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CLASSIC CAR AFRICA
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Cresta
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CTP printers CAPE TOWN
ISO 12647 compliant



# TIME TRIALS

Putting out a monthly magazine and meeting the pre-booked print date means working ahead of time, which means we live at least one month out of sync with the normal population. And for the most part we are writing about cars in the past, so understandably I have no idea what month of the year we are in. Until spring that is – not because of the seasonal change but rather because the monthly calendar of classic events drops from a full page of information to a half, with only three months left in the year. Scary!

By now your December holiday accommodation should be booked and 2019 club gatherings should already be well into the planning phase, so start sending these dates to stuart@classiccarafrica.com so we can start publishing them.

While you look forward we continue looking backwards this month, with features covering each decade from the 1940s through to the '80s. Graeme Hurst starts the clock ticking with a look at an extremely rare military Volkswagen Kübelwagen and Mike Monk has the 1950s covered with a BMW 502 and Morgan Plus 4, while I swing it '60s-style in a Mk2 Ford Cortina GT and the SA-developed Mini Mk3. Sivan Goren goes all 1970s discotheque with the last of the mass-produced British sports cars, the Triumph TR7, and Graeme Hurst tells the tale of how Volkswagen turned its people's-car thinking on its head when it replaced the Beetle with the Golf – this tale obviously extends into the 1980s, '90s and even 2000s on the South African front.

Jake Venter and Gavin Foster look even further back, to the late 1920s, with a fictitious Wilhelm Maybach interview and Sir Malcolm Campbell's land speed record plan for Verneuk Pan respectively. Our regular Carbs & Coffee feature looks at the Kearsney College Motor Club and has us wondering how many other schools had/have such programmes, while John Rabe concludes his look at the bubble cars we might have seen on local roads over the years.

On the motorsport front, we look into the history of the Krugersdorp Hillclimb and take in the ultimate back-to-the-future event, the Goodwood Revival.

Sit back, relax and enjoy.

***Stuart***

# TYRRELL TIME

In early September, FMM was pleased to spend some time with renowned UK classic car consultant Iain Tyrrell, who was on a short holiday to SA with his South African-born wife. Iain has a strong mechanical bent and has run his own Rolls-Royce and Bentley workshop, and is also recognised as a Ferrari specialist. He currently operates as Cheshire Classic Cars and, apart from buying and selling classics, continues to do mechanical work from his 12 000sq. ft workshop. One of Iain's claims to fame is that he was responsible for finding the Rolls-Royce Phantom III used by Churchill, Eisenhower and Montgomery when they were planning the WWII D-Day landings. He also found the Lamborghini Miura that featured in the first *Italian Job* movie. Not only that – being a talented singer and musician, Iain also re-recorded the movie's opening theme song (originally sung by Matt Munro) with the proceeds going to charity.

Iain was hugely impressed with the FMM collection and offered to help the museum in researching and authenticating vehicles whenever necessary. And yes, he is a distant relative of F1 legend Ken Tyrrell.

# OILY RAG RUN

This year's Oily Rag Run for unrestored pre-1968 vehicles will take place on Sunday 21 October. Competitors will meet at Crossley & Webb's showrooms in the Gardens, Cape Town at 08h00 and the first vehicle away will be at 09h30. The event will finish at the Franschhoek Motor Museum where there will be a picnic lunch. For more information, contact Brian James at brian@brabek.co.za.


# FERRARI REMEMBRANCE

August 14 marked the tenth anniversary of Enzo Ferrari's death in Maranello, Italy. Born in 1898 in Modena, Enzo became famous as a motor racing driver and entrepreneur and was the founder of Scuderia Ferrari Grand Prix motor racing team. In 1947 he founded the Ferrari automobile marque and became widely known as 'il Commendatore'. The name Ferrari is known and revered around the world and continues to be a dominant force in both supercar manufacture and motorsport. Its Prancing Horse logo is recognisable everywhere.

On view in FMM's Hall D is a display of some iconic examples of the marque: 1961 Ferrari 250 SWB, 1963 250GT Lusso, 1965 275 GT Berlinetta 6C, 1966 275 GTB long-nose, 1984 288 GTO, 1987 F40, 1995 F50, 2002 Enzo, 2005 575M SuperAmerica and 2010 599 GTO Fiorano.

# FMM SLOT CAR CHAMPIONSHIP

The third round of the half-year FMM Slot Car Championship took place in September and a record-equalling 40 cars were entered for the two championship categories. Twenty cars took part in the Touring Car category and in a night of mechanical upsets, Mike Monk's Ford Zakspeed Capri emerged the winner by a mere 0.02 seconds from Tertius van Wyk's Porsche 911 GTC, with Marius Brink's Holden Torana third, three laps behind. Albie Venter recorded the fastest lap with his Porsche (934) 911. After finishing fourth, Mark Venske (Lamborghini Huracan) leads the championship. The Sports Car category saw Jackie van Wyk dominate with his Porsche 917, setting fastest lap in the process, and with a maximum score now comfortably leads the championship. Pieter Venter was second with his Porsche 918, three laps down.

Before championship proceedings got underway there was a 24-minute Enduro Challenge, with Team Oddball – Albie Venter (Porsche 911), Jackie van Wyk (Porsche 917), Japie Aranjies (Chaparral) and Andre du Plessis (Lamborghini Huracan) – completing 255 laps, 12 ahead of Team TC consisting of Marius Brink (Holden Torana), Joe Inus (Fiat Abarth), Wayne Harley (BMW 320) and Justin Brink (Peugeot).

## 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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1997 BMW 750 IL

1978 Pontiac Firebird Trans Am

1973 VW-Porsche 914

1974 MGB GT

1960 Ford Fairlane 500

2001 Porsche Boxter

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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.

| | | |
|---|---|---|
| **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 |

# SAHGP TICKETS ON SALE

A limited number of tickets for South African Historic Grand Prix events are now on sale at www.sahistoricgp.com. This is for both the 25 November East London Grand Prix Exhibition Race and the Grand Prix Garden Party at the Val de Vie Estate just outside Franschhoek on 1 and 2 December.

The Exhibition Race for 1930s Grand Prix machines will consist of two display races and a track demonstration at the famed East London circuit, and will be backed up by various other historic racing formulae. Pre-war cars will then take a leisurely road tour towards Cape Town and relive the roads they once travelled from East London to the Grosvenor Grand Prix. It's the chance of a lifetime to enjoy these historic cars, as well as the splendours of South Africa's famous landscapes, hospitality, cuisine and weather, before ending it all off in the breathtaking Western Cape for The Grand Prix Garden Party.

# 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.

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R750,000

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

**1992 Mazda RX7 Roadster**
Red with Black leather interior, 1 of 3 in SA, factory 13B Rotary motor with turbo, electric soft top. R195,000

**1937 Rolls Royce Phantom II**
Midnight blue with Magnolia leather interior, hand made aluminum body by David Royle in the UK. POA

**1997 Ferrari F355 Spider**
Rosso Corsa with Crema interior, 6 speed manual, 33,000miles, FSH, books and tools.
R2,395,000

**1969 Jensen Interceptor**
White with black interior, 383ci V8 with auto trans, mini lite rims, long term ownership. POA

**1984 Ferrari Mondial QV Spider**
One of 26 RHD cars built, 86,000km with history, new soft top, Excellent condition.
R1,000,000

**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

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

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

## NEW STOCK COMING SOON:

**1969 Jaguar E Type Series 2 FHC (in restoration)**

**1969 VW Beetle Karmann Convertible (in restoration)**

**1972 Mercedes Benz 350SL**

**1985 Morgan +8 Roadster**

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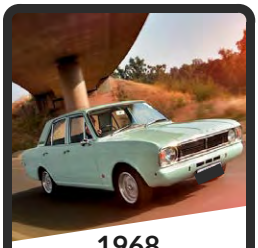
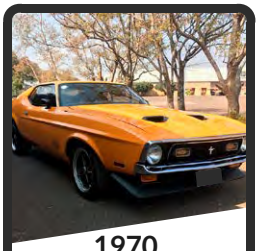


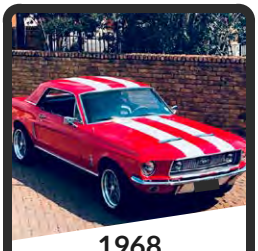
1968
Ford
Cortina GT
R 90 000

1968
Ford
Fairlane
R 145 000

1959
Ford Fairlane
Town Sedan
R 475 000

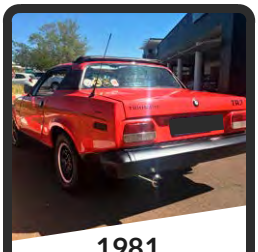


1970
Ford Mustang
Mach 1
R 540 000



1968
Ford Mustang
390 GT
R 670 000

1965
Ford Mustang
Roadster 289 V8
R 525 000



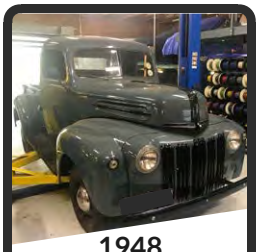
1981
Triumph
TR7
R 120 000

2009
Ural
750cc
R 85 000

1983
Porsche
911SC
R 950 000

1964
Corvette
Stingray
R 1 400 000

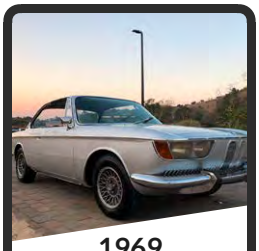
1970
Rolls Royce
Silver Shadow
R 395 000



1948
Ford
Jailbar Pickup
R 220 000

1967
Mercury
Cougar 302 V8
R 280 000

1977
Ford F100
(67 000 km)
R 195 000



1969
BMW
2000CS
R 250 000

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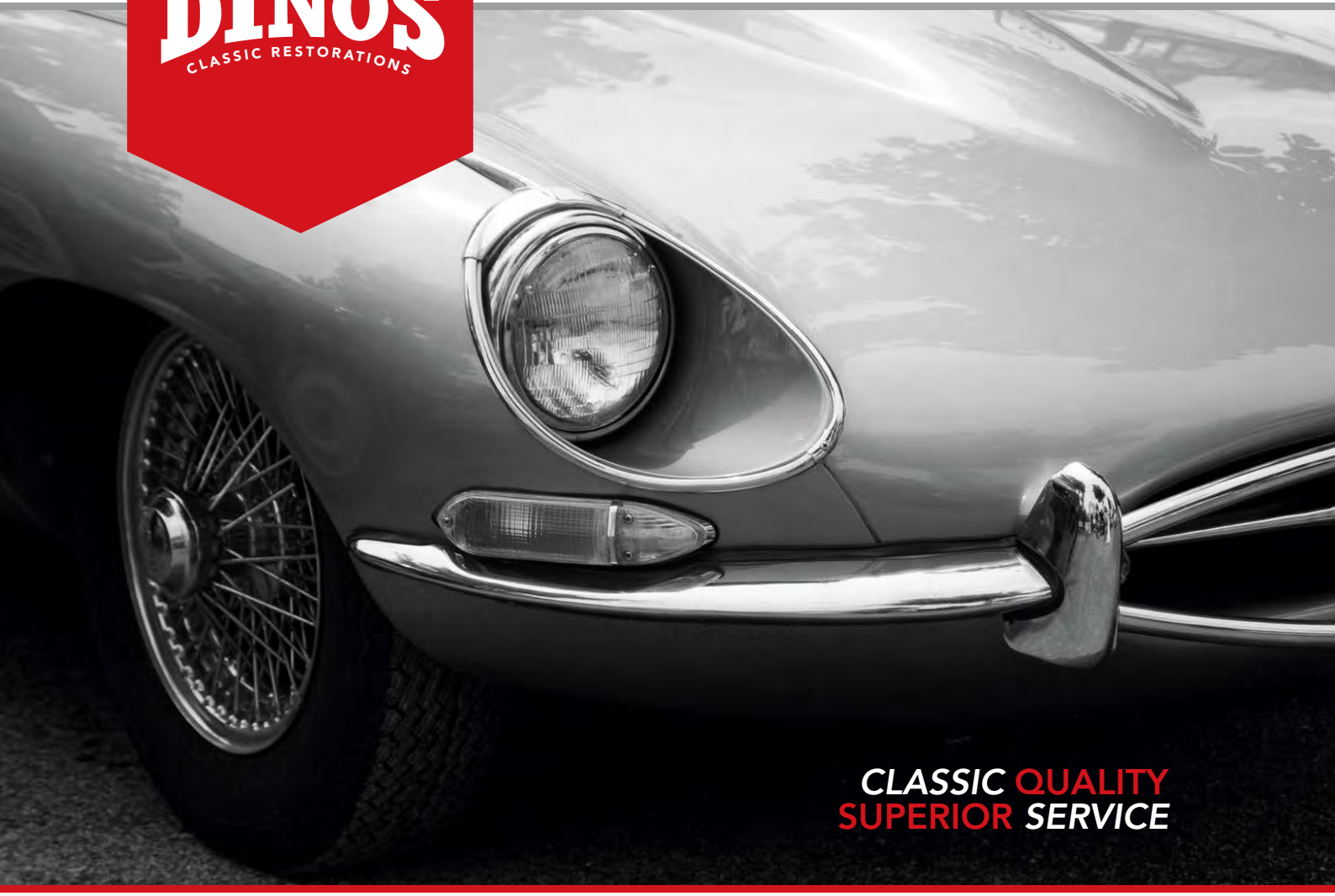


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# SUMMER LOVING

With warm spring days kicking in and the December holiday just around the corner, it seems as if classic car fans are keen to have their cars refreshed – our shop is bursting at the seams. Some cars that you've been following over recent months have left the building (the Camaro, Dodge Polara and the blue-over-white splittie Kombi spring to mind) while the rest are nearing completion. But still the carports are packed with projects ready to move in. There are a few more air-cooled VWs, as well as a '50s Chevrolet, Fastback Mustang and Valiant Regal lined up for major work, while an Alfa Spider and BMW 2002 are in for touch-ups. Our own BMW 3.0CSi has once again had to take a back seat. But with such a variety of machines to look at we are not too fazed by that and seeing some of these cars cruising the roads over the holidays will give us that festive glow.

As mentioned last month, this Cadillac from Generation Old School was in very sound condition and still sported its original paint. The monstrous dimensions meant a fair bit of labour to get it down to the metal before the minor rust issues were remedied. Preparation for paint is on the go and with such large and visible surfaces, it is crucial that it is perfect before paint goes on.

Known as the most powerful production Beetle ever made, the 1600 SP is another one of those South African specials. It's brilliant to see them being added to collections and people spending money to get them right. This one had the usual corroded areas removed and replaced with fresh metal. It is now painted (including the Rostyle wheels) and ready for the owner to collect and put back together.

The surprise package. This was the red Kombi that came in looking reasonable. The surprise was that it wasn't. It was packed with filler and fibreglass hiding rust and hail damage. It's been a massive task of cutting and replacing most panels but it finally has a gleaming coat of white paint. Next we will add some green to get the uber-cool two-tone look so desirable on a split-window. The client will assemble.

The rare right-hand-drive Maserati Indy that has been with us for ages is almost ready to go back to the owner for assembly. Every panel has either been repaired or been remade by hand. It was a massive job but the work is already paying off, with the first layer of blue paint accentuating its GT lines nicely. With some beading and chrome highlights it will be a show-stopper.

Another splittie from Generation Old School has landed in the shop. Someone has had a serious go at it with putty and it will require plenty of sheet metal to meet the standard required. We've just started the task of chipping off the filler and removing paint before the panel making begins.

This BMW 3.0CSL was not bad to look at before, but the owner wants it to be the best. With the paint removed, we had to cut out a small amount of rust and rework the fenders to get the correct shape. It's in the preparation booth now and will soon move to the paint shop and be returned to its former glory in original silver. We are overseeing the interior refurbishment and will be assembling soon.

This 1974 Porsche 911 conversion to a '73 RS look was started at another shop but the owner has moved it across to Dino's. The additional fibreglass panels appear to be decent quality but, as with any replacement part, will take some work to fit perfectly. Once this cutting, glassing and shaping is done, we'll paint the entire car in the period-correct orange.

The only Japanese classic in the shop, this Datsun 240Z is making progress again, with the owner having decided on the direction he wants to go. Tin worm took a good hold of the car so new floors have been made and fitted. The areas around the windscreen are next and then we will fine-tune how the doors should hang. It will be painted and shipped off to the owner to put back together.

While it looks like not much progress has happened on this Jaguar E-Type since last month, the team has actually been on it full time. There was rust everywhere and this had to be cut out and new metal shaped to replace it. Some new parts were ordered from the UK but it takes many hours of work to get them to fit right. We continue.

# CLASSIC CUSTODIANS

The recent HAGI VCCM Conference in Sandton drew classic car collectors from all around the country, and while it did look at classic car ownership as an investment, it was warming to see that the real reason South Africans play with old cars is because of passion. The same can be said about whiskey and art collecting, both of which also enjoyed some expert discussion over the weekend.

"Integrity is the single most important aspect of buying a classic car. Classic or vintage cars can generally be described as artefacts; rare objects from the past that are handmade. And in the acquisition of these artefacts, the process we follow needs to be rigorous," said Brian Bruce, qualified civil engineer and custodian of one of the major classic car collections in the Southern Cape. Bruce was a keynote speaker at the second annual HAGI VCCM Conference.

As an example of the type of integrity, Bruce cited the case of his 1934 Jensen Ford prototype, one of only three ever produced, and one of only two that exist today. "This car has total integrity. Everything about the car is correct. It came with all its original correspondence, invoices, documentation, and even advertising material from 1935 when the production Jensen Ford was produced. He explained: "This car for me defines the concept of integrity, as regards old motor cars. It is not in concours condition, but it is mechanically exceptional and original. Once a car has been modified, you cannot re-install integrity back into a car."

Bruce refers to the oft-repeated saying in classic car circles that we are "mere custodians of these artefacts". He did however point out that in a changing world, enthusiasts would have to accept that certain classics would inevitably be modified and updated with modern mechanical elements. "We refer to this process as re-purposing, and it is gaining increasing popularity in countries like America. It enables younger people to drive a classic with all the design beauty of the original, but with the reliability of a modern car."

The focus of the conference was on the economic benefits of owning a classic car as a valuable, fast-appreciating asset. Organiser Tommy Roes, however, emphasised a key focus of VCCM is value, and value drivers in the local context, which is a much broader conversation. "We try to create a balance by addressing various aspects that influence value in a South African setting. Restoration, maintenance, storage, insurance, import/export and related subjects all play a major role in the financial aspect, which cannot be ignored," said Roes.

On the subject of realising large percentage gains on classic cars as investments, classic car collector and race driver Paolo Cavalieri made an interesting case for classic racing cars as some of the best investments. "If you look at the highest values realised internationally at recent auctions, some 50% of them are racing cars. And the highest values were in fact returned by racing cars. So my question to delegates here today is this: why not consider a racing car as your next classic car investment?"

Gordon Massie is the Managing Director of ITOO Artinsure, a company that specialises in ensuring all manner of collectables. His address, on the subject of 'synaesthesia' – the almost intangible sensory attraction of collectable assets – and how this should be addressed when it comes to insuring such assets, rang true to both art and car lovers. He also covered ways in which a collector should go about finding insurance for appreciating assets.

Added to these were a range of experts that spoke at the one-and-a-half-day conference: Arthur Kamp of Sanlam on 'A New World Economic Order'; Leon Strümpher of Sanlam Private Wealth on 'Traditional Worldwide Asset Classes vs Rare and Collectable Cars'; Andrew Shirley of Knight Frank on 'Investments of Passion and Global Wealth Trends'; Johan Marais of Porsche Classic on 'Maintaining the Value of your Classic Car'; Neil Paterson of Whiskey Brother on 'Whiskey Investing 101'; Brian Noik of oldcars.co.za on 'When Classic Cars Turn to Tears'; Bryan Webb of Webb & Sons on 'Restoring Classics'; Stanley Brown of Sanlam Private Wealth on 'Collectable Items – Consider the Tax Implications'; James Xulu of Transglobal on 'Importing Classics' and Arisha Maharaj of Strauss & Co on 'Collecting, Valuing and Auctioning in a South African Art Market'.

It was all capped off with a pictorial journey through South African motor racing history presented by Malcolm Sampson, a renowned photographer who covered motorsport for *The Star* and the *Rand Daily Mail* in the 1970s and 1980s.

Whether you see yourself as an investor or not, the VCCM conference in its current format is a worthwhile event to attend as it evolves to form a nucleus and think-tank for the South African classic car fraternity.

# CONCOURS CORRECTION

Durban Country Club was host to the inaugural Concours d'Elegance Durban on Sunday, 12 August 2018 with an impressive array of immaculate vintage and classic vehicles. The 'Best in Show' award went the way of Connie Oosthuizen's Mercedes-Benz 300SL and not as per the order we printed in the September issue.

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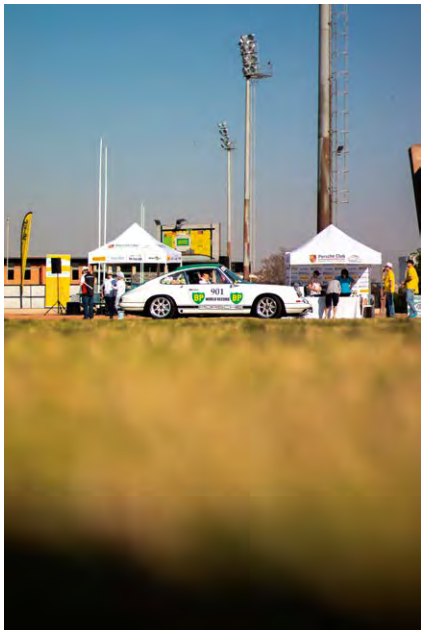
# LOFTUS DAY FOR PORSCHES

The Porsche Centre Loftus Day at Pretoria's hallowed rugby ground saw a new record of 162 Porsches attending the event on 16 September 2018. The aim was to surpass the previous record of 150 cars and the beautiful spring weather helped the Porsche 'family' reach their target. Sponsored by Porsche Centre, which is located a few km up the road from Loftus on Lynwood Road, the event was organised by a Porsche Club South Africa Central team headed up by Cilliers van Niekerk, in conjunction with the Porsche 356 Owner's Group.

The highly informal gathering also featured an entertaining auction conducted by Clive Winterstein, who arrived at Loftus in his achingly collectable Porsche 356 Carrera 2 – the famous four-cam model. Winterstein, who has vast auctioneering experience, managed to raise over R250 for a twin-pack set of toilet paper! The proceeds of the informal auction went to the Blue Bulls' fund for injured rugby players, a worthy charity – appropriate 'compensation' for the handing over of part of Loftus to the Porsche guys by the local rugby legends.

This event commemorates a famous gathering of the Porsche Club held way back in the early 1980s. The passion for Porsches was evident everywhere – as well as the diversity of the marque – and virtually every derivative of Porsche made the Loftus scene, from a 1958 356 Speedster to a brand-new Cayenne SUV. What a powerful brand!



# IN DUST WE TRUST

**Images by ZC Marketing Consulting**

The Grand Walkerville Stofskop! Never heard of it? It is SA's unconventional flat track motorcycle event brought to the Walkerville Showgrounds by Motul, SBK Eyewear and *Ridefast Magazine*, and is a must-do for fans of old, odd or weird motorcycles and riders to take part in. This year it made the most of the dry Highveld conditions to kick up plenty of dust.


# STATES CAPTURE

**Graeme Hurst** reflects on the auction highs from this year's Monterey Week.


R690m. For four wheels and circa 1 200kg of Italian-sculpted metal? It's a staggering amount of money. Ok, maybe not by our numbed-by-state-capture arithmetic standards, but it's certainly one helluva lot of bucks for a car, even if it is a Ferrari. But of course, as most of us know, that number – 48.4 million in US Dollars – wasn't forked out for just any old Ferrari but a 250 GTO. One of just 36 of what is arguably the most hallowed automobile of all time. And, as of 25 August 2018, the most expensive one ever sold at a public auction – as RM Sotheby's, which put the GTO under the hammer in Monterey, was quick to shout about. And rightly so. Even in hard currency, $48.4m is a big number.

And yes, sheets of canvas painted by the likes of Picasso have made substantially more at auction, but somehow it just seems crazy to think of that sort of money attached to what was once just a regular sports racing car (albeit pricey and desirable). One that was good enough to take the chequered flag first time out at our famous Kyalami 9 Hour – but not too precious to be driven flat out through the Karoo (complete with a toolbox in the boot) in time for a few practice laps the evening before, as racer David Piper told *CCA* in December last year.

Of course, that was nearly 56 years ago and the GTO's long since become the Holy Grail of collector cars, thanks to its enormous success at the hands of 'Pipes' and many other famous hot shoes in period. And although the GTO gave way to the 250LM by the mid-1960s, the Scaglietti-designed front-engined coupés were still hugely accomplished and became quite coveted. Some attracted high-profile, long-term owners who thankfully enjoy using them in competition. People such as Sir Anthony Bamford (of JCB digger fame) and Pink Floyd drummer Nick Mason who – I believe – forked out £37k for his in '77… which underlines the stellar returns a GTO can deliver.

And while R690m (or R736m following the Rand and other emerging market currencies' recent decline) is huge money, the $48m it translates to isn't totally outrageous by Monterey week standards, which is what the run-up of shows, racing and auction fixtures in the days before the annual Pebble Beach Concours d'Elegance is termed.

