

MERCEDES-BENZ 280SE

ROLLS-ROYCE SILVER SHADOW

OPEL GT

# CLASSIC

CAR AFRICA

R50.50 incl VAT  
December 2018

## BMW IN SA

HALF A CENTURY OF LOCAL ASSEMBLY



**FORD ESCORT**

THE EVERYDAY CHAMPION HITS 50

**ROVER SD1 V8**

BRED FOR THE TRACK

KOOS SWANEPOEL

ALFA ROMEO GIULIETTA SPRINT VELOCE

SOEKOE BICYCLE COMPANY





No. 100 of 105

# BACK ON TRACK



## #BMW530MLE

 FOLLOW IT ON @CLASSICCARZA

# CONTENTS

— CARS BIKES PEOPLE AFRICA —  
DECEMBER 2018

- |    |  |    |  |
|----|--|----|--|
| 03 | <b>THAT'S A WRAP</b><br>Editor's point of view                                       | 60 | <b>THE SILVER FOX</b><br>Rolls-Royce Silver Shadow                 |
| 06 | <b>NEWS &amp; EVENTS</b><br>Calendar of events and the latest from the classic scene | 66 | <b>ANY COLOUR BUT GREEN</b><br>Koos Swanepoel – Part 1             |
| 16 | <b>BACKSEAT DRIVER – A FEMALE PERSPECTIVE</b><br>Off the grid                        | 72 | <b>LET THE BIKES DO THE TALKING</b><br>Master restorer Ivor Gilson |
| 18 | <b>HURST SHIFTER</b><br>A game of two halves   | 78 | <b>ADVANCED TIMING</b><br>A history of ignition systems            |
| 20 | <b>LETTERS</b><br>Have your say  | 80 | <b>JUST WHAT THE (CAPE) DOCTOR ORDERED</b><br>Cape Town cars       |
| 26 | <b>CARBS &amp; COFFEE</b><br>Family ties   | 82 | <b>DAM GOOD IDEA</b><br>Deneysville Motorcycle Museum              |
| 30 | <b>AFTER THE FINS HAVE GONE</b><br>Mercedes-Benz W108 280SE                          | 86 | <b>LIVING THE DREAM</b><br>Soekoe Bicycle Company                  |
| 34 | <b>STYLE OVER SUBSTANCE?</b><br>Opel GT  | 92 | <b>FESTIVE FUN</b><br>CCA project cars                             |
| 38 | <b>MAKING MAGIC</b><br>50 years of BMW assembly in SA                                | 96 | <b>GEARBOX</b><br>Classified adverts                               |
| 44 | <b>RISE, DOMINATE &amp; DISAPPEAR</b><br>Half a century with the Ford Escort         |    |  |
| 50 | <b>LITTLE JEWEL</b><br>Alfa Romeo Giulietta Sprint Veloce                            |    |  |
| 54 | <b>NOTHING REVS LIKE A RENTAL CAR</b><br>Group 2 Rover SD1 racer                     |    |  |



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

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

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

**CVC is a specialist insurance product** specifically designed for YOU, an enthusiast collector of vintage, classic, and collectable vehicles, and is designed to protect your treasured vehicle comprehensively.

Jason Grove is one of the heads of the company and has his own collection of classic, vintage and collectables. He found that the products available on the market were lacking as far as **understanding the needs of the collector**, and so CVC was born.

We at CVC understand that your

vehicle value increases according to world trends, currency fluctuation and demand. Due to this you will be insured at **agreed value and not general book value**. We make use of international valuations tools and take into account Rand, Dollar, Euro and Pound world pricing, along with an understanding of the condition of the vehicle being looked at on an individual basis.

Due to the nature of the vehicles we deal with, we employ a very hands-on approach. We make sure that we **fully assess and understand the requirements** or either that one-

off collectable or the entire collection, right down to who we may have to use from a specialised coach works facility per brand to do a repair; we are well aware that **specialised coach works-type facilities** must be engaged with and not the average panel shop.

The product was developed with the understanding that collectors make use of these vehicles on a very limited-type basis and bearing in mind that as a person's collection grows, the structure of the premiums needs to be looked at in order to make sure that it's done in the most **cost-effective** manner possible.



## CONTACT US:

(011) 885 6600

admin@roxsure.co.za | www.cvcinsure.co.za

f @CVCInsure | @Collectableinsurance

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

Underwritten by Infiniti Insurance Limited is an authorised  
Financial Service Provider. FSP No. 35914

## WE OFFER THE FOLLOWING:

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



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



**CLASSIC**  
CAR AFRICA  
www.classiccarafrica.com

**Publisher**

Zig Zag Publishing  
Tracy Cilliers  
tracy@classiccarafrica.com

**Editor**

Stuart Grant  
stuart@classiccarafrica.com

**Deputy Editor**

Graeme Hurst  
graeme@classiccarafrica.com

**Art Director**

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

**Contributors**

Mike Monk, Wendy Monk, Gavin Foster, Sivan Goren, Racey Lacey, Roger Houghton, Douglas Abbot, Mike Schmucker, Jake Venter, David Pearson, www.motoprint.co.za

**Subscriptions & Editorial**

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

**Advertising**

stuart@classiccarafrica.com

www.classiccarafrica.com

Postnet suite 27  
Private Bag X20  
Cresta  
2194



ISO 12647 compliant

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



## AND THAT'S A WRAP

**P**hew... just like that we've hit the end of the year! This December issue is the final one for 2018, so sit back, relax and enjoy.

It's been a bumper year for motoring anniversaries and to round it off nicely we've chosen two of the most important 50-year celebrations in the form of the Ford Escort and BMW assembly in South Africa. There are not many motorists who haven't had some form of Escort experience, and the number of Beemers that one sees on the road is testament to the brand's popularity – not to mention the benefits that the Rosslyn plant has provided for the economy and community. Oh yes, there's one more 50<sup>th</sup> we managed to squeeze in before the year-end shutdown: Opel's small-in-dimension-but-large-in-style GT.

While in the festive spirit, and with holidaying top of mind, Graeme Hurst pulls some images of Cape Town's past from the archive. Of course these feature numerous cars, and once again we ask for readers to help identify the places and machinery or share a memory that might be triggered. If you are going on holiday to Cape Town this year, snap a picture at one of the locations and send it to us to add to Facebook and Instagram under the tag #ClassicCarAfricaHolidays. If you are in need

of something to do, then be sure to pop into Crossley & Webb and The Franschoek Motor Museum to get your motoring fix.

For those staying up inland this December it is worth popping to the Deneysville Motorcycle Museum which Gavin Foster writes about in this issue, or even the James Hall Transport Museum in Johannesburg's southern suburbs.

KZN has some motoring sites too, with our favourite being the Munster Museum on the South Coast, while the Bike Shed and various classic car dealers in and around Knysna are on hand for Garden Route goers. If you are making the trek down to the Cape, we suggest you go via Graaff-Reinet as a new museum called ReCollection Rides has popped up on the main drag – you can't miss it.

In between the exploring we'll keep you entertained with a look at the Rolls-Royce Silver Shadow development, a wild Rover SD1 race car that graced our circuits, a super-rare Alfa Romeo Giulietta Veloce Confortevole, Mercedes-Benz W108 280SE, the early racing life of Koos Swanepoel and some motorised bicycles built by Soekoe Bicycle Company in the style of 1920s board track racers.

Please enjoy, have a relaxing holiday and here's to a top-drawer 2019.

