end up after Martin and family moved from Johannesburg around three years ago. By then Martin's GTA recreation was looking the business after fitting period-style bucket seats and the addition of a set of Alfaholics 7×15" GTA Veloce wheels, along with the other unique-to-GTA bits like the petit door handles and mesh grille. More recently, the car has been on a rolling road to fine-tune the motor for use at the coast while Martin has engaged Crossley & Webb to assist in optimising the driving position with a customised steering boss and a change in seat angle. Those have been the finishing touches to a car that Martin is now looking forward to enjoying.

And he's so confident in the result that he's cleared his garage to focus on enjoying the Alfa. "I had a Porsche 997 GTS until three months ago. Loved the car but there was no magic in driving it," he remarks. "I couldn't fault it but there was just no sense of occasion." There's certainly been no shortage of 'occasion' with his GTA replica, a project he is to be commended for seeing through after getting the Alfa bug at that coffee shop a decade back, hanging in there when many others would've got shot of the project as is and drawn a line under the whole saga.

And to what does he attribute his tenacity? "I knew that if I wanted the car to be special it had to be done properly," explains Martin. "I simply didn't want to own something that I could not fall in love with every time I open the garage door."

Thanks to Crossley & Webb (crossley-webb.com)

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A MASTERFUL BUSINESS

Don't judge a book by its cover. Or, as **Stuart Grant** discovers, a heavily patinated 1940 Chevrolet Master 85 Business Coupé for that matter that, thanks to some mechanical modifications, is a revelation to drive. And upgrading the Chevy Masters of the 1930s and '40s is not that new a theme – hey, Chevrolet did it year-on-year in period to keep at the forefront of the car-making game.

Images by Etienne Fouche

With innovative technology, Chevrolet's Master models (supplied in various body configurations) ruled the firm's roost in the 1930s and early '40s. The firm bounced out of the recession still hanging on to the top automotive-making spot – the position it stole from Ford in 1927. Production outpaced Ford's each year between 1931 and '33, with the worst being 313 000 units in '32 before recovering to 486 000 in 1933. By 1936 this number had risen to close on a million, and although Ford had closed the gap somewhat, the focus on continual modernising saw GM still at the sharp end.

This run of success really kicked in when in 1933 two classes of car were introduced, the Master Eagle for bigger budgets and the Mercury for the tighter pockets. At the heart of the matter was Chevrolet's 'Cast-Iron Wonder' – an inline six-cylinder lump first built in 1929 but carried through in various guises and states of tune by GM until 1990. 450 000 Eagles were produced that year and chuffed customers began calling the Eagle the 'Master' – and the name stuck, with the 'Eagle' part of the name getting the chop.

In '34 Master performance was improved to deliver a top speed of 80mph with a claimed 12% improvement in the fuel-economy stakes. It got a bit larger in the wheelbase department too but most importantly one-upped what Ford was doing, with optional 'Knee-Action' independent front suspension. GM drove this home with advertising lines like "The same old roads – but a brand new ride".

Relatively unchanged (other than being slightly longer) the Standard and Master DeLuxe (a slightly more uptown version) of 1935 were targeted at upper-middle class clientele and came in several body styles, all with suicide doors: a two-occupant coupé, sport coupé with rumble seat, two-door coach and a four-door version. But without technological improvements it seems potential buyers lost some allegiance to Chevy, and for the first time in five years Ford overtook the GM giant on the sales charts.

This was remedied in '36 with the Master class getting four-wheel hydraulic brakes, front-hinged doors, a narrower grille, extra chromework and horizontally elongated headlights. Inside the cabin the Master went up a notch, with the addition of seat


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cushions made from individually wrapped coils. Chevrolet called the Master DeLuxe "The Only Complete Low-Priced Car". It was a success and moved the brand in front of Ford once again by year-end.

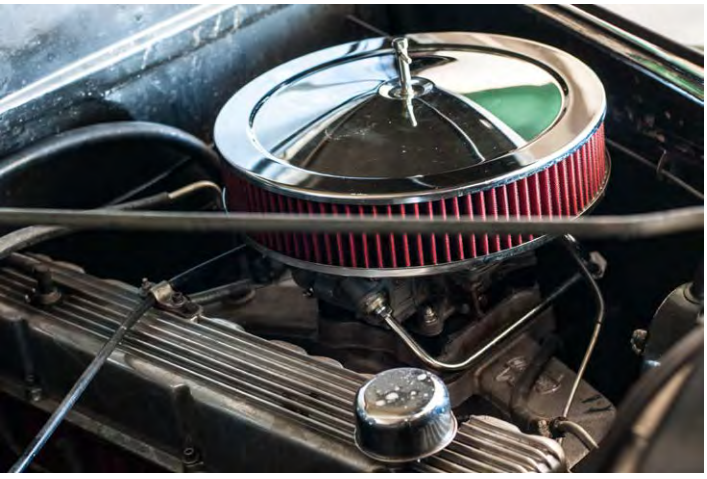
Not yet content, Chevrolet made sure that there was a brand-new Master and Master DeLuxe for consumers by 1937 – the materials and tools for production of these cost GM a whopping $26 million. Penned by Jules Agramonte, the now all-steel body and the chassis were stronger, longer and wider, but also lighter. The six-cylinder engine capacity increased and power went up to a claimed 85hp – incidentally, exactly the same as quoted for the popular Ford flathead V8. Hydraulic brakes became the norm, as did a three-speed synchromesh manual gearbox, fancier upholstery, sun visors and arm rests. The price also increased by several hundred dollars, but sales were impressive and Chevrolet again outsold Ford.

With the Depression still affecting the markets, Chevy maintained margins by cutting the operation lean but keeping the number of units produced high. To do this, some plants were shut and workers were either retrenched or their salaries reduced. Overtime became a regular occurrence but the pay for it was non-existent. This of course led to the labour force getting the grumbles.

GM thought it best to keep an eye on the situation – literally: instead of trying to resolve the issues, more cash was spent on private detectives to spy on the unions! It all came to a head when GM heavies refused to meet with the union reps. Word got out about the relocation of the dies used to shape Chevrolets and Oldsmobiles from Fisher body Plant No. 1 in Flint, Michigan as well as a plan to retrench more union members. Immediately members called a sit-down strike and a thousand workers shut down production – and managed to shut down Plant No. 2 as well. With the workers holed up in the factories, GM couldn't send in alternative labour forces to operate the plants. The strike then spread to other GM plants, where management did everything to oust the strikers – this meant trying to prevent food from going in, turning off the heating systems in freezing temperatures

CHEVROLET MASTER ASSEMBLY PLANTS

Oakland Assembly	Oakland, California, USA
North Tarrytown Assembly	Tarrytown, New York, USA
Flint Assembly	Flint, Michigan, USA
Norwood Assembly	Norwood, Ohio, USA
St. Louis Assembly	St. Louis, Missouri, USA
Oshawa Assembly	Oshawa, Ontario, Canada
Osaka Assembly	Osaka, Japan
General Motors South Africa	Port Elizabeth, South Africa
GM Argentina	Buenos Aires, Argentina
GM Belgium	Antwerp, Belgium



and calling in both the cops and the National Guard. Finally after two and a half months, with President Roosevelt and others stepping in, a solution was reached that meant increased pay, less overtime and rehiring of fired members.

Although annual production figures had been dented somewhat, the Master was still a class-leader and continued with its evolution into 1938. That said, the evolution was very minor with the most obvious being the waterfall-like die-cast grille, which now had horizontal bars. Under the hood heavier valve springs, worm-and-roller steering and 2-inch wider rear rubber was added for better performance, feel and handling. The DeLuxe model cost more than the Master but sold in double the quantity, with buyers perceiving it as being better value. A temporary reversal of the economic recovery following the Great Depression hit hard that year though, which combined with an increase in Master prices resulted in sales dropping by 40%. Ford was in the same boat though, and GM somehow remained top dog.

For 1939 the Master Series vehicle was renamed the Master 85 (in recognition of

LEARN THE BUSINESS

A coupé or as those across the pond say it, coupe, is a car with a fixed-roof and usually only two doors. The term, borrowed from the French verb *couper* and translating as 'cut', was first applied to enclosed horse-drawn carriages for two passengers. Over the years car manufacturers came up with variations of the theme and tagged them along the following lines and descriptions.

Berlinetta	Lightweight sporty two-door, typically with two seats but also including 2+2 cars.
Business coupé	Two-door with no rear seat or a removable rear seat intended for travelling salespeople carrying their wares with them.
Club coupé	Two-door with a larger rear seat passenger area compared with rear seat area in a 2+2 body.
Combi coupé	Term used by Saab for a car we call a hatchback.
Four-door coupé	Four-door car with a coupé-like roofline at the rear.
Opéra coupé	Two-door designed for going to the opera with easy access to the rear seats.
Quad coupé	Car with one or two small rear doors and no B-pillar.

the horsepower) while the Iarney version remained Master DeLuxe. The bonnet was lengthened, headlights dropped lower and stainless steel trimmings added to the running board edges and bonnet louvres. The DeLuxe received new coil spring and wishbone suspension, a clock was put into the cubbyhole and a six-button preset radio was included. Slightly reduced prices and the arrival of the first official factory-backed Chevy station wagon helped boost sales by about 30%.

Intent on driving home its top spot on the sales charts, Chevrolet launched an all-new version in 1940 that featured what is now known as 'Royal Clipper Styling'. Internal and exterior dimensions increased, the bodies appeared more streamlined and the wider grille and rear-hinged bonnet were all the rage. Three versions were offered: the Master 85, Master DeLuxe, and a new Special DeLuxe that came with even more specification. GM marketed the new sealed-beam headlights calling them the "newest, safest, and most scientific lighting system ever designed". Occupants scored with a smoother ride, and superior body rust protection was a strong selling point. The mini recession seems to have moved on quickly as the Special DeLuxe with ashtray, sun visors, illuminated electric clock and cubbyhole light was the best-selling of the three come end of year.

Psyched up by the high-spec models' sales records, Chevrolet ramped up the 'luxury' improvements on the Master DeLuxe and Special DeLuxe in 1941 but dropped the Master 85 from the menu. Other than a shortened grille and reshaped front fenders, the basic look hadn't changed and the advertising gurus tagged them "The Finest Chevrolet of All Time". It all looked peachy for the Chevy range, but then on 7 December 1941 Pearl Harbor was bombed. This led to the likes of rubber, plastics, and metals usually set aside for car manufacture heading for military use as of 1 January 1942. A month on, the federal government ordered that all civilian car production be halted.

But back to our pictured car. The widened grille, crocodile-like rear-hinged bonnet and badging on the flanks indicate that it is a 1940 Master 85. Clearly the rust protection improvement worked as this one, despite looking a bit patchy, is extremely solid. The odd patches on the surface are likely from sun damage and over-polishing more than anything else. While some (not me) might detest the patina look that is so prolific right now, if natural and not engineered it does have its benefits for purists looking for a rebuild project – you can see the flaws and won't have any rot hidden by bad bodywork, filler and layers of paint. Of course we want to limit further rot a bit so it's best to do as the builders of this Chevy, Old Mill Rod & Custom in Cape Town, did by throwing a clear coat over it.

Open the hood and there in all its longitudinal glory is Chevrolet's famed six-pot. Not the original 1940s lump, but almost the same coming from a 1970s Chevrolet 4100

A secondary benefit of what some might call a 'rat-rod' is that it is by nature not a show pony scared of getting the odd bump or bruise. This means that if the engineering is properly done, the car will drive well and can be used appropriately – like this one did at Hakskeenpan during the Kalahari Desert SpeedWeek festival.

It's incredibly well put together and thought out. I don't like sitting on ratty seats, so the fresh red interior is very welcome. Suspension has been fettled too and, although nicely lowered for better centre of gravity and sporting low-profile tyres, is surprisingly comfortable over irregularities. Steering, which is controlled by a repurposed Chevy Impala wheel, has no slop or play and is weighted perfectly for town parking – but I fear a touch sensitive at speed. The brakes have been subtly upgraded and stop the Business Coupé as well as any car I have driven. But my best part is the more modern engine upgrade… if I can call it that.

Open the hood and there in all its longitudinal glory is Chevrolet's famed six-pot. Not the original 1940s lump, but almost the same coming from a 1970s Chevrolet 4100. Now fitted with a Holley carb, it delivers a decent amount of torque that makes keeping up with the modern traffic no hassle and blasting down a pan at over 100mph a breeze – all while sounding silky smooth. This car, in this form, is the business.