This year, a total of $371m (or R5.5bn!) worth of cars changed hands across six auction houses during that week. That was for just over 1 300 cars but there were some hefty results propping up that overall result, including the $22m one bidder forked out for a 1935 Duesenberg SSJ Roadster at Gooding & Company's sale. That's a record auction figure for an American car. And twice the cost of a GT40 back at the RM Sotheby's sale where, incidentally, bidding on the GTO kicked off in $1m increments.

I shouldn't say 'a' GT40 as chassis P/1016 is actually the third-place finisher of the '66 24 Hours of Le Mans – the very race at which Ford humiliated Enzo with a spectacular 1-2-3 finish. Considering that fame (and production run – Ford built just over 100 GT40s), the $9.8m chassis P/1016 made on the hammer seems like good value compared to GTO money.

There have been other records in recent years: in 2013 Bonhams achieved close on £20m at its Festival of Speed sale for Fangio's old 1954 Mercedes-Benz W196 – the highest ever (at that time) for a car at auction. But when it comes to records, many auction aficionados reckon the Bugatti Royale which went under the hammer for £5.5m ($9.8m then) in London's Royal Albert Hall back in 1987 is still the standout result.

In some ways a Royale seems worthy of the banner of the most expensive auction car ever. Its sensational lines make it look just that and a Royale is about as rare as you get collector car-wise: just seven of these magnificent three-tonne luxury leviathans were built in the late 1920s/early 1930s, each with a price tag so eye-watering that only royalty could write out a suitably big enough cheque. Which is how the model got its name.

In a way, that figure from three decades back puts the $48m Monterey GTO into perspective. Perhaps a GTO could go for more at auction in the near future? It may well when you consider the provenance of the Monterey example relative to other GTOs. Sure, its role as a practice car for Phil Hill in the '62 Targa Florio (as highlighted in the RM Sotheby's catalogue description) gives it a stamp of fame, but race-wise chassis 3413GT's notable track accolades were limited to class wins in two Targa Florios and victory in the '62 Italian GT Championship.

I'd argue that's no match for the track history of Piper's first 250 GTO, specifically its colourful role on our shores – literally – as the Englishman requested the car be finished in sponsor BP's green-and-yellow livery when he placed an order with Enzo in 1962. This is the GTO that not only famously won our celebrated 9 Hour that same year but also arguably helped market the fixture as an international event. Which is why, I reckon, were his old car to cross an auction block, its South African provenance would likely generate an even bigger number. One big even by state capture standards.

Of course, that was nearly 56 years ago and the GTO's long since become the Holy Grail of collector cars, thanks to its enormous success at the hands of 'Pipes' and many other famous hot shoes

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# BE A PART OF IT

**BY ROBERT PECHÉ**

Perspectives from a 30-year-old classic car fanatic

"You don't just sit in it. You become a part of it." – Mazda MX-5 brochure, 1991.

Mazda's marketing department waxes lyrical about the Japanese phrase *Jinba Ittai* which translates as 'rider and horse as one'.

This might sound like baseless marketing speak from a major manufacturer, but don't jump to that conclusion just yet. With well over a million cars sold across four generations of MX-5, it's hard not to believe the Mazda hype.

The car's physical form may have debuted in 1989 at the Chicago Auto Show, but its soul featured on beautiful B-roads the world over in the 1950s and '60s in the form of lightweight sports cars. When the Lotus Elan provided the primary design inspiration and the Japanese provided the build quality, you knew things were on the right track.

The story behind the Mazda is as fascinating as the car itself. American motoring journalist Bob Hall deserves most of the credit, having suggested to Mazda's head of R&D at the time that he should consider building a car to revive the ailing British sports car segment in the North American market. It took over a decade for the seed he planted to germinate into what would become the world's best-selling sports car.

This is a first-generation 'NA' car and is the only generation of MX-5 to feature pop-up headlights, which have only become more desirable with age. The first few model years featured a 1.6-litre engine with 85kW, with later NA models being driven by a 1.8 engine. The NA was eventually replaced by the NB in 1998.

This particular example is the 1.6 and has just over 25 000 miles on the clock (yes, the odometer is in miles and yes, that is incredibly low mileage). The owner bought the car approximately four years ago, sight unseen, from a medical doctor in Port Elizabeth. Precisely 7 000 miles had been enjoyed by all the previous owners put together.

The stereotypical way to enjoy this car would be with the top down on a perfect summer's day. One might imagine the car residing in a garage along a coastal road, only taken out on Sundays for a bugs-in-teeth blast through the mountain passes.

But this is an MX-5, not a Ferrari. Practical fun is what this car is all about, which is just as well when the weather doesn't cooperate. The sky was filling with ominous-looking clouds and the rain was well on its way to Somerset West. Luckily, the only thing we needed to worry about in the rain was the camera. The car performed flawlessly.

The owner lives on a farm, which requires narrow dirt roads to be traversed on a daily basis. The resident bull seemed as surprised to find an MX-5 in this environment as we were. The dips and tight bends were handled with no issues whatsoever, providing absolute evidence of just how practical these cars are. The snug seats, with just enough of a bucket shape, are comfortable on long drives and supportive when things get more exciting. Fear not if you are tall – there is plenty of space in the cockpit for two adults.

But this is an MX-5, not a Ferrari. Practical fun is what this car is all about, which is just as well when the weather doesn't cooperate

Despite being almost 30 years old, there wasn't a single leak from the textile roof. The wipers work perfectly, as do the demisters. I have long believed that it is entirely possible to use a well-engineered early '90s car as a daily drive – this Mazda confirmed this view.

As novel as the farm road experience was, the true magic lay ahead as we wound our way out of Somerset West towards Clarence Drive. With many classics relegated to the garage in such weather, the MX-5 had primarily modern cars for company as we drove along this incredible road.

A sudden turn to the left and we were heading up a sharp incline towards the Steenbras Dam pump station. This is one of those roads that makes you wonder if the chief engineer was a petrolhead. With a sheer drop on one side and imposing rocks on the other, the feeling of being on a European rally stage is impossible to ignore, and the hairpin halfway up does nothing to discourage spirited driving.

50-50 weight balance is something best experienced in real life. The short-throw gearbox provides the perfect companion to the lightweight rear-wheel-drive chassis and the hearty little 1.6 engine. The package has won numerous awards, and you'll know why by the time you hit the apex of the first corner. Weighing in at just 940kg, the Mazda did a wonderful job of carrying the torch for Colin Chapman.

Rider and horse as one? Yes, definitely. This may not be the strongest stallion or the fastest in a straight line, but it will deliver great driving experiences day in and day out without breaking the bank. C

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## CHAIN LETTER

Hi Stuart,
Your magazine is exceptional and appeals to a broad spectrum of motoring enthusiasts. The quality of the whole publication is really outstanding, thank you for your contribution to preserving South African motoring heritage.

I was elated to see a picture that I took in 1966/7 which you published in a letter 'Hey Delahaye' from Chris Jewitt in the September issue. Chris's letter was written in response to a letter 'Delahaye Spotted' from Ken Stewart in the July issue, which in turn was in response to a letter 'Hotchkiss Hello' from Jolyon Simpson in the June issue regarding a Delahaye with registration NU 5342. Jolyon's letter itself was written in response to Boet Le Roux's Hotchkiss letter. A real chain of events.

The photograph of the Delahaye with the suicide door flying open was taken by me on 35mm black-and-white film which was processed and printed in the Photographic Society's dark room at school. I can confirm that the youngster managed to stay in the car and all ended happily.

The car participated in a VVC Gymkhana and Concours d'Elegance meeting that took place on the lawn behind the classroom block at Kearsney College in 1966 or 1967, where your father and I were privileged to have been pupils. (Chris Jewitt and fellow *CCA* reader Colin Downie matriculated from Kearsney in 1958 or so).

Hoping that this info just adds grist to the mill and that you keep going with your wonderful publication.

**Regards,**
**Graham Grant (AKA Grantie)**

*Hi Grantie,*
*Thanks for adding to the Delahaye story. It is amazing to see how the mention of a car can have such a response from the readers. Sure, some memories fade and the details can get a bit confused along the way. But with so many letters coming in, the true tale seems to eventually come out in the wash and one more piece of South African motoring history is completed and documented for future generations. Glad to hear the youngster stayed in the car – wouldn't it be fantastic to find out who he was and where he is today?*
***Stuart***

## MORE RUN-OF-THE-MILL

Hi Stuart,
I have read with great interest the many recent splendid articles and viewed the '60s photos with I-was-there emotions. What remains somewhat cast aside by the glamour of the sports cars is the value added to daily lives by the 'suburban sedans' of the era. When cycling to watch the False Bay 100 at Gunners Circle, one would pass polished and loved examples of the likes of the Austin Cambridge A55, Austin A70, Hillman Minx, Opel Kapitan, Morris Cowley, Vauxhall Velox and Ford's Prefect or Zephyr. These run-of-the-mill vehicles were an everyday commodity without which the average person could not get to work.

I learned to drive in Dad's Zephyr 6 because it was the only car available and a hill start up Glengariff Road required dexterity (with the under-dashboard handbrake) and prayer.

It would be, I'm sure, of interest to many to have a feature on these ubiquitous vehicles, perhaps even comparatives between them – Austin A 90, Vauxhall Cresta, Valiant V100 and the Zephyr 6. Many of them seemed in endless supply but are rarely seen at shows – when did anybody last see an Austin A70 Hampshire or an A40 Somerset, a Peugeot 403 or Vauxhall Velox?

The other feature of that period was the postman on his bicycle – at least then my magazines would be delivered on time without strike action.

Many thanks for your continued appreciation of the days when a journey to Knysna was a major undertaking, with wax paper-wrapped boiled eggs, soggy tomato-and-cheese sarmies and fighting for a space in the rear of the '58 Cambridge.

**Kind regards,**
**Mike Godfrey**

*Thanks for the kind words and encouragement, Mike. Your request for run-of-the-mill car stories strikes a chord with me as I too am a fan of these more humble saloons because of the nostalgia they bring. While the 'fancy stuff' sports cars appear to have been looked at as collectables and preserved from day one, the 'regular' cars lived a hard, almost disposable life and so are now often more rare at car shows and gatherings. I've noticed that driving something like my Renault 10 pulls in more roadside comment and admiration than the more exotic toys, and in a similar way we find our best-selling magazine covers tend towards the more common cars. To date our most popular cover was the Renault Gordini, second goes to the Cortina Perana and third to the Ford Capri 3-litre. While these might have been the top-of-the-range versions, the fact that more entry-level versions looked similar and so many readers or their parents or neighbours had them, tugs at the heart strings and brings out fond memories. I'll get on to hunting down some early family cars like those you mention and boil some eggs for a photoshoot and article. I'm all for the postman getting a new bicycle as it might mean fewer phone calls for the office line…*
***Stuart***

## GAME DRIVES

*We've been overwhelmed by the response to Graeme Hurst's 'Cars of the Kruger Park' bit. Being of perhaps the 'wrong' generation, we were not able to identify many of the 1940s and '50s cars but as seen below and in our last issue, the readers are on the ball. By taking all the information received and cross-referencing it with Google images, we think we are now spot on with the naming game and have loaded the images with correct captions to our website: www.classiccarafrica.com. We thank you for guiding us.*
***Stuart***

Hi Graeme,
Firstly, thank you for a fabulous mag. Not one other publication in this country comes close. Regarding your article in the August issue on the various cars in the Kruger Park, as I remember they are as follows:

On page 28 the car in front is a Plymouth circa 1948, behind it is a Hudson, then behind the lions is a Ford sedan circa 1951. The black car entering the road on the left looks like a 1950s Buick. The guy with the Fedora hat is in a Chrysler Fluid Drive circa 1948 and the car on page 29 looks like a Nash from around 1951. Keep up the great work… it astounds me where you get your content from!

**Warm regards,**
**Tony Campbell**


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Hi Stuart,
I have studied the photos in the August issue and herewith my thoughts:

**Photos 1 & 2 on page 28:**

1. On right, Dodge/Plymouth, then Hudson. The car on the left is a 1950 Ford V8.
2. Chrysler.

**Page 29:**

1. Top right photo is a Nash.
2. Bottom right a Chrysler and Studebaker, then in the background a Buick on the left and what looks like a Pontiac on the right.

**Page 30:**
The green car is Peugeot 403. It could possibly be a Renault 8/10 in the middle but a Cortina to the right for sure. Behind the Peugeot looks like one of the last Studebakers.


**Page 31:**
Cars in background look like a Morris Oxford and an Austin A40 Devon.

I owned a Peugeot 403, which was in the family for 20 years and gave us much pleasure and trouble-free motoring. I also owned a Peugeot 404 and 305GR – both cars gave good service. Now I own a 1997 Opel Astra (very good, reliable car).

I enjoy your magazine. Nice to see that the older cars are still around.

**Regards,**
**Bryan Wehrli**


Whatever happened to all the Fiats?
The two pictures we publish here show a large number of Fiat cars at the premises of R.J. Bishop and Co. Situated at 227A Eloff Street Ext.
This business was in existence from 1926 to 1932 when it fell victim to the depression. Very few Fiats seemed to have survived and yet by all accounts they were good motorcars.

Dear Stuart,
With snail mail slowing my magazine delivery, you have probably already got a reply to the picture of a car on page 29 of the *Classic Car Africa* August 2018 issue. Anyway, here is a contemporary photo of the 1925 Fiat – a 512.

**Regards,**
**Ken Stewart**


Further to the call for Kruger Park spotting identities I can add that the car poking its nose between the lions on the bottom left of page 28 is a 1949 V8 Ford Customline, while the nose behind the Kombi on the bottom left of page 29 is a Chev 3800 or 4100.

**Regards,**
**André Herbst**

Dear Stuart,
I enjoyed reading the August edition, particularly the article about the '48 Buick, as until recently I owned a 'close family member', namely a 1948 Oldsmobile.

I also enjoyed Graeme Hurst's article about the Kruger Park and being one of those "1940s and '50s car nuts" he mentions, I could identify each and every car straight away, except for the twenties open tourer, top left page 29. The radiator shape suggests it could perhaps be a Nash from about 1927/28.

The photo on the left of page 28 is easy: the car in front is a 1946/8 Plymouth, behind that is a 1948/9 Hudson and the car on the left with the cooler bag is not a Studebaker but a 1949 Ford. The car entering from the left is a Buick Super (note the three 'port holes') from about 1951/2. The next photograph (with the Fedora hat) is a 1946/8 Chrysler (are those after-market direction indicator lights either side of the bonnet?)

The car that just entered through Numbi Gate (top right page 29) seems to be a 1955 Nash Statesman, the swage line running from front to rear below the windows gives it away as a '55 model. The car in the bottom right picture on page 29 behind the lioness is, of course, also a 1946/8 Chrysler, followed by a 1947 Studebaker (with cooler bag). In the background are a 1947 Pontiac on the right and 1947/5 Buick on the left.

On page 30, middle left, next to the Peugeot 403, the four-door rear-engined car is a Simca 1000, followed by a Studebaker Daytona. In the bottom left picture, the car hiding behind the Cornflakes box is a 1937 Chevrolet. The bottom right photograph, hiding behind the TP-registered Volkswagen but in front of the '55 Chevy, is a 1946/8 Mercury. Those dual-line chrome strips on the mudguards are a dead giveaway!

Finally, the large photo on the top of page 31: behind the Ford Zephyr stands a 1949 Chevrolet (with sun visor and luggage rack). The car with the open boot next to the Morris Oxford is nothing as exotic as an MG Y (pity!) but an Austin A40 Devon. Look closely and the stylised 'A' (for 'Austin of England') is just visible on top of the bonnet.

I really enjoyed identifying these old cars that were good friends in my youth in the fifties.

I wish you all the best with your excellent magazine.

**Kind regards,**
**Leo van der Meer**

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# EXTRACARICULAR ACTIVITIES

A recent family occasion had **Stuart Grant** sipping a cold, carb-heavy beverage and discussing the virtues of traditional car clubs versus the modern online formats seen on Facebook, Instagram and dedicated WhatsApp groups. Somewhere in the discussion, the Kearsney College Motor Club came up. Both his father Alan and his uncle Graham were students at the school, located in Botha's Hill in KwaZulu-Natal, during the mid- to late 1960s, and were heavily involved in the club. They take up the story.

During the first part of Jimmy Hopkins's headmastership, when Kearsney College saw the vast majority of boys boarding full-time, most weekends were spent on the hill and a large variety of clubs and societies flourished. One such club catered for that certain breed of person who would rather be involved with things oily and mechanical than sweating in a rugby scrum.

Through casual chats with mathematics and science teachers (and fellow car enthusiasts) Mike 'Moose' Mossom and Roy 'Whitey' Whiteford, the Kearsney Motor Club was established. In the club's workshop, Moose and Whitey patiently shared their knowledge and enthusiasm with a group of boys. Age and seniority went out the window; the common goal was the driving force.

Whitey had bought an Alfa Romeo but also needed a simple runabout for short trips around Botha's Hill, and placed an advert in the *Natal Mercury's* swap column offering his Philips valve radio for something suitable. The answer came in the form of a 1948 Wolseley 8hp said to be in 'just working' order. Unfortunately, though, Durban's hot and humid climate meant a proliferation of rust and decay. The KCMC crew got stuck in, gaining the real privilege of permission to break bounds when the junior boys, armed with 50c, were allowed to walk to Botha's Hill Garage to buy a gallon of petrol to clean the parts. So much stripping, cleaning and water-papering of the paintwork ensued that their fingerprints virtually wore off.

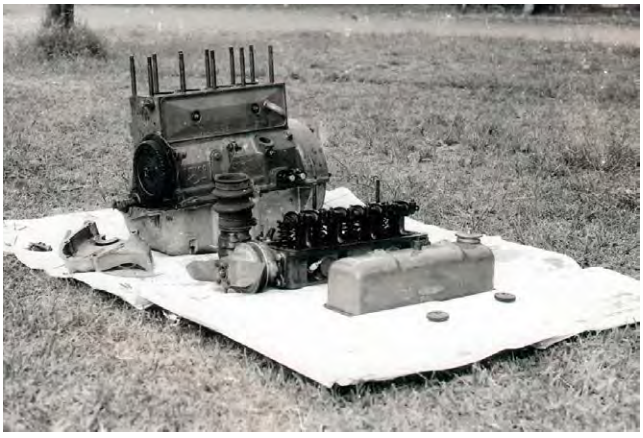
Through intelligence gathered by fellow school boys who did not have permission to break bounds, the club discovered that a similar rust-free 1948 Wolseley bearing TJ number plates was standing on blocks near the Highbury School staff quarters. The information was relayed to Moose and Whitey, a deal was struck and the Kearsney maintenance department's Ford Thames truck was despatched with planks, ropes, and Motor Club labour to retrieve the prize.

> One such club catered for that certain breed of person who would rather be involved with things oily and mechanical than sweating in a rugby scrum

Many happy, productive hours were spent on the Wolseley restoration project, and members quickly amassed valuable knowledge about vehicle maintenance and reconstruction without the ensuing tests or exams, which would have made a fun experience seem like graft. This knowledge occasionally even benefitted other members of staff: a schoolboy mechanic performed an emergency repair to the exhaust system of a teacher's Ford Zephyr, judiciously using coat hanger wire. The repair is reputed to have lasted for years.

A significant event took place during 1965, when the Veteran Car Club staged a Concours d'Elegance at Kearsney. This included a gymkhana event in the then vacant grassed area and points were to be awarded for fastest time and fewest mistakes. One activity required the car to be reversed into a 'garage' space and for the engine to be switched off and then restarted. As most were vintage cars, the restarting of the engine relied on the passenger





jumping out and rushing to the front of the car to crank the engine vigorously with a crank handle. As a volunteer for one of the visiting competitors, Moose leapt from the passenger seat and cranked as though his life depended on it. He had almost expired when the driver discovered that he had forgotten to switch on the ignition!

No Kearsney pupils were permitted to drive or ride any vehicle on the College campus. However, on one occasion, the peace of a balmy Botha's Hill summer afternoon was disturbed by the rasping exhaust of a go-kart being propelled by a Motor Club enthusiast across the open lawn between the swimming pool and the workshop. The boys did not think that the sound would carry to the administration block, where a staff meeting was in progress. They were wrong.

Whitey, not usually given to using expletives, suddenly appeared yelling, "Turn that damn machine off!" The crowd of spectators hurriedly vacated the area is if nothing had happened. The punishment of those involved directly is unknown, but when the members later gathered in the workshop to be officially reprimanded, Whitey was heard to say, "Not such a bad machine after all." Despite his grudging admiration, there was a delay in the Wolseley restoration project as the guilty parties were banned from the club for a period.

Eventually the restored Wolseley was commissioned and put into service. It was used by Whitey on a daily basis for more than four years – until it suffered complete and utter mechanical failure in late 1969. Scrapping papers were signed and the vehicle was taken off the road. As the longest-serving founder member of the Motor Club, Graham Grant was offered the honour of taking over the remains of the Wolseley. After some negotiation by his father, a purchase price of R35 was agreed upon – this included a car radio, which was duly installed, and parts from the second car.

Graham spent many hours during his matric year in the Motor Club workshop removing the engine, stripping and cleaning components and taking stock of what was required. The basic engine components were railed to Johannesburg, machined and returned to Botha's Hill with new pistons, rings and bearings. With generous assistance from Whitey and Moose, the engine was reassembled and reinstalled in the car. He clearly remembers the first starting of the restored car: "Being pushed into action by many members of the club, the engine firing up and being able to drive past the headmaster's house; Whitey in the passenger seat and me at the wheel! Very irregular!"

When Graham graduated in 1970, the Wolseley was loaded onto a flatbed truck. It was taken to Johannesburg, became known as 'Winnie' and served Graham for the duration of his studies at Wits. The Wolseley eventually ended up in Alan Grant's backyard in the 1980s before being sold on to an enthusiast who still owns and treasures it today.

One wonders how many schools ran similar motor clubs and if any still exist…

The peace of a balmy Botha's Hill summer afternoon was disturbed by the rasping exhaust of a go-kart being propelled by a Motor Club enthusiast across the open lawn

# THE DRIVING RANGE


Few manufacturers can boast a step-change in product offering as monumental as Volkswagen can with the launch of its Golf back in '74. A switch from the air-cooled rear-engined and chassis-based format that defined the much-loved Beetle to a transverse-engined, front-wheel-drive monocoque hatchback was about as radical as the adoption of the jet engine with the launch of the de Havilland Comet airliner back in 1949. Only the Golf was more than just a seismic technical change. It was also a watershed moment in the way family cars appealed to motorists says **Graeme Hurst**, who looks back at Golf's 40-year-long history in SA.

**Images by Jan van der Walt**


Got any favourite advertisements from the late ’70s and ’80s? Colourful advertisements in the back of *CAR* or *WIEL* that still stand out for their marketer’s message? My own motoring recollections as a young petrolhead devouring the pages of my dad’s *CAR* mags include several memorable ones. Such as the can of Castrol’s GTX oil with the golden lubricant running down the side and into the open jaws of a spanner. Or the Datsun 1200 bakkie engine vibrating in the dust as it powered a pump on a farm (long after the body had rusted away) to show how reliable the Japanese carmaker’s engines were. Then there’s Mercedes-Benz’s double-page spread showing the trajectory that one of its sedans took after it accidentally left the road and plunged off Chapman’s Peak late one night…

Those were all in the 1980s but a standout one from the late ’70s was a bright yellow VW Golf pictured with no fewer than 15 blue milk crates AND a ladder, all of which could fit into it! To me it looked more like a David Copperfield routine involving smoke and mirrors than something you could actually pull off but either way it made an impression: this was an attractive-looking car that was clearly super practical with its rear hatch and four doors.

And potential car buyers leafing through those same pages agreed: VW sold 5 000 Golfs in the first three months after the model reached our shores in early 1978 and broke the 100 000 mark a little over three years on – a record for a South African-assembled car! Six generations – and several further memorable advertising campaigns – later and the Golf is a serious mainstay of our new car market, having spawned a unique-to-SA


budget model along the way.

And while today's automotive listings fairly much mirror what buyers overseas can enjoy, that wasn't always the case here. Especially in the late 1970s, when SA experienced a lag in new car launches; what debuted at the likes of Geneva and Frankfurt often took a few years to turn up on our shores. That was the case with Volkswagen's Giugiaro-styled hatchback which was on European salesroom floors as far back as '74, although the model's origins go back as far as 1969.

That's when Wolfsburg bosses, concerned about falling Beetle sales which had led to overall annual VW production nearly halving from a 600 000-unit high in 1966, visited the Turin Auto Salon for inspiration. Of the six show cars they favoured most, four had been designed by Italdesign and the firm's founder, Giorgetto Giugiaro, was invited to Wolfsburg to discuss a new family car to take over from the Beetle.

Giugiaro had a preference for sharp, crisp lines which he delivered with the Golf and which would become his styling signature with subsequent projects such as BMW's iconic M1 and the gull-winged DeLorean DMC-12 (of *Back to The Future* fame), among others. Despite the Golf looking radically different to its predecessor, the Italian stylist wasn't given carte blanche: Wolfsburg's engineers issued a clear brief relating to the car's wheelbase and overall interior and exterior dimensions, although some of that was related to the need for component commonality across Volkswagenwerk AG, which had by then acquired NSU and Audi.

His efforts appeared remarkably unhindered by those requirements, with both the three- and five-door shapes appearing fresh and resolved in their own right and the Golf's strong C-pillar detail becoming a model signature as the Golf evolved. Giugiaro's concept was largely accepted as was by VW's board, apart from a switch from rectangular to round headlights in the interest of cost, and the adoption of narrower taillights. They also decided on the car's name, although whether it's a Germanised take on the Gulf Stream wind or simply a nod to the then increasingly popular game of golf is open to conjecture. VW fuelled the intrigue by adding a golf ball-inspired gear knob and – whatever the inspiration – the name hit the spot for the all-new industry concept that VW effectively pioneered: the family hatchback.