**Stuart**

## RALLY ROUND AFRICA

For almost the full month of October, Rally Round Africa took place with 28 vintage and classic cars of all descriptions embarking on a 6 700km route from Dar es Salaam to Cape Town. The rally took in landscapes, cultures and wildlife of Tanzania, Malawi, Zambia, Botswana, Swaziland and South Africa – the 25-day itinerary included six safari drives – and was spiced with timed regularity (time-speed-distance) sections for those who entered the competitive category, with alternative routes laid on for crews just wanting to do the road trip. It was a truly international affair with crews from Australia, Belgium, Canada, Germany, Italy, Mexico, Netherlands, Sweden, the UK and USA.

The final day began with an invitation-only visit to the Franschhoek Motor Museum, followed by a spectacular drive along the coast to Cape Town to the Table Bay Hotel where a gala dinner and the prize-giving took place. Every finisher received an award, while category trophies were in the form of locally made beaded animal figures.

The oldest car taking part was a 1929 Chrysler 75 from Canada, which was the Overall Vintage category winner, while the youngest were a 1976 Porsche



911S from Belgium and a 1976 Bentley Corniche from Mexico. The Overall Classic category winner was a 1972 BMW 2002 Touring. The organisers were very impressed, saying that it had been a fabulous experience and they would all be sorry to leave "this wonderful continent".

## BMW MEXICO VISIT

A party of individuals from BMW Mexico recently visited FMM, and having spent a couple of days at the BMW plant in Rosslyn, Gauteng, the group moved to Cape Town and spent a day at L'Ormarins. The morning was spent enjoying a wine tasting at Terra del Capo on the estate before moving to FMM's PlaasPad test facility, where drivers from the BMW Academy took individuals around the circuit in a variety of mainly BMW M cars. The party was then given a full guided tour of the museum by curator Wayne Harley.



## FMM SLOT CAR CHAMPIONSHIP

At the final meeting of the FMM Slot Car Championship held at the beginning of November, the club's new four-lane circuit was introduced and an evening of friendly challenges took place to allow racers to get a feel for the new layout. Midway through the evening, the season's championship prize-giving took place and model shop vouchers were presented to Mark Venske, who won both the Touring Car and Sports Car championships with his Lamborghini Huracan and BMW M4 DTM, respectively. Winner of the Historic Touring Car class was Franklin Smit with his Ford Mustang, while Wayne Harley won the non-magnetic category with his Fiat 131 Abarth. In the Sports Car Championship, Jackie van Wyk won the Historic

class with his Porsche 917, while Jon Lederle took the non-magnetic prize with his Porsche 908.

Racing on the challenging new layout provided plenty of thrills and spills as drivers took their cars to the limit in order to learn where they could run flat out and where it was necessary to lift off. The races are now programmed by electronics and the set-up includes individual lap counting and lap time recording, displayed real time on a computer screen. The system also ensures that every car gets to race on each of the four lanes during race night. Adding to the atmosphere, there are even background race sounds and pit announcements! Early indications are that the 2019 championship, which will begin in February, will be close and exciting.

## 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 18h00 (last admittance 17h00), Saturday and Sunday 10h00 to 17h00 (last admittance 16h00). The museum is open on most public holidays except Christmas Day and Good Friday. Admission prices are R80 adults, R60 pensioners and motor club members (with membership ID), R40 children (ages 3-12). Guided tours are available upon request at no charge. An on-site deli offers refreshments and a selection of wines produced by Anthonij Rupert Wyne. (NB: Motorcycles and buses larger than 23-seaters should park at Anthonij Rupert Wyne from where visitors will be transported to and from the museum by charabanc.)





**70, Main Road, Knysna (N2)**  
**Ph. 082 566 7897 / 081 325 1507**  
**Email: [info@hocasc.co.za](mailto:info@hocasc.co.za)**  
**Website: [www.hocasc.co.za](http://www.hocasc.co.za)**



**We specialise in buying and selling vintage, classic and sports cars. Our spacious, modern showroom is perfectly positioned on the Main Road of Knysna (N2) to catch the eye of anyone stopping over or driving through. Please call in and see what we have on offer including...**



**1936 Cord 810 Westchester – R950 000**



**2017 Ford Mustang GT – R795 000**



**1982 Mercedes-Benz 500SL – R485 000**



**2013 Lamborghini Superleggera – POA**



**1997 Mercedes-Benz 320SL – R285 000**



**2001 Porsche Boxster – R235 000**

## **CARS WANTED FOR VINTAGE, CLASSIC & SPORTS CAR AUCTION**



**GEORGE OLD CAR SHOW**  
**P.J.BOTHA COLLEGE GROUNDS,**  
**YORK STREET, GEORGE.**  
**SATURDAY, 09/02/2019 AT 1.00 P.M.**



The George Old Car Show is one of the largest motor shows in the country, attracting over 12 000 local and international visitors annually. With so much to see and do, it's a "must visit" on the South African motoring calendar. Next year's event takes place over the weekend of 9/10 February, 2019. In association with the Southern Cape Old Car Club, the Knysna-based, HOUSE OF CLASSIC & SPORTS CARS is proud to be hosting another auction at the Show where it is hoped to offer ±20 vintage, classic and sports cars to the highest bidders. Only vehicles in good, running condition will be considered for this Auction and preferably pre-1975 to fit in with the theme of the Club. If you have such a vehicle that you would like to place on auction, please email [info@hocasc.co.za](mailto:info@hocasc.co.za) with details, together with recent pics. If suitable, we will then contact you to discuss and/or arrange a viewing. Alternatively, please phone 044-382 1000, 082 566 7897 or 081 325 1507 to find out more. This is your opportunity! Don't miss out on this high-energy auction action, where the Buyer's Premium (Auctioneer's commission) of 6% on vehicles sold goes to deserving charities.

# UNRESTORED BUT UNDETERRED

This year's Crankhandle Club Oily Rag Run for unrestored pre-1968 vehicles took place on Sunday 21 October. Sponsored by Crossley & Webb, The Franschoek Motor Museum and RockStar Cars, competitors met at C&W's showroom in the Gardens, Cape Town for coffee and croissants before the first vehicles set off at 09h30. Twenty-one vehicles entered the event, but sadly Peter Truter's Armstrong Siddeley was *hors de combat* and replaced at the last minute by Peter Lamand with his 1958 Mercedes-Benz 190 Ponton. Malcolm Stuart-Findlay's 1961 DKW Junior also failed to take part due to an incessant misfire.

FMM curator Wayne Harley was first away with the oldest machine, a 1922 AJS. The rest of the entry comprised Viv James's 1929 Ford Model A, Dave Alexander's 1932 Lagonda, Craig Browne's 1946 Ford Deluxe, Alex Stewart's 1947 MG TC, Etienne Long's 1948 Dodge, Harvey Metcalf's 1948 Chevrolet, Jeremy Schaffner's 1948 Chev Fleetmaster, Tim Reddell's 1951 Bentley, Toy De Meillon's 1958 VW Karmann Ghia, Jason Furness's 1958 VW Kombi, Jean Viljoen's 1958 VW Kombi Samba, Pat Coyne's 1960 Wolseley 1500, Susanne Ruether's Porsche 356, Michael Solomon's 1966 Austin 1100, Di Dugmore's Ford F250 and Adrian Morris's 1967 Sunbeam Alpine. In addition, FMM's Donny Tarentaal and Michael van Graan were paired in the museum's 1961 Ford Anglia and Wentley Wicomb and Elton Botha shared the 1965 Jeep Wagoneer.