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LANDY OF HOPE & GLORY

In 1959 a young Australian working in (then) Southern Rhodesia decided he'd rather like to drive solo to England after finishing up his employment. So he ordered a new Land-Rover for the job, taking delivery of it in Lusaka before heading to Cape Town to start his continental crossing. Three years on he was safely in London after working on a film set, crossing the Sahara and being interrogated by soldiers – 30 000+ miles, 1 300 gallons of petrol and one puncture later. **Graeme Hurst** picks up the tale of a remarkable Land-Rover that still has the dust of Africa on its tyre treads, despite quietly rotting away in the front garden of a London house for the last three decades.

Photography: Philip Kohler and @transafricalandrover

On the Garden Route.

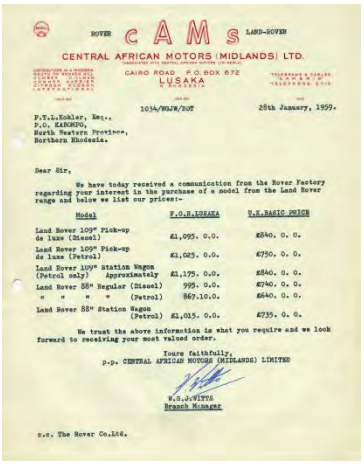
Abandoned cars parked up in front yards. It's not a totally uncommon sight in the first-world confines of the UK. But, when you occasion upon it, the car in question is usually a banger that's run out of road tax (as the Brits refer to a car licence) or failed its MoT (annual roadworthy). And it would likely be a sight in a rough or down-at-heel area. But that wasn't the case for many years with one house in the well-to-do suburb of Shepherd's Bush, not far from the old BBC headquarters in northwest London. The Victorian terrace house might look the same as all the others in the street but, until two years ago, it had one rather distinct feature that set it apart from the rest: a 1959 short-wheelbase Land-Rover wedged in its front yard. Literally.

This example of one of England's all-time automotive icons had been parked up there since 1990 and was well-known to many local residents. But, whereas most old abandoned cars display such trivia as an out-of-date parking permit or a faded dealer sticker, the patinated livery on this rather decrepit-looking Landy's roof suggested a much more colourful past: Lusaka – Cape Town – Nairobi – Tangier – London no less. Those city names were painted by its first owner, Philip Kohler, shortly after he embarked on a 30 000+ mile trip from Cape Town to London way back in 1959, by when he had already grown tired of people asking where he was headed! The trip was an epic undertaking by Philip, who was just 26 years old at the time.

A trained agriculturalist, he'd left his

On the South Coast en route to Durban.

At the entrance to the Kruger National Park.



ROVER CAMS LAND-ROVER

CENTRAL AFRICAN MOTORS (MIDLANDS) LTD.

CAIRO ROAD P.O.BOX 672
LUSAKA

1034/WRJW/ROT 26th January, 1959.

P.T.L.Kohler, Esq.,
P.O. KABOMO,
North Western Province,
Northern Rhodesia.

Dear Sir,

We have today received a communication from the Rover Factory regarding your interest in the purchase of a model from the Land Rover range and below we list our prices:-

Model	F.O.R.LUSAKA	U.K.BASIC PRICE
Land Rover 109" Pick-up de luxe (Diesel)	£1,095. 0.0.	£840. 0. 0.
Land Rover 109" Pick-up de luxe (Petrol)	£1,025. 0.0.	£750. 0. 0.
Land Rover 109" Station Wagon (Petrol only) Approximately	£1,175. 0.0.	£840. 0. 0.
Land Rover 88" Regular (Diesel)	995. 0.0.	£740. 0. 0.
" " " (Petrol)	867.10.0.	£640. 0. 0.
Land Rover 88" Station Wagon (Petrol)	£1,015. 0.0.	£735. 0. 0.

We trust the above information is what you require and we look forward to receiving your most valued order.

Yours faithfully,
p.p. CENTRAL AFRICAN MOTORS (MIDLANDS) LIMITED

R.S.J.WITTS
Branch Manager

c.c. The Rover Co.Ltd.

homeland in search of adventure and ended up taking a post with the Crown Agents for Overseas Governments and Administrations in Southern Rhodesia. When that came to a close, he opted to drive to London in search of further adventure, settling there and going on to enjoy a successful career in film production. The Land-Rover would continue as daily transport for many years but would ultimately be parked up with the long-term aim of driving it all the way back to Cape Town.

Sadly, Philip never got to fulfil that dream. But now a local UK journalist and marque enthusiast, Martin Port – who was fortunate to acquire the car after Philip's passing back in 2015 – has plans to do so. An initial assessment revealed it to be in surprisingly good order despite its forlorn state, the four-wheel drive icon having been mechanically refurbished around 28 years back so that it could be used for a family wedding. That work, and the Land- Rover's fundamentally robust underpinnings, enabled it to be returned to the road in the last year under Martin's custodianship. One which comes with the blessing of the Kohler family, who are keen to see their four-wheeled heirloom cherished.

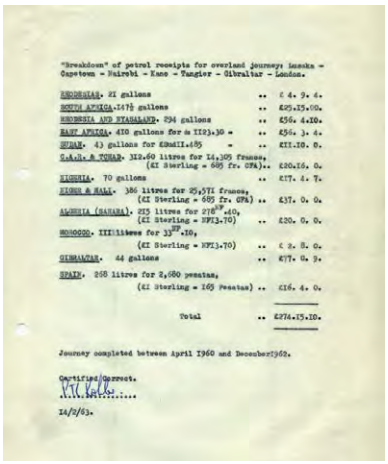
When that came to a close, he opted to drive to London in search of further adventure, settling there and going on to enjoy a successful career in film production

What was known about the short-wheelbase's African history when Martin first heard of the car was limited to the faded livery and anecdotes told by Philip to friends and family. However that soon changed when his family started sorting through his belongings after his death. Stashed in the attic were dozens of colour slides he took of his journey all those years ago. What's more, the family also unearthed a stash of original correspondence between Philip and various authorities and retailers that he engaged with in order to enable the trip.

The polite and understated tone of these communications offers fantastic insight into the character of the then-young man who was clearly quite determined and meticulous: the pile of documents includes every receipt, carnet and insurance document, and even telegrams he sent or received! One of the most insightful is a letter from the sales department of Rover in Solihull in January 1959. It's a response to a request for pricing for a Series II that he made the month before and it directs him

Driving under the famous tusks on Moi Avenue, Mombasa.

Overlooking the Ngorongoro Crater.



"Breakdown" of petrol receipts for overland journey: Lusaka - Capetown - Nairobi - Kano - Tangier - Gibraltar - London.

RHODESIAN. 21 gallons .. £ 4. 9. 4.
SOUTH AFRICA. 147½ gallons .. £25.15.00.
RHODESIA AND NYASALAND. 234 gallons .. £36. 4.10.
EAST AFRICA. 410 gallons for a 112).30 = .. £56. 3. 4.
SUDAN. 43 gallons for £Sud11.185 = .. £11.10. 8.
T.A.R. & TUNAR. 312.60 litres for 14,103 francs,
(£1 Sterling = 685 fr. CFA).. £20.16. 0.
NIGERIA. 70 gallons .. £17. 4. 7.
NIGER & MALI. 386 litres for 25,571 francs,
(£1 Sterling = 685 fr. CFA) .. £37. 0. 0.
ALGERIA (SAHARA). 215 litres for 278.40,
(£1 Sterling = NF13.70) .. £20. 0. 0.
MOROCCO. 111 litres for 33.10,
(£1 Sterling = NF13.70) .. £ 2. 8. 0.
GIBRALTAR. 44 gallons .. £17. 0. 9.
SPAIN. 268 litres for 2,680 pesetas,
(£1 Sterling = 165 Pesetas) .. £16. 4. 0.

Total .. £274.15.10.

Journey completed between April 1960 and December1962.

Certified Correct.

14/2/63.

to the manufacturer's distributors, Central African Motors in Lusaka, who in turn replied: a petrol 88in variant was £640 in the UK and £867 if delivered in Lusaka.

There is further detailed correspondence on the 9th of May that same year in which he confirms the order for an 88in (in green, although a grey example was delivered) and details the options and accessories he'd like included, such as a hard top (£73), Trak-grip tyres (£8.12s) and a hydraulic jack (£4.18s.6d). There is also mention of items he no longer needs, including an extra fuel tank as "it is my intention when next in Lusaka to buy a trailer to carry stores."

The same letter confirms his banking arrangements through Standard Bank in South Africa and asks for confirmation of the total cost (including a full tank of fuel!) and also a request for a discount (if available) for cash on delivery. It ends off with a polite request for details of any Land-Rover agencies en route, as well as a list of essential spares and road maps that would come in handy.

The chaps at the famous Solihull factory clearly got going with the order as the archive of documents includes the Series II's original guarantee document. It's dated December 2nd that year but confirms that delivery was made two months prior, on September 23rd. And that was evidently somewhat behind schedule as the terse contents of a series of telegrams attest, with Philip at one point taking issue with the lack of notice about the delay and suggesting a courtesy vehicle should be provided in the interim or he would consider cancelling the order.

Evidently the Landy was delivered in time for his journey to begin. It was registered P1446 in Lusaka but would later wear the number KHD 613 at some point in East Africa. It eventually acquired the letters 267 HYP after being registered in the UK following his eventual arrival in 1963. Other preparations included the provision of a tool box full of tools and lubricants (much of which was discovered in the Land-Rover when it was recommissioned) and the installation of a wooden sleeping rack; Philip elected to sleep inside the vehicle each night to avoid the hassle of pitching a tent.

It was during April 1960 that the young adventurer was eventually able to set off for Cape Town, where he wanted to 'start' his Trans Africa expedition, purchasing a Supersonic radio set (made in Southern Rhodesia) along the way. The radio is still in the vehicle, along with the aerial which Philip secured with one of the door restraints which he'd removed. Around the same time, he detailed his intended journey onto the roof and an outline of Australia and a kangaroo on the doors.

Philip was also a keen amateur photographer, taking along a Leica M3

Stopping for a drink at the Tropic of Cancer. Philip's water bottle is still with the car.

camera to record the journey, and it's those pics that detail the start of his route from Cape Town, with shots taken of the Land-Rover facing Hout Bay. He then set out to see much of our country by following the Garden Route via the Storms River Bridge, which had been completed just three years before. From there it was on to Durban via the South Coast and up to the Kruger National Park, into Mozambique and then on to the 'Rhodesias', as he referred to what is now Zambia and Zimbabwe, where highlights included the Victoria Falls and the Zimbabwe Ruins. His fuel log hints at the distances travelled: 147½ gallons were consumed in SA and double that in the Rhodesias.

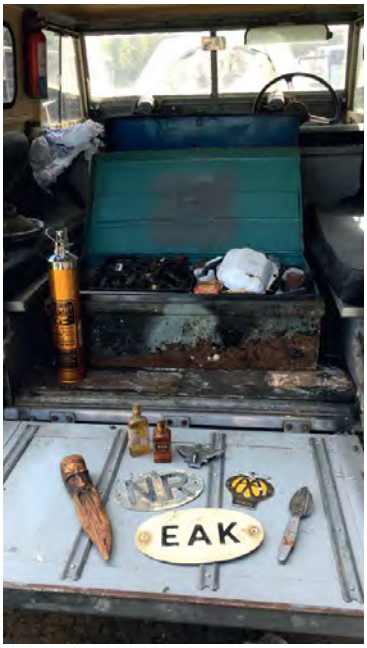
From there he headed to Dar es Salaam, Mombasa and the Seychelles before finding himself in Arusha, where his plans (both those of his trip and later life) took an abrupt turn after responding to a plea for help on the radio. Evidently a local film unit had run out of toilet paper on a film set and Philip was in a position to help out. The film unit was working for Paramount Pictures and they were busy producing *Hatari!*. Directed by the illustrious-sounding Howard Winchester Hawks, the film's storyline is centred around a group of hunters who make their living from catching wild animals, with the sole aim of populating zoos around the world. Naturally the script includes a Hollywood romantic twist, while the cast featured big names including John Wayne!

Philip took one look at the setup and rather fancied being part of it all, pestering the director for a week (by arriving at 5 o'clock each morning) until he capitulated and employed him as a clapper loader, the guy responsible for loading raw film into the camera and operating the clapperboard. His persistence paid off: once back in the UK, those months on set in Arusha inspired a full-time career as a location manager, with young Philip working on films such as *The Empire Strikes Back*, *Goldeneye* and *The Living Daylights*, among others.

By late July in '61, Philip had also visited the Ngorongoro Crater and Mount Kilimanjaro and found himself settling for a short time in Nairobi, where – as a receipt from the rather illustrious-sounding Overseas Motor Transport Company attests – the Series II was subject to quite a bit of work including a full decoke, a new clutch and new rear springs. There was also quite a bit of attention paid to the hub and brake seals, as well as repairs to the radiator, and it all totted up to a hefty £685 – which included £4 for the clutch plate! By now, Philip's 88in had covered 28 500 miles and he took the opportunity of the break in Nairobi to reflect on his journey and share his achievements with Rover back in Solihull.