The radical-looking Golf made its SA debut in early 1978 in an equally radical way: in the ballroom of the Sunnyside Park Hotel in Joburg

The radical-looking Golf made its SA


debut in early 1978 in an equally radical way: in the ballroom of the Sunnyside Park Hotel in Joburg, stood a yellow five-door Golf, complete with the same scantily attired model from the then current print and television advert and her 15 milk crates. And that ladder. The launch kicked off with the model asking for assistance to pack all the crates into the car, which she did to a round of rapturous applause! This was motoring theatre and the audience just loved it.

Local production kicked off in March/April that year at a rate of 65 cars a day and *CAR* magazine's editorial team soon had their hands on the 1500 GLS version for the July issue, with a test of the entry-level 1100 LS following a month later. As the entry-level model, the LS was the only two-door in the range and was priced at R3 995, some R500 more than the 1300 Beetle which ran concurrently until January '79, by when a 1500 diesel Golf was added to the mix.

The price jump didn't matter: demand for the Golf range was super strong, especially among fleet customers, at whom the ballroom theatrics at the Sunnyside had been aimed. A year on, the Golf had outsold the Beetle – which achieved 21 034 units in its best-ever year. The Golf was simply an instant success in our market.

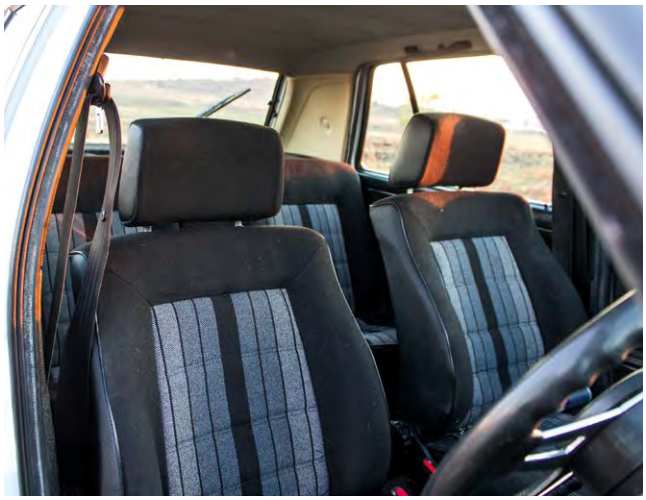
The addition of a 1.6-litre GTS version (with five-speed gearbox) in early 1980 boosted the little hatchback's appeal even further with the start of the model's sporty appeal. In 65kW carb form the GTS wasn't a true hot hatch as we came to know them, but back then it was quick enough to embarrass Ford XR3 owners at the lights.

Of course the real hot hatch chapter came with the launch of the Golf GTi. Although a fuel-injected Golf had been an option overseas two years after the Golf's European launch, local VW fans had to hang in there until November '82. It was worth the wait as Germany had by then upped engine capacity to 1.8 litres for competition purposes and we got that full-fat version straight off. Only ours was regarded as being quicker, without European power-sapping emissions equipment.

Performance was simply scintillating for the time: 0-100km/h in 9.3 seconds and a top whack of 182km/h. But the GTi was more than just about numbers: the 82kW its fuel-injected engine pumped out sharpened up the Golf's already legendary handling and – along with perfectly matched gear ratios – made for a hugely entertaining drive.

*CAR* magazine reckoned it was the fastest production VW and the catchy GTi moniker quickly boosted the Wolfsburg marque's image with those three letters arguably becoming as synonymous for a hot hatch as Mercedes-Benz's SL badge was for a luxury sports car. Only VW's prodigy did so for a fraction of the price, as saleroom figures showed – some 2 991 GTis left dealer floors in the first year of production. And the GTi proved itself off the public road too, with hot-shoe Sarel van der Merwe winning the 1983 Group One Championship






with one and a team of GTis breaking 24 Hour endurance records in February the year after.

VWSA upped the ante with the launch of the Golf 2 in September '84, an evolution that took all that made the Golf great and improved on it by offering 13% more interior space while being 50% quieter. Despite the increase in size, the range still kicked off with a four-speed 1.3-litre CL, but the bigger 1.6-litre CSL and 1.8-litre CSX models boasted five on the floor.

Volkswagen Germany made much of the new Golf's increased interior dimensions and load-carrying space (almost a third more) at its European launch and VWSA's famously creative advertising agency – Rightford Searle-Tripp Makin – capitalised on this by coining it the 'Jumbo Golf' when it arrived in SA just 13 months later. Their campaign centred around a series of memorable print run ads involving a rather animated elephant and a dark blue Golf CSL, one featuring the elephant standing on the roof (which appeared to be only mildly compressed) and another where he was spraying the underside of the car with water out of his trunk after evidently flipping the car over!

There was even more creative advertising to come on the Golf front; although the second-generation Golf was well received, VWSA predicted (a year earlier) that there would be a role for the outgoing shape. This was after concerns were raised over the new Golf's higher price point, which would've likely pushed it out of the reach of first-time buyers. So, in partnership with the same creative advertising agency from the Jumbo ads, its product management team re-developed the model as the Citi Golf – a budget offering appealing to a younger, lifestyle-oriented target market (remember the 'Get the freedom of the Citi' strapline?)

So, in partnership with the same creative advertising agency from the Jumbo ads, its product management team re-developed the model as the Citi Golf

A previous generation model on a show-room floor concurrently with its replacement? This was simply unprecedented in the SA motoring industry, with fears of market cannibalisation, but VWSA management made a compelling enough case for the company's German HQ to allow it. That was in part as the local outfit didn't have the capacity to take on assembly of the European Polo, yet the SA market was in need of an entry-level model of that ilk. And, as any local petrolhead knows, the gamble paid off spectacularly: some 300 Citi Golfs a month were rolling out of Uitenhage by the end of the first year,


while Golf 2 sales continued to climb. The appetite for a budget model showed no sign of waning as the years rolled on: by 1990, one in every 14 cars sold in SA was a Citi Golf, making the model a fixture of both our roads and our automotive lexicon all the way until production finally ceased in 2009, after some 370 000 had been built.

The second-generation Golf's strong sales helped cement the model's standing in the country and the range was again topped with the desirable GTi, listed at R14 800. Despite the Golf 2's added bulk (around 40kg), its performance was up on the Golf 1 GTi with 0-100km/h in 8.73 seconds and top speed now a fraction over 190km/h. There was more to come when VW adopted multi-valve technology in the form of the GTi 16-valve, which came to our shores in 1990. Boosting power to 102kW (at 6100rpm), the 16V GTi cost nearly 20% more than a regular 8-valver (which sold concurrently), but that bought the owner true 200km/h action – performance that put the GTi ahead of rival Opel's GSi, which had been developed to woo GTi buyers.

Two years on, VW pushed capacity up to 2 litres (and gave the GTi a facelift centred around integrated bumpers) to up the performance stakes yet again. But the big news, of course, was the Golf 3 from February 1993, specifically the 2.8-litre six-cylinder VR6 which finally closed the numbers gap with BMW – as *CAR* magazine noted when it pitted a VR6 against a 325i in the November 1993 issue.

Although VW had faced off against BMW on the track on many occasions, this was the first time the rival carmakers were competing in the marketplace. And, despite a 13kW penalty (the narrow V6 of the Golf offering 128kW against the 141kW of the Bavarian straight-six), the VW hatch proved it had the punch with a 222km/h top whack that was 6km/h shy of the 325i's. The Golf's all-important 0-100km/h figure was actually a shade lower at 7.98 seconds. A lot of that was thanks to a 120kg weight advantage but it was still good news for VW die-hards, especially as the VR6's R112 533 price tag left them with over R20k in their pocket compared with the blue-and-white-badged offering.

The third-generation Golf had a long run – over six years – as VW initially declined to bring out its replacement from Europe (citing engine incompatibility), however that changed in late '99 and then Golf 5 followed five years later. With local production boosted by export demand, production increased until December 2008 when VWSA's product rationalisation plans saw the end of Golf assembly in Uitenhage after more than 800 000 Golfs had been built locally over three decades.

Fast-forward another ten years and the Golf legacy continues to grow, underwritten by its reputation as a quality car that's as entertaining to drive as it is practical, thanks to its five-door configuration. And that image of 15 stacked milk crates AND a ladder.

*Thanks to VW author John Lemon for production data.*

# PILLAR OF SOCIETY

Morgan has always epitomised the spirit of classic sports car motoring. Post-war, the Plus 4 set the standard that lives on to this day. **Mike Monk** gives us a classic test drive in a 1951 model.

**Pictures: Mike & Wendy Monk**


Idiosyncratic is the only word to describe the Morgan Motor Company of Malvern, a spa town situated at the foot of the Malvern Hills in Worcestershire, England. The company was founded by Henry Frederick Stanley 'HFS' Morgan in 1910 and started with a tubular chassis frame tricycle with a JAP V-twin motorcycle engine mounted transversely at the front. Independent front suspension featured sliding pillars and coil springs, a unique set-up that the firm still continues with.

At a time when tax and licence benefits were to be had, Morgans became benchmark three-wheelers because of their good roadholding. They soon became popular with sportsmen – so much so that in 1914 a Grand Prix model was produced, becoming the first catalogued competition Morgan. The company's success continued after WWI, but by the late 1920s their popularity was waning thanks to the growing availability of new, cheap sports cars. HFS responded with the introduction in 1936 of the 4-4 (later 4/4), the name referring to four wheels and four-cylinder engine. Light in weight, it retained the sliding pillar suspension, so roadholding was well up to scratch. It was powered by a Coventry-Climax overhead-inlet, side-exhaust 1122cc engine delivering 35hp (26kW) at 4500rpm and was capable of 75mph (120km/h).

Bespoke and hand-built, the 4/4 was Morgan's base model pre- and post-WWII but when it was reintroduced in 1945 the Climax motor was replaced with a 1267cc overhead-valve Standard 10 four-cylinder that produced 40hp (30kW) at 4300rpm. This business relationship was as a result of the chief of the Standard Motor Company of Coventry, Sir John Black, having befriended HFS during the company's early days.

Then in 1950, at the Earls Court Motor Show in London, an additional model was launched – the Plus 4 (badged +4), which had nothing to do with baggy knickerbockers reaching four inches


below the knee worn by men for hunting and golf... The 'Plus' simply meant it had a bigger engine, namely the four-cylinder 2088cc side-valve as used in the Standard Vanguard. With a single Solex carburettor and boasting a 6.7:1 compression ratio, it developed 51kW at 4200rpm and 151Nm of torque at 2300. Top speed was around 135km/h and 0-50mph (80km/h) took just under 10 seconds. Fuel consumption was given as 25.6mpg (11 litres/100km).

Incidentally, the Vanguard engine was originally developed for the Ferguson TE20 tractor but went on to form the basis for the Triumph TR2 (1991cc), TR3 (1991cc), and TR4 (2138cc) powerplants, in which guise they were also used in the Morgan until first-generation Plus 4 production ceased in 1969.

The Plus 4 was based on a strengthened 4/4 chassis, with the wheelbase lengthened by 102mm to 2 438mm and the track increased by 51mm to 1 194mm. Naturally, this made the car longer and wider than its sibling – and around 150kg heavier. The Plus 4 was the first Morgan to feature hydraulic drum brakes all round. Tyres were 5.25x16.

Although sliding pillar front suspension is most commonly associated with Morgan, who introduced the set-up in 1909 on its cyclecars, it was first used by Decauville in 1898. Lancia famously adopted the system for its Lambda in 1922 and Appia in the 1950s. Basically, the stub axle and wheel assembly are attached to a vertical pillar, or kingpin, which slides up and down through a bush or bushes that are attached to the vehicle chassis, the action damped by a coil spring. Steering movement is provided

The 'Plus' simply meant it had a bigger engine, namely the four-cylinder 2088cc side-valve as used in the Standard Vanguard


by allowing this same sliding pillar to also rotate.

The Franschhoek Motor Museum's Plus 4 is a 'flat nose' model, chassis number P2130, engine number V26MC and gearbox number M16, painted in Nile Blue. It was previously owned by two brothers who saw the car advertised in a 1977 issue of *Farmer's Weekly* for R500, and bought it sight unseen. It was located in Maseru and the brothers drove a 2.5-tonne truck from their home in Pietermaritzburg to collect the car, only to find that "it was completely, but completely, dismantled with not a single stud or bolt left in place and no two parts were joined together. The owner had re-cut the entire wood frame but had not assembled any of it." Once back in Maritzburg, the car was rebuilt over eight months of blood, sweat and tears. Once complete, the car passed its roadworthy first time and was put up for auction, from where it was purchased by FMM.

> But despite its origins, I found the engine far from feeling agricultural. The gear shift proved to be a 'snick-snick' delight and the overall gearing provided some lively performance

The Morgan certainly looks the quintessential post-war British sports car. Sweeping bodywork over a treated ash frame has timeless appeal. The steel disc wheels are perhaps a bit of a surprise as wire wheels were a popular choice of the time, and it has two spare wheels clamped into an exposed well at the rear of the car behind the fuel tank, which has a central filler cap. There is no boot – luggage has to be carried in the space behind the seats. When lowered, the folded hood acts as a cover and there is a zippered tonneau to cover just the hood, the hood and passenger seat or the whole cockpit, as necessary.

Open the rear-hinged door and the interior oozes a touch of class, with leather upholstery and a full-width varnished dashboard. A full set of gauges, including a clock, are housed in a pair of dials flanking all the switchgear in a centrally mounted cluster. The large, white-rimmed steering wheel has four sprung spokes. The short gear lever is only a hand-width away, while



the stubby handbrake sits further forward on the transmission tunnel. Cockpit space is tight and there is no seat adjustment, but I was surprised to find that the fixed driving position accommodated my 1.9-metre long-legged frame comfortably enough – something of a cocoon effect.

Fire up the Vanguard mill and it exhibits all the expected mechanical beats of a 70-year-old design. But despite its origins, I found the engine far from feeling agricultural. The gear shift proved to be a 'snick-snick' delight and the overall gearing provided some lively performance. The windscreen and side screens provided ample protection from the cold winter air and once the motor had warmed up, engine heat gently wafted through from the bulkhead. The ride was reasonably supple, accompanied by the expected odd creak and mild scuttle shake over irregular surfaces. Steering effort proved relatively light and with a turning circle of 9.75 metres, the Plus 4 was easy to manoeuvre. The Morgan ticked all the right boxes for a classic British sports car experience.

From 1953, when the more powerful (71kW) TR2 motor was fitted, the radiator grille was rounded into the bodywork, a styling feature that has continued ever since across the Morgan model range. The Plus 4 model was revived in 1985 and lasted until 2000, then was reborn again in 2005 and is still available today.

For so long purely a family company, Morgan has undergone a number of tumultuous managerial changes since the turn of the millennium. HFS ran the company until he died at age 77 in 1959. His son, Peter, took over until he, too, passed away in 2003. Alan Garnett, a non-family director, took over as chairman until 2006 when he resigned and left control of the company to a four-man management team comprising Peter's son Charles Morgan, Matthew Parkin, Tim Whitworth and Steve Morris. Parkin resigned in 2010 and Charles was named managing director. In January 2013, Charles was removed as managing director and replaced by Morris, but continued as strategy director until the October when he left the company altogether. Shareholders appointed solicitor Andrew Duncan as chairman but he resigned in 2016 and was replaced by a new director and experienced chairman, Dominic Riley.

Fortunately, the Morgan mystique has not been harmed and the company's products continue to be as endearing as ever.

# CONTI
# THE LE

# NUING GACY

Ford's new car for 1962 was the Consul 325 and took aim at the inexpensive family car market with a brilliantly engineered package. Confused as to what this car is? **Stuart Grant** is talking about the Cortina and gets behind the wheel of the often neglected Mk2 version, which if you exclude the pricey Lotus version has to be one of the most family-friendly classics around.

**Photography by Mike Schmucker**


Soon into its life, the Consul 325 swapped out its numbers for the name inspired by the Italian ski resort Cortina d'Ampezzo, where the 1956 Winter Olympics had been held. It was a match made in heaven (ironic, for it was codenamed 'Project Archbishop') and the car, first badged Consul Cortina and then Ford Cortina, took the sales charts by storm. If there was a downside to the Mk1 Cortina it was its very fashionable styling. Like all trends, the look dated quickly and Ford hurried into launching the Mk2 version four years later. Ford's Mk2 tagline read 'New Cortina is More Cortina!' and claimed more space, more power, more comfort, more luxury. It worked, with more sales.

Yes, that's right – while the Mk1 Cortina is the one most fondly remembered, the Mk2 actually outsold its older sibling.

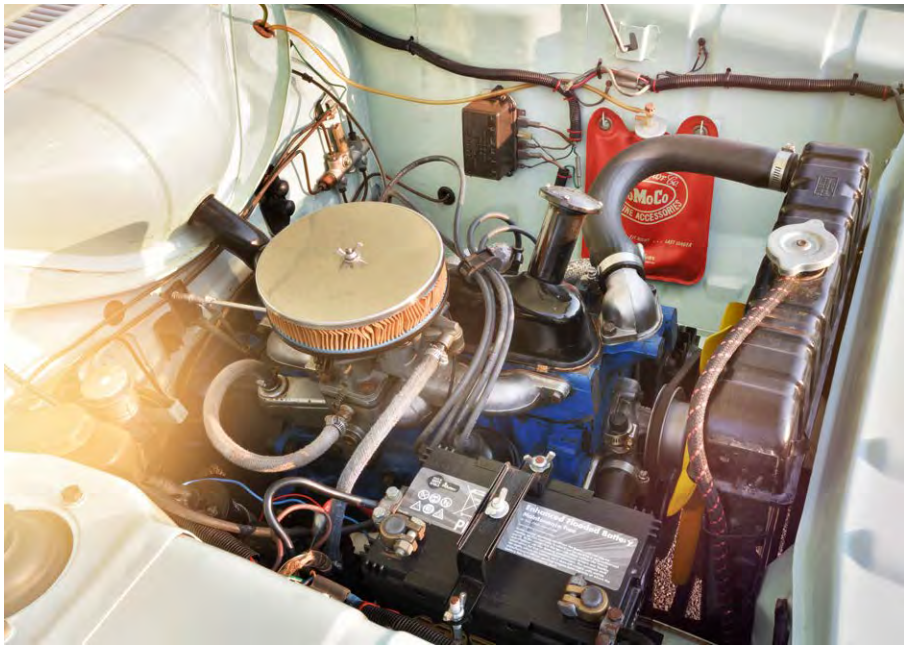
With design boss Roy Haynes taking a page out of Ford America's book, the Mk2 went with a boxy-minimalistic aesthetic. For the most part, the copywriters told the truth – there was more… more overall width, more cabin room, more boot space, more occupant comfort and ergonomics, more luxury and a more plush ride. So with all this 'more' we'll ignore the fact that they forgot to mention it was a touch shorter than the original – the Mk1 measured in at 4 274mm and the Mk2 at 4 267mm.

Ford's Mk2 tagline read 'New Cortina is More Cortina!' and claimed more space, more power, more comfort, more luxury. It worked, with more sales

Other aspects where the Mk2 outshone the Mk1 were a smaller turning circle, softer suspension and self-adjusting brakes and clutch. And then there was the engine. Very early cars carried over the Mk1 engine offerings but from 1967 the legendary cross-flow Kent was offered in both 1300cc and 1600cc guise in the UK. Despite the Cortina selling in South Africa during '67 we had to wait a further year for the cross-flow power units, but from the outset were granted it in two-door, four-door and, for those wanting even more, station wagon format. In 1968 a wagon would set you back R1 939, the 1600 GT R1 984, 1600 Super R1 859 and the 1300 R1 677.

This year wasn't all about the engine though as the Cortina, which featured a four-speed manual gearbox as the norm, also offered buyers a three-speed automatic. For the luxury of what road testers referred





to as a 'restless feel' (because of over-responsiveness) and 'only adequate on the open road' performance, auto buyers had to cough up R2 059.

Motorsport had played a huge role in the Mk1's sales success – especially with the likes of Jim Clarke three-wheeling the Lotus version to touring car victories through the UK. Locally it was much the same with legends like Koos Swanepoel, Bob Olthoff and Basil van Rooyen enjoying success in both Lotus and GT variants. So it was no surprise to see the Mk2 hit the track as soon as it launched. For South Africa, the Mk2 race programme kicked off at the end of 1967 when Peter Gough collected a 1300 two-door body from the Plant in Port Elizabeth and delivered it to race-and-tuning ace Willie Meissner in Cape Town. Here the car was stripped and then rebuilt with Cosworth FVA power and it became the first Mk2 to race in the world when it debuted just days before the UK-based Alan Mann Racing Mk2. Decked out in the number Y151, Gough's Cortina enjoyed some success but its lifespan was short, with the arrival of the lighter Ford Escort as the firm's saloon car racing vehicle of choice.

What the Escort took away from the Cortina on track was echoed to a certain degree on the sales charts. The Escort was the 105E Anglia replacement launched locally in 1968 and despite being a step down from the Cortina on the hierarchy, the level of practicality and pricing saw the 1100 and 1300 format stealing some market share from the Mk2 Cortina. In its arrival year, an 1100 Escort would hit the pocket at R1 356, while a range-topping 1300GT cost R1 729.

Forecasting this conundrum, Ford Britain set about raising the Cortina status by unveiling the 1600E version at the '67 Paris Motor Show. Upgrades included Rostyle wheels, a black rear panel and vinyl roof, uprated Kent engine (bigger valves, re-profiled camshaft and twin-choke Weber carb), more sporting suspension, a Burr Walnut woodgrain-trimmed dashboard and door cappings, bucket seats, race car-like steering wheel and additional instrumentation. It worked like a charm and the car became the family Ford to have.

Ford South Africa looked into the 1600E and a few test units made their way to PE. But it was not to be though, with our executives opting to cosmetically doll-up a GT and call it an XL instead. Additional long-

But it was not to be though, with our executives opting to cosmetically doll-up a GT and call it an XL instead

range driving lights, chrome wheel arch and rocker panel mouldings, four moulded individual seats and full-width dash fascia panel were the parts that distinguished the XL from the rest of the range but despite the addition of 24kg over the GT, performance between the two was on a par.

At sea level the GT/XL delivered a zero to 60mph (96.5km/h) sprint of 12 seconds flat and could keep trucking up to the 150km/h mark. While these figures were more than comparable with the competition, Ford South Africa had another trick up its sleeve to get the Mk2 to the top of the performance pile – enter Basil Green of Perana fame.

Ford believed in motorsport as a marketing tool, but when it realised its main man Olthoff wouldn't have a competitive car for the '68 season, the powers that be turned to Green. I suppose Ford could have looked into the Mk2 Lotus Cortina (the likes of Clark and Graham Hill were racing these overseas) but it's likely that the cost implications were too great and Ford feared that, in regular road-use the twin-cam motor might prove problematic 6 000 feet above sea level on the Highveld.

The Green solution seemed simple enough. Take the firm's Essex 3-litre V6 and slot it into a Mk2 Cortina GT. Then make 100 for homologation purposes. Go racing. It was a match made in heaven; not only did the Gunston-liveried Perana Cortina V6 becoming an instant racing legend but the quality of the work saw the road-going Peranas given full Ford warranties and sold via the Grosvenor Ford group for R2 950.

Meissner too had a solution for customers wanting a bit more Mk2 GT performance. Like the Perana, the price increase was close on 30% but instead of shoe-horning a bigger lump in under the hood, the engineering genius offered an overhead-valve conversion sold as the Power Plus kit. It basically removed the need for pushrods, rockers and rocker shafts by fitting a camshaft in a box above the valves and driving it by means of a belt. With twin side-draught carbs, high-compression pistons, a new cylinder head with double valve springs, oil cooler and performance exhaust fitted, converted cars were said to be good for 130 horses, able to rev to 7500rpm, hit 60mph in 8.7 seconds and go to a top speed just shy of 180km/h. Unfortunately they suffered reliability problems, with getting oil to the cam box an issue which often resulted in the camshaft wearing out.

> Although more sold and the production lifespan was of the same length as the Mk1, the Mk2 somehow never enjoyed the same cult following as the Mk1

Sure, the Perana, Meissner or imported Mk2 might have been the big fish models that the Ford lobbyists bragged about, but the 1300 and 1600 factory cars were the ones that filled the roads and actually continued the real Cortina legacy started by the Mk1 – that of a brilliantly engineered and well-priced family sedan.

Four years after the first Mk1 rolled off the line, an all-new Cortina Mk3 'coke-bottle' shape was unveiled. Again it offered more and soon took over the mantle as the Cortina to have, relegating the Mk2 to the history books. Although more sold and the production lifespan was of the same length as the Mk1, the Mk2 somehow never enjoyed the same cult following as the Mk1 – maybe it was the dominant racing and rally history that can take the credit for this? Or that in the age where clever bank robbers seem to become heroes, the Mk1 Lotus Cortina was the chosen getaway car? Who knows? Whatever the reason, the result was that many a Mk2 was hacked about, taken far from original and many ended up in the scrapyard.

Finding a good one today is no easy task but when you do it is well worth snapping it up. A preserved Mk2 Cortina is still a leading 1960s saloon, delivering practicality and performance for the whole family.