The 109km route plotted took competitors along Marine Drive (stopping off at Lagoon Beach Hotel car park to collect rolls from the Austin 7 bread van) through Paarden Eiland to Milnerton before heading onto Koeberg Road, then through Richwood, over Durbanville Hills and out into the countryside along the R302 towards Klipheuwel. From there the crews crossed the N1 before turning towards Klappmuts and a stop at the Pot Belly restaurant and deli to collect picnic vouchers. Then it was back under the N1 before turning into Suid Agter Paarl Road, eventually picking up the R304 towards Franschoek and the finish at FMM on the L'Ormarins estate. Competing vehicles parked on the quadrant while crews and supporters enjoyed their picnic hampers on the lawns in the shade under the trees in the 30-degree heat. Wine and refreshments were provided by FMM. Sadly, the Metcalf Chev did not make it, the FMM Anglia succumbed to a misfire and Alexander's Lagonda suffered two punctures but only had one spare...

Oily Rag judges Dickon Daggitt and Derek Hulse followed the route in Dickon's Lancia Lambda and when the points for vehicle condition and participation were added up, Wayne Harley was declared the winner, with Craig Browne second and Viv James third. The C&W Skorokoro Trophy awarded to the 'most oily rag car' (ie, the tattiest), as voted for by the competing crews, went to Etienne Long's Dodge.







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



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



**1999 Mercedes Benz SL500**  
Silver with Saffron interior, 98,000km, FSH and Books, immaculate overall condition. **R450,000**



**1999 BMW M Coupe**  
Black with Black leather, 155,000km with history. **POA**



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



**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**



**1960 Daimler Dart SP250**  
Midnight blue with leather interior, new soft top, new chrome wire wheels, engine recently rebuild. **POA**



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



**1983 Porsche 944**  
Guard's Red with black vinyl interior, A/C, Sunroof, electric windows, rare auto with low kms. **R125,000**



**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**



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

### NEW STOCK COMING SOON:

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

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

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

would love to hear from you. Based in Cape Town, South Africa, we operate locally, nationally and internationally and have a tried and tested network of service providers to assist with all your classic car requirements.



# for sale

## 1961

## Ford Thunderbird Sports Roadster

R 950 000



**Engine: Matching Numbers 390Ci V8**

**Cruise-o-Matic MX Transmission**

**In 1961 only 10516 convertible units were produced. Of these units only 1427 were Sports Roadsters.**

**In superb condition - Overall 9.5/10**

**A full house car with all the extras available in 1961 - Air-con, Power Steering, Power Brakes, Roadster Tonneau cover, Leather Interior, Electric Windows, Fender Skirts, Swing away steering column**

**buy ✂ sell ✂ storage ✂ insure ✂ finance ✂ transport**



**CORBER VILJOEN**

**cell: 083 554 9370 email: [sales@watswaaijy.co.za](mailto:sales@watswaaijy.co.za)**



**Check out our Facebook page Wat Swaai Jy? for a wide variety of classic cars for sale**



# classic cars for sale



1967  
Mercury  
Cougar 302  
R 260 000



1981  
Triumph  
TR7  
R 85 000



1969  
BMW  
2000CS  
R 150 000



19672  
Volvo  
ES1800  
R 695 000



1965  
Ford  
Mustang GT  
R 450 000



1958  
Buick  
Special V8  
R 475 000



1982  
Mercedes Benz  
W123 280CE  
R 165 000



1958 Cadillac Sedan De Ville  
Matching 365Ci V8  
4 Speed Hydramatic transmission  
The car was restored from the ground  
up about five years ago. Recently had  
touch-ups and tuning done to get rid of  
minor issues.  
R 750 000



1961  
Ford  
Thunderbird  
R 950 000



1928  
Willys  
Whippet  
R 200 000



1968  
GMC  
Ranger  
R 30 000



1989  
Mercedes Benz  
500SEC  
R 270 000

buy ✂ sell ✂ storage ✂ insure ✂ finance ✂ transport



**CORBER VILJOEN**

cell: 083 554 9370 email: [sales@watswaaijy.co.za](mailto:sales@watswaaijy.co.za)



Check out our Facebook page Wat Swaai Jy? for a wide variety of classic cars for sale



*Classic Car Colors*



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



**CLASSIC QUALITY  
SUPERIOR SERVICE**

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

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

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

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





# HAPPY TIMES

By the time you read this December will be in full swing and the holidays just days away. In order to give some of our clients an early gift, the team here has been hard at it to deliver some completed cars in time for clients to summer cruise or carry out assembly over the festive season. We've completed and delivered minor work on a Morgan Plus Four, Alfa Spider and Jaguar XK and handed over the big jobs like the Dodge Polara, Maserati Indy, Mercedes-Benz Pagoda,

Cadillac and a splittie Kombi in the last month. The shop is looking satisfyingly empty and will become more so before the shutdown, with a few more nearly ready to go. It won't be empty though, with several major jobs set for completion early next year. So until then, enjoy the festive season with plenty of family time and classic motoring moments. If you are travelling, stay safe and all the best for the New Year. Together we'll make 2019 a classic.



This BMW 3.0CSL is in the polishing bay after having had some remedial work done in the form of small dent and rust removal. The new paint is 100% as per original and looks the part. From here it is off to the upholsterer to refresh the interior. Whether or not they can squeeze it in will determine whether it will be home for Christmas.



Ready for primer. This late model Porsche 911 has been converted to look like a '74 RS rep. As it started life with impact bumpers, the front wings had to be extended downwards to incorporate indicators. The front valence was changed to house the longer bonnet and the crude fibreglass bumpers needed hours of fine-tuning to fit right.



The once rusty Datsun 240Z has made steady progress in the structural repair department and reached the point where the owner has to supply some new cosmetic parts for us to fit. Once these arrive and are put onto the car, it will be back into the shop for final panel beating and paint preparation. The owner has the holiday season to decide on a colour.



A decision has been made on the Jaguar E-Type colour and the prepared body is moving into the paint shop and will be painted in time for a 2018 handover so the client can assemble in the new year. It's hard to remember how much rot was cut out and how many hours were spent making up new metal panels. Even the fitment of an imported reproduction nose took its time.



This fastback Mustang is not going home for the holiday. Reason being that it suffered heavily in the rust war and we've had to put new floors in the cabin and boot, as well as new rear fenders and sills. New doors, front wings and bootlid were sourced but we can't find a rear valence, so the hands-on approach is being applied to the badly damaged panel.



Just as the frustration of not making headway on our own BMW CS arose, we got the interior back from the trimmers. We started the fitment and almost immediately the motivation for the project came flooding back. The fresh leather makes it smell like a 2018 model and we've spoilt ourselves early by ordering a vintage looking, but modern, tech radio.



The BMW Z3 M Coupé has taken off with collectors – especially if, like this one, it is a Schnitzer model. So it makes financial sense to spend a little money on making it look as good as new. Despite it not being in bad shape, with only a few tiny dents and scratches, the owner has booked it in for a full respray in the original Azure Blue.



This Chevy brought a new challenge to the workshop – woodwork. The frame supporting the steel body panels was badly damaged and we've had to repair that while also fixing a multitude of holes and badly fitting panels. But time, patience and a bit of brain power have it looking good and nearly ready to be primed. Once painted, the owner will collect and assemble.



How many split-window Kombis are there still left in SA? We completed four in the last year and here's another one. It is bad though. Very bad. Almost every panel has had to be chopped and new metal put in, and the roof is beyond repair so we are waiting on a new section to install. This one definitely won't be enjoying the beach this holiday.



# ROCKABILLY

## AT GASOLINE ALLEY

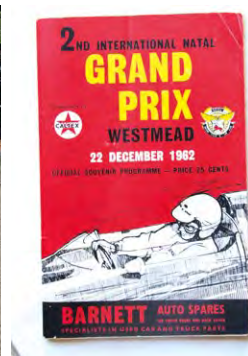


The last Saturday in October saw hundreds of hot-rod, music and bike enthusiasts merge for an afternoon and evening of fun at Gasoline Alley in Westmead, Pinetown.