In a letter (dated 3rd of April 1962) he rattles off all the places he's visited en route and comments how the car was still wearing its original Dunlop tyres. He also remarks on the various road conditions and how he has always got through thanks to Land-Rover, Dunlop and Shell! And Philip closes by

Outside Buckingham Palace after arrival in February 1963.



As found in Shepherd's Bush in 2016.

remarking that a Land-Rover is unbeatable for reliability. The letter was clearly a thinly veiled attempt at drumming up sponsorship but only resulted in a polite reply from Solihull inviting him to contact the company's offices after his arrival in the UK, and saying they would be happy to see him at their factory. A letter to Dunlop Rubber Co. Ltd remarking on the quality and longevity of their tyres, which had only experienced a single puncture in 28 500 miles (since he'd left Lusaka for Cape Town), generated a similar reply.

From Nairobi, Philip headed to the Sudan and then west to the Central African Republic, Chad and then Cameroon. From there, he steered the Land-Rover further west into Nigeria before heading north to Niger and Mali – quite some distance, with the Series II's 2286cc engine consuming 154 gallons for those last three countries. After that he headed into Algeria and arguably the most challenging section of his solo escapade: crossing the mighty Sahara Desert. But first he was subjected to a full search one morning after being woken by a couple of armed soldiers who insisted on unpacking the entire vehicle. They eventually opted to leave him alone after he remarked that he was carrying important papers for the Queen of England and that there would be repercussions if he didn't deliver them safely!

After Algeria, Philip's route took him into Morocco, where he stopped in Tangier before taking a ferry over to Gibraltar and then heading up through Spain and on to London, where he arrived in February 1963 – bang in the middle of one of the heaviest snow storms in years, as a photo of the Land-Rover outside Buckingham Palace shows. The conditions must've been one hell of a shock after the heat and dust of Africa, but probably not as much as Philip's failure to pass a UK driving test after he neglected to keep both hands on the wheel while going around Hyde Park Corner during the test. Philip Kohler's driving skills were clearly good enough to steer a Land-Rover across Africa but not *quite* good enough for Her Majesty's driving licence examiner!

The conditions must've been one hell of a shock after the heat and dust of Africa, but probably not as much as Philip's failure to pass a UK driving test after he neglected to keep both hands on the wheel while going around Hyde Park Corner

Thanks to Martin Port and Classic Land-Rover magazine.
(www.classiclandrover.keypublishing.com).
You can follow the Trans-Africa Landy on: instagram.com/transafricalandrover

HISTORIC RACING — THE FUTURE —

The Le Mans Classic, a 24-hour event for cars which took part or qualified to race in the Le Mans 24-hour endurance races held between 1923 and 1981, once again proved immensely popular in July this year. **Roger Houghton** managed to attend the ninth running of this mouth-watering event at the famous circuit in Sarthe, France.

Attendance of 135 000 people over three days broke all records since the event's inception in 2002. The good turnout of spectators was helped by the best weather in recent years, with no rain, and underlined the growing global popularity of historic motorsport events, where the Old-Timer Grand Prix at the Nürburgring (first held in 1972) and Goodwood Festival of Speed (first run in 1993) have tended to set the pace. There are now annual or biennial classic events being held at a host of circuits, such as Spa Fancorchamps, Silverstone, Donnington, and many venues in places such as the United States.

These events not only attract an amazing array of competing cars – many of them hugely valuable and unique – but the interest of motorsport enthusiasts in these tributes to the past is growing rapidly too.

A record 800 cars were raced or paraded during the three days of this year's Le Mans Classic, with more than 1 000 drivers having the opportunity to drive on the full 13.6km circuit used in the 24-hour endurance race during the three days of action

during the three days of this year's Le Mans Classic, with more than 1 000 drivers having the opportunity to drive on the full 13.6km circuit used in the 24-hour endurance race during the three days of action. Drivers included 11 former winners of the famous 24-hour race: Derek Bell, Jochen Mass, Jan Lammers, Klaus Ludwig, Henri Pescarola, Marco Werner, Stéphane Ortelli, Romain Dumas, Gérard Larrousse, Loïc Duval, and Jürgen Barth. Other well-known drivers who were also involved over the weekend included Jacques Laffite, René Arnoux, Paul Belmondo, Guy Fréquelin, Jean Ragnotti and Alain Serpaggi.

About 550 cars took part in the actual racing which lasted for 24 hours, from 4pm on the Saturday to 4pm on the Sunday. The cars were divided into six groups, according to age, and then each group had three competitive sessions, each of about 45 minutes and including one session in the dark. There were driver changes too as some cars had two or three drivers nominated, although this was not a requirement.

Each of the six groups involved in the series of races saw fields of 80 or so cars – the largest grids yet. The cars were most impressive in terms of both appearance and performance considering the oldest (1926 Bentley 3-litre, Bugatti Type 35, and Riley Brooklands) were 92 years of age and the youngest (1981 Ferrari 512 BB LM, Porsche 924 GTR and Porsche 935) were 37.

There was a packed programme before the traditional 4pm start of the first of the category races on the Saturday: a 75-car grid for the 70th birthday celebration Porsche race, the Jaguar Classic Challenge which attracted 63 entries this year, the thunder of 51 sports racers from the wonderful Group C era, and the new Global Endurance Legend demonstrations for 78 GTs and protypes from 1992-2014.

The first four categories of cars also had the original Le Mans start with the drivers running across the track to their diagonally parked cars before roaring off around the

track. They then stopped part way around the circuit for those drivers in cars fitted with seat belts to put their belts on before the race was started with a rolling start. (Seat belts are only required on cars fitted with belts in-period or if the car was fitted with a roll cage.)

The highly varied grids made for plenty of interest in each of the six categories.

Category 1, for 1923-1939 cars, saw diminutive Riley Specials up against Bentleys, Bugattis, Talbots, Aston Martins and Alfa Romeos, with a 1925 Excelsior towering over even the mighty Bentleys.

In Category 2, for cars from the 1949-1956 era, Jaguar C- and D-Types faced up to Porsche 356s, Austin-Healeys and Mercedes-Benz 300 SLs, as well as specially built racers such as the Cooper T39, various Lotus models, French Deutsch-Bonnets and even a massive 1950 Cadillac streamliner nicknamed 'Le Monstre', which had the shape of a slightly rounded off brick!

Category 3, for cars made between 1957-1961, brought together Ferrari 250 GTs, Lister Jaguars, long-nose D-Type Jags, a Maserati Birdcage and several Lotus Elites, along with production sports cars such as Chevrolet Corvettes, Morgans, and later model Austin-Healeys.

Category 4, for cars built between 1962-1965, saw truly memorable racers such as the early Ford GT40s, Shelby Cobra coupés, Ferrari 250LMs and lightweight Jaguar E-Types with more common sports cars such as Lotus Elans, MGBs, Sunbeam Alpines and Porsche 911s.

Huge amounts of raw power were seen in

Category 5, for cars from the 1966-1971 era, with later and more powerful Ford GT40s, a host of Lola T70s – one of them being the car David Piper raced in South Africa in that period – besides Porsche 917s and Ferrari 365 GTBs. A surprise was the appearance of the American Howmet TX prototype, powered by a gas turbine helicopter engine, which hummed its way around the track with the front runners.

Category 6, for cars from 1972-1981, saw some wonderful machinery on the track, ranging from Ferrari 512 BBs, Porsche 935s and BMW 3.5 CSL 'Batmobiles' to beautiful BMW M1 Procars facing a challenge from many Chevrons and Lolas, which were very quick despite having much smaller engines.

There were also numerous cars – many highly desirable – available for sale from both dealers and auctioneers at various areas on the huge Le Mans site. The infield area's goings-on have grown significantly with even more clubs displaying their members' cars and large 'village' filled with vendors and entertainment.

A surprise was the appearance of the American Howmet TX prototype, powered by a gas turbine helicopter engine, which hummed its way around the track with the front runners

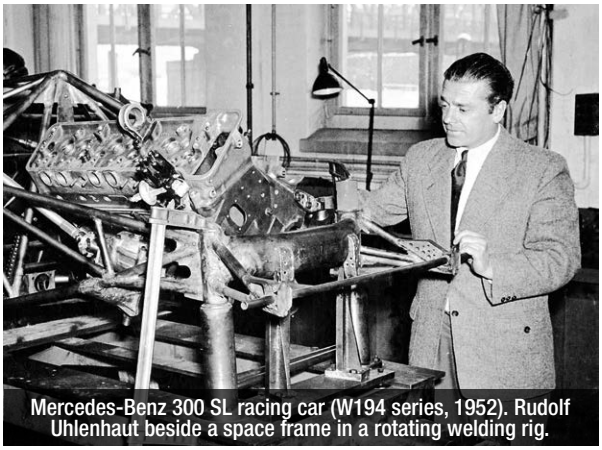
A continual movement of cars and service vehicles around the site is fascinating in itself with many of the service vehicles period-correct too. To shuttle drivers and spectators a host of WWII Jeeps, military personnel carriers and vintage buses were called on, while the VIPs were moved through the paddocks with Citroën Meharis and immaculate 2CVs. Even the French police rode classic BMW motorcycles!

There were a large number of viewing sites with permanent grandstands around the shorter Bugatti circuit, while one could also watch the action along the iconic Mulsanne Straight at legendary corners such as Arnage, Tetra Rouge and Indianapolis.

The Le Mans Classic is now a must for many bucket lists and it is certainly an occasion to enjoy and never forget.

A LOYAL STAR

This month **Jake Venter's** fictitious interview with great automotive personalities sees him chatting to Rudolf (Rudi) Uhlenhaut (15 July 1906 - 8 May 1989), the man who joined Mercedes-Benz straight after leaving university and, except for a short spell after WWII, stayed there for the rest his life. He is remembered for being involved in the design of a number of Mercedes-Benz racing, sports and family cars. He was also one of the few designers who was as comfortable driving a racing car as he was getting his hands dirty or interpreting an engineering equation.



Mercedes-Benz 300 SL racing car (W194 series, 1952). Rudolf Uhlenhaut beside a space frame in a rotating welding rig.

Rudi was born in London at a time when his German father managed a branch of the Deutsche Bank. His mother was English and he went to Tollington School in London, where he was mentioned in the cricket team's honours list. The family later moved to Brussels and later Bremen, but Rudi went to Munich to study engineering because he wanted to be close to some ski slopes. By the time he entered university, he could speak English, German, Flemish and French. He retired at the age of 66, and I interviewed him a year later, in 1973. We met at a coffee house in Stuttgart.

I was waiting at the table when he walked in. We greeted each other, sat down and ordered some coffee and cheesecake.

JAKE: I'm mainly interested in the technical side of your past, rather than the social side. I only hope that Mercedes-Benz did not constrain you too much in what you're allowed to say.

RUDI: I have not been constrained, but my loyalty to the company may step in to prevent disclosure. I'll have to take each question as it comes.

JAKE: That's fine. I believe you joined Mercedes-Benz in 1931 straight from Munich University and performed menial tasks for a couple of years before getting involved with the racing cars.

RUDI: (Laughing) I would hardly call my activities during those years menial. I was engaged by Fritz Nallinger, head of the experimental department, as a test engineer and was mainly involved in developing the first small mass-produced Mercedes-Benz, the 170V, but I got a chance to drive all the other models as well.

JAKE: When were you moved to the racing department?

RUDI: Late in 1936. It happened because during that year Mercedes-Benz suffered a number of racing setbacks. The design department, led by the veteran racing driver Max Sailer, had a new V12 engine ready but it was so heavy that the cars had to be modified extensively to comply with the then-current formula that limited a car's mass to 750kg.

Consequently, they made a hasty decision to use a heavily modified form of the 1935 straight-eight engine. The resulting engine was overstressed, so that Auto-Union won most of the races. After the German GP, where the best Mercedes-Benz limped home in fifth place, a crisis meeting was held. It was decided that the time-honoured arrangement whereby the central design office designed racing as well as production cars and the experimental department built the racing cars was no longer good enough. A dedicated racing department was established to build and test the cars, and Nallinger put me in charge.

JAKE: Do you know why they picked you?

RUDI: I've often wondered about that. I suspect it was because up to then the racing cars were designed by older men steeped in engineering ideas from the '20s. I was young and full of the latest mathematical theories concerning roadholding. I was able to apply this knowledge to analyse a car's behaviour and use the data to develop the suspension for the 170V, which was the first Mercedes to have a swing-axle rear suspension.