***Pictured vehicle supplied by Wat Swaai Jy (083 554 9370)***

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# MILITARY INTELLIGENCE

Think of a WWII military runabout and you'll probably come up with the Jeep. Thanks to its role in liberating Europe, it found fame and is arguably the four-wheel equivalent of the Spitfire when it comes to symbolic hardware from the conflict. However, Hitler's Wehrmacht had an equivalent that was arguably a more accomplished piece of design: the Kübelwagen. What's more, it was the brainchild of Ferdinand Porsche. **Graeme Hurst** meets a local classic enthusiast whose lifetime of passion for the Kübel led to him acquiring one of just two in the country. And his is also the oldest Volkswagen on the road in SA.


A German military vehicle delivered new to a Luftwaffe base south of Berlin at the height of WWII (13th May 1942 to be precise) was now parked outside a Volksie dealer in Krugersdorp

I love hearing about the history of unusual cars and how they eventually came into the owner's hands. And over the years I've heard some interesting tales of accidental barn finds and randomly spotted classified ads, but somehow the history of Barrie Gasson's 1942 Kübelwagen is particularly fascinating. "It was traded in on a new VW Kombi at Lindsay Saker in Krugersdorp in the early 1970s," explains Capetonian Barrie, who acquired it 12 years ago.

Now I can just picture the salesman's utter bewilderment back then when he moved in to clinch the deal with the chap getting behind the wheel of the shiny VW Kombi on his showroom floor.

"So, beplan meneer om dalk iets in te ruil op die Kombi?"

"Ja graag; my 1942 Kübelwagen Tipe 82? Dit staan juis buite!"

"Net 'n oomblik, meneer," replies the salesman as he pretends to look up the model's trade value in his little black book…

That's right. A German military vehicle delivered new to a Luftwaffe base south of Berlin at the height of WWII (13 May 1942 to be precise) was now parked outside a Volksie dealer in Krugersdorp. It's just one chapter in the colourful past of this rather

extraordinary 75-year-old vehicle, although quite how the Kübel survived the war and later turned up 6 000 miles away on the other side of the world isn't entirely known.

What is known is that this Volkswagen Type 82 Kübelwagen is the 8 463rd example of the 50 788 produced at Wolfsburg in a dedicated factory during WWII. A factory that would famously later be resurrected from the ashes after the onset of peace to sire the Beetle and indeed the entire Volkswagen empire… but that's getting ahead of the story: first we need to step back to 1930s Germany to understand the background to the Kübel. And, of course, the name.

Kübelwagen is an abbreviation of the German word *kübelsitzwagen* (bucket-seat car). It refers to the shape of the seats favoured for pre-war German Wehrmacht utility vehicles which generally only sported canvas sides (to aid entry and exit) and so needed seats that offered a degree of support to ensure the occupants didn't fall out. The Kübelwagen concept was fairly common before the war and Mercedes, Opel and Tatra – among other car makers – produced examples. And, although the doors eventually designed into the Volkswagen variant rendered bucket seats unnecessary, it nevertheless retained the Kübelwagen designation.

The origins of the Volkswagen Kübel go back to the great Ferdinand Porsche who, in early 1938, received a request from the Army Ordnance Office to explore the development of a light utility vehicle based on his Type 38 KdF-Wagen – the prototype for the legendary Beetle. That had been developed in cabriolet, sunroof and hard-top versions. The possibility of a military version had been discussed at the outset of the KdF project, as early as 1934, but the idea wasn't pursued. But the threat of war saw an about-turn and, four years


on, the Wehrmacht was set on the idea, issuing detailed specifications: 1. Maximum kerbside weight of 550kg, or 950kg when loaded with three men and equipment. 2. Ground clearance was to be a minimum of 240mm. 3. Power no less than 25hp.

The Kübel's development took around two years, by which time the initial rounded body form derived from the KdF-Wagen had given way to multiple ribbed flat metal pressings that were cheaper to produce and lent the car – by then designated Type 82 – a more military appearance. Underneath, the Kübel boasted a chassis based around a central tube (carrying all the control cables and fuel and brake lines out of harm's way) with a metal floorpan welded either side. The front end of the central tube carried the transverse torsion bar suspension on just four bolts while two transverse arms at the rear of the tube carried the flat-four powertrain and transverse gearbox – again using just four bolts.

The use of the KdF-Wagen's rear-engined format had a design benefit as it put 60% of the weight on the driving wheels, aiding traction, while the flat-four design and its modest capacity – initially set at just 985cc but increased to 1131cc from 1943 – kept weight to a minimum, as did the lack of a traditional cooling system.

During cross-country trials, it became clear that the design fell somewhat short of the military's requirements: they wanted lower first-gear ability, greater ground clearance and improved traction. Porsche solved all this by the clever addition of reduction gears in the rear wheel hubs which both halved the speed in first gear down to 4km/h (the walking pace of a soldier with full kit) and reduced top speed from 100km/h to 80km/h, but had the bonus of raising ground clearance by 50mm.

The reduction hubs also increased the torque applied by the wheels and this gave the Kübel impressive off-road manners: it could ford water close on half a metre deep and traverse a 45% slope. The Kübel also boasted a locking differential – based on a mechanical design Porsche developed for the mighty Auto Union race cars. Together with its light weight, these technical specifications made the vehicle inherently more capable than a lot of heavier four-wheel-drive machinery.

Several variants tailored to the military's needs followed, including an evacuation car (it could take two stretchers) and a rail car, complete with wheel rims adapted with metal flanges. There was also a half-track variant and a 'dummy tank' model which Field Marshal Rommel allegedly used to good effect in North Africa to fox enemy intelligence operatives. Famously there was also an amphibious version, the Type 166 or Schwimmwagen.

Kübel production kicked off at Porsche's Stuttgart in April 1940 but, a month on, moved to the newly established KdF-Stadt at Fallersleben, east of Hannover, which would later be renamed Wolfsburg.

By all accounts the Kübel was highly regarded in the field, particularly in the desert, where Rommel is reputed to have commented that "anywhere the camel can go, the Kübel can go." Its light weight also made it less susceptible to mines, as Rommel later allegedly elaborated to Porsche himself: "You saved my life! Your Kübelwagen that I used in Africa took me over a minefield without incident, but the heavy Horch following with my luggage blew up!"

Kübels were equally appreciated on the Eastern front, particularly in the extreme winter conditions where the air-cooled engine wasn't susceptible to frost damage and the Kübel could traverse slippery terrain. Its abilities were also recognised by the enemy, with wartime legend having

it that Allied soldiers used to joke that they would readily swap two Jeeps for one captured Kübel!

After the war the KdF-Stadt works were resurrected to start up production, with the need for civilian cars – particularly exportable ones – taking preference. A few hundred Kübels were produced before the focus switched to the Beetle, which inherited a lot of the technical underpinnings of the Kübelwagen. The German military later relied on a DKW design for future demand for a utility vehicle, although that wasn't entirely successful. By the end of the 1960s this was set to be replaced by the Europa-Jeep (a joint German-French-Italian project) but when that stalled, Volkswagen offered a solution with the Type 181 or Kurierwagen.

Using a similar format (and indeed near-identical wheelbase dimensions) to the Kübel, the Type 181 was essentially a Beetle front end married to a Karmann Ghia floorpan, which was attached to the back end of a Kombi. It also featured corrugated panelling and, although it lacked its predecessor's amazing cross-country ability, it was good enough for the Bundeswehr to order some 15 000. Volkswagen capitalised on the car's 'fun' factor by offering them for sale in the US, where it was marketed as 'The Thing'.

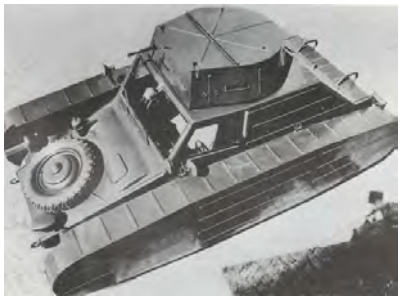
It was Type 181 ownership that led Barrie to buying the Kübelwagen 12 years ago, but his interest in them (and indeed in Volkswagens in general) began when Type 181s were new. "In the early 1970s I spent 2½ years overseas. I had a split-window camper which I bought and travelled around Europe in before I went to the US, where I bought a Beetle which I drove around the US for 2 months. VWs proved themselves in travel in both summer and winter conditions," recalls Barrie.

It was while on his European travels that Barrie first clocked the Type 181. "I saw one in 1971 in a VW dealer in Germany and later a Type 82 in the Austrian Tyrol. I thought they were interesting cars," recalls Barrie, who was attracted to their inherent design. "Practical, simple and reliable; they have all the things that go with air-cooled VW and they're both great pieces of industrial design." In 1990 he was finally lucky enough to buy a Type 181 from a car dealer in Benoni. He quickly put it into daily use, commuting to UCT, where he lectured in city planning. And the regular use soon put him in touch with other Type 181 enthusiasts.

"People would stop me and say: 'I know someone with one of these in PE,' and so on and I'd always reply: 'I want to know about that car, can you give me the owner's name and number?'" Travels around the country for work were beneficial too. "I was walking through Durban once and came across a garage restoring cars and they knew of a doctor at Addington Hospital who had one," adds Barrie, who built up a directory of all the Type 181s he'd heard of.

His various enquiries led to somebody sending him photos of a wrecked Type 82 in Namibia, and through that Barrie subsequently became aware of two other examples in South Africa. One (in bad condition) with Werner Alker in Centurion

His various enquiries led to somebody sending him photos of a wrecked Type 82 in Namibia, and through that Barrie subsequently became aware of two other examples in South Africa



and another with Faan Meintjes in Thabazimbi. Faan had been a VW dealer in Stilfontein and collected unusual vehicles. And it was he who had acquired the Type 82 that turned up at Lindsay Saker all those years ago.

Barrie mailed the directory out to all the owners he'd unearthed over the years and Faan got in touch to thank him for the information. "We had a nice chat and at the end of the call I told him I was interested in his car and should he ever think of selling could he please remember me. I didn't press him but just let it germinate." That was in 2002 and four years later his diplomacy paid off when Faan rang to say he was keen to sell his Kübel to Barrie.

He was delighted with the Type 82 when it arrived in Cape Town. "It had some mechanical wear in the drivetrain but the body had virtually no rust." The mileage of 82 000km looked to be genuine and it was clear that his Kübel was unlikely to have been used in combat. "It probably lived under cover as a staff car as it's rare for a wartime vehicle to survive from so early in the war," surmises Barrie, who liaised with AutoMuseum Volkswagen for background on his Type 82.

He established that it was delivered new to Jüterbog Luftwaffe Base some 50km south of Berlin. Jüterbog fell into the Russian zone after hostilities ended so Barrie reckons his car must've been driven west and impounded in the British zone. "It then passed into the inventory of the Bundeswehr and was sold into private hands in 1951." It was sold again in '63 and '67 but after that the trail to Krugersdorp goes cold, although it's believed to have arrived in SA via Zimbabwe (then Rhodesia) at the hands of two Germans.

In Barrie's care the Kübel has undergone extensive mechanical refurbishment, along with minor bodywork (new sill panels) and a switch to a set of correct 16in wheels to bring it to the standard you see here. Today it remains an ongoing project and he has plans to re-create the side screens which are missing but, until then, the Kübel is a regular on Crankhandle Club runs where Barrie inevitably spends time fielding questions about its design and origins.

Seeing the Kübel in the metal underlines just what a clever design it represents. Everything on it is strictly functional and has been designed to limit weight and cost, while maximising practicality. The scuttle brace and the backs of the front seats double up as hand grips and the doors are all identical to limit build cost and promote re-use. It's the same with the large cover over the rear storage unit behind the seats (which are Beetle items in Barrie's car) which is made from the same pressing as the engine cover. The storage unit also affords access to the transmission (unlike with a Beetle) to aid servicing and the front foot well has a recess to hold a jerry can – complete with original canvas tie-down strap!

Outside, the Kübel has bracketry to allow a shovel to be clipped on and for the windscreen to be folded flat. There's also a set of hooks on both ends of the car, but even more impressive is the Kübel's lighting: the front of the Type 82 has a headlight on a pod featuring a special hood over the lens to ensure enemy aircraft can't spot the beam in a blackout, while the tail-lamp unit has a hinged flap to do the same at the rear if needed. All in, it really is a masterpiece in utility, one that demonstrates Ferdinand Porsche's ability for penning a simple yet robust design that punches well above the sum of its parts – much like his better-known KdF-Wagen.

Thankfully the allies ultimately trounced the axis powers but if they hadn't, the world would arguably be a very different place on several fronts today. And I reckon it's quite likely that on the automotive front, the iconic Willys Jeep may well have had some serious competition when it comes to being the ultimate four-wheel symbol of military hardware.

***Thanks to Barrie Gasson for details on the Kübelwagen's development.***

Everything on it is strictly functional and has been designed to limit weight and cost, while maximising practicality

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# BAROQUE ANGEL


**Mike Monk** takes a step back in time to the introduction of a V8 derivative of BMW's first post-war model – one of the models that saw the company rebuilding itself after the conflict.

**Pictures: Mike & Wendy Monk**


Founded in 1916, today BMW is one of the world's leading – and still independent – motor manufacturers, with annual production of around 2.7 million vehicles and close to 130 000 employees. Its success is remarkable given that in the aftermath of WWII the company was on its knees. Many production facilities had been heavily bombed and/or destroyed during hostilities. Of what remained, those located in East Germany, including Eisenach, were seized by the Soviet Union while the surviving plants in West Germany, Milbertshofen and Allach were banned from producing motorcycles, cars and aero engines by the Allies. To stay active, BMW used second-hand and salvaged equipment to make pots and pans, kitchen supplies and bicycles before the ban on motorcycles was lifted in 1948, when the R24 was introduced.

It took another four years before car production was allowed to resume. Meanwhile, in 1945, UK manufacturer and pre-war BMW concessionaire Frazer-Nash was taken over by the Bristol Aeroplane Company, whose H. J. 'Aldy' Aldington purchased the rights to manufacture three BMW models and the 328 engine, the cars marketed as Bristols. But at the 1951 Frankfurt Motor Show, BMW launched its first all-new post-war model, the 501.

To stay active, BMW used second-hand and salvaged equipment to make pots and pans, kitchen supplies and bicycles before the ban on motorcycles was lifted in 1948

Production began the following year in Munich. The 501 became the first BMW to be manufactured in Bavaria as all previous BMWs were built at Fahrzeugfabrik Eisenach, which in 1927 began building Austin 7s under licence as the Dixi 3/15 DA-1. In 1928 BMW took over the company and in 1929 the car was renamed the BMW 3/15 DA-2, so becoming the first BMW motor car.

The 501 was a rather grand-looking four-door large saloon designed by Peter Schimanowski and featured a gentle V-shaped bonnet headed by the familiar, tall 'twin kidney' grille. The profile was certainly distinctive, with a sweeping fender line that dipped into the rear fender bulge, six side windows, doors that were hinged on the A- and C-pillars, and a rounded boot. However, it did not meet the immediate approval of sales director Hanns Grewenig, who requested technical director Kurt Donath to send a chassis to Pininfarina for an alternative design. But the Italian *carrozzeria's* submission turned out to be effectively a reworked Alfa Romeo 1900, so Schimanowski's proposal was given the go-

ahead. And the public reaction to the car's elegant (if somewhat extravagant) looks was for it to be nicknamed the 'Baroque Angel'.

The perimeter-type chassis was all new, developed by chief engineer Alfred Böning, and featured box-section side members and four large-diameter tubular cross-members. A steel floorpan was welded to the frame. The engine, an uprated version of the 1971cc in-line six used in the pre-war Type 326, was carried in a cradle between the first and second cross-members. Front suspension consisted of rubber-bushed upper and lower control arms, the uppers linked to hydraulic shock absorbers, the pivot shaft for the lowers taking the form of a longitudinal torsion bar. The steering gear was unique, being described as a 'segment-and-pinion' or 'rack-and-pinion with a semi-circular rack'. Whatever the description, it was convoluted. ATE drum brakes, with twin leading shoes up front, were fitted all round, and tyres were 5.50x16.

The all-steel body proved to be heavier than expected – 1 430kg dry weight – and consequently dulled the performance capability of the 48kW motor. A ZF all-synchro four-speed gearbox was used but it was not mated with the engine. Unusually, it was mounted separately between the second and third cross-members, under the front seat. Its location, combined with a popular-for-the-time column gear shift, necessitated a complex linkage.

BMW was still financially unstable but not short of ambition. Delays in establishing its own body shop led to Karosseriewerk Baur building the first 2 045 cars, but the 501 was not selling in enough numbers to turn a significant profit. New models from Mercedes-Benz, Opel, Ford, Borgward and DKW provided strong competition in the marketplace, so in order to appease customers in the premium sector where the 501 was targeted, Böning began work on a more powerful engine – a V8. This was a bold move in Europe at the time as only Ford France (in the Vedette) and Tatra offered such an engine. Fritz Fiedler had re-joined BMW as chief engineer and brought Böning's concept, which bore similarities to Oldsmobile's Rocket V8, to fruition.

Unlike the Rocket, the BMW 90-degree V8 was all-alloy with cast iron wet liners. It had a five-bearing crankshaft with a Duplex chain driving the single camshaft that operated the overhead valves by pushrods and rocker arms. The crossflow cylinder heads boasted wedge-shaped combustion chambers. Compared with the Oldsmobile 303ci (4965cc) motor, the BMW

BMW was still financially unstable but not short of ambition. Delays in establishing its own body shop led to Karosseriewerk Baur building the first 2 045 cars


V8 had a modest swept volume of 2580cc in deference to German fuel prices and taxes. With a twin-barrel Solex carburettor and a 7.0:1 compression ratio, maximum power was 75kW at 4800rpm. It was revealed in March 1954 at the Geneva Salon as the 502, the model's only differing features being chrome mouldings below the beltline, fog lights set into the front fenders and a V8 badge on the boot lid.

Now we come to the model featured here. Part of the Franschhoek Motor Museum collection, it was formerly owned by the Greyvensteyn family. Paperwork in the car's file suggests that it was in need of a major restoration when it was purchased by Waldie. The build plate is missing from the engine bay but the car is referred to as a 502 and a list of 'parts needed' includes a V8 sub-assembly. However, the bodywork is devoid of the chrome strips beneath the window line and the fog lights are mounted on top of the bumper. It does have a wraparound rear screen, a model range upgrade that appeared in 1955. Also in the European Spring of 1955, the six-cylinder engine was enlarged to 2077cc and a 501 V8 was introduced with a detuned version of the 502's V8, but finding other factory details of this model has to date proved difficult. So there is an air of mystery surrounding the FMM car's true heritage. At the same time, the 502's V8 was stretched to 3168cc, with power increased to 90kW.

Approaching the big saloon, its slightly bulbous lines are imposing, the deep blue paintwork enhancing the effect. But somehow it does not shout 'BMW', despite the unmistakeable trademark grille. Opening both side doors exposes a slender B-pillar and offers easy access to the roomy, airy and plush interior. Rather oddly, the front seat backrests tip forward as if the car was a two-door. Nevertheless, the seats are accommodating and the driving position is comfortable, the steering wheel set close to the dashboard as a deliberate safety feature.

The V8 is a smooth-operating unit and offers satisfactory performance, with 0-100km/h in around 18 seconds and a top speed of 100mph (161km/h). Thankfully the gearing is well spaced and the engine torquey enough to preclude lots of gear changing because the column shift action is, frankly, horrid. Vertical movements are long and the 1-2 and 3-4 planes are really close together. Oh, for a floor shift... But the ride and handling are excellent and the steering is both well weighted and responsive. Non-assisted brakes need a heavy shove but are effective. The car grows in appeal the longer you drive it. Overall, the level of engineering is impressive given BMW's limited funds during the 501/502's development, which shows the company's determination to succeed.

In 1958, the six-cylinder engine, by now 2077cc, was discontinued and the 501 and 502 titles were dropped in favour of numbers denoting the engine size – 2.6, 2600, 3.2 and 3200 – until all the models ceased production between 1962 and 1964. The 501/502 shape bridged the gap between the company's pre- and post-war design philosophies and is thus a significant model in BMW's history. Does it represent a precursor to BMW's later 'Sheer Driving Pleasure' ideals? Not quite, the gearshift being the let-down, but otherwise this 60-year-old Beemer can justifiably stand proud as the car that boldly helped kick-start the company's progressive post-war rise to the top echelon of global motor manufacturers.

In 1958, the six-cylinder engine, by now 2077cc, was discontinued and the 501 and 502 titles were dropped in favour of numbers denoting the engine size

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# THE SHAPE

If I said 'seventies', you'd probably visualise Farrah Fawcett's iconic feathered hair in the hit show *Charlie's Angels*, bell bottoms, mirror balls and roller skates. The somewhat whimsical times were reflected in contemporary fashion, music and even cars – sometimes successfully and sometimes, er… not. And the Triumph TR7, like the vinyl jumpsuit, is an example of the latter. Well, **Sivan Goren** thinks so, anyway.

**Photography: Mike Schmucker | Model: Melissa Page**

# OF THINGS THAT NEVER CAME

While it might have been a decade of fun and frivolity, it was also a period of turbulence and upheaval worldwide – and Britain was no exception. While 1972 had been a banner year for British motor manufacture, with car production peaking at 1.92 million vehicles following the launch of legends such as the Ford Cortina Mk3, the tide was about to turn. And so it was into choppy waters that the Triumph TR7 was unveiled. But before I get ahead of myself, let's go back a bit further, to 1968 to be exact – the year the British Motor Corporation (BMC) merged with Leyland Motors to form British Leyland (BLMC).

BMC and Leyland Motors were both known for their sporty offerings. BMC had the MG Midget and MGB selling well over in the US, and MG's previous sworn rival, Triumph, had the Spitfire and TR6. But now the two direct competitors, used to being on opposite sides of the battlefield, were forced to share a stable – and sales; suddenly there was huge overlap in the new entity's sports car range. And with the MGB and TR6 growing long in the tooth, and the American market's roving gaze now firmly glued to the exciting Datsun 240Z and Porsche 914, a new dilemma reared its head: should the replacement sports car aimed at the States be a Triumph or an MG?

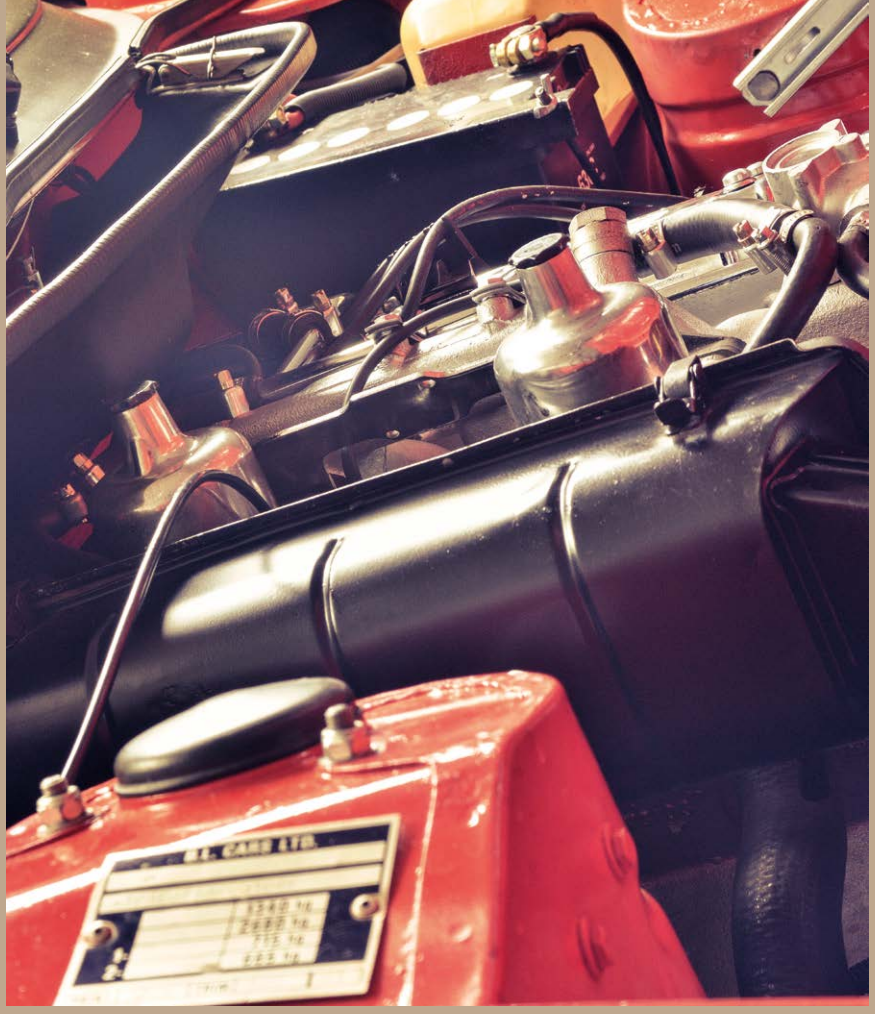
In fact, at the time of the merger, both MG and Triumph were already working on their own versions of a new sports car.

MG's offering, codenamed 'ADO21', was a two-seater, mid-engined example, while Triumph's design, codenamed 'Bullet', was a conventional front-engined one. While both had positive aspects, the ultimate decision would have to come down to what would suit the needs of the US market best. And in order to get a better idea of what those were, two people travelled stateside: Mike Carver, a manager in central product planning, and Spen King, chief engineer at Triumph. At this point you might be asking, did Spen King wangle things in Triumph's favour – after all, this article is not about the MG TR7, is it? And you wouldn't be wrong. In fact, story goes that afterwards Carver was said to have divulged that the trip was never intended to be a fact-finding expedition – rather a series of "extended conversations with relevant parties."