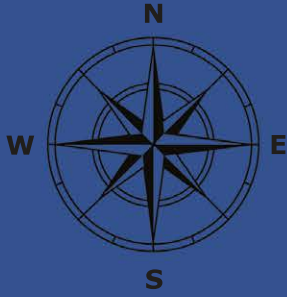
The first Rockabilly Custom Show was organised at the same venue by John McManus to celebrate the third anniversary of his V-Macs Roadhouse Pub & Grill in 2010, with hundreds of people with shared interests in wheels, beer and music rolling up from late morning and staying until the small hours of Sunday. V-Macs was last year bought out by fellow Harley rider John Pelucci, who revamped the building and reinvented the joint as Gasoline Alley, but the philosophy has remained much the same.

The venue has hosted a number of significant motoring, motorcycling and musical events over the past decade, including a reunion for old racers and fans who remember the Westmead GP track that ran through what is now an industrial area way back in the early 1960s. It was at this circuit, remnants of which remain a kilometre or two away from Gasoline Alley, that the reigning 350 and 500cc motorcycle world champion Gary Hocking died tragically in a works Lotus F1 car in practice for the 1962 Natal Grand Prix in December that year. He'd retired abruptly from motorcycle GP racing in the middle of the season and had already shown enormous potential for being a future F1 car world champion when the black finishing flag came down prematurely in what is now Hocking Place, Westmead. In 2012 his old Rhodesian mates – there are a lot of them still around in Pinetown – held a memorial function for him that attracted somewhere around 800 people to V-Macs.

Anyway, Gasoline Alley's second Rockabilly Custom Show, while not as well attended as some previous events at the venue, was a cracker with about 15 cars and pickups, a half dozen motorcycles and a dozen wenches all trying to be Best in Class. Seven or eight bands played into the night and nothing was broken – except for possibly a few eardrums. Best Car on Show was Greg Parton's 1960s Mustang convertible, while Best Bike was Des Mienie's heavily customised Harley-Davidson softail. Shirley Winkler emerged triumphant as Miss Rockabilly 2018.







# Seabrook

## Your specialist in vehicle shipping



CARS BOATS BIKES AGRI EQUIPMENT MOTORHOMES CARAVANS

We import and export a lot cars as one of the leading car consolidators in South Africa with offices in Durban and Cape Town.

In Cape Town we are the only one who use the famous R racks system.

Some indication rates for imports :

1700 USD for one car from New York and Charleston to Cape Town and Durban.  
900 GBP for one car from London to Cape Town or Durban.

Export rates for cars ex Cape Town and Durban on request, call us, as they are the cheapest on the market.



+27 (0) 21 300 1821

[south-africa@seabrookfandh.com](mailto:south-africa@seabrookfandh.com)

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



# POWERING THE PASSION

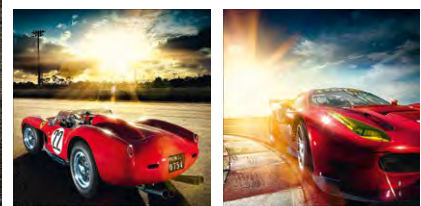
With the end of the year seeing little in the way of news and events, we are in the process of compiling the 2019 classic motoring calendar so send your upcoming dates to [stuart@classiccarafrica.com](mailto:stuart@classiccarafrica.com) and we'll slot them into our next publication as well as on [www.classiccarafrica.com](http://www.classiccarafrica.com). Send through a short description including date, time and place as well as any supporting images you might have. Our first big event in 2019 is the Zwartkops Raceway Passion for Speed and Day of Champions, which takes place on 1 and 2 February. Historic racing is all about preserving a bygone era and celebrating South Africa's proud motorsport heritage. To get these juices flowing we stopped in at former race car driver and restorer extraordinaire Andrew Thompson to see what gems have been keeping him busy through 2018. We were rewarded with a brace of McLaren M10Bs, Peter de Klerk's giant-killing Formula 1 Alfa Special and the Alfa-powered Lotus 23 that was piloted by Keith Berrington-Smith.





# FERRARI MYTH – OFFICIAL CALENDAR

Ferrari Myth, the Official Ferrari Calendar by Gunther Raupp, has been sought after and collected by Ferrari enthusiasts throughout the world for 35 years. The 2019 rendition, along with the Official Scuderia Ferrari motorsport calendar and various Ferrari memorabilia, is now available from Pablo Clark Racing (011 440 8350). Ferrari Myth is a must-have for the Tifosi. Filled with superb imagery and, for the first time, with scents and engine sounds, Ferrari Myth brings to life the fascination of these automotive masterpieces, 365 days a year. To guarantee the exclusive value, each individual copy of the 5 000 printed is numbered and the entire circulation is strictly limited across the globe. *Classic Car Africa* has secured a Ferrari Myth calendar (number 0117) and one subscriber will be the lucky recipient! **To stand a chance of winning this incredible prize, send a letter about your most memorable holiday road trip to [stuart@classiccarafrika.com](mailto:stuart@classiccarafrika.com) under the heading 'Mythical Motoring'.**



# WIN A TRIP TO MARANELLO

**SIGN UP WITH EASYEQUITIES, GET R50 ON US AND STAND A CHANCE TO WIN A TRIP TO MARANELLO, ITALY IN MARCH 2019**

To enter, register on [www.easyequities.co.za](http://www.easyequities.co.za) before 7 Feb '19, using the name PABLO CLARK under 'where did you hear about us'.

**YOU COULD  
ALSO WIN A  
CHANCE TO DRIVE  
A FERRARI AROUND  
THE TRACK AND  
A FERRARI  
CALENDAR**



Competition ends 7 February 2019. First World Trader (Pty) Ltd t/a EasyEquities is an authorised financial services provider. T&Cs apply. Full T&Cs and more info can be found at [www.easyequities.co.za](http://www.easyequities.co.za). maranello-pcr





# OFF THE GRID

By Racey Lacey

Grid Girls, Pit Poppies or Brolly Dollies... any one of those cutesie expressions is enough to – at the very least – set my teeth on edge, but more likely make my instantly boiling blood cause my head to explode and shoot fragments into outer space. My long-suffering spouse knows this well and is probably rolling his eyes dramatically as he reads this (he is a car guy after all and we do have good taste in reading matter in common, if nothing else).

Look, don't get me wrong: if putting on impossibly impractical clothing, wearing 10-inch stilettos and holding up an umbrella for some poor, helpless driver who would otherwise probably succumb to a slow death from sunburn or torrential downpours is your thing, I'm happy for you. But I for one would rather be one of the ones driving a car. Or even a marshal on the track. Or better yet, the one who *owns* the track.

Before I get shot down in flames, let me say that my outlook on life in general is one of live and let live. I say do (and wear) whatever makes you happy. But this is where it gets tricky. The fact that these dollies who hold brollies, apart from sounding like something

out of Dr Seuss, have the challenging job of doing nothing more than looking pert and pretty while the males do the 'men's work' of racing cars seems sad to me. Gone are the days, after all, when in-your-face chauvinistic advertising à la Don Draper in *Mad Men* was the norm and you bought the little wife a frying pan for Christmas, right? We are living in the age of liberated women who can do and have it all... aren't we?

Well, yes. And no.

To illustrate this dichotomy, let's... er... change gear for a second and look at things from the perspective of a racing driver. A female driver, that is. We've all heard of the likes of Michèle Mouton, Danica Patrick and Desiré Wilson, women who made a name for themselves in the world of racing and rallying. But making it in a male-dominated sport can be tough when it takes extra work just to be taken seriously by your male counterparts. Take the example of a V8 Supercar driver in Australia who in 2015 was fined 25 000 AUD for making charming sexist comments, at a press conference *nogal*, about the first all-female driving team to compete in the Bathurst 1000 since 1998. And this, by all accounts, is not an isolated incident.