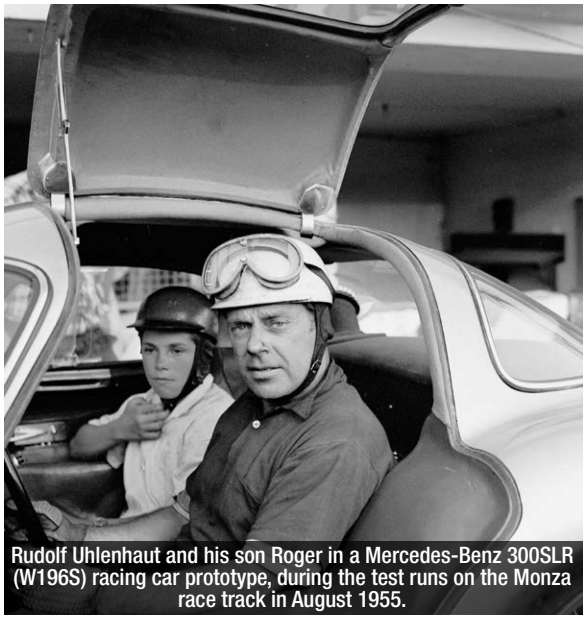
JAKE: Mercedes-Benz had a very successful racing season in 1937, so you must have made many changes.

RUDI: Sure. I was thrown in at the deep end. Soon after the racing department was formed we took three cars and our two most experienced drivers, Caracciola and Von Brauchitsch, to the Nürburgring to sort out the handling. Both drivers complained about the suspension bottoming out and a kickback at the steering wheel. I took one of the cars out on the Ring and confirmed that there was a serious problem.

JAKE: I have to interrupt you at this point. Is it true that you've been known to lap almost as fast as the top drivers?

RUDI: (Laughing) Yes, I've often managed to do that. In fact, during a test session at the Nürburgring in 1955, Fangio complained

Rudolf Uhlenhaut shows off the Mercedes-Benz 300SL (W194) 'gullwing' door.



Rudolf Uhlenhaut and his son Roger in a Mercedes-Benz 300SLR (W196S) racing car prototype, during the test runs on the Monza race track in August 1955.

that his car wasn't set up correctly, so I put on a helmet and after a few laps I was two seconds faster than his best time. When I returned I was able to tell him that the car was fine. A few laps later he beat my time.

JAKE: Back to 1936. How did you sort out the suspension?

RUDI: We found the suspension movement was too short, causing the springs to bottom. This affected the handling and caused the steering kickback the drivers complained about. In addition, the chassis was bending in two places during braking, causing an unstable feeling.

JAKE: None of those faults could be fixed in a hurry.

RUDI: No. In fact, after the next race where Auto-Union took the first three places, it was decided to retire for the rest of the season and concentrate on developing the W125 which was our new car, designed for the 1937 season.

JAKE: Did you have a hand in designing it?

RUDI: Only in an indirect way. At that time the racing cars were designed by a team led by Dr. Wagner, who took over from Dr. Nibel when the latter died in 1934. I was just a member of the team.

JAKE: What were the major differences between this car and the previous model?

RUDI: The chassis was extensively stiffened and the suspension totally redesigned to incorporate 50 percent more wheel travel. The swing axle rear suspension was replaced by a De Dion layout, and our twin-overhead camshaft straight-eight engine was extensively modified and enlarged from 3990cc to 5660cc. In July 1937 we changed the supercharger arrangement from blowing through the carbs to sucking through the carbs. We also increased the supercharger boost from 0.68 to 0.82 bar and ended up with an output of 482kW (646bhp) at 5800rpm.

JAKE: Is this the car that took my all-time favourite GP driver, Rudolf Caracciola, to his second European Racing Championship?

RUDI: Yes, Caracciola won four GPs that year with the W125 to become the champion. This was effectively the World Drivers' Championship because only the Indianapolis 500 was on a similar level.

JAKE: Mercedes-Benz was even more successful in 1938 with the new W154 model.

RUDI: Yes, we really pulled out all the stops. We had an almost unlimited budget, and a new formula to contend with. Supercharged engines were now limited to 3-litres; the cars were not allowed to weigh less than 850kg and the bodies had to be at least 85cm wide. This meant that cars had to be wider than before, but we kept more or less the same frontal area by lowering the car quite substantially. This lowered the centre of gravity considerably and improved the cornering ability. The chassis and suspension was essentially similar to the W125 layout.

Our new engine was a 3-litre 60-degree twin-overhead camshaft V12. By 1939 it was developing 360kW at 7800rpm (483bhp), but was sometimes revved to 10 000rpm during a race. Two superchargers were employed; in 1938 they worked in parallel, but in 1939 they were arranged to work in series.

JAKE: What was the maximum boost pressure?

RUDI: We went as high as 1.8 bar. At this boost the Roots blowers we were using were very inefficient; they needed 112kW (150bhp) just to keep them going.

JAKE: Did you use a dry-sump lubrication system?

RUDI: Most racing engines have to, to take care of oil starvation during cornering and braking and be able to incorporate an oil tank on the car to store the large supply of oil a racing engine needs. We found that the engine and gearbox required a total of nine oil pumps, placed at various points.

JAKE: How did the performance of the W154 compare with that of the W125?

RUDI: The earlier car was more powerful, could accelerate faster and had a higher maximum speed, but the later car handled so much better that it could easily lap faster. Caracciola used it to win the European Championship for the third time in 1938.

JAKE: I suppose the 1939 car was just a development of the W154?

Rudolf Uhlenhaut with the Mercedes-Benz 300SL (W194) in 1952.


Left to right: 1955 Mille Miglia Mercedes-Benz senior engineer Ludwig Kraus, Rudolf Uhlenhaut, Denis Jenkinson, Stirling Moss and Dr. Hans Scherenberg.

RUDI: Yes, we kept on modifying the car and engine and in 1939 the W163, as we called it, won the European Championship for Hermann Lang.

JAKE: The Rennabteilung had one more trick up their sleeve before Europe was engulfed in war.

RUDI: (Laughs) I suppose you mean the 1.5-litre W165 V8-engined baby?

JAKE: Yes.

RUDI: Well, it was to some extent just a scaled-down W163, and we secretly built and tested two cars in six months. This came about since the Italians changed the rules to allow only 1.5-litre engines for 1939 to keep us away from the Tripoli GP. This was their most lucrative race because the results were coupled to a lottery. The Italian press found out about our cars at the last minute, but there was nothing Alfa Romeo and Maserati could do. Hermann Lang won the race and Caracciola came second.

JAKE: Let's have some more coffee and this delicious cheesecake before we tackle your post-war career.

RUDI: Good idea. I could do with a break.

I ordered the refreshments and we exchanged pleasantries for some 20 minutes.

JAKE: After the war all the Mercedes-Benz plants were in a shambles. What did you do?

RUDI: I was at a loose end but an old friend, Michael McEvoy, who was now a colonel in the REME (Royal Electrical and Mechanical Engineers) and was stationed in Germany looked me up, and for a while I worked for the REME as a consultant. In addition, he asked me to design a small racing car for him, but as far as I know he never raced it.

JAKE: When did you get back to Mercedes?

RUDI: About 18 months after the war ended Fritz Nallinger, who was now the director of engineering, asked me to come back and run the experimental department. I was obviously overjoyed to be back in my element and happy to be part of the design team once again. I must mention that the press generally tends to give me credit for being the designer of the cars that were built during my time with Mercedes. This is not true. I was part of a team led initially by Fritz Nallinger until his retirement in 1965, and after that by Hans Scherenberg.

JAKE: The oldest Mercedes I've driven is a 1955 300 'Adenauer'. It's a very impressive car, but very different from the 300SL that was developed from it. How did this come about?

RUDI: It all started with the news that Jaguar won the 1951 Le Mans 24-Hour race with the XK120C, which was a sports racer developed from a saloon. Nallinger called a meeting of the technical staff and asked if we could do something similar with the Type 300 that had just been released. I was heavily involved in developing the 300 and could see the possibilities. Neubauer agreed, and so the project was born.

JAKE: There's no time to go through all the technical novelties on this car, so I'm going to select just three innovations. Why did you employ a space frame?

RUDI: A space frame consists entirely of triangles with the result that all the members are either in tension or compression, i.e. none of the forces tend to cause bending. We adopted it because it has the best possible strength/mass ratio of any frame design. (Apart from a carbon-fibre tub.) In fact, the 300SL frame has the same stiffness in torsion as the oval-tube ladder frame we designed for the 1938 W154 racing car, but it weighs 50kg compared to the earlier frame's mass of 70kg.

JAKE: Were the gull wing doors just a styling innovation?

RUDI: Not at all. A space frame needed depth to make it strong enough. This meant that we could not incorporate normal doors. The upward-swinging doors were an engineering necessity.

JAKE: The last question concerns the employment of direct fuel injection.

RUDI: (Laughs) I guessed as much. Direct fuel injection was adopted because it was one of Hans Scherenberg's fields of expertise. He designed the successful direct fuel injection layouts we used on our aero engines during WWII, and after the war he worked at the Gutbrod company for a while where he fitted direct injection to their small two-stroke cars. This was four years before we employed it on the 300SL. It gives the best possible fuel distribution and makes it possible to control fuel mixtures very accurately.

JAKE: The racing and commercial success of the 300SL must have spurred you on to go GP racing again.

RUDI: Yes, we were very fired up when the 300SL won the 1952 Le Mans race driven by the pre-war veteran Hermann Lang, partnered by Fritz Riess. We also achieved second and fourth places in that year's Mille Miglia, to name just the classic events. Towards the middle of 1953 we got the go-ahead to start designing a team of cars for the current formula which limited unblown engines to a maximum of 2.5-litres.

JAKE: I would again like focus on only a few novelties in the design of the 1954/1955 W196 Formula One cars. Why did you pick a straight-eight engine?

RUDI: To get enough power we wanted the engine to rev to at least 9000rpm, therefore the pistons and conrods would

Uhlenhaut reading about the success of the 300SL in 1955.


Uhlenhaut testing the Mercedes-Benz 3-litre W154 racer at Monza in 1938.

have to be light in order to cope with the inertial stresses. We know from our pre-war experience that our unique racing engine construction methods employing forged cylinder barrels, cast crankcases and welded water jackets would have resulted in a heavy engine if a V-shape was chosen.

JAKE: Straight-eight crankshafts tend to be weak in torsion. How did you reduce the inevitable torsional vibration?

RUDI: The drive to the gearbox was taken off between cylinders number four and five, so that we effectively had two four-cylinder units. We also kept the crankshaft as short as possible by employing roller bearings for the mains and big ends. These could be narrower than plain bearing shells and still cope with the loads they have to bear.

JAKE: In the straight-eight engine on the W125 you used roller bearings with split cages and a one-piece crankshaft. Did you adopt this layout again?

RUDI: No, we employed a very expensive built-up Hirth crankshaft so that we could get away with one-piece roller bearings fitted to one-piece connecting rods. The journals and webs were joined together by means of serrated couplings.

JAKE: That brings us to the desmodromic (positive closing) valve gear.

RUDI: We know that at high engine speeds the valves no longer follow the cam profiles very closely, resulting in power loss. One of our engineers, Hans Gassmann, designed a positive-closing system using fingers combined with opening and closing cams, and we soon got it to work very effectively.

JAKE: These cars resulted in World Championships for Fangio in 1954 and 1955, and were later used as a basis for the 300SLR model that gave Stirling Moss a win in the Mille Miglia. It also won the 1955 World Sports Car Championship. Did you make any significant changes to create a 3-litre two-seater from a 2.5-litre single-seater?

RUDI: There were many small changes, but the biggest single change was in the way the engine was constructed. For many years our racing engines were built by bolting forged combustion chamber/cylinder units onto a cast crankcase and welding the water jackets on afterwards using steel sheeting. The W196 engines were constructed this way, but for the 300SLR we bolted two four-cylinder head/block castings to a common crankcase to make a straight-eight engine. The 76.0 x 68.8mm bore and stroke of the W196 was changed to 78.0 x 78.0mm for the 300SLR. We also added an extra oil control ring to the pistons, reducing the average oil consumption from 2.6ℓ/100km (110mpg) for the racing car to 0.4ℓ/100km (700mpg) for the sports car. These values may sound excessive, but are typical for racing engines that run with large clearances to reduce internal friction.

JAKE: These cars were retired at the end of 1955, but you've continued to excite enthusiasts with your public appearances in the fabulous 300SLR coupé. Why was it not put into production?

RUDI: The 300SLR employed so much advanced technology that it would have been impossible for any private person, no matter how rich he was, to maintain it correctly.

JAKE: You were involved in some wonderful production, racing, sports and experimental cars during the rest of your time at Mercedes, but I think we should leave the rest of your exploits for another time.