In any case, the intel that came back from the States backed Triumph's design. Turns out that what Americans wanted was a simple, front-engined, rear-wheel-drive set-up that was both sporty and reliable. Mechanical simplicity was essential; a mid-engined layout would simply be too difficult to repair. The fact that such a car would be less costly and time-consuming to develop sealed the deal and Triumph got the go-ahead, with the plan being to launch the new model in 1975.

Spen King was placed in charge of the development of the new car. In place of the TR6's 2.5-litre straight-six good for 150bhp, the TR7 received a four-cylinder, 2-litre lump producing just 105bhp. Although it came with a live rear axle and not independent suspension, King was a master of tweaking the ordinary and giving it that something extra, ensuring that the car's handling was pretty good in comparison with contemporary rivals – and certainly better than that of the MGB or TR6. Safety was also a big issue at the time and the new car's monocoque had been designed to meet all upcoming US crash regulations.

With the technical stuff decided on, the only thing left was the design. Triumph proposed a model based on earlier work by Italian designer Giovanni Michelotti, who had designed several very successful models for the company, including the Herald, Spitfire, GT6 and TR4. But designer Harris Mann had other ideas – radical ones. After having been to the US and gathering inspiration, he

created a rather dramatic design that he felt would appeal to Americans. Certain aspects were included exclusively for American drivers, such as the angle of the car's windscreen that would allow the driver to see the overhanging traffic lights found in the US.

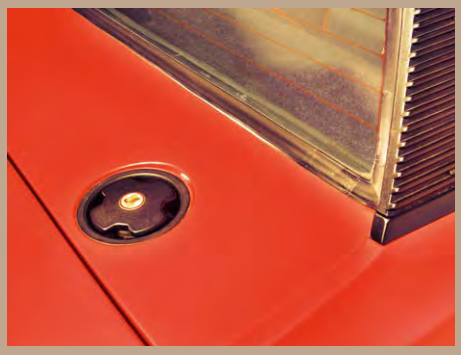
American requirements were responsible for another two major design choices: the hard top and the 5mph impact bumpers. Initially the idea was to go with a targa-top similar to that of the Fiat X1/9, but this did not work. Then there was talk that the US government would impose a ban on open-top cars due to safety concerns, so a convertible set-up was also not an option and the TR7 was designed as a hard-top coupé. The 5mph bumpers, required by US legislation, were made from box-section steel and covered with self-skinning methane foam. Maybe not the prettiest when compared with the chrome bumpers of its predecessors, but at least Mann made sure that they were pretty well integrated. Pop-up headlights were incorporated in a shovel-fronted body, with lines rising towards the rear to form a Melrose cheese-like wedge shape. The slant-four engine, developed from Triumph's existing Dolomite, allowed the TR's distinctive steeply-sloped bonnet.

With this outlandish design, it is perhaps somewhat surprising that in a management vote, only a handful voted for Triumph's more traditional design and Mann's design emerged the victor. But the unusual styling was to prove to be the least of the TR7's woes… quality and production issues would plague it for most of its lifespan.

In September 1974, production began. The Speke factory in Liverpool was chosen to build the TR7 and because it was felt that sales to the US market should get going as soon as possible, the usual process of final testing and tweaking was dropped. It was decided to initially launch the Triumph TR7 in the USA only – Britain and Europe would only be serviced once production was sufficient to meet demand. Pressure was on the Speke workforce not only to produce the numbers but to produce them at an acceptable level of quality.

Alas, this was not the case.

At a time of political and economic turmoil, many industries paid the price of industrial action – and the motor industry was a big casualty. Factories would shut down for days on end and hours of down-time and losses




in revenue ensued. The Speke factory was just such an example. It had a reputation for a troublesome workforce that would strike at the drop of a hat. Unsurprisingly, the production of the TR7 took a massive knock. When production did take place, build quality was poor – and not always because of assembly issues. Inaccurate body tooling meant that doors and panels were too big and wheel arches too small. Quality of components was also questionable, with rain often causing the headlights to stop functioning or the windscreen to pop out when the car came to a sudden stop.

Despite all this, the US launch in 1975 was a relative success. There were a few minor criticisms, and reception of the styling was decidedly mixed, but on the whole the US seemed to welcome the fact that the TR7 was, if nothing else, a breath of fresh air and praised the comfort and design of its interior. It was also pretty well priced, fuel-efficient and had decent handling compared with most other British sports cars of the time. Even the fact that it was a coupé rather than a convertible didn't seem to trouble the drop-top-loving Americans much – possibly they were already used to the idea of a different sporty look with the new Japanese kid on the block.

The car was unveiled at Boca Raton, Florida on 15 January 1975 with showroom sales commencing on 2 April. Advertising material proclaimed that the TR7 was "The Shape of Things to Come". Clearly not everybody agreed, though. At the Geneva Motor Show held in March 1975, designer Giorgetto Giugiaro, upon viewing the car for the first time, is said to have paused to take a long look at the TR7, walked around the car, and said, "My God! They've done it to the other side as well."

The following year, in May 1976, the TR7 finally came to the UK and Europe. A few changes were made for the European market, such as smaller rear bumpers and an engine that was not throttled, as its American counterpart had been, by US anti-emissions equipment. (Because of the strict emission laws that were in force in the USA by 1975, extensive anti-smog equipment was installed in the TR7 and the already-not-exactly-the-most-powerful engine suffered from the power loss that resulted.) This gave the car a slightly more competitive performance: 0-60mph time of 9.4 seconds and top speed of 110mph (177km/h), as opposed to the 11 seconds and 107mph (172km/h) of its American cousin. *Autocar* magazine said



at the time of launch: "Performance-wise, the TR7 is no sluggard. It tries hard, a little too obviously, and is great fun in the tighter country road that is its favourite going. On motorways and wide, gently curving roads, its sporting pretensions are not backed up with quite enough power."

So far so (sort of) good. But then it all went horribly wrong.

In October 1977, workers at the Speke factory went on strike. The factory did reopen again in March 1978 but not for long: in May the same year, Speke closed its doors for the last time. Production of the TR7 moved to Canley, Coventry and resumed in October 1978, but by then almost an entire year of production had been missed, with the result that few 1978 TR7s were produced.

For a while it looked like Canley would be the answer to the TR7's prayers. The build quality improved and some changes could finally be made to the car, including the addition of a five-speed gearbox and some cosmetic improvements. Once it became clear that the anti-convertible laws proposed for the US would not materialise, the turret-like roof was chopped off and a convertible version appeared in May 1979. The TR8 with 135bhp 3.5-litre Rover V8 engine appeared shortly after, also aimed at the US market.

But then, more upheaval… in late 1980, the TR7 moved house again, leaving the Canley plant and moving to Rover's Solihull factory in Birmingham. But by now the TR7's sales had floundered, with unsold stock piling up, and on 5 October 1981 the last ever TR7 – and indeed the last Triumph – was produced. The Solihull factory closed and thousands of jobs were lost.

For a car with a somewhat dubious reputation, it is in fact the best-selling Triumph TR model of all time. But despite this, it remains probably the least desirable one. Nowadays, though, because they were not in high demand, the number of well-kept examples is relatively low. The TR7 may well be shaping up to become a desirable classic in the future... and this would surely be its ultimate triumph.

***Pictured vehicle supplied by Wat Swaai Jy (083 554 9370)***

## TIMELINE OF THE TR7

| | | |
|---|---|---|
| Sep | 1974 | Production starts at Speke |
| Jan | 1975 | TR7 launched in the States |
| May | 1976 | TR7 launched in the UK and Europe |
| May | 1978 | Speke factory closes, production moved to Canley |
| Oct | 1978 | Production starts at Canley |
| Jul | 1979 | Convertible launched in the States |
| Mar | 1980 | Convertible launched in the UK |
| Jun | 1980 | TR8 launched in the USA |
| Aug | 1980 | Production ceases at Canley |
| Aug | 1980 | Production starts at Solihull |
| Oct | 1981 | Production ends |

# GIVEN THE BOOT

With room for four adults and some (small) luggage squeezed into dimensions of 3 054mm x 1 410mm, the original Mini is arguably one of the motoring world's best-packaged ideas. But in an attempt to keep the sales marching in the UK, more luxury and an extended boot section were added to the mix with the arrival of the Riley Elf and Wolseley Hornet in 1961. And South Africa got the extension too, albeit eight years later and somewhat different in style. **Stuart Grant** looks into the unique-to-SA Mini Mk3.


LGK515 GP


Although maintaining the Mini wheelbase, the Riley and Wolseley versions were longer, with a finned rear boot added by Fisher & Ludlow to give a more contemporary three-box family sedan appearance. With vertical running chrome grilles and some tarting up inside the cabin, the pair were marketed as more luxurious offerings than the regular Mini and the idea of selling them in South Africa was bandied about in model-planning meetings at the Blackheath plant late in 1968. The reason for the eight-year delay was that the panel presses would not be made locally but would be imported when the UK production came to an end.

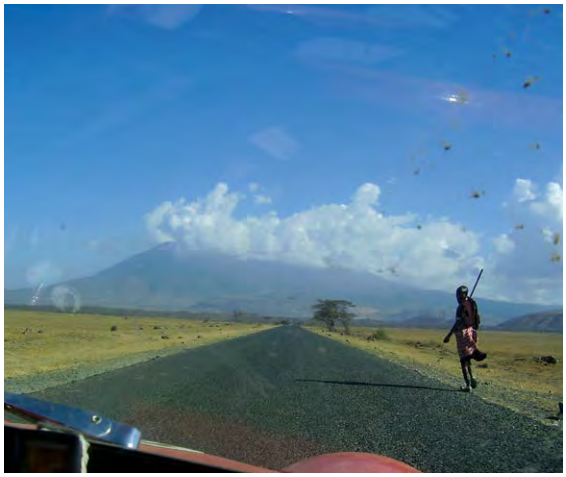
A three-stage plan was laid out, starting with an Elf model which would make use of the Riley rear section but stick with the front of the then current 'round-nose' Mini. At the heart of the matter would be the SA-built 998cc engine, and rubber cone suspension was used instead of the Hydrolastic set-up used overseas. Not only did these adaptations keep the cost down but they also aided in the vehicle meeting the stringent local content requirement.

The second stage was scheduled for early 1970. Again, the Riley rear would be used but this time tagged onto a Clubman front, and a first-generation 1098cc engine at the heart. This new nose was chosen as it would allow for a larger radiator – needed to help with cooling issues that engineers felt might hamper the 1098cc engine. Stage three (set for the last quarter of 1970) would be minor. There would be no aesthetic remodelling, only the addition of the new second-generation 1098cc lump manufactured at Blackheath.

With the plan outlined and given approval by BMC in Longbridge (UK) in November 1968, the manufacture could kick off so that the Elf could be launched locally in March 1969 to run alongside regular Minis on the showroom floors. Only it didn't. It hit the floors in September '69 and no mention of Elf was made, with the car being branded as the Mini Mk3 (or MKIII or Mk.3 or Mark III, depending on what literature you read). Elf was seemingly abandoned, with another manufacturer having already registered the name for a commercial truck.

The reason for the delay was probably that South African production relied on the Riley and Wolesley manufacture coming to an end in the UK and the panel presses being packed up and shipped down south. Added to this BMC South Africa was also going through changes, re-organising itself as Leykor and moving its manufacturing operation from Port Elizabeth, with the sub-contracted work being done by Motor Assemblies in Durban. The reshuffle also had Leykor rationalising its range with the

| | 1969 | 1970 | 1971 | 1972 |
|---|---|---|---|---|
| MINI MK3 | R1 398 | R1 475 | R1 620 | R1 620 |
| MINI 1000 | R1 296 | R1 296 | R1 450 | R1 648 |
| MINI 1000 S | R1 593 | R1 599 | R1 740 | – |
| MINI CLUBMAN 1100 | – | – | R1 675 | R1 795 |
| MINI CLUBMAN 1275GT | – | – | R1 995 | R2 098 |




## MK3 TO THE MAXI

The pictured Mini Mk3 is no show pony and owner Eric Ackroyd must be a hot contender for holder of the 'Taking a Mini to the maximum' title. He restored his 1969 version between 1987 and 1990 and used it for regular running around and classic events. Nothing unusual here…

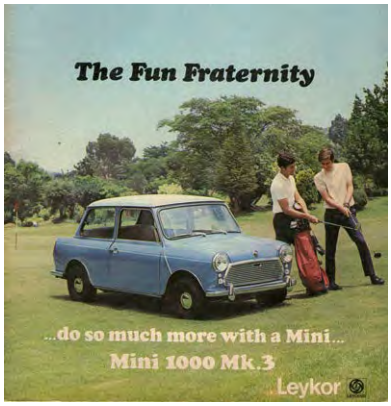
But then in 2008 the idea of taking part in the African Odyssey cropped up and the lunacy began. The African Odyssey is an adventure tour for classic cars, organised and led by Roger Pearce, which on this occasion started in Johannesburg and went via Swaziland, Mozambique, Malawi, Tanzania and Kenya to reach the equator – that's approximately 6 000 kilometres.

Preparation for the event saw the front and rear suspension rebuilt, cones, bushes and shocks were replaced and adjustable lower suspension arms were fitted. A 13kg, 5mm steel skid plate was fitted but the original 10-inch wheels were kept so as not to compromise originality. Repatriation insurance consisted of a custom-built 16kg collapsible A-frame which bolted onto reinforced front tow hooks.

With the power of positive thought and the mantra 'Never underestimate a Mini', Ackroyd and the Mk3 set off, eventually meeting up with fellow Mini owners at the Schweppes Africa Classic Car Concours in Nairobi 15 days later. From there it was on to the equator and the end of the African Odyssey. Of course, a quick six-day, 5 000km trek home followed. The Mk3 and Eric managed 800km a day – including four border crossings, illegal arrest, corruption, potholes, loose wires and a violent mob – and reached Johannesburg 23 days after departing.

Enough of a Mini adventure? No! In May 2013 the pair, accompanied by wife Celeste and four-year-old son Daniel, decided to attend the annual Pietermaritzburg Cars in the Park. Naturally the N3 wasn't a logical option, and neither was the old single-carriage road. Instead, in homage to the original Roof of Africa, a route through Lesotho was chosen. The route presented snow-topped mountains and spectacular views, as well as Tlaeeng Pass (highest road pass in Southern Africa at 3 275m) and Thabana Ntlenyana (highest mountain in Southern Africa at 3 482m). It also meant doing Black Mountain Pass in the snow and descending a wet and muddy Sani Pass; it was a wise move to bring back-up in the form of Scott Rainer, who left the Landy at home and brought his own Mini, of course.

A few mechanical issues and some nerve-wracking driving experiences later, the mighty Minis rolled into Maritzburg sporting a suit of mud and the odd battle scar.






result that the Morris and Wolseley brands were dropped from the list and Mini took centre stage.

These points, combined with the realisation that the Australian doors (external hinges with roll-down side windows and quarter vent) being used in SA Minis wouldn't work in the booted offering, saw to it that the three-stage plan was somewhat revised. In the end, the Mini Mk3 made use of the English-sourced Riley rear, concealed hinge doors with one-piece roll-down windows and, although the Clubman 'square-nose' Mini was nearing readiness, the Mk2 Mini grille was given the all-clear. A 998cc power-unit was fitted and nothing came of the talk to go with the 1098cc.

Measuring 216mm longer than a regular Mini meant the addition of 36.3kg to the equation, but introducing an all-synchromesh four-speed gearbox, sealed cooling system, wider front brake linings, bigger bore rear brake cylinders and pressure relief valve to stop the back locking up put the Mk3 at the forefront of the Mini 1000 range and justified the price premium – to the marketing crew at least.

*Car* magazine were the first to test a Mk3 in September 1968. Only it wasn't really a true Mk3. It was in fact a hastily cobbled-together prototype and launch car – given away by the fact that it sported the Australian doors. The test unit did however include the new four-speed synchro box with 1st and 2nd gear ratios adapted to give the car more lower-end pull, which despite the added weight meant that it came close to regular Mini 1000 acceleration figures: 0 to 40mph and 60mph at 9.0 and 23.6 seconds respectively, while the shorter Mini recorded 8.6 and 21.1. The brake mods worked too, with the testers claiming the feel to be similar to that of a boosted system, heat build-up to be minimal and fade non-existent. Also non-existent was the flow of air through the cockpit – just imagine if they had tested an actual production unit without quarter windows for ventilation!

Sure, you couldn't tow a caravan but there was the option of the entry-level 1000, the station wagon, bakkie, panel van, locally developed 1000 S performance offering and now a real family sedan Mk3

Praise also came for the fact that suspension had reverted back to the rubber-cone set-up. This gave the ride that 'firm and bouncy' characteristic much loved by original Mini fans and removed the pitching trait that the smoother-riding Hydrolastic cars had introduced. The Mini felt alive again and fears of the extra length in the rear causing the back end to pendulum out of control when lifting off the loud pedal mid-corner were quickly allayed; claiming the extra weight seemed to aid rear-wheel adhesion.

All in all, the Mk3 received some rave reviews and, to the media at least, made the selection of Minis on offer near perfect. Sure, you couldn't tow a caravan but there was the option of the entry-level 1000, the station wagon, bakkie, panel van, locally developed 1000 S performance offering and now a real family sedan Mk3 (although I doubt the golf bag shown in the adverts actually fits in the boot).

But sadly the buyers were not convinced, and with the fresh styling of the new Clubman winning favour, Mk3 sales were a little lacklustre. Just 3 871 units sold over the two-year span and in December the Mk3 was given the boot.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# PANNING FOR GOLD

Back in the day, world land speed record attempts were deadly serious business. Being the fastest man around was a matter of national importance, and people were willing to die for the huge prestige that came with the title. **Gavin Foster** tells the story of one attempt that almost put South Africa on the land speed map.

Campbell at Pendine Sands – first world record 1924.

Malcolm Campbell reflecting on Life, The Universe and Everything.

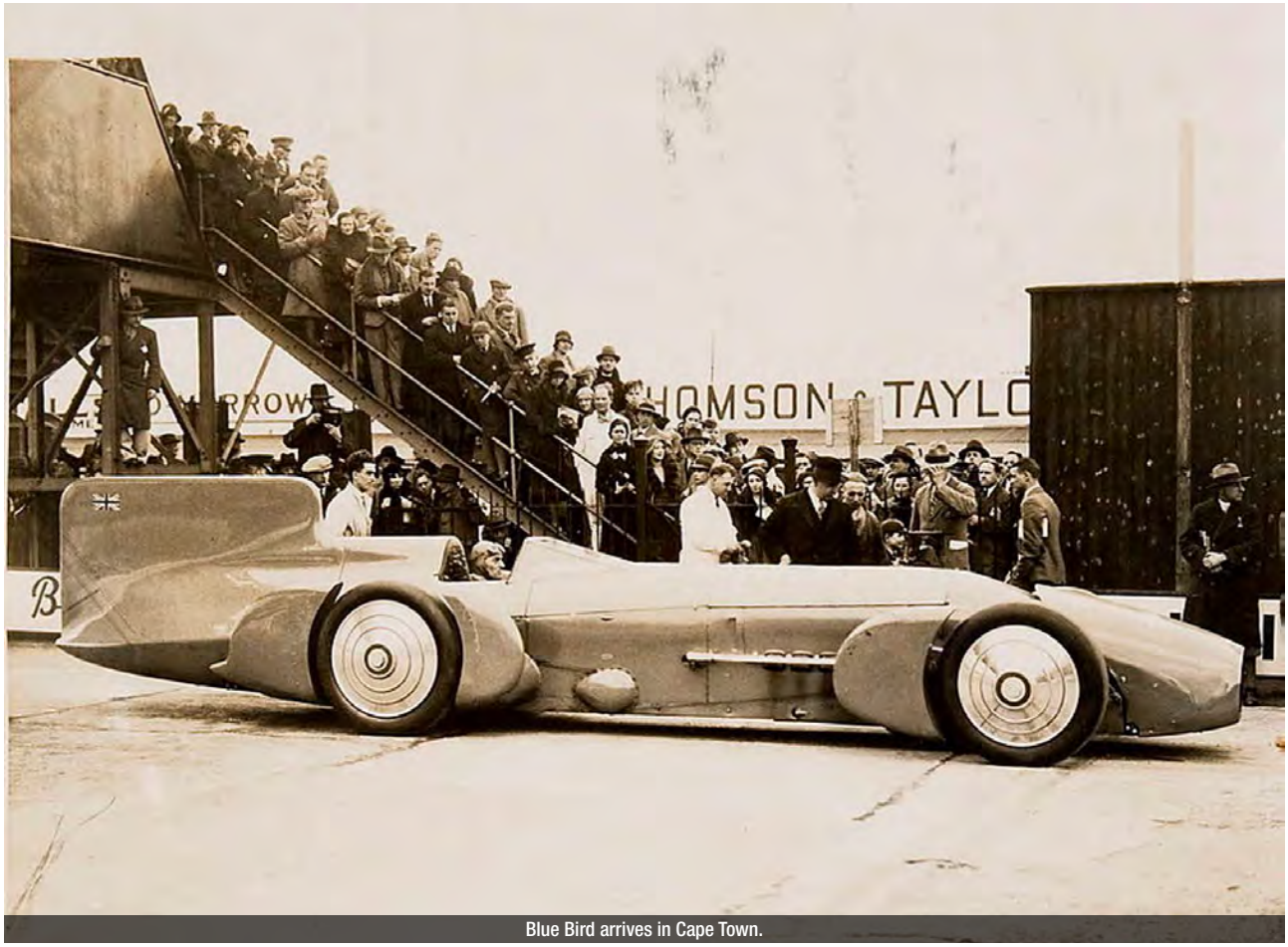
In the very early days, in the late 1800s and early 1900s, the tussle was largely between steam and electric cars, with Gaston de Chasseloup-Laubat being the first to claim the record in December 1898 in an electrically powered Jeantaud Duc at 63.15km/h. In those days records fell every few months, weeks or even days, and within a decade Fred Marriot had moved the mark to 205km/h in a steam-powered Stanley Rocket. Petrol engines were getting better and better though, and the two world wars between 1914 and 1945 really changed the game because of the way aircraft technology advanced in leaps and bounds. When WWI started at the end of 1914 flying machines were primitive, underpowered and flimsy devices, but by the time the shooting ground to an end in 1918 they'd evolved immensely, and the internal combustion engines they used were much lighter and more powerful than four years before. And there were lots of surplus aircraft standing around, just waiting to be cannibalised…

The various motorsport bodies also started getting their ducks in a row, communications across the world were vastly superior after the war, and with better ships and aircraft shrinking the globe, different venues became available worldwide to cater for the much faster cars and bikes.

Pretty much the same thing happened with WWII between 1939 and 1945, with the biggest changes coming about through the development of jet engines and aerodynamics. An enormous spurt in electronic know-how and the sudden availability of things like transistors and radar also allowed timing methodology to be precisely implemented. By then, chasing the world land speed record was an absurdly expensive exercise.

Malcolm Campbell arrived in the heyday of the world land speed record boom, when cars bore more than a passing resemblance to the rapidly evolving aircraft of the day, sans wings. His first world record of 235km/h (146mph) was set on 25 September 1924 on a Welsh beach, Pendine Sands, using a 350hp Sunbeam with an 18.3-litre V12 aircraft engine. By mid-1928 that record had been improved upon six times by four different drivers, to 334km/h (207mph), and greedy eyes worldwide were already set upon the magic 300mph mark. There was a problem, though. The old venues – including Daytona Beach and Pendine Sands – were all suddenly becoming too small because the new wave of bigger, faster and heavier cars

Malcolm Campbell arrived in the heyday of the world land speed record boom, when cars bore more than a passing resemblance to the rapidly evolving aircraft of the day, sans wings



Blue Bird arrives in Cape Town.

needed much more space to play safely.

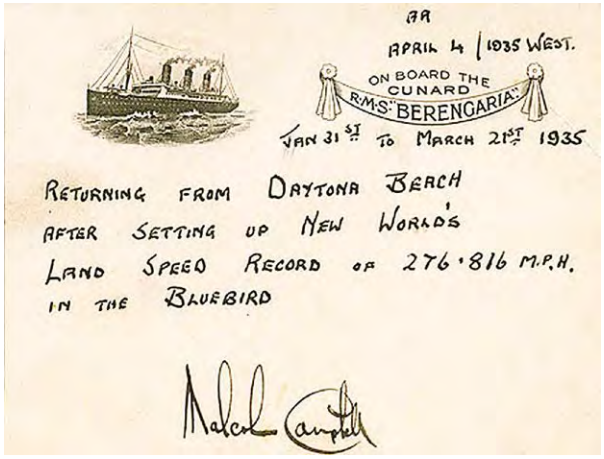
Malcolm Campbell started looking around for somewhere reasonably accessible that could offer 20km of dead straight, flat roadway. Sand was good, especially with a thick, sun-dried mud or salt crust, and the surface had to be absolutely smooth. Visibility was important, and accessibility was key to a successful project, as was altitude for those using naturally aspirated engines.

There was nowhere in Britain that met these requirements. Something had to be done. Campbell went to the Syrian Desert and found it unsuitable, partly because of the Druse tribesmen who inhabited the area. "They are good marksmen and love a moving target," he was told. Another danger was the huge number of broken beer bottles with which the area was strewn.