Sure, you could say that stuff like this needs to be taken on the chin and that male competitors rag on one another just as much – and maybe that is true. And in most cases, these women shrug it off and continue doing what they are doing because they are, after all, professionals. I've heard people say that

female drivers should try to fit into this male-dominated industry and just be 'one of the boys'. (Without being given an exact definition of what being 'one of the boys' actually means, I am assuming it could entail making rude jokes and/or igniting your farts, followed by uproarious guffawing. But probably it's more along the lines of not taking things too personally, never crying like a girl or even – gasp – dressing like one.) But again here comes the tricky bit. Why should a woman not be allowed to be girly and feminine but still tear around the race track? Or sit around the pits talking car stuff with the guys without them mansplaining\* to her what a carburettor is? Should these be mutually exclusive?

Recently Formula One racing made the decision to stop using grid girls. On the one hand, this seems progressive and appears to signify a new way of moving forward (undoubtedly a more comfortable one too, sans skyscraper heels). On the other hand, forcing change doesn't necessarily change deeply entrenched mindsets or beliefs, and realistically it will probably take a while before women are truly seen as serious competitors rather than just ornaments. I have profound respect for female racers – partly because I'm the world's worst driver and couldn't race a shopping trolley. But mostly because, if you ask me, it must be the coolest thing to be a woman who can drive like a beast but still look like a princess... if she wants to. 🏁

**\* Mansplaining (a blend of the word man and the informal form splaining of the verb explaining) means "(of a man) to comment on or explain something to a woman in a condescending, overconfident, and often inaccurate or oversimplified manner" – [www.wikipedia.org](http://www.wikipedia.org).**

The fact that these dollies who hold brollies, apart from sounding like something out of Dr Seuss, have the challenging job of doing nothing more than looking pert and pretty while the males do the 'men's work' of racing cars seems sad to me





Classics | Experiences | Racing | Restorations | Service | Sales | Memorabilia

## Pre-Owned Ferraris for Sale!



*1979 Ferrari 512 BB*



*1981 Ferrari 512 BB (LHD)*



*1984 Ferrari 308 GTS  
Quattrovalvole*



*2000 Ferrari 360 Challenge*



*2006 F430 Spider (Manual)*

*Pablo Clark is the proud distributor of Raupp literature and calendars which can be purchased by contacting us on the details below:*

T: +27 11 440 8350 | [info@pabloc Clark.com](mailto:info@pabloc Clark.com) | 706, Sixth Street Wynberg, Johannesburg



## ORDER NOW!!

**2019 Official Ferrari Calendar**  
by Gunther Raupp.



# A GAME OF TWO HALVES

It's safe to say that social media is arguably all too pervasive in modern life but **Graeme Hurst** occasionally gets amused by some posts, especially when they're of the four-wheeled variety. And more so when they trigger memories from his petrolhead past.



That was the case recently with a random post showing the rear half of a VW Beetle outside someone's house. Nothing hugely funny about that – until you read the words painted on the rear of the car: “Ex-wife got the other half”. The image reminded me of a car from my student days back in the late 1980s.

Today's campuses seem to be filled with lightly worn VW Polos and other generic hatchbacks, but back then campus car parks were a lot more colourful. And it's not just because so many student cars sported rust or non-matching panels but because of the idiosyncrasies involved in running them on a shoestring. My mate Keith's Peugeot 504 was a classic example.

A family hand-me-down that had gone round the clock a few times, the olive green sedan was mechanically solid but the trim had taken a beating and my abiding memory – in addition to the torn velour – was the tendency its window winders had of coming off. And getting lost. Keith's solution was to take off the remaining winder and store it in the centre console. So if you needed to wind down your window you ‘borrowed’ the handle and returned it once done. Then there was girlfriend Natasha's VW Beetle that was so ravaged with rust that the battery ended up through the floor, suspended purely by the battery cables! A hastily acquired Pam Golding ‘for sale’ sign restored the battery to the correct factory location.

Other memorable student cars included a suspiciously shiny red Golf LS that mate Adrian drove down overnight from Joburg before it deposited the contents of its radiator in the res car park. The fact that Adrian was a ‘non-car guy’ became apparent when we opened the bonnet to help and spotted that the engine bay was a different colour. Adrian

remarked that he'd bought the car at night under the lights of a petrol station forecourt and so hadn't noticed...

Then there was fellow res mate Rob's Ford Zephyr. A MkIII in light blue, the Zephyr's column-shift configuration meant it could take six with a squeeze. That made it a pub crawl favourite, with the big Ford often the centre of weekend drinking tales which were invariably written up and displayed on the res noticeboard every Monday.

The same noticeboard frequently recalled the antics of another student car that a few mates and I had access to. I say “had access to” as UCT didn't allow first years to bring a car on to campus. To myself and good petrolhead mate Mark, this was frustrating. Nothing to jol around in on a weekend and nothing to tinker with in the car park. To fill the gap, Mark brought the sound system from his bakkie (back on the farm in East London) to at least enjoy in his res room. But he needed a 12-volt battery to run it and looked to a seemingly abandoned and very rusty Fiat 128 Rally in the car park to source one. Only the car wasn't abandoned and the owner – a fourth year actuarial science boffin called Andy – was under pressure by campus authorities to get the Fiat towed away.

Mark and I realised that the car was actually worth saving and so the battery extraction task morphed into a deal with Andy for part ownership in exchange for us getting the rather corroded Fiat running. A weekend of refabricating the bases of the A- and C-pillars restored some structural integrity, while the entire boot lid was replaced with a sheet of zinc metal – secured with a hasp-and-staple latch, complete with padlock!

Along with a tune-up, the work was enough to get the 128 presentable for a

roadworthy attempt, although we never got that far after being overcome with the temptation to just use it as it was. Many trips to the beach and the Brass Bell in Kalk Bay for sundowners followed, as did stops at the Pig ‘n’ Whistle pub in Rondebosch, but ‘The Beast’ – as it became known – was also used by Andy for longer jaunts at night.

Now this was a bit worrying as after dark was usually when the cops set up road blocks, but also because it transpired that Andy didn't have a licence. (And by his own admission didn't have the skills needed to get one – we used to joke that he only had half the ability needed to drive, namely the first half involving the starting and accelerating bit!)

Sadly, his lack of skill behind the wheel had a hand in The Beast's demise one night when Andy diced a mate in a Ford XR3 back from Sea Point. Evidently he was in the lead but lost it going through Hospital Bend on the M3 after The Beast's near-bald tyres called time and the Fiat spun into the Armco. Both front and back were heavily stoved in and, despite some panel beating attempts, The Beast was consigned to the great scrapyard in the sky.

That didn't keep Andy off the road, mind, and his next car is what jogged my memory when I saw the post-divorce Beetle: The Beast was replaced by a Volla bought from a Salt River panel beater which was closing down. Nothing odd there, except that the little VW had been a rolling advertisement for the company's skills: one side was in the car's original faded colour, complete with dinged panels, bent bumper and torn upholstery, while the other side sported straight panels with fresh paint, along with immaculate chrome and upholstery. Well, we always said he only had half the skills behind the wheel! **G**





1923 Ford Model T



1928 Ford Model A



1952 Jaguar XK120 Roadster



Jaguar XK150



1963 Chevrolet C30



Oval Window beetle

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

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

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







## OH KAPITAN MY CAPTAIN

57 years ago, my grandfather on my mother's side, the late Gideon Louw from the Woolsheep Farm in Uitkoms (75 miles from Calvinia), bought a new six-cylinder Opel Kapitan. A classic. The registration number was CAN 935 (black-and-white number plates) and there were no seatbelts or radio, with the interior dominated by bench seats and the silver handbrake lever up front. The word 'Kapitan' was on the glove compartment, the engine was loud and the external colour was grass green.