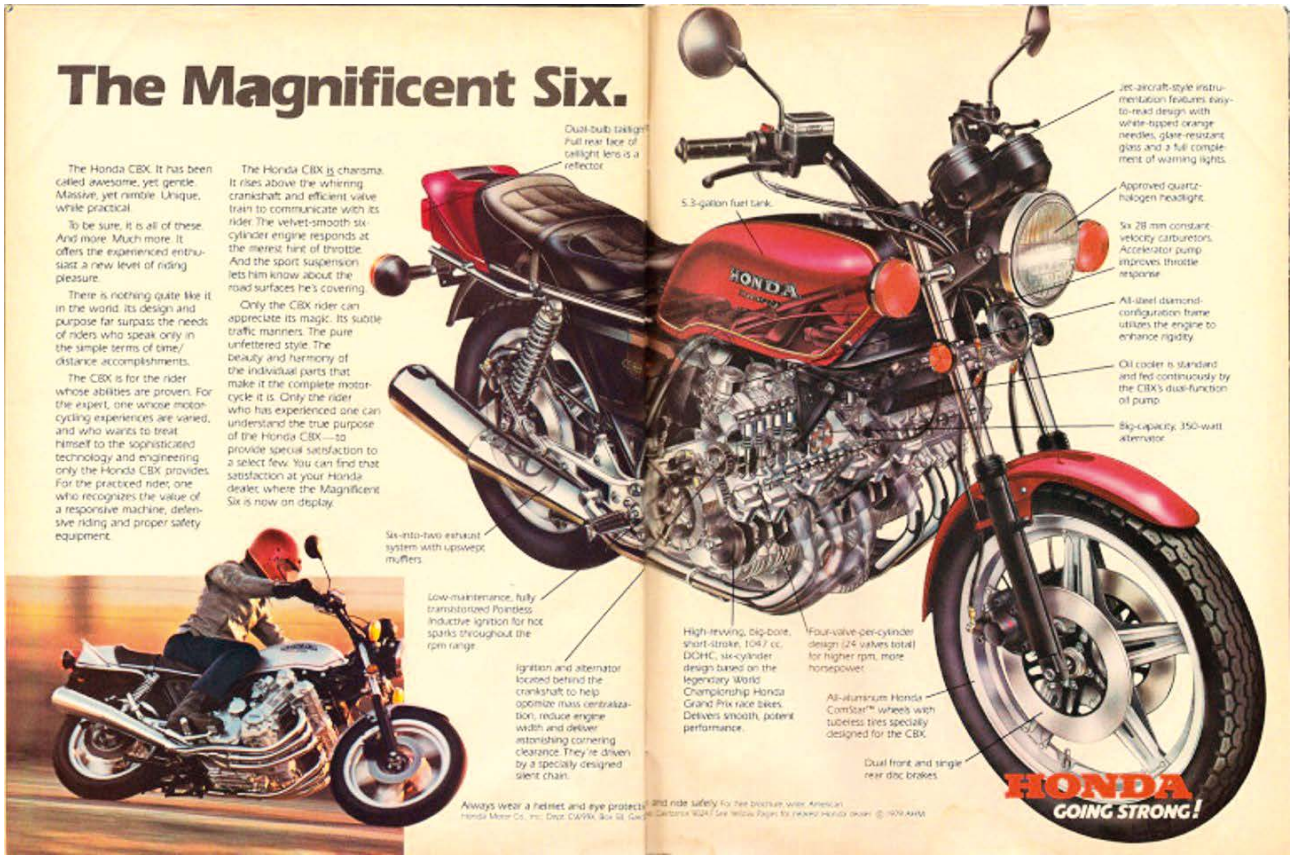
RUDI: Yes, the W196/300SLR cars employed by far the most advanced technology I was involved in. The rest is more mundane. Thank you for asking such interesting questions, and thanks for the coffee and cake.

We said our goodbyes and he departed. C

1. When one looks at the cars that Uhlenhaut helped to create it is difficult to escape the conclusion that he was the ultimate automotive engineer.
2. It is interesting to note that the Colonel Michael McEvoy who gave Uhlenhaut a job in 1945 is a well-known British engineer. Before the war he built specially tuned motorcycles and cars known as McEvoy specials. Later, he teamed up with the technical journalist Lawrence Pomeroy to develop and sell Zoller superchargers. In this capacity he spent some time with Mercedes in Germany to advise on supercharger layouts, and came to know Uhlenhaut well.
3. McEvoy went to the 1939 Berlin Motor Show where his contacts secured him a drive in one of the first VW Beetles. During the war he was in the REME, and in 1945 he was given command of the British Zone in Germany that included Wolfsburg, where Major Ivan Hirst of the REME was trying to get the Volkswagen plant going again. McEvoy liked the Beetle, drove one from Wolfsburg to the Rhine Army headquarters of the British occupying forces, and secured an order from them for 20 000 Beetles. This set the factory on the road to success.
4. In later years Uhlenhaut was put in charge of passenger car development. He retired in 1972 but remained an ambassador for Mercedes. He died in Stuttgart on 8 May 1989, aged 82.

THE FAST CLIMBER

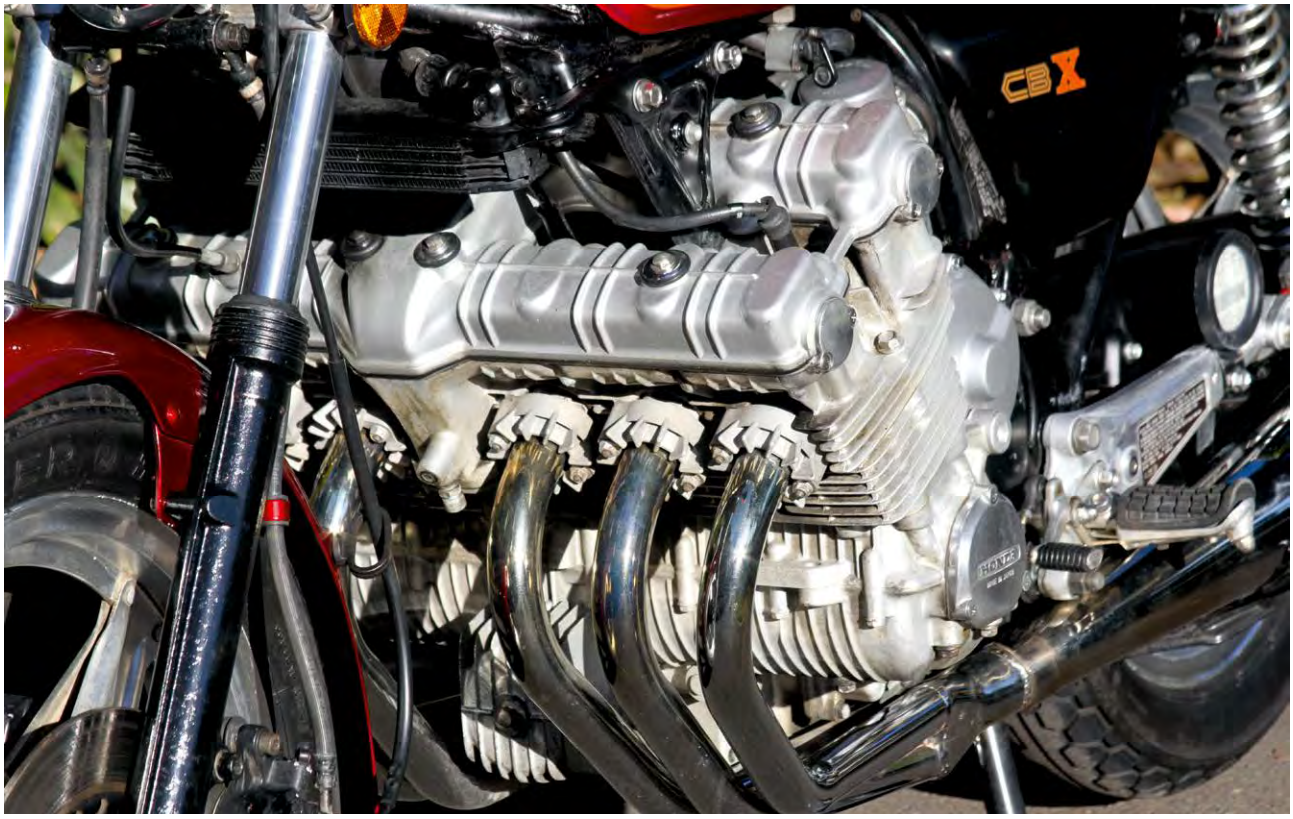
Everybody wanted one, but few bought them. Today the 40-year-old 1047cc six-cylinder Honda CBX is highly collectable and values have risen steeply. **Gavin Foster** takes a look at one of Honda's most exotic road bikes ever.



Honda was caught flat-footed by the success of its CB750 Four in the late 1960s. Before launch the factory anticipated annual sales of 1 500 units per year, but within weeks had to ramp up production to first 1 500 and then 3 000 per month. The world's first modern superbike, with its four cylinders, single-overhead camshaft, disc brakes and electric starter had arrived. By the mid- to late 1970s though, the Japanese factory was on shaky ground. Kawasaki's 903cc four-cylinder Z1 had dual-overhead cams and 20% more power, Suzuki had entered the fray with its Kawasaki-cloned DOHC 750cc and one-litre GS machines, while rumours of the pending arrival of Yamaha's behemoth XS1100 in 1978 were ricocheting round the planet. Honda had commenced work on some interesting and very unusual bikes after the CB 750 Four – the ugly but successful 1978 CX500 with its 500cc V-twin engine and shaft drive, and the 1000cc flat-four Gold Wing tourer in particular – but by 1975 had nothing at (or even near) the top of the performance tree in its line-up. After almost a decade with little development the single-cam Honda 750 was past its sell-by date and no amount of styling changes could make it best-in-class. Soichiro Honda demanded an all-new high-tech motorcycle that would become a yardstick against which all others would be measured, and what the founder of the Honda Motor Company wanted, he usually got.

Back in the day the formula used to build what you hoped would be the best mainstream motorcycle in the world was pretty well established. Take an air-cooled four-cylinder DOHC engine, displacing around 1000cc, and squeeze it into a steel tubular frame. Add a set of spindly front forks and a pair of mediocre rear shock absorbers, slap in the wheels and brakes and away you went. Such bikes were measured almost entirely by their top speeds and standing-start quarter-mile abilities, with 220km/h and 11.5 seconds being deemed acceptable and 5km/h or 0.2 seconds slower perceived as way off the mark. Brakes that were at that time considered good would be decried as atrocious today, and handling was decidedly dodgy with wobbles, weaves and tank-

Honda in 1975 appointed two teams to set about working on not one, but two prototypes of what it believed would be the fastest, prettiest and best sports motorcycle in the world



THE RACER

Pietermaritzburg racer Rod Gray, who won ten SA motorcycle road racing championships in the 1970s and '80s, raced a Honda CBX for the importers in 1979 and '80. "Richard Boraine and I got the first two in the country," he remembers. "It was a bloody nice street bike and had the best sound in the world but it was terrible to race. The rims were too narrow and the tyres simply overheated, particularly in the summer. And the brakes – they were terrible! It was a very smooth engine with a beautiful sound. We raced them with stock pipes that had the internals cut out and people used to come to the races just to listen to them. Power wasn't bad though. The Yamaha XS1100s had maybe a bit more torque but towards the top end the Honda came back again. Eventually the Honda CB900F came out and that was a much better race bike."

slappers all being part of the fun.

Honda in 1975 appointed two teams to set about working on not one, but two prototypes of what it believed would be the fastest, prettiest and best sports motorcycle in the world – one using a milder version of the one-litre four-cylinder DOHC engine used in the Honda RCB factory endurance racer, and the other built around an all-new air-cooled 1047cc DOHC 24-valve six-cylinder motor. The new Honda flagship, whether it had six cylinders or four, had to produce 105hp – about 10% more than the best of the rest. Legend has it that the team was tasked with making the exhaust note of the six-cylinder sound like a Phantom jet fighter, and this they apparently achieved to a certain degree before Mr Honda told them that he didn't want his new bike to sound like a jet fighter. He wanted it to sound like Honda's six-cylinder race bikes of the 1960s and – very importantly – he wanted the engine to look absolutely gorgeous. Once the designers and engineers had got their ducks in a row, the two prototypes were studied closely. Although the 1000cc four-cylinder prototype would later form the basis of the very popular twin-cam Honda CB900F, the choice of engine for the new flagship motorcycle was obvious to all. Four cylinders with twin cams and four valves per cylinder were by then old hat, but the six-cylinder 24-valve engine that would become famous in the CBX simply oozed the exoticism that Mr Honda was looking for. Honda later admitted that the four-cylinder prototype was more powerful and lighter

than the six, but that alone wasn't enough to dampen the allure of the extra cylinders.