He then arranged to be flown to the Sahara Desert in a Gypsy Moth by an old friend, Squadron Leader Don, because he'd been told it would be perfect for a land speed record attempt. Not so. The world land speed record holder and the squadron leader were forced to crash-land off the coast of Algeria after an engine failure, and were soon surrounded by "forty or fifty outlandish looking Riffs" who they had been warned to avoid at all costs. The Riffs happily accepted all their small change, then left them alone to walk for two days and a night before reaching a safe haven. But Campbell's luck seemed to have changed. When he returned to England, he found that the stories of his adventures while seeking a new racetrack had been in all the newspapers and a Dr Martin from Brandvlei, about 80km away from Verneukpan in the Northern Cape, had written to the *Cape Times* suggesting that he take a look at the place. Dr Martin claimed that it offered a stretch of level, hard surface 32km long and 16km wide. After the *Cape Times* and Campbell had both sent representatives to take a look and both reported favourably, the racer decided to take 'Blue Bird' to South Africa for his next attempt at the world land speed record. "On the strength of highly optimistic reports I had decided to make an attempt on the record at Verneuk Pan," he says in his book, *Speed on Wheels*, published shortly after his death of a stroke in '48. "My main reason for going there was a belief that the days of beach records were over, and for really high speeds something more permanent and less variable than a beach would have to be found. I had already had one miraculous escape from death when the car had skidded into the soft sands at Daytona."

Campbell and his crew set off for Verneukpan laden with 56 cases of spare parts, including RAC timing gear, 36 tyres,

Malcolm Campbell started looking around for somewhere reasonably accessible that could offer 20km of dead straight, flat roadway


My nose was almost entirely torn off, my lips were cut, and I was banged on the head on exactly the same place where a year before the bonnet of a car had blown off at 100mph at Brooklands, and almost fractured my skull

3 600 litres of racing fuel, 500 spark plugs and, of course, his own aeroplane.

Upon arrival at the pan, Campbell was disappointed by the number of obvious hurdles that his people had missed. The pan was 130km away from the nearest railway station and 80km from Brandvlei, and the track itself was flawed by the fact that it was littered with black pebbles and had a number of outcrops of shale, with sharp protruding pinnacles in the hard-baked mud. There were also clumps of thin bushes which had to be removed, and there were few labourers available in the barren district to do all the work. Campbell arranged for some to be despatched from Cape Town, 650km to the south. But when they arrived, local conditions didn't suit them and many were taken ill while scores more simply deserted. "The lake bed was formed by sun-baked mud," he later explained in his book. "The surface was so smooth that even at high speed there was little perceptible movement of the car. An examination of the surface, however, revealed an unpleasant discovery. Embedded in the mud were little particles of shale. They were sharp-edged and small, and were enough to tear the Blue Bird's tyres to pieces at speed." Campbell made a closer inspection and established that the shale was everywhere. "It looked like the whole venture would be a failure," he wrote.

Help came from an unexpected source. The Cape Provincial Administration offered to cover the central 15 metres of a long track with a mixture of mud and water, the mud taken from the lake bed itself. "In other words, the surface was scraped free of shale and an entirely new surface laid down for a length of 12 miles. This was an enormous task for even the water had to be taken from a source five miles away," Campbell later wrote.

Everybody got to work and the smooth, flat, pebble- and shale-free strip was almost ready for action when the unexpected happened. It started to rain for the first time in 20 years, and this eventually became a deluge. All of the group's vehicles were bogged down and by the next morning the lake bed lay under 150mm of water. Cut off from civilisation, the party was forced to live on tinned fish, brackish water and a peculiar-tasting local bread for a week. Just before the rain, though, Campbell had experienced another close shave. He went aloft in an aircraft piloted by a local aviator to survey the track from the air, and they came down with a thump when the plane stalled at 60 feet and crashed. "She was completely wrecked," he later wrote. "My nose was almost entirely torn off, my lips were cut, and I was banged on the head on exactly the same place where a year before the bonnet of a car had blown off at 100mph at Brooklands, and almost fractured my skull."

Campbell stumbled from the wreckage and wired Cape Town to instruct that his own Tiger Moth be delivered to him at Verneukpan. A noted South African pilot and member of parliament, Major Allister Miller, brought the plane up and Campbell immediately hopped aboard to be taken back to Cape Town, with his head and face swathed in bandages. They arrived in the Mother City to find that there was a gale blowing, and the wind caused the plane to flip over on landing, re-opening all of the hapless Campbell's wounds. The British national hero never actually said at any time that he hated South Africa and everything about it, but if he had it would have been perfectly understandable. He was later quoted in a local newspaper as saying: "I cannot call the trip a resounding success but it certainly was interesting!"

Campbell and his crew set off for Verneukpan laden with 56 cases of spare parts, including RAC timing gear, 36 tyres, 3 600 litres of racing fuel, 500 spark plugs and, of course, his own aeroplane


RETURN OF THE SHARE PUSHERS: SEE PAGE 3

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CAPTAIN CAMPBELL IN SOUTH AFRICA: FIRST PICTURES


Malcolm and Mrs Campbell.

His worst day in our country was still to come though, on Monday 11 March 1929, when he was in Cape Town celebrating his 34th birthday. He received a message advising him that Henry Segrave had that afternoon lifted the land speed record from 207 to 231.36mph (372km/h). "Blue Bird was capable of a theoretical speed of 231.8mph, making no allowance for wheel-slip or for the loss of power caused by the high altitude," he later wrote. He reconciled himself to the fact that there was absolutely no possibility that he could beat Segrave's speed in Blue Bird. "After being on the course for six weeks we had not yet had a chance to run our car."

Campbell nevertheless decided that, having spent so much time and money on the Verneukpan folly, there was no question of his returning to England without giving Blue Bird a decent run. While conceding defeat over the one-mile absolute speed record, he could still hope to set new records over the five-mile and five-kilometre distances, despite Dunlop having warned him that the tyres were designed to last for one mile only at speed. He and Blue Bird both gave their best, and averaged 216mph over the five-km and 211mph over the five-mile distances to claim both records, albeit with shredded tyres. "My last memory of Verneuk Pan is of the long white line, gleaming in the sunshine, and the cleared space of the course stretching like a scar across the lake bed. This – and Blue Bird rolling slowly across on a big lorry."

Ah. That long white line. Campbell went home to England where he prepared to continue his efforts elsewhere. In *Speed on Wheels* he tells how, after setting the outright land record of 276.816mph (445km/h) at Daytona Beach in March 1935, he badly wanted to get in first to push it above 300mph. He'd been the first to crack the 150 and 250mph records, and most people saw 300mph as being the big one. He'd heard good things about the Bonneville Salt Flats, and that's where he was going to take his 36.7-litre supercharged Rolls-Royce-engined new Blue Bird in September. "In some respects, this attempt was similar to the one at Verneuk Pan, where I had learned the value of a guide line. By the time the car arrived a line had been almost complete, made with oil, which showed up well against the white surface."

Malcolm Campbell and his final version of Blue Bird set a new absolute world land speed record of 301.129mph (484.598km/h) at Bonneville, Utah on 3 September 1935. It was to be his ninth and last world speed record, and it stood for just two years before being beaten by fellow Brit George Eyston's 312mph on 18 Nov 1937. He also during his lifetime claimed four world speed records on water, in boats also named 'Blue Bird'. He was one of the few land speed record holders of his era to die of natural causes. His Verneukpan Blue Bird reportedly stayed in South Africa for about two years, during which time it was displayed at Garlicks showrooms in Cape Town, Durban and Johannesburg.

Malcolm Campbell's son, Donald, set eight absolute world speed records on land and water in the '50s and '60s. He was killed on Lake Coniston on 7 January 1967 after reaching more than 500km/h in his final water speed record attempt. His cars and boats were all called 'Bluebird' as one word, whereas his father's were all 'Blue Bird'.

Malcolm Campbell's grandson, Don Wales, set a lawn mower land speed record of 140km/h at Pendine Sands in March 2010. His grandfather had set his first absolute world land speed record of 235km/h in the same place in September 1924. I suspect the lawn mower was *not* called 'Blue Bird' or 'Bluebird'.

The British national hero never actually said at any time that he hated South Africa and everything about it, but if he had it would have been perfectly understandable

# THE BRAIN BEHIND THE BENZ

Wilhelm Maybach (09/02/1846 - 29/12/1929) worked so closely and harmoniously with Gottlieb Daimler that many think of him as Daimler's shadow. He had a hand in many of the ideas that Daimler patented, and finalised the design of the first Mercedes car – which astonished the world in March 1901 – just over a year after Gottlieb Daimler died. He later designed a number of significant Mercedes models before starting his own company. In the last of his series of fictitious interviews, **Jake Venter** talks to the genius.

Wilhelm was the son of a carpenter from Heilbronn, Baden-Württemberg, and he shared a modest house with his mother and four brothers. When he was eight, the family moved to Stuttgart and two years later his mother died. Three years after that his father also died; Wilhelm was only 13 years old when he and his brothers were taken in by relatives.

Wilhelm ended up being looked after by the Bruderhaus Organisation in Reutlingen, founded and managed by Gustav Werner. This famous German philanthropist initially started a kindergarten and vocational school for destitute children and within a few years had acquired a paper mill, a saw mill, a lumber yard and eventually the Bruderhaus Machinenfabrik. Werner soon discovered the boy's passion for mechanical devices and made it possible for him to spend a lot of time in the school's engineering workshop. Wilhelm also took extra classes in physics and mathematics at the local high school.

I interviewed him in 1927 at Braukeller in Stuttgart, when he was 81. His movements were slow but his mind could easily have been that of a much younger man.

**JAKE: I must thank you for agreeing to talk to me. I find the early days of motoring extremely interesting, and you were there right at the beginning.**

**MAYBACH:** I wanted to talk to you because those early years now seem like a pleasant dream. I know that once I start to talk about the beginning many memories will come flooding back.

**JAKE: I hope that my questions will revive only pleasant memories. I believe you met Gottlieb Daimler soon after your training was completed. How did this happen?**

**MAYBACH:** I met him at the Bruderhaus Machinenfabrik in Reutlingen. Have you heard of the Bruderhaus Organisation?

**JAKE: Yes, I'm familiar with that amazing organisation founded by Gustav Werner.**

**MAYBACH:** They looked after me when my parents died, and Werner took an interest in me. He made sure that I spent a lot of time in their workshops, and I even served my apprenticeship as engineering designer there, starting when I was 15. Soon after my five years of training were completed Daimler appeared one day to take charge of the engineering works. We soon found we had similar interests, and so started a lifelong friendship – in spite of the fact that I was 12 years younger.

**JAKE: How long did the two of you stay at Bruderhaus?**

**MAYBACH:** For another two years. Then Daimler was appointed factory manager at Machinenbau Gesellschaft Karlsruhe, and I followed him to work in the design department. That was just an interlude; our dream to develop an internal combustion engine started when we went to work for Otto and Langen at Deutz near Cologne.

**JAKE: How did this come about?**

**MAYBACH:** Well, I'm sure you know that Nikolaus Otto's atmospheric engine caused a sensation at the Paris Exposition in 1867. Both of us were intrigued and secretly hoped that one day we might be able to work for Otto. This happened five years later when Langen, Otto's partner, asked Daimler to manage their factory. They reorganised their company and called it the Gasmotoren-Fabrik Deutz AG. One of the first things Daimler did when he started there was to appoint me as chief designer.

**JAKE: You must have been in your element.**

**MAYBACH:** Absolutely. At the time, Otto's company was the world's largest manufacturer of stationary gas engines, and Otto spent all his time on research. But the euphoria didn't last long. Otto was a very difficult man to work with; he was full of ideas but was not a trained engineer, with the result that Daimler and I spent a great deal of time explaining to him why some of his ideas just wouldn't work. We did manage to cooperate to the extent that in 1876 Otto was able to take out a provisional patent for his Otto-cycle engine. (Known in English-speaking countries as the four-stroke cycle.) That same year I was sent to show the company's engines at the Philadelphia World's Fair in the USA.

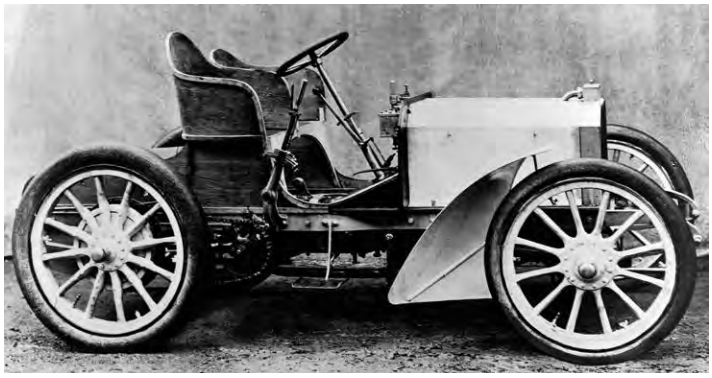
**JAKE: I believe you got married round about this time.**

**MAYBACH:** Yes. In 1878 I married Bertha Habermaas, who was a friend of Daimler's wife, Emma.

**JAKE: How long did you stay at Deutz-AG?**

**MAYBACH:** At the beginning of 1882 the smouldering conflict between Daimler, myself and the Otto/Langen partnership came to a head and we left – but not before Daimler got a substantial payout in money and shares from the company for his share

This picture and below: Daimler-Motoren-Gesellschaft Mercedes 35hp of 1901, designed by Wilhelm Maybach.



in their joint patents. Daimler bought a house in Cannstatt, here in Stuttgart, enlarged a glass-fronted summerhouse situated in the garden, installed some machine tools, and we were ready to start developing a modern high-speed engine.

**JAKE: What do you mean by 'high speed'?**

**MAYBACH:** Most gas engines could not exceed 200rpm. We wanted to develop an engine that could run at three times that speed.

**JAKE: What was your most serious problem?**

**MAYBACH:** Ignition. Getting the mixture to burn at the correct time took us the best part of a year to sort out. Otto employed a flame that was exposed to the mixture at the correct time by means of a sliding cover. This was most unsatisfactory. While at Deutz we tried a low-tension electric system devised by Werner Siemens, but could not get it to work reliably. Eventually we settled on a so-called hot bulb system, but we found that in order for it to work the dimensions and materials had to be just right. A hollow bulb was screwed into the side of the combustion chamber, and an external burner kept it at a temperature high enough to set the mixture alight as soon as the rising piston raised the pressure in the mixture to a high enough value. The ignition could be timed by changing the amount that the tube penetrated into the combustion chamber.

**JAKE: To a modern engineer it sounds like ridiculous idea, but I suppose without modern batteries and spark plugs there wasn't much you could do.**

**MAYBACH:** I must add that in 1897 Robert Bosch designed a successful low-tension ignition system. We adopted it two years later and in 1902, when Bosch built the first successful high-tension magneto, we incorporated that into our designs as well.

**JAKE: When did you complete your first successful engine?**

**MAYBACH:** Towards the end of 1883. It was an air-cooled horizontal single employing tube ignition and could rev to the unheard of speed of 600rpm. It still looked like a small steam engine, with an exposed crankshaft, con-rod and flywheel. We offered this engine to Otto so that he could expand his range of engines, but he wasn't interested.

**JAKE: Was this the engine used in your first car?**

**MAYBACH:** No, we only built one horizontal engine and then started to experiment with a vertical engine. Two years later we started to produce what we jokingly called the 'Standuhr' (Grandfather Clock), because it was tall. This was a water-cooled vertical single with completely enclosed flywheel and engine internals. It was fitted with a camshaft-driven exhaust valve but an automatic intake valve. This was spring-loaded and the tension was chosen so that the vacuum created by a descending piston on the intake stroke would suck the valve open but the higher pressure on the other strokes would keep it closed. It was also fitted with a float and atomiser carburettor developed by us. This was the engine we fitted into a horse-drawn carriage to create our first car towards the end of 1886. It drove the wheels via a belt.

**JAKE: Did you know at the time that Carl Benz had a three-wheeler on the road a few months earlier?**

Most gas engines could not exceed 200rpm. We wanted to develop an engine that could run at three times that speed

The four-stroke engine developed by Gottlieb Daimler and Wilhelm Maybach, nicknamed 'Grandfather Clock'.

In 1889, Wilhelm Maybach, Gottlieb Daimler's brilliant design engineer, developed the steel-wheel car.

**MAYBACH:** We had no idea. We only found out what he was up to sometime later, but I must mention that we built the first motorcycle some ten months before the first car using a smaller air-cooled version of the Standuhr. Daimler refused to ride it but I did, all the way from Cannstatt to Unterturkheim – the full three kilometres – but that was enough!

**JAKE: I believe you then spent the next few years fitting your engines into all sort of vehicles.**

**MAYBACH:** Yes. When the Standuhr started to show promise, Daimler got very excited and urged me to copy the design in various capacities. We installed engines into different kinds of vehicles such as a boat, a tug, a street car, a truck, a bus, and a motorised airship. Some of these vehicles were not successful, but trucks and buses were later to become important products. Motorboat engines were our main product in the first few years.

**JAKE: When did you start to build engines with more than one cylinder?**

**MAYBACH:** By 1888 we had started experimenting with multi-cylinder engines and the following year we produced a twin. Two years later we tested a four-cylinder railcar engine, but not before I spent many hours delving into the theory of engine balancing.

**JAKE: When did you start series production of cars?**

**MAYBACH:** Series production only came much later, but in 1889 we built a two-seater that was a real car, rather than a carriage with an engine. It featured our latest engine – a water-cooled narrow-angle V-twin – and had a four-speed gearbox rather than belt drive. That same year we took it to the Paris World's Fair. We also displayed four other working exhibits: a stationary engine, a small streetcar and two motorboats. The boats created a lot of excitement. The car didn't, and we only built a few examples.

**JAKE: It has been said that Daimler's engine kick-started the French motor industry.**

**MAYBACH:** I suppose there is some truth in that. We succeeded in establishing good business relations with the Panhard et Levassor company at the fair. In subsequent years they sold a lot of our engines and eventually began to build our V-twin engines under licence, using them in their own cars and supplying them to Peugeot. Thus it came about that both the first Panhard and the first Peugeot cars were fitted with our engines.

Lorenz and Duttenhofer wanted to concentrate on stationary engines because they felt that cars would never be profitable, but Daimler and I wanted to produce cars

**JAKE: The rapidly increasing business opportunities must have forced Daimler to reorganise the company.**

**MAYBACH:** Yes, he did so the following year. In December 1890, Daimler and I concluded a contract with the manufacturer W. Lorenz and the industrialist H. Duttenhofer to form Daimler-Motoren-Gesellschaft, usually referred to as DMG. Daimler was made technical director and I was appointed chief designer.

**JAKE: It must have been the start of great prosperity for the company.**

**MAYBACH:** Maybe, but not for me. Lorenz and Duttenhofer wanted to concentrate on stationary engines because they felt that cars would never be profitable, but Daimler and I wanted to produce cars. I was voted off the board and left DMG in February 1891.

**JAKE: That was an unexpected turn of events.**

**MAYBACH:** It took me by surprise, but Daimler and I turned it to our advantage. He paid me to continue designing at home, and late the following year he set up a workshop in the ballroom of the defunct Hotel Hermann so that we could build prototypes.

**JAKE: Did Daimler stay at DMG?**

**MAYBACH:** No, he resigned at the end of 1892, but before he left he supervised the introduction of an improved two-seater employing a new vertical-twin engine that we called the 'Phoenix'. It was fitted with a new design of a spray-type carburettor.

**JAKE: Both of you must have returned to DMG at some stage.**

**MAYBACH:** Yes, and it took the Englishman Frederick Richard Simms to make it happen. This astute businessman was born in Hamburg, but had business interests on both sides of the Channel. He was one of the leaders of a consortium (the British Motor Syndicate) that was formed

Mercedes 120hp six-cylinder racing car of 1906. The vehicle was designed by Wilhelm Maybach.

Replica of the 1885 riding car built as a test unit to prove the suitability of the Daimler/Maybach engine.

to exploit Daimler's patents in Britain and the empire. They generated so much new business for DMG that Simms was made one of the directors. He served from 1895 to 1902, and his first act was to insist that Daimler be brought back. The board agreed, Daimler was called back, and I followed soon afterwards.

**JAKE: Did the old rivalries flare up again?**

**MAYBACH:** No. By this time the cars were beginning to make money and it was obvious that Daimler was on the right track. The last years of the old century saw DMG prosper with the Phoenix-engined car and a range of trucks selling well. We also introduced bigger models with four-cylinder engines later on.

**JAKE: Daimler must have felt vindicated at last.**

**MAYBACH:** Certainly, and he also achieved another goal by establishing an Austrian branch called Austro-Daimler in 1899, but the end was near. He was suffering from a weak heart and in August 1899 he suddenly weakened. My friend died in March 1900.

**JAKE: It's sad that he didn't live to see the company's biggest triumph – the 1901 Mercedes. Was this also your biggest triumph?**

**MAYBACH:** It's tempting to say so, but the truth is that three of us had a hand in creating this car. Many of Daimler's ideas were incorporated and his oldest son, Paul, also contributed, but it's true that I did most of the detailing.

**JAKE: Motoring historians tend to regard the first Mercedes as one of the greatest single steps in the development of the car. So many constructional features that are commonplace today first appeared in this car. Were you aware of this design's significance at the time?**

**MAYBACH:** Not at all. We tackled the problems associated with designing the first cars, such as the cooling, the ignition, the mixture and speed control and the transfer of power to the wheels in our own way, based on our own experience. When these solutions came together in one model, we were happy. When other manufacturers started to copy us, we were annoyed at first. Pride only set in many years later.

**JAKE: I see that my time is up, but I must discuss one more model with you: the 1902 60hp model. Today this car is regarded as the world's first sports car. Was it a development of the first Mercedes?**

**MAYBACH:** Yes. It was essentially a bigger version of the earlier car, but there were many improvements. The engine size was increased from 5.9 to 9.23 litres and it performed so well in various competitions that it put the Mercedes name very firmly on the map.

**JAKE: You eventually left DMG and started your own company but that story will have to wait for another day. Thank you very much for answering my questions.**

**MAYBACH:** It's been a pleasure.

1. In 1908, Count Ferdinand von Zeppelin founded a company to build airships and persuaded Maybach to design and build some engines for him. Maybach then left DMG and started an engine manufacturing company with himself as technical assistant and his oldest son Karl as technical manager. After WWI they started to build high-quality cars that were even more expensive than the top Mercedes models. They also built large diesel engines for many years. No cars were built after WWII, but in 1997 Mercedes-Benz revived the name for its top-of-the-range model. However, the expected sales did not materialise. The last car was made in December 2012 and the brand sadly ceased to exist in 2013.
2. Maybach was awarded an honorary doctorate by the University of Stuttgart in 1916. He died in December 1929 at the age of 83.
3. Until 1901 the cars were known as Canstatt-Daimlers, but the 1901 model that created such a stir was named after the daughter of Emile Jellinek, a businessman who was so impressed with the car that he bought the first batch on condition that the name be changed to make it easier to sell the cars outside Germany. All subsequent models were called Mercedes.
4. Frederick Simms's British Motor Syndicate became the British Daimler Motor Company. They soon lost their ties with DMG and started to produce cars of their own design.

# BIGGER IS BETTER

In part three of his bubble cars and microcars seen in South Africa during the 1950s and '60s story, **John Rabe** takes a look at the slightly larger Fiat 500 and 600 models as well as the 600 made under licence by SEAT and the 500-based Autobianchi, before going back to the lesser, and more traditional microcar-proportioned attempts from Champion, Maico, Trojan, Heinkel and NSU. History tells us what dimension worked best but is there a second bubble coming?

## FIAT 500 'TOPOLINO'

**(Manufacturer: Fiat S. p. A. Turin, Italy)**

The Fiat 500, nicknamed 'Topolino' (Italian for 'little mouse'), was introduced in 1936. Initially a 569cc 13hp four-cylinder, side-valve, water-cooled engine mounted ahead of the front axle enabled a top speed of 85km/h, but the ponies increased to 16hp with the arrival of an overhead valve unit.

Three models would be produced over the next 19 years. Model A and B shared the same body, but the engine of model B had 16hp. Model A was produced from 1937 to 1948 and was offered in two-door saloon, two-door convertible (saloon with folding roof) and two-door van guise. Model B was produced over 1948/49 and added a three-door estate as the 500 B Giardinetta, which ran on longer and saw the Giardinetta name swapped for Belvedere.

An updated Model C version exhibited at the 1949 Geneva Spring Motor Show met the needs of the post-war market with a more contemporary appearance while retaining the original character. The two-door body with sunroof was basically the same but new front wings incorporated flush-fitting headlamps and the moving of the spare wheel to under boot allowed more luggage space. Right-hand-drive cars were assembled in Australia.


Model C production ran until 1955 when an all-new rear-engined model, the Fiat 600, was launched. This new model would form the thinking for a new (Nuova) 500.

## FIAT NUOVA 500

The Fiat 500 or 'Cinquecento' was produced by Fiat between 1957 and 1975. Designed by Dante Giacosa, it measured just over nine feet long and was driven by a 479cc two-cylinder, air-cooled engine mounted in the rear. Several manufacturers followed this design but so good was the Fiat 500 that it was used as a template by other makers in Europe. Besides the two-door it was also manufactured in wagon (Giardiniera or Fiat 500 K).

Early 500s were made as budget-beaters sans any luxury. Rear-hinged 'suicide doors' were the order of the day and the 479cc engine was good for 13hp and top speed of 85km/h. Sales weren't great though and in December 1957 Economica and Normale versions with 15hp on demand were introduced. The Normale was higher-spec with wind-up windows, steering column-mounted indicator controls, chrome front light surrounds and more comfortable rear seats.