While showing a Mr Kaufman from Paarl a photo of the Opel recently, the former car salesman immediately recognised it as a Kapitan and remembered them well, saying they were good vehicles but there were not many on the road. He went on to share his Opel Kapitan memories, the main one being how one Sunday four of them drove out to Darling in a Kapitan and a pig came running out into the road. The pig died, but there was no damage to the Opel.

But back to Gideon Louw's Kapitan. It played a starring role in my parents' (Jan Gerber and Elsa Louw) wedding at the Dutch Reform Church (NG Toringkerk) in Main Street, Paarl on 29 August 1964. And as the family grew, so my grandfather shared his car with us (we did not have a car of our own for more than one reason). Following his death, the car remained on the farm where my uncle Deon Louw kept it running and would use it to fetch our Paarl-based family (father Jan, mother Elsa, sister Ronel, me and Honey our dog) for the winter school holiday to visit to the farm. This meant a drive from Paarl to

Uitkoms on a dirt road that went through the Ceres Karoo and the Gannaga Pass, and we never had any issues – not even a flat tyre. I can remember seeing the gears being selected on the column-mounted lever behind the white steering wheel and that the fuel consumed was in the 24-miles-per-gallon range. With the Kapitan taking shelter from the sun in the farm's sheering shed, my most notable memory is walking in and hearing the car's clock tick-tocking.

It wasn't only Uitkoms to Paarl and back that kept the Kapitan busy. My cousin Pierre Vlok, who lived on the farm Onderplaas near Sutherland, recalls my grandparents being driven by Oom Deon up from Paarl for a visit. Pierre mentioned that it was the only Kapitan he knew about and reminded me that the German name translated to 'captain' in English or *kaptein* in Afrikaans.

Other memories I have from the Opel include seeing a herd of springbok drinking from a watering hole while on the way to Uitkoms. It turned out that the animals were from the nearby farm Windrift, run by Oom Pat and Tannie Hilda Paulsen.

A stop for fuel at Middelpoos on the way back to Paarl saw Dad paying R40 to fill the Opel and it was always serviced at Calvinia Motors – which still exists today.

Although the Opel Kapitan is not with the family anymore, I have a shirt with a photo printed on the left front to keep the memories close to my heart. It goes well with the Mighty Men Western Cape tie I received from Mr Johnny Meyer as the light green on the tie is a perfect representation of the Kapitan's colour.

Even in shirt format, the Kapitan continues to make memories. I once wore it in Calvinia and after seeing the image a local told me that a Mr Steenkamp has a brown Opel Kapitan in town. When visiting my uncle Nico Louw in Kuilsrivier, his wife Kokkie spotted the picture and right away said "Opel Kapitan". The same happens at work, with colleagues intrigued by the image and searching for more information on the computer.

It is amazing how one car can hold so many memories for so many different people. There are many more stories about the green Kapitan, but those are tales for another day. I am proud to share these memories with *Classic Car Africa* readers and encourage them to dust off the motoring memory cobwebs, whatever the car is.

**HJ Gerber**

*Thank you for sharing your Kapitan memories, Hennie. It's amazing to see how many people*

*one regular car managed to touch. And as your shirt depicting the humble car proves, even more have memories or knowledge of Opel's Kapitan. We see a similar trend when it comes to choosing our cover images – while supercar shoots sell a decent number of magazines, the regular stuff like MkI and MkII Cortinas, Renault R8 and Volvo 122S flies off the shelf. The reason for this is simple – readers have memories and the magazine tugs at the emotional strings. Let's see how many readers have a Kapitan tale to add to your family's.*

**Stuart**



## SUNBEAM RISES

Hi Stuart,

I noticed you were looking for articles on the Krugersdorp Hillclimb in your latest issue of CCA. To add to the history of hillclimbing in SA I have this photograph of my late dad, DC Acutt, with his 2000cc Sunbeam taking part in the Leeuwkop Hillclimb on 12 July 1947. The results of the 2000 to 3000cc class is as follows:

1<sup>st</sup> place Vic Lawrence: 2½ SS 100 at 52.20

2<sup>nd</sup> place Fabian: Rockne at 58.05

3<sup>rd</sup> place DC Acutt: 2000cc Sunbeam at 61.40

My father is the guy standing with his leg on the running board. Perhaps one of your readers knows if it still exists, note the registration number TG 8958. Please see attached photos and the poster from that event.

**Kind regards,**

**Roy Acutt**

*Hi Roy, thanks for the hillclimb information. I've heard of the Leeuwkop event and think it makes an appearance in a number of South African motoring books. I'll pull them out and see if we can put together something on the event – I presume it was near the current Kyalami Racetrack? Where exactly was this? Up towards the castle? As for the whereabouts of the Sunbeam, I am sure some readers will be able to answer as to its whereabouts. Thank you for the support.*

**Stuart**



## GWENDA AND NER-A-CAR

Amazing how things pop up when doing research. In the August 2018 CCA we did a story on a little-known motorcycle called a Ner-A-Car. While researching some background to Gwenda Stewart, one of the pre-war lady racers who almost took part in the 1936 South African GP in East London (her entry arrived too late), I established that in the winter of 1921, Gwenda set the 1000-mile record on a Ner-A-Car, highlighting the company's claim that the bike was suitable for lady riders... She started her career racing motorcycles: in 1922 she took the Double 12-hour record at Brooklands on a Trump-JAP and at the Monthéry circuit in France, she broke the world 24-hour motorcycle speed record on a Terrot-JAP. After switching to cars, Gwenda took part in a few GPs and two Le Mans 24-Hour events and became Brooklands Speed Queen with a speed of 135.95mph (225km/h), a record that still stands.

Regards,  
Wendy Monk

*Thanks for adding to the Ner-A-Car tale, Wendy. Researching a topic is fascinating but can at times do damage to the deadlines set for publications. I*

*know on more than one occasion I have set myself a day or two to finish a story and by day three I have gone off on a tangent, reading information not pertaining to anything that I intended to write about. I am amazed that her entry was turned down as the fact that a Brooklands record holder would be battling it out in East London against the boys would surely have pulled in a large crowd.*

Stuart



## LANCIA FULL LOVE

Hi Stuart,  
After three-plus years I have finally completed the 'restoration/refurbishment'

of the Lancia that we arm-wrestled over. You may not recognise the vehicle as I have restored it to its original colour. The vehicle is 99% original except for the door panels, spare wheel cover and tool kit. Check out the attached photos. Unfortunately, I missed the July 2018 edition and wanted to know whether it is possible to source this edition directly. Please advise if this is possible and what the cost would be.

Regards,  
Andre Dry

*Ha, yes the one that got away. Thanks for the reminder, Andre. I am however glad that it went to you and has been restored to its former glory and not left to rot away. Well done. We keep back issues in stock and are able to post them off for the cost of the magazine and some postage. Thanks for all the support – and for saving the Fulvia.*

Stuart

## MORGAN & MEISSNER MUDDLED

Hi Stuart,  
Morgan fitted with standard Vanguard engine was not a side valve but an overhead valve – look at the picture of the engine. Also



### SPECIAL RATES

- CAR CLUBS
- GROUPS
- CLASSIC CAR MAGAZINE SUBSCRIBERS
- SAVVA MEMBERS
- SENIOR CITIZENS



**HOTEL NUMBI & GARDEN SUITES**  
Telephone Number - 013 737 7301  
website - [www.hotelnumbi.co.za](http://www.hotelnumbi.co.za)  
email - [reservations@hotelnumbi.co.za](mailto:reservations@hotelnumbi.co.za)



**LITTLE PILGRIMS BOUTIQUE HOTEL**  
Telephone Number - 013 737 3163  
website - [www.littlepilgrims.co.za](http://www.littlepilgrims.co.za)  
email - [reservations@littlepilgrims.co.za](mailto:reservations@littlepilgrims.co.za)



**WOODLANDS GUEST HOUSE**  
Telephone Number - 063 065 6930  
website - [www.woodlandsguesthouse.co.za](http://www.woodlandsguesthouse.co.za)  
email - [reservations@woodlandsguesthouse.co.za](mailto:reservations@woodlandsguesthouse.co.za)

**YOUR ACCOMMODATION HOST FOR CLASSIC CAR ENTHUSIASTS IN HAZYVIEW  
ONLY 12KM FROM THE KRUGER NATIONAL PARK**



the Cortina that was offered by Meissner was an overhead cam, not overhead valve conversion.