Honda's new superbike, unveiled in 1978 and first offered to the public in 1979, was not the world's first six-cylinder production motorcycle. That honour went to Benelli, who launched its 750 Sei in 1975, the year that Honda first started with the CBX development. The Benelli was, rather cheekily, a near-perfect clone of Honda's single-overhead-camshaft 500 Four, with two extra cylinders grafted on. Legend has it that many parts were interchangeable between the Japanese and the Italian bikes, but this is not quite true. Anyway, Honda didn't need to copy anybody else's design. Heading the project was its resident genius, Shoichiro Irimajiri, who'd in the '60s designed and built some of Honda's famous multi-cylinder GP bikes, including the 21 000rpm 50cc twin, the five-cylinder 20-valve 125cc RC 125, and the 24-valve, six-cylinder 250 that took Mike Hailwood to two world championships.

The problems for the CBX designers began with keeping the width of the six-cylinder engine to just 585mm. This was largely achieved by locating the CDI and the alternator behind the crankshaft. The very over-square bore and stroke dimensions of 64.4 x 53.4mm allowed enough space in the combustion chambers for four valves per cylinder while allowing the crankshaft to safely spin to 10 000rpm. The two camshafts each ran in eight bearings, and the six 28mm Keihin carburettors were angled inwards to help keep the width down below the fuel tank. The crankshaft was a one-piece forging with all plain bearings and split and bolted connecting rods, and the drive for the cams and the primary chain was taken from the centre of the crank to reduce its vibrating length. With six carburettors, 24 valves, six spark plugs and an engine that had to be unbolted and tilted in the frame to perform routine tasks like changing a throttle cable or carburettor jets, labour costs would be steep but hey, who cares?

Because Mr Honda insisted that the beautiful-looking engine should be showcased, the engine was bolted into the frame from above and behind, inclined at 30 degrees, with no front downtubes to obstruct the view. The frame was constructed from lightweight chrome-moly tubing and the bodywork was gorgeous, with the fuel tank, footpegs, side panels and instruments

Heading the project was its resident genius, Shoichiro Irimajiri, who'd in the '60s designed and built some of Honda's famous multi-cylinder GP bikes

The world's first production six-cylinder motorcycle, the Benelli 750 Sei.

complementing each other perfectly. Late in development an aerodynamic tail cowl was added to the mix and that proved to be a stroke of genius, becoming one of the bike's strong design points. From there on Honda seemed to lose the plot a little. The pressed-steel Comstar wheels were ugly and the tyres far too narrow, the rear shock absorbers were decidedly dodgy, the forks measured a puny 35mm in diameter and the brakes – well, they didn't. In Honda's defence, most of these flaws were shared with the bike's rivals, but the skinny, ugly wheels in particular were bad news. Weight too was an issue with the prototypes, and Honda switched to lightweight aluminium triple clamps, handlebars and other bits before going into production, but the final product in 1979 still weighed a hefty 272kg wet.

The engine in the 1979 production model was good for 105hp and the bike ran the standing-start quarter mile in around 11.6 seconds, with a top speed of 225km/h or so. Honda had indeed built the world's fastest production motorcycle, but the difference between it and its rivals was marginal, with a host of new competitors – including the 1300cc Kawasaki six-cylinder with its 120hp of power and 116Nm of torque – lurking in the wings. The CBX caused a stir worldwide, but iffy handling and inhibitions about the complexity of the six-cylinder engine stifled sales. Most reviews were good, but some weren't. "But the objective – to build the fastest production bike… in the world has been met. The bike is more than fast. It is magic," said Cook Neilson of *Cycle* magazine. The rather dour Dale Boller of *Motorcyclist* magazine disagreed. "We need this motorcycle like we need a hole in the head," he wrote. "Its single biggest virtue – raw speed – can't even be experienced legally." One has to wonder how his musings on modern superbikes would read…

After just two years of disappointing sales Honda revised the CBX totally to make it more of a tourer than a sports bike, giving it monoshock rear suspension, a fairing, a few less horses inside the casings and about 22 extra kg to lug around. That didn't help sales much, and by 1982 it was all over. Honda ceased production at the end of that year. Sales over the four years were little more than for the 750 Four in its first year. In the biggest market – the USA – unsold stock was sometimes donated to technical colleges for apprentice training.

In a 1990 letter to an American CBX collectors' club, Shoichiro Irimajiri had this to say: "The biggest problem with the CBX was the weight. If I had to do it over again I think now I would design the CBX with a water-cooled engine. It would be lighter, and probably would put out about 130ps."

Hindsight is a wondrous thing. The CBX really was one of the great bikes of the 1970s and good, clean examples are difficult to find these days. They sold for around R5 000 new, but a tidy one will cost you between R120 000 and R200 000 in SA today. In the UK they go for even more.

THE COLLECTOR

UK-based South African motorsport guru and motorsport engineer extraordinaire Andre Verwey collects Honda CBX motorcycles and has 23 of them, three still unopened in their crates. "I believe the CBX will be the Vincent of the future," he says. "It was developed by Mr Irimajiri who built the 250cc six-cylinder GP bike, and they're lovely motorcycles." All Andre's bikes are new or low-mileage machines in immaculate condition and he's now starting to sell the odd one. "I've got too many irons in the fire and need to start clearing out. If anything happens to me my wife could sell them all at the prices I told her I paid for them!" The bikes in the crates will be the last to go but Andre's presently offering an immaculate black 1979 model for £10 000.

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POCKET POWER

Bubble cars have long held a fascination for motor enthusiasts and South Africa boasted a fairly wide variety of these little cars in the 1950s and '60s with BMW Isetta 250/300s, Goggomobil saloons and Messerschmitt Kabinenrollers probably the most common. **John Rabe**, who in the mid-'80s used to admire a fellow commuter braving the motorway during his daily trip from the East Rand to Johannesburg in one of the latter three-wheelers, takes us on a microcar trip over the next few issues.

Although microcars gained popularity in the late 1940s, they had existed long before, known as cyclecars – due to the fact that they were motorcycle-based. They were inexpensive and were produced from 1910 into the 1920s. In 1912, a meeting of the Federation Internationale des Clubs Moto Cycliste resolved that cyclecars needed to have their own clear classification in terms of various features such as weight, size, gears and clutches.

They were split into large and small classes and one requirement was that all should have gears and a clutch. This classification affected cyclecars in the UK, USA, Germany, Canada and Europe, and popular makers from the era would have been the British GN and the French Bedelia. Just before WWI they gained in popularity, but large mass-producers of competitive cars such as Ford and Citroën (5CV) led to most of the smaller cyclecar makers folding. Later in the 1920s, cyclecars entered competition as sports cars in motor racing.

Perhaps the British Austin 7 is a candidate for the very first small vehicle to be called a microcar. Manufactured between 1922 and 1939, it had a short wheelbase and gained much popularity across Europe, where BMW and others built it under licence. After WWII, there was an increase in demand for the small cars, whose 'cyclecar' moniker was dropped. Much of Europe was in ruins, which meant that engineers and car makers were motivated to design compact and fuel-efficient vehicles and the 'microcar' name appeared and was used by people who were enthusiastic about them.

These compact cars gained popularity in Europe with the demand for cheap personal transport increasing as the fuel prices rose, due in part to the 1956 Suez Crisis. To keep costs down many were three-wheeled offerings, which qualified them for lower taxes and licensing as motorcycles in many regions. With a styling change to a more rounded form, the name 'bubble car' appeared around 1960. Most of these were initially manufactured in Germany, which included the former German military aircraft manufacturers, Messerschmitt and Heinkel. The former's KR175 and KR200, and the FMR Tg500, with their aircraft-style transparent bubble canopies and others such as the rotund Isettas, Heinkels and Nobels certainly influenced the descriptive name change.

BMW made the Italian Iso Rivolta Isetta under licence, using an engine from its own motorcycle range. France produced large numbers of similar vehicles called voiturettes (mainly for its domestic market) and the UK churned out right-hand drive versions of the Heinkel Kabine and the Isetta. Interestingly, the British Isetta had a singular rear wheel instead of the narrow-tracked pair, as per the German design, to take advantage of the three-wheel vehicle laws in the UK. In this vein some British home-grown three-wheeled microcars came to life – including the Isle of Man-made Trident from the Peel Engineering Company.

So what popped the bubble car market? Most cite the launch of the Austin Seven/Morris Mini in 1959 for this – somehow Alec Issigonis's revolutionary car provided real room for four, more practicality and heaps more performance.

South Africa, although having wide open spaces and seemingly endless ribbons of tarmac, also got a number of bubble cars and microcars over the years. We'll get into those in a bit, but for now let's put some definitions in place.

The definition of a microcar varies considerably in different countries. Tax and/or licensing advantages to the classification have resulted in multiple restrictions often being imposed, starting with engine size. The Register of Unusual Microcars in the UK defines them as: "Economy vehicles with either three or four wheels, powered by petrol engines of no more than 700cc or battery electric propulsion, and manufactured since 1945."

The Bruce Weiner Microcar Museum, until 2013 the world's largest collection, recognised "engine sizes of 700cc and less and two doors or less" whereas the Vintage Microcar Club of the US used a wider rule of "1000cc or less".

For the purposes of this article, we've restricted coverage to vehicles falling within the UK and the Bruce Weiner Microcar Museum definitions and typical microcars should *at least* feature some of the following attributes: have seats for a driver and a single passenger, use a single-cylinder engine ranging from 49 to 500cc, be one-wheel drive, feature cable-operated brakes on two, three, or four wheels (no longer allowed in the UK), make use of uncomplicated suspension systems and wheels of 6- to 8-inch diameter.

Certain, but not all, microcars may also not have a reverse gear if their weight is low enough for one end to be lifted to park them, have all gears operable in both forward and reverse, feature lifting bodywork instead of doors for access, measure in less than 3m long and have an interior volume smaller than 85 cubic feet/2 400 litres.

With the above in mind, we kick off this series with the more common varieties seen and sold in South Africa. We do know the Fuldamobil was manufactured locally; Fiat's 500 (and later 600) and Lloyd's Alexander, which appealed to a different market due to their more conventional styling, larger cabins and wheels, were freely marketed alongside their larger siblings in SA showrooms; and the likes of NSU's Prinz, BMW's 600 and Goggomobil's pretty Royal Coupé were also to be found. Hey, even rarities like the Maico 400, FMR Tg500 'Tiger' four-wheeler, Vespa 400 and Fiat-based Autobianchi Bianchina were regularly spotted.

MESSERSCHMITT

(Manufacturer: Regensburger Stahl- und Maschinenbau, Regensburg, Germany)

KR175

By 1952, Prof. Willy Messerschmitt needed a project to keep his RSM division busy. A timely visit by his former employee, Fritz Fend, with a concept for a tandem two-seat vehicle resulted in a deal being struck. By the summer of 1952, a prototype named Fend Kabinenroller FK-150 was ready. All the elements of the first production Messerschmitts were present except that the plexi dome was made up of several pieces and there was a larger motor.

Production began in February 1953, but early feedback indicated that the car had flaws. Suspension was very hard, it was noisy and rattled, and the hand clutch didn't work well in practice, which resulted in some 70 modifications being made.

MODEL: KR175	Motor: Fichtel & Sachs two-stroke	Body: steel
Produced: Mar 1953 - Mar 1955	Cylinders: 1	Chassis: tube
Number produced: 15 089	Displacement: 175cc	Suspension front: rubber
Number surviving: 50 est.	Horsepower: 9	Suspension rear: rubber
Length: 2 820mm	Gearbox: 4	Steering: direct
Width: 1 220mm	Starter: kick	Brakes: cable
Weight: 180kg	Electrics: 12v (2 x 6v)	Three wheels: 4.00 x 8"
Interior: Two tandem seats	Ignition: coil	Top speed: 105km/h

KR200

In early 1954, Messerschmitt chose the Sachs 200 for its new Kabinenroller. Work also started on a new bubble top. The new car introduced in March that year with changes to the bodywork, wheel cut-outs in the front fenders and an improved canopy, was an almost total redesign and superior to the 175 in every respect. Reverse gear selection required restarting the motor backwards.

'Standard' models did not have fitted interiors and came in ivory, red or grey. 'Export' versions were better equipped and were available in grey/blue, red/black and ivory/maroon. Early cars are easily recognisable by the slots in the top of the tail.

The KR200 Kabrio model, which followed in 1957, featured a cloth convertible top and fixed side-window frames. A KR201 Roadster without window frames followed. It featured a folding cloth top, windscreen and removable side curtains.

A Sport Roadster with no top was later offered. The narrow body and corresponding low frontal area was achieved with tandem seating and allowed the body to taper like an aircraft fuselage. This also centralised the mass of the car along its longitudinal length. The KR200 could reach 105km/h and fuel consumption of 3.2 litres/100km was claimed.