## NUOVA 500 SPORT

This model was introduced mid-1958 and saw more power, two-tone paintwork (white with a red stripe along the sides) and an all-metal roof. The Sport's two-cylinder engine had been bored out to 499.5cc giving it 21.2hp and a top speed of around 105km/h. A total of 181 036 examples of the Nuova 500 and Sport were produced from 1957 to '60.

## FIAT 500 N

1958 also saw the arrival of the 500 N, an affordable package with standard full-length opening – this is where the Fiat 500 success really kicked off.

## FIAT 500 D

The 'D', sold from 1960 to '65, looked similar to the Nuova however the sunroof didn't fold back as far and it featured an ashtray, padded sun visors and a washer pump. It also had suicide doors though.

## FIAT 500 GIARDINIERA OR K

This wagon version of the Fiat 500 family production ran from 1960 to '75 and saw the engine laid under the floor in the boot area to create a flat loading surface.

## FIAT 500 F

In March 1965 safety laws saw the suicide doors replaced by front-hinged items and the model name switch to 500 F. The silver trim on the bonnet and the doors disappeared, rear lights became squarer and the windscreen dimensions increased. With 19hp on tap, the speedo was also optimistically changed to read 120km/h.

## FIAT 500 L OR LUSSO

An 'L' or 'Lusso' version was sold between 1968 and '72. Mechanically similar to an 'F', the most notable change was the extra chrome nudge bar on the front bumper and two at the rear. The interior with pleated seats and door upholstery was more contemporary, as was the black steering wheel, squared instrument panel, reclining seats, carpets and 130km/h speedo.

## FIAT 500 R OR RINNOVATA (1972 - 1975)

With its replacement, the Fiat 126, already on the market, one last push to sell 500s was made in 1972. Called the 'R' or 'Rinnovata', it had a 594cc engine with 23 horses and a synchromesh gearbox.


## OVERSEAS PRODUCTION

In Heilbronn, West Germany, Neckar manufactured a 500. It was a complex deal involving NSU in 1961. Austrian firm Steyr-Puch produced cars based on the Fiat 500 from 1957 to 1973 but used its own 16HP motorcycle-derived boxer engine. The Steyr-Puch 500D (20hp) was made in 1959 and followed by a luxury 500DL and two estate versions with a 643cc engine in 1961. Several years later, 650 TR and 650 TR II (R for Rallye) models were added. Polish driver Sobiesław Zasada won the European Rally Championship with a Steyr-Puch 650 TR II in 1966 and the same year Gerard van Lennep won the Dutch Production Car Championship (for cars up to 700cc) in a 650 TR. He did it again in 1967.

Sports models were also produced by Abarth, as well as by Giannini of Italy. In New Zealand, Torino Motors assembled the 500D where it was sold as the Fiat Bambina. Production of all versions of the 500 ended in 1975.

## FIAT 600

**(Manufacturer: Fiat S. p. A. Turin, Italy)**

Five different 600 prototypes were built between 1952 and 1954 with the brief asking for a weight of around 450kg, ability to carry four people and luggage, and hold cruising speed of at least 85km/h. Dante Giacosa's design got the nod in 1955 – it was a two-door rear-engined saloon with four-speed box sans synchro on 1st gear. And perhaps the biggest change from the 500 was a 633cc water-cooled engine. Top speed was claimed at 95km/h, while a 767cc version could hit 110km/h. A soft-top version of the saloon was introduced in 1956, as well as the 600 Multipla six-seater.

The 600 was a remarkably fast seller in its time. Production reached one million in February 1961, less than six years after its launch. When the last one rolled off the line in 1969, 2 695 197 had been built at the Mirafiori plant in Turin.

## FIAT 600 JOLLY

In 1958, Fiat shipped a number of Fiat 600s to the Italian design house Ghia for conversion. The open-sided 'Jolly' featured cutaway side bodywork, wicker seats and an optional fringed fabric top to shield occupants from the sun.

With a selling price almost double that of a production 600, they were made in very limited numbers – a number of fakes have been passed off as genuine. Thirty-two Jollys were used as taxis on the island of Catalina and famous owners include Aristotle Onassis, Yul Brynner, Grace Kelly and Gianni Agnelli.

| MODEL: FIAT 600 | Motor: Fiat four-stroke | Body: steel |
|---|---|---|
| Years built: 1955-1969 | Cylinders: 4 | Chassis: none |
| Number produced: 2 695 197 | Displacement: 633cc | Suspension front: leaf spring |
| Number surviving: unknown | Horsepower: 23hp | Suspension rear: coil |
| Length: 3 322mm | Gearbox: 4 + reverse | Steering: worm & segment |
| Width: 1 378mm | Starter: electric | Brakes: hydraulic |
| Weight: 580kg | Electrics: 12v | Four wheels: 5.20 x 12" |
| Interior: four seats | Ignition: coil | Top speed: 96km/h |

## S.E.A.T. 600

**(Manufacturer: Sociedad Española de Automóviles de Turismo, Barcelona, Spain)**

Spain had relied almost entirely on imports for its automobiles but in the late 1940s the government contacted Fiat with the view to licenced production. S.E.A.T. was formed in 1950 and chose a medium-sized Fiat saloon, the Type 1400, for its first vehicle. To broaden the market, in 1957 the firm ramped up to build the Fiat 600 – the only change being the front emblem. S.E.A.T production carried on until 1973. Other countries jumped on the 600 wagon including Argentina, Australia, Chile, Colombia, Malaysia, West Germany, Uruguay and Yugoslavia.

## NSU PRINZ

**(Manufacturer: NSU Motorenwerke AG, Neckarsulm, Germany)**

In 1955, NSU's engineers designed and produced a new small car with 7.5 million DM of borrowed funds. The compact Prinz car was displayed at the 1957 Frankfurt Auto Show. Its attractive body was fitted with a 583cc twin-cylinder four-stroke motor which featured the technically interesting Ultramax cam-drive. Production began in March 1958 but in 1959, the Prinz II with better trim all-synchromesh gearbox followed. A high-performance 30E version with 30hp was the one to have.

In October 1960 the Prinz III arrived. The 30hp engine was standard and was not only attractive but also technically well sorted and a competent handler, allowing it to rule the small car roost with a 120km/h top-end. It was succeeded in 1961 by the Prinz IV, which resembled a scaled-down Chev Corvair. Volkswagen took over NSU and merged it with its Audi subsidiary to form Audi NSU Auto Union AG.

| MODEL: PRINZ III | Motor: NSU four-stroke transverse | Body: steel unit body |
|---|---|---|
| Years built: 1957-1962 | Cylinders: 2 | Chassis: none |
| Number produced: 95 000 | Displacement: 583cc | Suspension front: coil |
| Number surviving: unknown | Horsepower: 30hp | Suspension rear: coil |
| Length: 3 150mm | Gearbox: 4 + reverse | Steering: rack & pinion |
| Width: 1 420mm | Starter: Dynastart | Brakes: hydraulic |
| Weight: 496kg | Electrics: 12v | Four wheels: 4.40 x 12" |
| Interior: four seats | Ignition: coil | Top speed: 120km/h |

## CHAMPION

**(Manufacturer: Dipl. Ing. Hermann Holbein Fahrzeugbau, Germany, later Champion Automobilwerke GmbH, Paderborn, West Germany)**

The prototype two-seater car originally developed by ZF of Friedrichshafen had a single-cylinder 200cc rear-mounted supercharged two-stroke lawnmower engine. Power was transmitted to the rear wheels via a three-speed and reverse gearbox. Former BMW race car engineer Hermann Holbein acquired the production rights for the car in 1949 and introduced the Champion CH-1 powered by a 5hp Triumph motorcycle engine in 1950.

### CHAMPION CH-2 / 250

The 250 model used rear-mounted Triumph (Germany) single-cylinder or a two-cylinder engines with a claimed 10hp – the latter's top speed was 70km/h. Specification was basic and thanks to high motorcycle tyres needing high pressure and minimal shock absorption, the ride was seriously uncomfortable. Entry and exit to the car were near impossible unless a cabriolet version was chosen. Add to this no electric starter and they didn't exactly fly off the showroom floor. Out of interest, a two-cylinder CH-2 cost DM 2 650 and a VW Beetle cost DM 5 300.

| MODEL: CH-2 | Motor: Triumph (German) two-stroke | Body: steel |
|---|---|---|
| Years built: 1949 -1950 | Cylinders: 1 | Chassis: tube |
| Number produced: 11 | Displacement: 248cc | Suspension front: swing arm |
| Number surviving: 2 | Horsepower: 6.5hp | Suspension rear: swing arm |
| Length: 2 800mm | Gearbox: 3 | Steering: rack & pinion |
| Width: 1 360mm | Starter: hand | Brakes: cable |
| Weight: 220kg | Electrics: 6v | Four wheels: 3.00 x 19" |
| Interior: two seat | Ignition: coil | Top speed: 60km/h |

Partnerships with other manufacturing companies gave Holbein confidence and capital to proceed with an improved version for production. Only 11 examples of the CH-1 were built before it was replaced by the 250.

### 1951 CHAMPION 400

Modern, almost symmetrical lines and curved side windows that pivoted down into the doors were new features, as was a 398cc two-cylinder engine. Holbein was an engineer rather than a businessman and was found wanting with all the aspects of running a new business. If that wasn't enough of a headache, early cars had to be recalled with transmission issues. Rheinische Automobilfabrik Hennhöfer & Co. stepped up to the plate in 1952 and took over production but went bankrupt, and the production of the Champion microcars moved through three factories over the next three years.

## CHAMPION 400H

**(Manufacturer: Reinische Automobilfabrik, Hennhöfer & Co.)**

Minor changes in 1953 incorporated an engine made by Heinkel and the vehicles that had initially been simple and inexpensive gradually became complex to produce and lost their price advantage. With larger car makers now drawing public interest in the German market, Champion failed to achieve the volumes necessary to justify the investment needed to develop them further. In 1955 production was taken over by Maico, a firm then better known for its motorcycles.

| MODEL: 400H | Motor: Heinkel two-stroke | Body: steel |
|---|---|---|
| Years built: 1953 -1954 | Cylinders: 2 | Chassis: tube |
| Number produced: 1 969 | Displacement: 396cc | Suspension front: rubber torsion |
| Number surviving: few | Horsepower: 15hp | Suspension rear: rubber torsion |
| Length: 3 170mm | Gearbox: 3 + reverse | Steering: rack & pinion |
| Width: 1 470mm | Starter: hand | Brakes: hydraulic |
| Weight: 820kg | Electrics: 6v | Four wheels: 4.25 x 15" |
| Interior: two seat | Ignition: coil | Top speed: 85km/h |

## MAICO

**(Manufacturer: Maicowerk A.G. Ammerbruch-Pfäffingen, West Germany)**

With West German motorcycle manufacturer Maico purchasing Champion's assets (prompted by a low 'liquidation' price) it immediately set to rebranding the two-seater car.

The Maico 400 was a badging exercise on the Champion offering but a four-seater MC 403 was soon available – the car lengthened by 20cm. Power came from a two-cylinder 400cc rated at 15hp. In 1955 the game was upped with the Maico 500, a 452cc Heinkel 18hp engine sitting in bodywork by Bauer of Stuttgart. The chassis was revised in 1957 but handling remained demanding. The competition had by now also moved ahead and the ageing design fell short of market expectations. In one last-ditch attempt to keep the dream alive, an attractive Maico 500 Sport Cabriolet was shown. Ten pre-production prototypes were built by Beutler, but any hopes of salvaging production by selling the little cars in the US were dashed when funds dried up. Early in 1958, Maico stopped car production, just avoiding liquidation, and switched focus back to motorcycle making. Production estimates of Maico's versions of the Champion-based car vary between 5 000 and 7 000.


## HEINKEL KABINE

**(Manufacturer: Ernst Heinkel-Fahrzeugbau GmbH, Stuttgart, Germany)**

After aircraft designer Ernst Heinkel saw Iso's Isetta in the metal, he was convinced that he could make a better, lighter and faster one using aircraft principles and a smaller engine. His Kabine 150 achieved this and more with capacity to carry four people.

The Kabine 153 (three-wheeler) and 154 (four-wheeler) debuted in October 1956 with a four-stroke 203cc motor. Insurance reasons then saw a reduction to 198cc in 1957 – the same year Heinkel set a production record with 7 000 units.

A licence was granted to Argentina to build the Heinkel, where around 2 000 cars were built and sold until 1961. It wasn't all rosy, and the firm was losing between DM 400 and 500 per car. Interest in the Kabine was already waning when Ernst Heinkel passed away in January 1958, which together with permission received to resume production of aircraft led to the sale of the Kabine production facility to the Dundalk Engineering Company in Ireland in June 1958. Only 200 examples were produced before their licence was withdrawn due to shoddy factory conditions, workmanship and quality problems. Argentina carried out some licensed manufacture, which came to an end in 1961.

| MODEL: TYPE 153 | Motor: Heinkel four-stroke | Body: monocoque |
|---|---|---|
| Years built: 1956-1958 | Cylinders: 1 | Chassis: none |
| Number produced: 5 537 | Displacement: 198cc | Suspension front: coil |
| Number surviving: 20 | Horsepower: 10hp | Suspension rear: coil |
| Length: 2 551mm | Gearbox: 4 + reverse | Steering: rack |
| Width: 1 370mm | Starter: Dynastart | Brakes: hydraulic (front) |
| Weight: 243kg | Electrics: 12v | Three wheels: 4.40 x 10" |
| Interior: 2+2 seat | Ignition: coil | Top speed: 86km/h |

## TROJAN 200

**(Manufacturer: Trojan Cars Ltd., Croydon, England)**

In 1960, the Kabine licence was given to Trojan, a firm established in 1928 better known for making a range of rugged, simple utility vehicles. By 1962, they were producing the Type 601 (three-wheel RHD), Type 602 (four-wheel RHD), Type 603 (three-wheel LHD) and Type 604 (four-wheel LHD) as well as an Estate van. Production ended in 1966, making it the longest produced true bubble car. Trojan then turned to its attention to making the fibreglass-bodied Elva sports car.

| MODEL: 200 TYPE 601 | Motor: Heinkel four-stroke | Body: monocoque |
|---|---|---|
| Years built: 1960-1966 | Cylinders: 1 | Chassis: none |
| Number produced: unknown | Displacement: 198cc | Suspension front: coil |
| Number surviving: unknown | Horsepower: 10hp | Suspension rear: coil |
| Length: 2 660mm | Gearbox: 4 + reverse | Steering: rack & pinion |
| Width: 1 370mm | Starter: Dynastart | Brakes: hydraulic |
| Weight: 245kg | Electrics: 12v | Three wheels: 4.40 x 10" |
| Interior: 2 + 2 seat | Ignition: coil | Top speed: 90km/h |

## AUTOBIANCHI BIANCHINA

**(Manufacturer: Autobianchi)**

This Italian automobile manufacturer was founded in January 1955 following the signing of an agreement between Fiat, Pirelli, and Bianchi to produce a small, Fiat 500-based 'city car'.

Named the Trasformabile, it featured a fixed B-pillar and partial roof, with the rest of the opening being covered by a retractable fabric hood. Based on Fiat 500 mechanicals, it initially featured the 15hp 479cc two-cylinder air-cooled engine mounted in the rear. In 1959, engine power was increased to 17hp. A Special version with two-tone paintwork and 499cc and 21hp was later offered. By 1961, the whole range had been fitted with this unit. Period road tests found the Bianchina's handling to be superior to the donor car. The Trasformabile remained the only body style until 1960, when a two-door full convertible Cabriolet with 'suicide doors' was introduced. A three-door estate version, the Panoramica, debuted in 1960 and would continue with various facelifts until 1969.

| MODEL: 200 TYPE 601 | Motor: Heinkel four-stroke | Body: monocoque |
|---|---|---|
| Years built: 1960-1966 | Cylinders: 1 | Chassis: none |
| Number produced: unknown | Displacement: 198cc | Suspension front: coil |
| Number surviving: unknown | Horsepower: 10hp | Suspension rear: coil |
| Length: 2 660mm | Gearbox: 4 + reverse | Steering: rack & pinion |
| Width: 1 370mm | Starter: Dynastart | Brakes: hydraulic |
| Weight: 245kg | Electrics: 12v | Three wheels: 4.40 x 10" |
| Interior: 2 + 2 seat | Ignition: coil | Top speed: 90km/h |

It's hard to explain the fascination we have for bubble cars and microcars but drive one into any show or shopping centre parking lot and you'll see that everybody loves them. There's the high cuteness factor thanks to the dimension, the somewhat cartoon-like appearance and retro-futuristic designs that make us thankful for the short-lived craze.

A craze cut short by the growth of the real family cars like Volkswagen's Beetle, Citroën 2CV and Mini that offered a whole lot more practicality and usability for not much more money. Is it a trend that will come back? Seemingly so if you look at the number of electric and alternative fuel modes of city transport that blur the lines between car and bike that have recently been shown at motor shows. Population growth, urbanisation and environmental concerns might well resurrect these cars.

# V4 VICTORY

**Tony Ball's** Lancia Fulvia rally car project was not a culmination of years of bucket list stuff or a lifelong desire, but came about quite unexpectedly…



In 2012 a friend from our slot car club, Kevin Taylor, mentioned that an old lady he knew was getting rid of her son's car (a Series 2 Lancia Fulvia) that had been in a garage for years. I went to have a look and decided that it could be a different sort of project, especially as I had always admired these giant-killers in the rally world.

A few weeks later, whilst helping Jannie Habig in his rally team, I spotted a fairly clean white 1.3 Series 1 Fulvia for sale in Knysna as we passed through. The seed took roots so I bought it and brought it home. It was joined by the Series 2 car, which turned out to be as tatty as I expected, but I was not fazed as I've built lots of motorsport vehicles (21 at last count).

My good friend Malcolm Plint spotted a Series 2 on Gumtree and within hours my fleet of Fulvias had increased to three. I decided that the 'Gumtree Fulvia' was in the best nick, so that one became the rally car project, and work commenced that December.

There was no question that it would need a complete rebuild from nose to tail, but luckily the only real tin worm was in the front floorpans. I already had a rotisserie from my various rally car builds so that was brought into use. The floorpans were readily available from Europe and I welded them myself.

Getting spares proved to be quite simple, once I got my head around the exchange rate. Lancia Auto in Cape Town and I transacted heavily. Omicron in England were incredibly helpful and supplied engine parts, inlet manifold for Weber 40s, and longer, lower control arms to get the camber from positive to negative. Demon Tweaks supplied a roll cage off the shelf but getting it to South Africa cost more than the cage itself!

The further I got, the more I developed a healthy respect for the little car and its designers. The car has four-pot callipers and big discs on the front and big callipers and discs on the rear. Its Vernier camshaft pulleys, to which I fitted the Variante competition cams with high-compression pistons, are quite frankly very advanced for their time – hence their price. The 13-degree V4 (à la VR6 but minus two cylinders) is intricate but I learnt as I went along, and there is no shortage of information.

Getting spares proved to be quite simple, once I got my head around the exchange rate. Lancia Auto in Cape Town and I transacted heavily

Having learnt long ago that wiring is often the cause of rally retirements, I rewired the car completely and can now use it on night stages as it is equipped with spotlight and fog light wiring and relays. I managed to get a low-ratio diff and a set of close-ratio gears so the car is quite lively up to about 150km/h. It stops beautifully, handles like a go-kart and is impressive for a 1300cc.

Its only handicaps are its tiny suspension travel and small ground clearance, which means I have to be very selective with the events I choose… after all that time and money, I have no desire to wreck it. Of course finding a 1600HF motor would really be the cherry on top, but because they are rare and extremely costly I make do with my 1300cc.

I am led to believe that mine is the only Fulvia rally car in Africa at present. As with all projects like this it took a while – just on 12 months – and had its fair share of obstacles, but all that fades away once the start stage marshal says 'GO'. I am currently building a Datsun 180U SSS – to remind me of the Tony Fall/Franz Boshoff car that won the 1974 Total Rally. And that, I have promised myself, will be the last!

# THE DEVELOPMENT OF ENGINE OIL ADDITIVES


Castrol was established in 1899 and has, over the years, amassed huge expertise in oil technology. Motor manufacturers worldwide trusted the formulations which were tried and tested and then recommended in owner's handbooks.

In recent years, oil specifications have changed dramatically following new emission controls and the different requirements of the 'modern' engine. Many new formulations have appeared and resulted in confusion about whether modern oils are suitable for older engines. However, the oil formulations required for today's vehicles are very different, as they have thinner viscosities and different additive technology that is generally unsuitable for an older engine, as well as a synthetic rather than mineral base.

One of the important additives for older engines, found in classic oils, is Zinc Dithiophosphate – known as ZDDP.

ZDDP additive provides a high level of anti-wear protection, but its phosphorus content is harmful to catalytic converters and other emission equipment fitted to many modern vehicles. It has therefore been reduced in modern oil specifications, which are designed for engines with the latest surface-hardening technology and to meet the latest emission requirements. This also necessitates the use of other emission-friendly additives which are not designed for use in classic engines.

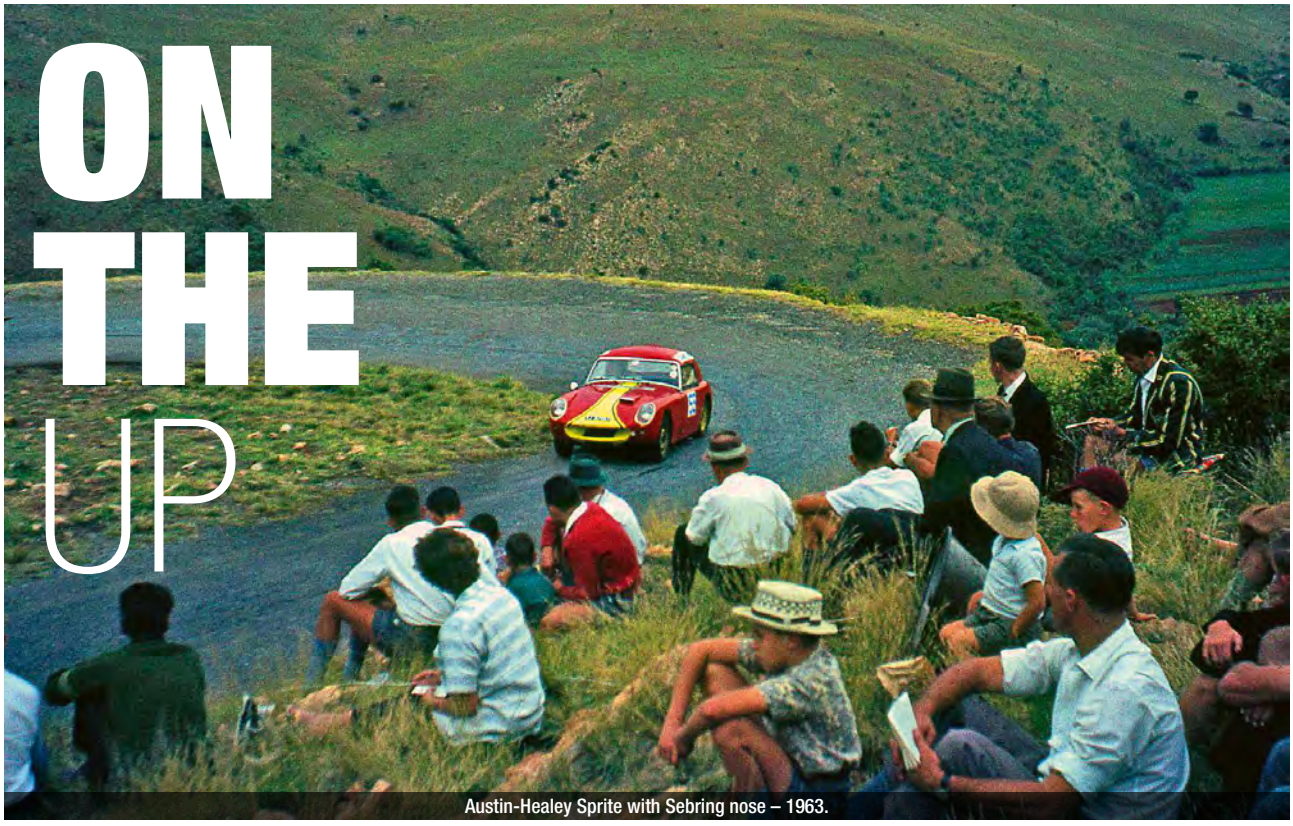
In the late 1940s, the Spitfire aircraft engines were experiencing severe camshaft damage and failures. As these were critical fighting machines during the war, it was essential to overcome these issues. Castrol was asked to investigate, and what developed was the addition of Zinc Dithiophosphate.

The effect of ZDDP is that, when hot, it interacts with the iron of the cam lobe, thus creating a sacrificial layer between moving parts. This prevents metal-to-metal wear. The addition of ZDDP to oil reduces premature failure of the cam and lifter.

Castrol Classic oils contain the correct amount of ZDDP additive to protect your veteran, vintage, or classic engine.

The Castrol Classic range is now available in South Africa. The exclusive importers are Castrol Classic SA, based in Chartwell, Fourways. A full list of distributors can be found under 'Contacts' on www.castrolclassicsa.co.za.

# ON THE UP

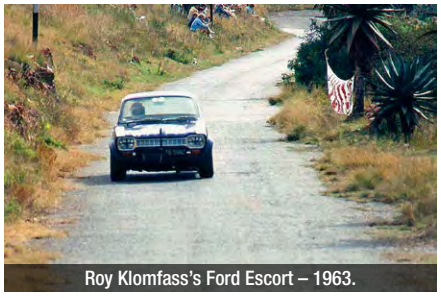


Austin-Healey Sprite with Sebring nose – 1963.