**Regards,  
Malcolm Jones**

*Hello Malcolm, and well spotted. Mike and I both had off days on the above. I grew up surrounded by standard Vanguard engines in my old man's Triumphs and also had a Meissner catalogue as part of my bedtime reading as a kid, so have no excuse other than to say it was a mad rush deadline mess-up! Thanks for setting the record straight.*

**Stuart**



## SYRINGA SPA, BIKES & LE MANS MOTORS

Hi there Stuart,

The dirt race track that Reinhardt Sieberhagen mentioned in the November issue was Syringa Spa. It was mostly used for MotoX, Baja bugs and sandmaster-type off-road vehicles. I can recall Roger McCleery commentating there. The track and facilities were still there the last time I was in the area.

In the same issue, the article on the Jawa motorcycles was interesting. It would be worth your while to do a story on Lofty Pretorius's Jawa, there is a very interesting history and background to the motorcycle.

In another previous issue you did an article on Volvos racing in South Africa. The Volvo 164 race car belonged to Hans Kruger from Le Mans Motors in Rustenburg and as far as I know the car still exists, along with a Volvo P544 drag racing car.

Would you be able to help with info on a couple of Ford Capris that raced at the old Rainbow dragstrip? The sponsor or signage on the cars was DOD; they were known as the DOD Capris. I can't recall if they were V6 or V8 but I can still see them in my mind's eye at the start of the quarter mile. I saw these in action as a youngster in primary school with my brother, who was the race mechanic on the Le Mans Motors Volvo rail and P544.

Regards from KZN,  
**Matthew Eglington**

*Thanks Matthew, I think you are right on it being Syringa Spa. And yes, it is still there – although primarily an off-road motorcycle track. As for the Jawa, I agree that a story on Lofty's bike is a must. I have seen the quality of restoration myself and read a bit of the history on a notice board, but will get Roger Houghton to follow up on the full story. The 164 Volvo racer you mention is indeed still around and has recently been pulled from where it sat in Rustenburg and is set for restoration. We'll keep an eye on it. And I call on readers to help with answering the Capris at Rainbow question as I only have archive pictures of a DOD Group Capri competing in circuit racing, with Basil van Rooyen at the wheel. Judging by the cars lined up alongside it, I would assume it is a Perana V8.*

**Stuart**

## THE BAROQUE ANGEL

In the October 2018 CCA we did a story on what was thought to be a BMW 502 V8. After some nagging of BMW Classic in Munich raised a previously unknown fact, I contacted BMW SA and the car's former owner Rudi Greyvensteyn to try and get a little more detail, the result of which is the following: The naming of the 501/502 cars was a bit complicated. Officially, the FMM car, 56324, is a BMW 2.6 and 14678 is the original engine. The car was painted blue and intended to be delivered to Caracas/Venezuela. The official documents were dated 20 July 1959. Due to unknown reasons, the car was not exported but came back to BMW Munich in the December. Unfortunately, no records of the car exist after this date until the car ended up belonging to BMW SA, and so far the company's Rosslyn archives have also failed to find any supporting documentation. What is known is that in the mid-1980s BMW SA gave the car to renowned SA classic car collector Waldie Greyvensteyn in bits to restore and make available for show purposes when needed. "My father never bought the car. It was gifted to him," recalls Rudi. "It was a total wreck, and took a monumental effort from my dad and I to get it on the road. I sourced four con-rods from Germany and I made main bearing caps as they were missing. It truly was a labour of love and a huge task."

Maybe something will still emerge from the archives...

**Mike Monk**

*Thanks for the update Mike, let's see if the letter can pull any more information on the car's history from the readers. Anyone with further details please mail me on [stuart@classiccarafrica.com](mailto:stuart@classiccarafrica.com).*

**Stuart**

## LOVE & HATE

Hi Stuart,

Your November issue just arrived in my postbox and again it's congratulations on an excellent offering – I really look forward to receiving the mag every month. However, this issue stirred some memories – fond, for the piece on the Peugeot 504, and bad for the Alfa Giulietta – it was the worst car I ever owned in 50+ years of motoring!

First the good. The 504 station wagon we owned was bought second hand, with plenty of km on the clock, as a second car and my wife's runabout. It replaced an aged but well looked-after 404 station wagon but the overriding memory of both cars was that of absolute reliability and bomb-proof construction – and they were cheap and simple to work on. The 504 provided many a holiday to the South Coast and even towed a caravan from Joburg to Cape Town and back without missing a beat. It certainly had better brakes than the all-drum set-up of the 404, but both cars provided thousands of km of trouble-free motoring. Unlike the Alfa...

I bought the Giulietta new from Arnold Chatz in Craighall as a birthday present for my wife and it immediately gave trouble. Chatz were unable to synchronise the carbs despite numerous visits, and a tuning specialist in Randburg eventually got it to an acceptable state after replacing the jets. The build quality was shocking – driving on a dirt road showed up the car's poor sealing, leaving everything – including the passengers – covered in dust.

Then there was the gear change... Not something you ever got used to and my recollection is that Alfa in Britz had left the final quality inspections to the dealers – who weren't particularly enamoured with fixing all the faults.

I was driving a BMW 528i at the time and what attracted me to the Alfa was how it looked – which my wife also admired – and the promise of excellent performance with a peppery 1800 up front and a near-perfect weight distribution with the gearbox/transaxle at the rear. What a disappointment! The handling was nothing special, neither was the performance – partly due to the rough running from out-of-sync carbs and that atrocious gear change. But wait, there's more! We eventually sold the car after less than a year, deciding that its shoddy build quality was not going to get any better from its frequent visits to the dealer, to a work colleague – a mistake that ended a friendship and nearly a life.



One of the plus points of the Alfa was that the bonnet could be opened to more than vertical to allow ease of maintenance. (Perhaps Alfa's concession to appalling quality and reliability issues.) However, the downside was a very flimsy piece of bent metal whose function was to keep the bonnet locked and secure. It didn't. Shortly after acquiring the car, my work colleague had the dramatic experience of the bonnet flying open at speed on the motorway and completely obliterating his view of the road. Fortunately, he managed to bring the car to a safe stop and wanted to return the car... Another friend had exactly the same experience in his Alfa and fortunately also lived to tell the tale.

Rather than just give a dog a bad name, I did succumb to another Alfa many years later – a diesel-powered GT of which I have fond memories of excellent performance, build quality and fuel consumption, and I received exemplary service from Arnold Chatz. Despite the odd hiccup (for me at least), keep up the good work!