MODEL: KR200	Motor: Fichtel & Sachs two-stroke	Body: monocoque
Produced: Feb 1955 - Dec 1964	Cylinders: 1	Chassis: none
Number produced: 30 286	Displacement: 191cc	Suspension front: rubber
Number surviving: unknown	Horsepower: 10.2	Suspension rear: rubber
Length: 2 820mm	Gearbox: 4 + reverse	Steering: direct
Width: 1 220mm	Starter: Dynastart	Brakes: cable
Weight: 230kg	Electrics: 12v	Three wheels: 4.00 x 8"
Interior: Two tandem seats	Ignition: coil	Top speed: 105km/h

FMR TG500

(Manufacturer: Fahrzeug- und Maschinenbau, Regensburg, Germany)

By the summer of 1957, Fritz Fend was heading up his own company and was ready to produce a significant car of his own. His aim was to produce a vehicle superior in all respects to the three-wheelers, particularly in the areas of speed and handling.

Fichtel & Sachs, suppliers of the reliable Kabinenroller motor, had designed a 400cc two-stroke, two-cylinder stationary engine. Capacity was enlarged to 494cc and a four-speed and reverse gearbox fitted. This was mounted in an advanced Formula One-style sub-frame incorporating fully adjustable rear suspension. Wheels, front suspension arms, headlamps and brakes were increased in size. The latter were now modern hydraulics. The large, plush, pilot-type seat was necessary to handle the superb cornering ability of the new vehicle.

In September 1957, the FMR 'Tiger' sports was launched in Germany and Great Britain to rave reviews. Developed and marketed as a proper sports car with an under-stressed motor, it was welcomed by enthusiasts as a niche-market vehicle. As Krupp owned the Tiger name, it was changed to 'Tourenfahrzeug-Geländesport' (touring cross-country sports vehicle), but the acronym made its intentions clear.

MODEL: TG500	Motor: FMR two-stroke	Body : monocoque
Produced: Sep 1957 - Aug 1961	Cylinders: 2	Chassis: none
Number produced: 320	Displacement: 494cc	Suspension front: rubber
Number surviving: 150 est.	Horsepower: 20.5	Suspension rear: coil
Length: 3 000mm	Gearbox: 4 + reverse	Steering: direct
Width: 1 270mm	Starter: Dynastart	Brakes: hydraulic
Weight: 305kg	Electrics: 12v	Four wheels: 4.40 x 10"
Interior: Two tandem seats	Ignition: 2 x coil	Top speed: 130km/h

ISO ISETTA

(Manufacturer: Iso Italy)

Although this version was not sold in South Africa, it is included for purposes of continuity. With sales of his refrigerators (Isothermos) declining, Renzo Rivolta turned to making scooters in three versions: the Isoscooter, Isomoto and three-wheeled Isocarro. Competition from Vespa and Lambretta, however, forced a change of plans.

Rivolta commissioned M. Gobini to design a totally original vehicle. Its novel round shape, with side-by-side seating, proved a sensation at the 1953 Turin Auto Show. Manufacturing licences were quickly taken out in Belgium, France, Spain, Brazil and Germany. Differences from the later BMW bubble-window model included a vertically slotted engine cover, headlamps sited low on the front fenders with parking lamps above, a flush-fitting door handle, Dubonnet suspension and a distinctive-sounding two-stroke twin-cylinder engine.

MODEL: ISETTA	Motor: Iso two-stroke	Body: steel
Years produced: December 1953 - 1958	Cylinders: 1 (double piston)	Chassis: tube
Number produced: 6 000	Displacement: 236cc	Suspension front: Dubonnet
Number surviving: 10	Horsepower: 9.5	Suspension rear: leaf spring
Length: 2 286mm	Gearbox: 4 + reverse	Steering: worm
Width: 1 473mm	Starter: Dynastart	Brakes: hydraulic
Weight: 306kg	Electrics: 12v	Four wheels: 4.50-4.80 x 10"
Interior: Two-seat bench	Ignition: coil	Top speed: 72km/h

BMW ISETTA 250

(Manufacturer: Bayerische Motoren Werke, Munich, Germany)

In October 1954, BMW development engineer Eberhard Wolff was given the task of improving the Milanese Iso Isetta. The exterior looks could not be radically altered as the body press tools were part of the licensing agreement. The most important change was the engine, as the prominent motorcycle manufacturer did not want its new toddler to inherit the two-stroke engine note and trail blue smoke.

The car was redesigned to accept the 250cc four-stroke engine from the R-25 motorcycle. The front suspension was also changed. The new 'Bubble Window' with its convex-shaped side windows was launched in April 1955. The quirky little 'Motocoupé' as it was called by BMW, became the dream of the working man and by November ten thousand had been built. BMW saw it as filling a gap between its motorcycle range and the luxury gas-guzzling 501 models. The egg-shaped Isetta is regarded by many to be among, if not the best, microcar of its time and is still recognised and loved worldwide.

MODEL: ISETTA 250 STANDARD / 300	Motor: BMW four-stroke	Body: steel
Years prod: Dec '55 - Mar '57 / '57 - '62	Cylinders: 1	Chassis: steel tube
Number produced: 26 646 / 25 697	Displacement: 249cc / 295cc	Suspension front: swing arm
Number surviving: unknown	Horsepower: 12 / 13	Suspension rear: leaf springs
Length: 2 286mm	Gearbox: 4 + reverse	Steering: worm
Width: 1 384mm	Starter: Dynastart	Brakes: hydraulic
Weight: 318kg	Electrics: 12v	Four wheels: 4.40 x 10"/ 4.80 x 10"
Interior: Two-seat bench	Ignition: coil	Top speed: 84km/h

BMW ISETTA 300

February 1956 saw the introduction of a 300cc motor. In September of that year, the redesigned 'Sliding-Window' model made its debut. 1956 was also the BMW Isetta's best production year, with 22 543 examples finding buyers. The only year in which the colour division on the door featured a V-shape was 1957.

Despite making an indisputable success of its revision of the original Italian design, BMW desperately needed to plug other holes in its range. The Isetta's target customers were still better off buying a used VW Beetle, which was roomier and more practical in daily use.

The four-seater Goggomobil offered more space for an expanding family seeking a new car. The European 300 Sliding-Window model was identifiable by a stylised script on either side of the central door roundel, narrow bright trim strips under the windows, and a wide 'swallow-tail' rear brake/licence plate light. A 'single-key' system for ignition and door was a welcome refinement.

While the Isetta did not excel in any particular microcar virtue – styling, practicality, speed, economy, reliability or comfort – its skilful and appealing combination of them made it arguably the most popular microcar of the day.

BMW 600

Public reception of the little Isetta was gratifying to BMW, but its diminutive size remained a main shortcoming. BMW quickly noted this and decided to go up a class. The 1956 prototype did indeed look like a stretched Isetta, with its stock two-tone front door and Isetta bumpers, and was seen as an easy-to-produce interim model using already existing Isetta production equipment. By May 1956, management had already committed to introduce the BMW 700 (a totally new design) by 1959.

The stylish four-seater 600, introduced in August 1957 to universal acclaim, had a wheelbase lengthened by 165cm, and an R67 boxer motor now drove full-width axles at the rear. It featured 'knife-edge' bumpers and a roomier interior, with rear seat access by a side door.

The motor no longer intruded into the passenger compartment and it was quiet. Wheels at each corner gave a great ride and there was sufficient power for hill-climbing. It was also available with a Saxomat automatic transmission. At 200 German Marks more than a VW Beetle however, it was expensive.

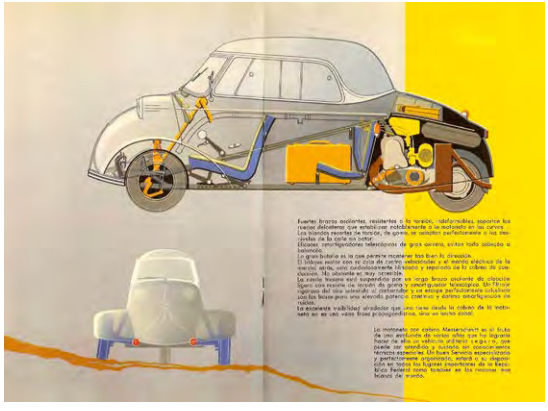
Despite all its virtues – excellent build quality, space utilisation and ride quality – there was no denying that by 1959 the population wanted a normal-looking 'real' car. The new in-house BMW 700 fitted the bill and would eventually sell to the tune of 182 000 examples.

At the end of 1959, with only 35 000 examples built, the 600 was phased out in favour of the more conventional 700, which would initiate the company's phenomenal climb to the top levels of the European auto industry.

The original Isetta, despite a 1959 company memo declaring that "it belonged in a museum", would continue to be built in Germany for another three years – and five in England.

MODEL: BMW 600	Motor: BMW four-stroke	Body: steel
Produced: 1957 - 1959	Cylinders: 2	Chassis: steel tube
Number produced: 35 000	Displacement: 582cc	Suspension front: coil
Number surviving: unknown	Horsepower: 26	Suspension rear: coil
Length: 2 900mm	Gearbox: 4 + reverse	Steering: worm
Width: 1 400mm	Starter: Dynastart	Brakes: hydraulic
Weight: 515kg	Electrics: 12v	Four wheels: 4.80 x 10"
Interior: Two four-seat benches	Ignition: coil	Top speed: 100km/h

In the next installment we'll look into the much-loved Goggomobil, Vespa and Lloyd, as well as the South African-assembled Fuldamobil. They might be small cars but like with so many classic cars, the stories get big. C



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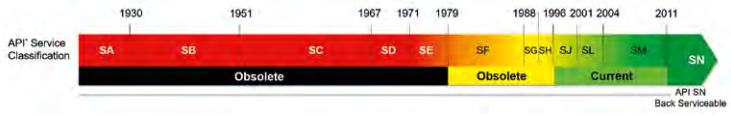
THE ABC OF LUBRICATION

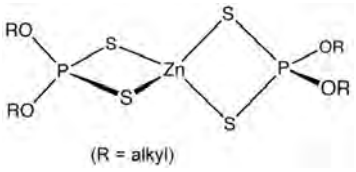
We've all heard about ZDDP and have been told that we must have more than a certain percentage (or ppm) of it in our engine oil in order for it to protect the engine or certain components sufficiently, but do any of us actually know what it is, what it does, or why ZDDP content has become irrelevant?



First we need to understand that any lubricant is made up of a base oil (or a combination of base oils) and an additive package. The additive package gives the lubricant the necessary protection and durability properties that base oils cannot achieve on their own such as: anti-wear, anti-foaming, anti-oxidation, anti-corrosion, and detergency. Each application requires different combinations of these additives along with the different base oils, and formulating a finished product that is 100% stable requires careful chemical synthesis. A high-quality lubricant is formulated with high-quality base oils and additives and does not require any additional aftermarket 'improver' additives. In fact, these products will destabilise the formulation, causing oil degradation and deposit formation. Keep in mind that cheap lubricants are cheap for a very good reason.

Inside an engine there are several components operating in relative motion and in extremely close vicinity to each other, with only a layer of lubricant separating them. In some instances, like with flat tappets, the layer of lubricant is easily overcome by the pressure applied to it and the metal surfaces come into contact with each other. Even the finest machining techniques leave asperities on the metal surfaces and so when these surfaces do come into contact, these asperities can crack or break off, creating wear particles. These particles floating around in the engine oil accelerate wear further as they break off other asperities or get lodged, causing surface cracks. This makes it very clear why the anti-wear package in any lubricant is so important, but it would mean nothing without good filtration and regular oil changes.

ZDDP is short for Zinc Dialkyl-Dithio-Phosphates and was developed back in the 1940s as an anti-corrosion additive, but was later found to also provide anti-wear and anti-oxidation properties. Because of this multifunctionality, ZDDP has been hard to beat in terms of value for money as an additive. To provide anti-wear protection, it forms a sacrificial chemical layer on the metal surface and is activated by pressure and heat. ZDDP can also be initialised as ZDP or ZnDTP and chemically looks something like this:



(R = alkyl)

ZDDP is now just one of several anti-wear additive compounds used in modern mineral and synthetic lubricants. Modern anti-wear additives, such as molybdenum dithiocarbamate (MoDTC), provide wear protection while simultaneously reducing friction. ZDDP contains Zinc (Zn) as well as Phosphorus (P) and Sulphur (S) which leads us to the main problem with ZDDP. P poisons the catalyst material in catalytic converters, which we need to help reduce the amount of toxic gases that are emitted as by-products of the combustion process, and therefore needs to be limited. To reduce the amount of P you have to reduce the amount of ZDDP, and so other anti-wear additives now need to be used by the lubricant manufacturer to compensate. ZDDP also limits the ability to run long drain intervals due to its sacrificial nature and contributes to sludge build-up when it oxidises.