In September, the Volkswagen Club of South Africa hosted a hillclimb event at the very same venue of the famed Krugersdorp Hillclimb. Against the backdrop of a crystal-clear Highveld sky and dry yellow grass, the crowds flocked to see both modern and classic cars tackle the steeply inclined 1.1km-long ribbon of tar. **Stuart Grant** packed a deckchair to take in the sights, sounds and smells, as well as tales from those who were there in the heyday.

**Images by www.motorprint.co.za**

Libero Pardini's Valiant – 1963.


Roy Klomfass's Ford Escort – 1963.

The Lucky Strike Capri V6 of Eddie Keizan – 1971.

A smoking Lola T142 F5000 of D. Angeloni – 1971.

An Anglia crosses the finish line – 1971.


Francis Spencer's Bentley – 1971.


Andre Verwey's Lola T210 – 1971.


The Formula Vee of Willie Beer – 1971.


The back end of the Verwey Lola – 1971.


Mike Nurse in an exotic Tojeiro Bristol – 1963.


Losing it under braking – 1971.


A view down to the start area – 1971.


The brand-new Lotus Cortina – 1963.

Stories like: "We lived in Krugersdorp and my mother and father both drove competitively with a car called a Stutz, so in the 1950s I came to watch here. I then competed in the 1960s and '70s myself," or: "I saw Bob Olthoff hustle a McLaren up the hill to set a record that held for 30 or so years," and: "Right there, before the days of Armco barriers, Willie Hepburn went over the edge in a modified Morris Minor."

It's these stories that had me digging a little deeper into the hill's competitive past. In doing so, it struck me that although remembered in a similarly nostalgic light to the likes of the 9 Hour or SA Grand Prix series, very little in the way of history has been documented.

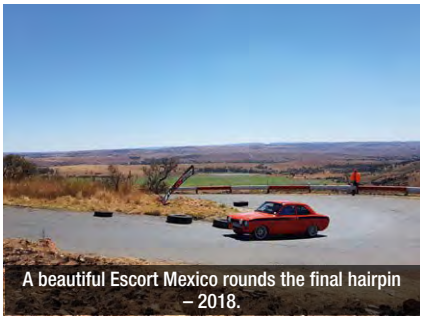
It struck me that although remembered in a similarly nostalgic light to the likes of the 9 Hour or SA Grand Prix series, very little in the way of history has been documented

What has come out in the wash is that there was a pre-war hillclimb – although this seems unlikely to have been hosted on the same hill. R.H. Johnstone's book *Early Motoring in South Africa: A Pictorial History* makes mention of a 1920s motorsport event, but put on by the Transvaal Automobile Club in the Krugersdorp district. The fact that it was referred to as the "Mulders Drift Hillclimb" and that it took place on a "now-forgotten hill" indicates that this was not the same hill used in the 1950s and today. Some fans think that this mentioned hill is closer to the town of Muldersdrift and visible on your right as you approach Krugersdorp on the N14. Others remember competing in club events on a road that now runs up to a housing estate off Hendrik Potgieter, opposite Cradlestone Mall.

While researching his book *Protea – The Story of an African Car*, and by means of interviewing the likes of John Myers, Ian Schwartz uncovered further information about the event. It appears that the first Krugersdorp Hillclimb was held on 24 November 1956 and made use of the same tar road that leads down to the sewage works below Delporton Airfield. This fact means this hillclimb is probably

The VIP lounge – 2018.


Willie de Beer drove his turbocharged Porsche to second place – 2018.



A beautiful Escort Mexico rounds the final hairpin – 2018.


the oldest surviving event in the country that can still be run under almost identical conditions today, 62 years after first being run. (Judging from old photographs and cine films, the still narrow road appears to have been widened somewhat.)

Although it began as a 960-yard dash, with approximately 200 feet of climbing, it was extended backward fairly soon to be reported as 0.67 miles (1 077m) for the late '50s through to the mid-'60s, and remained so well into the 1980s. Organised by the Sports Car Club of SA, and later by their West Rand Car Club branch, it was the first organised hillclimb in the Transvaal to be held since the two events they'd put on at Leeuwkop in 1947 and 1948.

Twenty-seven entrants, including the first competition appearance of the Protea Mk1 prototype driven by Roland Fincher, practised in ideal conditions. This was followed by two competition runs each for the title. A strong Highveld afternoon storm and gusts knocked not only many seconds off most competitors' best times, but also the commentators and timekeeper off their truck!

When the storm had cleared and results were calculated, it was Eugene Bosman in a Morgan Plus Four 1991cc Triumph in 61 seconds (51.8km/h) who emerged 'triumphant' from Bryan Smith in a 3.4-litre 1932 Talbot 105 (63.6s) and Brian Newby in his home-made Nubiat M.G. 1250cc (64.6s). Ian Fraser-Jones's Porsche and a string of Triumph TR2s, including John Mason Gordon's (before being converted into the Protea Triumph), followed close behind. The performance of two women, Jean Humphreys in her TR2 (66.6s) and the Countess Folchi-Vici in her Fiat 1100, aroused much favourable comment.

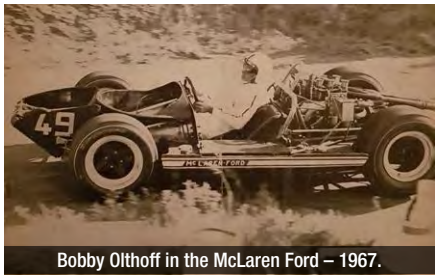
The event rapidly gained popularity, being held twice a year in April and either September or October for at least the next ten years. According to Krugersdorp's Mayor Councillor P.W. Marais in his address in 1962, attendances at these meetings numbered close to 5 000.

This fact means this hillclimb is probably the oldest surviving event in the country that can still be run under almost identical conditions today, 62 years after first being run


Willie Hepburn's Morris Minor went over the edge – 1968.


Olthoff's McLaren wheelspins to a record time – 1967.


Hepburn's heavily modified Morris Minor – 1968.


Bobby Olthoff in the McLaren Ford – 1967.


H. Lambie's Mini Cooper S nears the finish – 1970.


Bennie Venter surprising all with the speed of his sprint car – 1967.


John Whitehead at full chat in the Peco Vee – 1967.

Within a year of this first event, the record had tumbled down first to 57 seconds with Ian Fraser-Jones in a Cooper Bristol, then to 52.3 in 1960 with a J. Lupini at the wheel of a Porsche, before Doug Serrurier recorded a 49.3 in a Cooper Alfa F2. 1963 was memorable for the strong showings by Westonaria's Rauten Hartmann in his home-built Netuar Peugeot 1468cc (50.5 in April 1963) and the first sports car to clock 50 seconds dead when the Lolette Chevrolet V8 of Eric Brockhoven was embroiled in a classic tussle with the Netuar. Serrurier's record, however, stood until April 1964, when Steve Mellet set 46.565 with an LDS Alfa.

When racing legend Bob Olthoff bought the McLaren Elva M1A from David Prophet the day before it was scheduled to return to England following the 1964 Springbok Series, the stage was set for some more record breaking. Olthoff first lowered Mellet's 46.5 to 46.075 in September 1966 and then 44.91 in April '67 and 44.80 in September that year. He had more in the tank and capped his string of domination with a staggering (and frightening) 42.93 in April 1968. This record remained in place for at least 30 years and would have topped the times set by the Historic Racing Car Register championship entrants that ran up the hill through to the early 2000s.

Following this, the hill was used for various club events but the exciting news doing the rounds on the hill was the mention of an official Krugersdorp Hillclimb and motoring festival incorporating the airfield in 2020. Plans to resurface the tar and upgrade the likes of the Armco to meet modern motorsport governing body safety requirements are underway and we'll keep you informed as to any progress. In the meantime, please flood us with memories of the hill and help fill in any blanks – write to stuart@classiccarafrica.com under the title 'Krugersdorp Hillclimb'.

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# AT FULL BOOST

A R3.8bn+ grid of race cars, a R7.6m race transporter and an 89-tonne steam locomotive… just a few of the standouts of this year's annual Goodwood Revival that proved why this famous step-back-in-time race meeting, which celebrated its 20th anniversary, continues to thrill. **Graeme Hurst** went along for the ride.

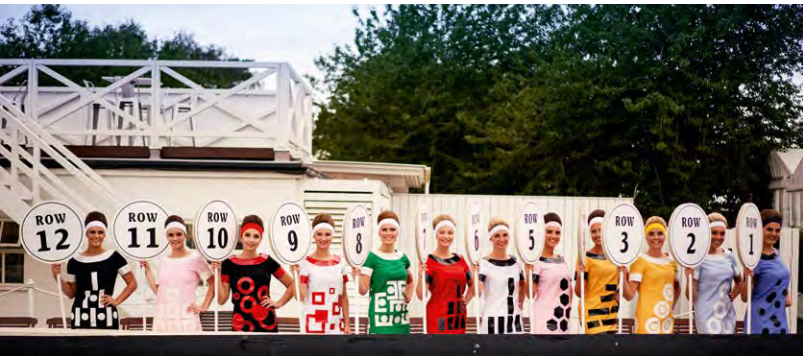
**Photography: Graeme Hurst & Goodwood Revival (goodwood.com)**

Goodwood Revival founder, the Duke of Richmond (formerly Lord March), has a knack for delivering surprises at the famous three-day historic race meet. Over the years some have been more memorable than others, and intriguingly they often don't involve race cars: the Supermarine Spitfire, which flew down the straight below roof-top height to open the first event back in 1998, is one well-known example. Sadly, it's not one I got to see or ever will; aviation regulations have long since curtailed thoughts of replicating that – even for the special anniversary-running of the event over the second weekend in September.

> Over the years some have been more memorable than others, and intriguingly they often don't involve race cars

But this year's fixture still had something to stop visitors in their tracks – literally: an 89-tonne steam locomotive parked in the entrance to the track! The *Earl of Berkeley* is a 1938 Great Western Railway 3200 Class locomotive which was craned in to the famous Chichester track to mark 70 years of British transport, specifically the formation of British Rail. It was also the lead display for a 50-strong track parade of commercial and taxi vehicles assembled to celebrate 70





years of the iconic London FX4 black cab. The anniversary coincided with the circuit's own 70th celebrations, with racing first taking place back in 1948 after the former wartime airfield's perimeter road was converted into a track.

Until 1966, it was the scene of some of motor racing's most memorable history. History that was written by many of the same cars that took to the track during this Revival. The racing kicked off on the Friday evening with the spectacular Kinrara Trophy, a one-hour, two-driver race for closed cockpit pre-'63 GT cars and the 33-strong grid included nine Ferrari 250 GT SWBs, three Aston DB4 GTs and two Ferrari GTOs – all of which totted up to around £200m in value! That didn't temper the action in the slightest, mind, with five-time Le Mans winner Emanuele Pirro and Niklas Halusa's Ferrari 250GT 'Breadvan' taking the chequered flag after a non-stop epic battle to retain their lead over one of the lightweight E-Types. Also in the field was DD 300 – the well-known Austin-Healey 3000 racer that was a regular in our own Kyalami 9 Hour in the early 1960s.

There were plenty of thrills in other fixtures, notably the St Mary's Trophy – the two-part race for production saloons which



competed from 1960-66. The celebrity-owner driver pairings delivered plenty of action on the Sunday, with the race red-flagged after one driver demolished the chicane, and then the race had to run under a safety car when a Lotus Cortina barrel-rolled spectacularly. In the end, 19-year-old Dutch racer Olivier Hart emerged victorious in an Alfa Giulia GTA, with the race won on aggregate by Steve Soper and Saturday's winner, three-time World Touring Car Champion Andy Priaulx.

Other Sunday highlights included the event's Blue Ribbon fixture, the epic one-hour, two-driver RAC Tourist Trophy Celebration – known for its heavy metal. It was won from pole by father-and-son duo David and Olivier Hart in an AC Cobra, one of 11 on the grid which also featured Le Mans winners Derek Bell and Jochen Mass at the wheel of a Corvette Stingray and Jaguar E-Type respectively, while period Porsche racers Brian Redman and Richard Attwood each piloted a Porsche 904 Carrera GTS.

The celebrity-owner driver pairings delivered plenty of action on the Sunday, with the race red-flagged after one driver demolished the chicane, and then the race had to run under a safety car when a Lotus Cortina barrel-rolled spectacularly

As ever, the Revival took time out to honour a racing personality, and this year it was the turn of privateer race team owner Rob Walker, who fielded cars in Formula 1, Formula 2 and Sports Car racing back in the 1950s and '60s. Walker famously engaged some big names to race for him, including the likes of Roy Salvadori, Peter Collins and Stirling Moss – with Moss memorably winning the '61 Monaco Grand Prix in a Walker Lotus 18, complete with the side panels removed to aid driver cooling! That same car was part of a 21-car daily Rob Walker track parade, which also included the Ferguson-Climax P99 – the only four-wheel-drive Formula 1 car to win a race – and the 1962 Facel Vega II which Walker used to attend race meetings. It's finished in blue, like his racing cars famously were.

Other daily track parades included a 70+ line-up of past Revival winners as a salute to the event's spectacular 20-year history, which is now longer than the period for which







the circuit was in original operation.

There were plenty of static displays across the circuit, headed by the Earls Court show, which this year centred on the cars and bikes driven in film by Hollywood icon Steve McQueen. Heading the show were replicas of the Mustang GT390 and Dodge Charger R/T 440 Magnum he drove in an epic car chase from the 1968 movie *Bullitt*. Other standouts included a Gulf-liveried Porsche 917K, Ferrari 512S and Porsche 911S – as featured in the cult classic *Le Mans* – while bike fans got to admire the very Triumph TR6 Trophy motorcycle that McQueen piloted in the epic thriller, *The Great Escape*.

There were other celebrity-fuelled attractions on site too, including a Rolls-Royce and BMW dealership featuring a BMW 507 Roadster identical to the one owned by Elvis Presley. It was on display complete with a GI-attired, Elvis-lookalike who had to fend off a gaggle of hysterical girls vying for his attention at regular intervals on cue – all part of the event's carefully choreographed theatre!

Other car-related highlights included the lots on offer at Revival auction-partner Bonhams' sale which featured a duo of period race car transporters, including the ex-BMC Competitions Department 1959 5-Ton Race Transporter – which changed hands for £64 400. That's R1.2m but still good value compared to Bonhams' other transporter: the 1956 Fiat-Bartoletti Tipo which made a whopping £402 500 (R7.6m!), thanks to its use in period by the Maserati and Shelby American Cobra works teams – along with David Piper Racing – before a stint on the set of the film *Le Mans*.

As ever, the Revival Car Show (as the dedicated pre-'66 car park is known) was a show in itself, with standouts on the rarity front including a 14.5-litre Simplex Le France Racer and Chapron-bodied Hotchkiss Grégoire. There was also plenty of multi-million-pound fare, thanks to a Ferrari 250 GT SWB and a gorgeous lime green Lamborghini Miura SV – the latter a highlight of the recently launched pre-'74 parking area. C

There were plenty of static displays across the circuit, headed by the Earls Court show, which this year centred on the cars and bikes driven in film by Hollywood icon Steve McQueen

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# FUELLING THE PASSION

With so many classic cars offered for sale on the Internet, buying a car can result in instant gratification. But be careful: on more than one occasion we've heard of shoppers paying hefty deposits without actually seeing the vehicle or seller. Thankfully most have been legit transactions, but the odd scam has raised its head. One of the most intriguing aspects as far as cars for sale on social media platforms is the lack of registration papers, which can be a problem to rectify… our project cars are cases in point. **Stuart Grant** did make sure there was a solution before taking the leap, but the time-and-running-around factor has also come into the equation. While this was all happening, though, he kept the enthusiasm going by getting some bits refurbished.

First up: the Alfa Romeo 1600 DeLuxe. The paperwork situation here has progressed slightly. With the help of the seller, we have managed to establish that the car is in fact on the eNaTIS system and was put into his late father's name in 2002. As the seller is in charge of the estate, we have been able to get the correct documents in order to carry on. Unfortunately, the licence hasn't been paid since the car changed ownership – this means we will need to pay the back licence fees, as well as penalties for each year, so we are in for a fair amount of loot to catch up. We will need to roadworthy the vehicle in order to complete change of ownership, so there's a cost there too. It all adds up and we will have the full figure soon. We don't think we have over-capitalised (yet) but it will be tight, considering the amount of cash needed to get the car in a roadworthy and presentable state.

Our Matador Marauder project is a bit more complicated as it seems it has never been on the road and has no chassis plate. We are exploring a few options here. The first would be to just make the car a track car and not run it on the road – but this is not ideal as it means the purchase of a trailer and suitable tow vehicle. The second would be a full strip and rebuild and then to try and register it as a built-up car. This would mean a few hurdles like getting a certified welder to go over all the joints and issuing a certificate. We welcome any other legal ideas from those with experience in this field.

This all means that the Marauder is on ice while we do our homework. We will only commence when we know the costs and effort that will be required. Things are a little more positive for the Alfa at least. We are confident we will be able to make the car a road-going machine once again and we are pushing to get it running and roadworthy.

Around 14 years' worth of old fuel was flushed out the system. We then installed a few extra filters to catch any rust and gunk that was guaranteed to be in the tank following years of garage life. Old perished fuel hoses were replaced so as not to risk a fire. In went a battery and the car cranked… Nothing. Not even a single cough. A quick spark test revealed the coil and dizzy were doing the job. The fuel, however, wasn't getting to the filters. So out came the original mechanical pump and in went a borrowed one from AK Classics. Still nothing. In desperation, the hose running into the carbs was removed and fuel manually sucked through. (Petrol is not the best tasting fluid.)

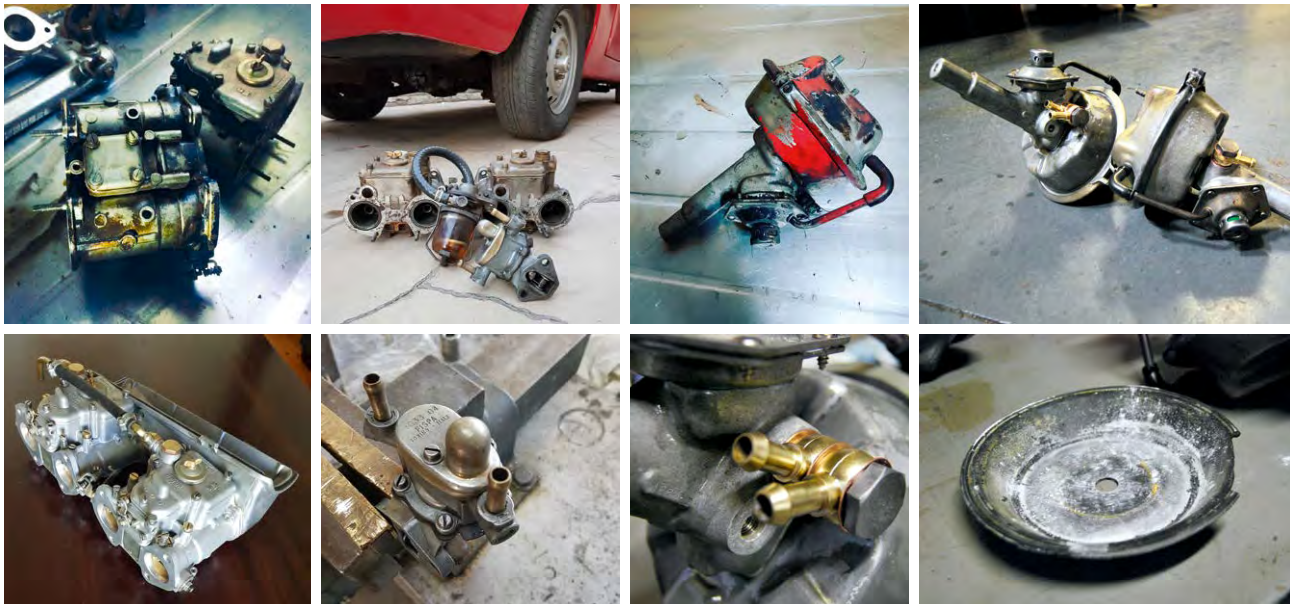
We don't think we have over-capitalised (yet) but it will be tight, considering the amount of cash needed to get the car in a roadworthy and presentable state

All hooked back up, there was a small moment of joy as the twincam lump gave a cough. A few more cranks and a hand choking the carbs and the Alfa idled. This happy moment came to an abrupt end, though, as we blipped the throttle and the car died with a deafening backfire. No matter what we did the car repeated this for the entire weekend. Points, plugs and condenser were changed. Firing order was checked and timing was done statically at least five times. Still nothing.

Off came the carbs and we blew each jet out with compressed air. Back on they went and some more skin came off the knuckles. But alas, the problem remained. While removing the Webers for the third time we did notice the rubber manifold mounts were perished badly – this, we thought, might be making the car too lean and causing the grief. Off came the manifold and a set of mounts was borrowed from a mate. But despite all this, the car stubbornly refused to cooperate.

So for what is hopefully the last time in a while, we whipped the carbs off and sent them to Alfa guru Roy Prando. Within a few days they were back with all the gaskets, seals and diaphragms replaced. The jets were checked and the varnish-like build-up inside the chambers and galleries removed. Next job is to fit new rubber manifold mounts and find a carburettor support that sits between the airbox and the engine mount – the lack of carb support combined with the weight of the Webers perhaps explaining why our rubbers cracked around the top.

With the dream of a running car within reach, we figured we'd better work on being able to stop it. The brake pedal had minimal pressure. We will get to callipers soon but as one of the Bonaldi brake boosters was covered in red overspray,



the decision was to start here. Out the pair came and off they went to Hydraulic & Brake Service (011 794 6737). The worry that service kits wouldn't be available was unfounded as proprietor Mark Backler has sourced or manufactured parts for these since recognising the need years ago. All 50 parts in each were given the once-over and replaced or re-used – both diaphragms were torn and the boosters filled with treacle-like black brake fluid. The housings were cleaned up but we opted not to plate them as two shiny bits like this would overpower our slightly tatty engine bay. The boosters have been tested but we haven't yet fitted them as we are waiting for the master cylinder to be repaired. Per Mark's instruction we are flushing the entire brake system with methylated spirits.

Getting small jobs like this done and the new look really ups the motivation and keeps the project rolling. Even more encouraging is the fact that there are still skilled types who can handle these types of jobs and who keep our old bangers going.

Next month we hope to report at least one test drive around the block – and maybe even a new nose on the Marauder. And if all goes to plan, we might even have the paperwork under control.

All 50 parts in each were given the once-over and replaced or re-used – both diaphragms were torn and the boosters filled with treacle-like black brake fluid

**Volkswagen 411.** Beautiful daily classic with smooth auto gearbox. Comes with loads of documentation including the original Orange Free State registration document, service books and sales brochure. R120 000. Contact Stuart on 061 949 1435.

**JCR side draft intake manifold.** Original unit made by Johan Coetzee Racing to fit a Nissan Skyline 2.8. R3 500. For more information please call 078 299 1787.

**Ford Pinto engine parts.** 2 x complete cylinder heads, 1 x tappet cover, 1 x sump, 1 x Ford Escort Mark I boot lid. Please contact Jacques on 084 951 7414.

**Lotus motor.** Complete to fit in Cortina or Escort. Comes with Weber carburettors and branch. Contact Paul at fouche@efs.co.za.

**1990 BMW 525i e34.** The same owner for 25 years. Very original and well kept. Has 17-inch AC Schnitzer rims which were refurbished last year. Good all round condition. R60 000. Call John on 083 776 4499.

**Magazines and vinyl records.** *Motor Sport* (UK) magazines (1993 to 2017) in excellent condition. A total of 258 magazines at R20.00 each. Complete collection of *National Geographic* magazines (January 1981 to December 2015) in excellent condition. A total of 420 magazines at R20 each. Approximately 190 LP records (vinyls) at R50 each. Excellent condition. Please email philip.vanrooyen@dpw.gov.za for a complete list or call Philip on 082 816 4270.

## WANTED


**BARC badge info.** A rare British Automobile Racing Club badge found locally. Contact with the BARC shows that this style had been issued since 1954 and only changed in 2014 to a more modern version. A grille type and one that bolted to the bumper were produced in period and this looks to be of the latter type. We are unable to pinpoint the exact date and owner due to the fact we numbered them 001 right up to 9999 and then started again, but two options are possible:
1. Issued on 27 August 1954 to a P.G. Roe
2. Issued on 28 February 1962 to E. W. Vero
If of the grille type then it was issued on 5 September 1961 to a F. B. M. Reynolds.
Any further knowledge of the badge or the original recipients is most welcome. Contact Paul Williams on pwilliams@wol.co.za.


1996 PORSCHE 993 RS CLUBSPORT - RECENT REFURB - POA

1995 PORSCHE 993 TURBO - R 2 799 950

2015 PORSCHE 911 GTS 991.1 - HIGH SPECIFICATION- R 1 550 000

1973 PORSCHE 911 2.7 RS REPLICA - VERY AUTHENTIC – POA

1984 PORSCHE 930 TURBO – RECENT RESTO - R 1 850 000

2004 PORSCHE 996 GT3 MK2 - 35000km – R 1 599 950

2011 PORSCHE CAYMAN R - ONLY 9563km – R 879 950

2007 PORSCHE 911 (997) CARRERA 4S – R 725 000

1985 PORSCHE 911 CARRERA TARGA - VERY SORTED – R 699 950

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

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