This should encourage the realisation that Zn content doesn't directly correlate to anti-wear performance anymore and this is evident in the API's rating system. For example, a lubricant with an API SG rating (released in the late 1980s) with 1200ppm Zn (considered a high amount) provides significantly less anti-wear protection compared to an API SN lubricant with only 800ppm Zn, which will also endure long drain intervals. That's a 50% difference in Zn content, yet better anti-wear protection. Above 1500ppm ZDDP becomes corrosive and will damage the engine, so 1200ppm is a common upper limit.

The API (American Petroleum Institute) has been regulating the quality and performance of lubricants for almost 100 years now through dozens of ASTM test methods that grow in number and become more stringent with every new API rating, as engine and lubricant technology advances. These tests encompass everything that a good lubricant must achieve, from volatility to cam and lifter wear.

The API ratings are generated in alphabetical order (the letter after the S) and the first rating for spark ignition engines was API SA, released in the 1920s (this was basically just base oil). The most recent rating is API SN Plus, a version of API SN (released in 2010) which caters for LSPI prevention. Anything older than API SJ is now classified by the API as obsolete. Another benefit of these ratings is that part of the testing involves backwards compatibility, meaning lubricants with newer API-certified ratings can be used on engines calling for older ratings without any worry of compatibility issues and with the benefit of definite performance and protection improvements.

To conclude, ZDDP is still a very useful and widely used anti-wear chemical, and can be found in high amounts in most racing lubricants and some heavy duty diesel engine oils, but it has its limitations and is not the be-all and end-all of wear protection. High-end lubricant manufacturers use different anti-wear additives in their products, depending on the application and specifications that are to be met, without sacrificing wear protection at all.

CONSERVING WILDLIFE

By Mike Monk



Fiat has long held a reputation for producing appealing small cars, although the 500 – Cinquecento – is perhaps the most famous of all. In the Italian company's modern-day line-up, the revived 500 passenger car shares the supermini role with the Panda, which is categorised as a crossover in today's parlance. Both model lines are powered by a turbocharged and intercooled 875cc inline two-cylinder engine, dubbed TwinAir. What we have here is the range-topping Panda Cross, which ranks as the country's smallest 4x4 crossover.

Accepting that people will be attracted to the Panda Cross for the outdoor image it conjures up, this is a little more than a wannabe voortrekker vehicle. It does have terrain-conquering front and rear departure and breakover angles but yes, realistically the 161mm ground clearance does limit off-road capability. All-wheel drive does have obvious benefits in inclement weather no matter what the road surface, and anyone who traverses dirt roads on a regular basis will appreciate the reassuring traction the Panda's four paws provide. A three-position dial on the tunnel console controls the electronic locking differential that can be selected for differing conditions.

However, there is one other limiting factor in the Panda's DNA – the engine. It punches out a modest 66kW at 5500rpm, but thanks to forced induction the two-pot delivers a respectable 145Nm of torque at 1900. However, unless you keep the revs around 2500, there is not a lot of pulling power – a characteristic not conducive to walking-pace off-roading. And although the rev counter suggests the twin will spin to 6500, it actually runs out of puff around 5500. The powertrain also offers an 'Eco' mode that, to be frank, almost puts the Panda to sleep.

Having established that the Panda Cross would not be the transport of choice for exploring unchartered territory, in average day-to-day driving the hard-working engine performs well, although it is gruff and a tad noisy. The six-speed gearbox helps keep everything on the boil and the easy-to-hand gearshift is slick in operation.

Wheels are shod with 185/65R15 tyres and the spare is a space-saver. All-disc brakes have ABS with EBD. Weighing 1 187kg, the ride is comfortable and 4wd keeps handling neutral. Electronic Stability Control is standard. The electrically assisted steering is nicely weighted and direct; there is a selectable 'City' mode that alters the ratio for easier manoeuvring in traffic and parking lots.

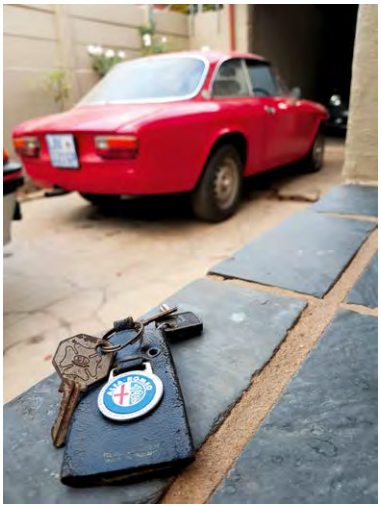
The cabin features a busy layout and there are plenty of comfort and convenience features. The fabric-upholstered seats are comfortable and have plenty of fore/aft and up/down movement but the steering wheel has only rake adjustment, which can compromise the driving position for taller people. Rear legroom is reliant on the seat position in front, and with an overall length of 3 686mm and a wheelbase of 2 300mm, the Panda is naturally snug inside. Luggage space is also minimal but the rear bench does fold down.

One final niggle. The alternate numbering on the speedometer dial aligns with 10-30-50-70-90-110-130 etc, which avoids our national limit speeds. There is space to number each 10km/h increment… Real-world fuel consumption is heavier than the manufacturer's overall figure of 4.9 litres/100km suggests, so range is limited on the 37-litre tank. But all in all, the Panda Cross provided me with a week's entertaining motoring and it has a distinct character that sets it apart from what is a crowded niche in the marketplace. Oh, and if you want to save the Panda, there is a lesser-specced version that costs R20 000 less.

TECH SPEC – FIAT PANDA CROSS

Engine	875cc inline twin, turbocharged petrol
Max Power	66kW @ 5500rpm
Max Torque	145Nm @ 1900rpm
Drivetrain	Six-speed manual, four-wheel drive
Brakes	Ventilated disc front, solid disc rear
Suspension	Front: MacPherson strut, coil springs, anti-roll bar Rear: Torsion beam, coil springs
Steering	Electric power assist
Performance	0-100km/h 15.1 secs: top speed 167km/h
Economy	4.9 ℓ/100km combined cycle
Servicing	Every 15 000km, 3-year/100 000km service plan

Price: R265 900



SUCKERS FOR PUNISHMENT

In general we tend to stay away from in-house project cars, with the chore of keeping our own classics running more than enough punishment. But two recent finds have got us wobbly at the knees. **Stuart Grant** is not sure whether the wobble comes from the fear of the enormity of the jobs ahead or the fact that both are uniquely South African machines. Over the coming months, we'll endeavour to get both back on the road and publish the pros and cons of such classic projects.

Our first arrival is a Matador Marauder Mk3. Readers of the July issue will be aware of the special place that these sporting machines hold in our car-making history. This particular version appears to have been manufactured in early 1974 and is still fitted with the original 2-litre BMW engine. Unfortunately the nose has been modified, the bonnet is incorrect and the Ford Escort taillights have been replaced with off-the-shelf trailer units. The rest is all there and correct though, and the previous owner spent time and money on replacing the front suspension bushes and brakes, as well as getting all the electrics running.

Our first job is to sort out the paperwork. This is a crucial aspect to get under control before putting cash into the project. We'll take you through the process of how to introduce the car to the eNaTIS system – the ups and downs, costs and difficulties. Once this is completed, the real work can start. Our first step is to graft a new nose section onto the car and fill any non-original holes. With a strong bunch of Marauder enthusiasts on hand, we've managed to find someone willing to help mould the missing nose section (lesson one in all things classic car is to join a club or community with the same addiction).

With the body repaired we will remove it from the chassis and have it repainted. While this is off, a thorough check of the chassis for cracks will be done and we'll tidy up the wiring harness, replace the tired nuts and bolts and run the likes of the fuel lines in the correct and safe manner. The interior is sparse but will require some detailing and finishing off, and we need to make a plan for some form of seating.

This particular car has been off the road for a decade or so and despite having had a paint blow-over, is what we call an 'honest' car – it shows its flaws but still sports all the correct bits

Our second project car is an Alfa Romeo 1600 Deluxe. This model is also unique to SA, coming about when the factory had a bunch of 1600 Giulia saloons that weren't selling. In a maak-'n-plan moment, the Brits factory took the 2-litre running gear from its two-door Junior, slapped it into the Giulia and called it a Rallye. The 1600 engine and diff removed from the Giulia then wound up in a Junior and Alfa badged this the Deluxe – the dash-mounted script borrowed from Datsun!

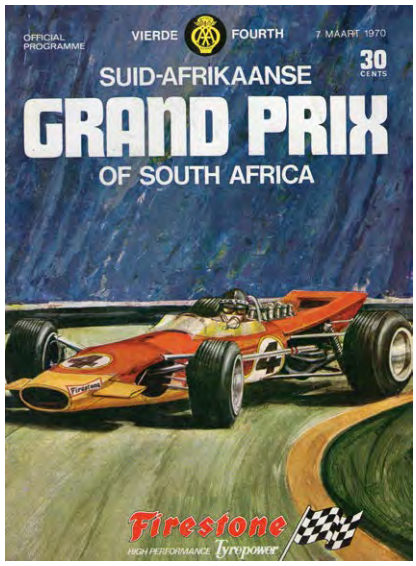
This particular car has been off the road for a decade or so and despite having had a paint blow-over, is what we call an 'honest' car – it shows its flaws but still sports all the correct bits (except the grille, which has somehow been lost). Again, paperwork is behind so we will trudge through this first. Then the plan is to replace all the fluids and worn seals, and flush the petrol tank. After that it will go through a detailing process: cleaning and polishing outside, inside and even underneath carried out by professionals with the latest techniques and materials. When up and running and looking somewhat presentable, we will make the decision as how to handle the obligatory rust in the sills and door skins.

It sounds simple enough but in reality we have no idea what we are in for… Join us on what is guaranteed to be a roller-coaster ride.

1965 Morgan 4/4 race car. Well-known South African race-winning Morgan 4/4. Fresh Johan Coetzee dry sump. Ford crossflow motor (one race since full rebuild). Twin Weber carburettors. Full alloy Quaife type 9 gearbox. Limited-slip differential. 9mm alloy body with fibreglass wings/cowl weighing in at 650kg. Comes with moulds for wings/cowl. Spare set of Compomotive three-piece rims and South African Historic Technical passport. R500 000. For full details and photos of the car being built and in action contact chrisclarkesa@gmail.com or 082 443 6963.

1948 Morgan 4/4 S1 Flat Rad. Matching numbers. SAVVA dated. Rebuilt in 1995 after parts liberated from scrap dealer. Other parts recovered after bits of the car were found on the farm where it was dismantled. Painted original Nile Blue. Has full weather equipment. Currently licensed with 'S' licence. Standard Special engine which was unique to Morgan from 1939 to 1950 prior to introduction of Morgan Plus 4. Asking R325 000 and may consider project vehicle as part exchange. Contact Chris Jewitt at 076 177 2795 or jewitt@telkomsa.net.

B.M.C.1500 engine. Complete with twin carbs, head and gearbox suitable for MGA, Riley or Austin. Sold with spare gearbox and MGA block with various engine parts. R6 000. Call Vernon on 083 650 5229.



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.

Various car magazines.
All in excellent condition. R 20 each.

TITLE	QUANTITY
Motor Sport (UK) (from 1993 to 2017)	258
Christophorus (Porsche factory: Germany) (from 1972 to 2016)	262
Porsche Panorama (USA) (from 1986 to 2013)	271
Excellence (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@dpw.gov.za for a complete list or call on 082 816 4270.

Arias forged pistons. Brand new with rods. 80.5mm piston size with piston rings. R7 900. For more information contact 078 299 1787.

WANTED

1974 Alfa Romeo 1600 GT grille. Ideally the complete setup from a 1600 Deluxe or 2000 Alfa Junior. Contact Stuart on 082 921 4583.

Experienced mechanic/restorer. Required for classic car workshop. Must have a good working knowledge and experience of classic cars from 1935-1990. Must have traceable references. Please forward CV to thys@route101ccc.co.za.

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

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

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_vandenbroecke@skynet.be to sell or discuss a potential swap.

Kyalami programmes. I am looking to purchase the following:
Grand Prix: 1967, 1968, 1969, 1971, 1972.
Kyalami 9 Hour: 1967, 1968, 1969, 1970, 1972, 1973.
Email John: vintageracer73@gmail.com.

Advertise here free of charge: Email info@classiccarafrica.com.

2013 ASTON MARTIN VANQUISH - R 2 550 000

2005 ASTON MARTIN DB9 - R 799 950

1981 MASERATI KYALAMI 4.9L V8 - R725 000

1973 PORSCHE 911 2.7 RS REPLICA - POA

1984 PORSCHE 930 TURBO - R 1 850 000

2004 PORSCHE 996 GT3 MK2 - R 1 599 950

1985 PORSCHE 911 CARRERA TARGA RHD - R 699 950

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2012 BMW M3 E92 COUPE DCT - R 599 950

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