Best regards,  
Robin Hayes

*Brilliant stories, Robin, thank you. It is funny you mention the bonnet being able to open past horizontal as the sales literature was full of this at the time – I stumbled across it on numerous occasions while putting together the article in the November issue and each time thought how the Alfa had left itself open to jokes about Alfa*

*unreliability needing a wide bonnet aperture. However, the possibility of the car trying to kill its occupants never entered my mind.*

*On the quality front, it does appear that Alfa Romeo South Africa had a problem – you only have to look at the small number of Giuliettas on the road today to realise they didn't stand the test of time. And despite the propaganda claiming brilliant corrosion resistance and technology, all but a handful I have seen have been seriously rusted. It makes you wonder if Brits was carrying out the same checks and tests that the Europeans were... The above aside, I thoroughly enjoyed driving the Giulietta and found the gear selection way easier than that of my old Alfetta (more than likely because mine was very, very tired).*

*The Peugeot 504, although older than the Alfa, impressed me hugely with build quality and lack of rust. It was as solid as the day it left the production line and if I had to drive from Cape to Cairo tomorrow, it would be that or a Mercedes-Benz W123 that I'd chose for the job.*

*And that basically sums up the pair for me... Giulietta for play and 504 for work. So I'd take both.*

Stuart

#### WE HAD A CORTINA 1600E

Hi,

Sorry for the tardy response regarding the MkII Cortina article in your October issue but I just got around to downloading the magazine here in Hobart, Tasmania. Regarding the 1600E Cortina which you mentioned as not being imported to SA, they certainly were as

I owned a metallic gold MkII Perana based on a 1600E. I purchased the car directly from Basil Green as it was his personal car at the time and remember at least one other example for sale in the Grosvenor showroom in Rosettenville. The only difference being that the car was silver with Dunlop alloys in lieu of the chrome Rostyles that were normally fitted to this model. Many thanks for your excellent magazine, it brings back many happy memories of my time in South Africa.

Regards,  
Ian Anderson

*Hi Ian, glad to hear the magazine is making it all the way to Tasmania. While it might have taken you a while to download the digital version, I am sure you still got the copy faster than if you'd waited for a hardcopy to wind its way Down Under. Thank you for the international support. You are correct, at least two 1600E imports made it to South African but for whatever reasons the model never got produced here. My grandfather was heavily involved with Ford and Grosvenor and my dad remembers going for a spin in a 1600E he brought home to test. There's also the tale he told of how Ronnie Rosen, who worked with Basil Green, sat in a 1600E and complained that the new wood veneer made it difficult to push the buttons, as the veneer overlay made the controls sit in a deep recess. Maybe we South Africans have larger fingers than the Brits? With your car coming directly from Basil Green, I wonder if it could have been the exact one Mr Rosen sat in?*

Stuart

# Ray Prando



## Classic Alfa

Repairs & Restorations  
Contact: 083 330 5754

# CLASSIC

CAR AFRICA

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

ANNUAL HARDCOPY SUBSCRIPTION **R500**

ANNUAL DIGITAL SUBSCRIPTION **R200**

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



## WHY SUBSCRIBE ONLINE?

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

## CONTACT US

Postnet suite 27, Private Bag X20,  
Cresta, 2194

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

Tel: 082 330 3446

Fax: 086 634 1721

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

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

POSTAL ADDRESS.....

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

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

## PAYMENT OPTIONS

CHEQUES Made payable to Zig Zag Publishing

## BANKING DETAILS FOR EFT:

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



# Ferris

## The Ultimate Destination for the Ferris Enthusiast

We have a full workshop including ECU diagnostic equipment where Robert, a legend amongst Ferrari Technicians, will pamper your baby while you enjoy an espresso on our lakeside deck.



**2008 FERRARI 430 SPIDER**  
24 000km, Red with Black, FSH, Excellent Condition.  
**R2 399 990**



**2003 FERRARI 360 F1 SPIDER**  
20 000km, red with black, red stitching, FSH, car is immaculate.  
**R1 849 990**



**2003 FERRARI 360 CHALLENGE STRADALE**  
24 000km, Red with black, fender badges, red harness, 1 of 8 in SA. A dream to drive.  
**R5 499 990**



**2007 FERRARI 430 SPIDER**  
34 000km, Red with black, fender badges, yellow clocks, red calipers, FSH.  
**R2 199 990**



**2008 FERRARI 599 GTB**  
Only 10 000 km!! Red with Black Interior. Carbon Daytona Seats. Full Electric. PDC. Fender Badges. Carbon Inserts. FSH  
**R3 299 990**



**2006 FERRARI 612 SCAGLIETTI**  
52 000km, Navy with tan, HGTE pack, FSH, split rims, great GT tourer.  
**R1 749 990**



**2003 FERRARI 575 M F1**  
25 000km, Blue with Cream, F/S/H, very good condition  
**R2 399 990**



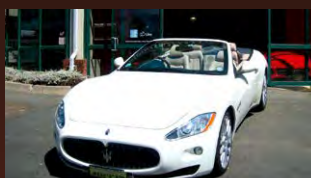
**2008 MASERATI GRANTURISMO**  
92 000km, Grey with black, red stitching, FSH, immaculate, must be best value around.  
**R499 990**



**2008 MASERATI GRANTURISMO**  
69 000km, Navy with tan interior, good condition.  
**R549 990**



**2009 MASERATI GRANTURISMO S 4.7L**  
55 000km, Gunmetal Grey with Black Interior, Excellent Condition, FSH  
**R699 990**



**2011 MASERATI GRANCABRIO**  
25 000km, White with Cream, FSH, Immaculate Condition  
**R999 990'**



**1962 MASERATI 3500 GT**  
21 000km reflected, silver with black, very rare collectors item.  
**R3 299 990**



**2008 LAMBOGHINI GALLARDO**  
29 000km. Pearl white with black, Alcantara seat inserts, lifting kit, navigation, FSH.  
**R1 599 990**



**2010 JAGUAR XKR 5.0L CONVERTIBLE**  
64 000km. Black with Black. FSH. Perfect car for this time of year. Hello Summer!  
**R524 990**



**1998 DAIMLER 4-LITRE V8 LWB**  
103 000km, Green with crème, one of only a few in SA, out and out collectors car.  
**R199 990**



**1995 PORSCHE 993 CARRERA 4 CAB**  
88 000 miles, RHD, silver with grey, 6-speed manual, FSH, must be seen.  
**R1 099 990**

If it's a classic, old or new, we'll love it as much as you do!  
Shop 41 Broadacres Shopping centre, Cedar Road | Tel: (011) 021 3340/1  
Shelley: 082 334 8683 – Keith: 083 251 4637









# FAMILY TIES

For local enthusiasts, the names 'Abbot' and 'Porsche' go hand in hand. It's no wonder, with John Abbot's showroom and workshop having been a mainstay in supporting the famed brand for years. Even if you didn't own one of Stuttgart's finest, the perfect placement of the company building in Kyalami Office Park meant that one could ogle the exotica while on the way to watch the racing action from the equally iconic Fat Arnie's pub, located on the outside of Kyalami Racetrack's Nashua corner. Fat Arnie's has gone and so too has John Abbot's outfit but the family ties live on, with son Tim continuing the legacy from his own Abbot Cars set-up near Crowthorne. **Stuart Grant** went to have a look and a chat.

**N**ow retired, John was an accountant by trade and cut his teeth in this department at Williams Hunt, one of South Africa's oldest vehicle dealers which began with bicycles in 1903. Like many of the youngsters of the 1950s, John was a fan of the MG brand and courted his soon-to-be wife with an MGA. When the time came to leave Williams Hunt, he bought into a Shell garage on Bezuidenhout Street (just east of the Joburg CBD) where the franchised operation sold petrol and carried out servicing on all makes of vehicles under the Servishell banner. But the real trump card was a small showroom space, which added general car sales and trades to the portfolio. But fate stepped in during the late 1970s when John bought his first Porsche, a 356. And then a second – a 911. And just like that, the British car fascination came to an abrupt end.

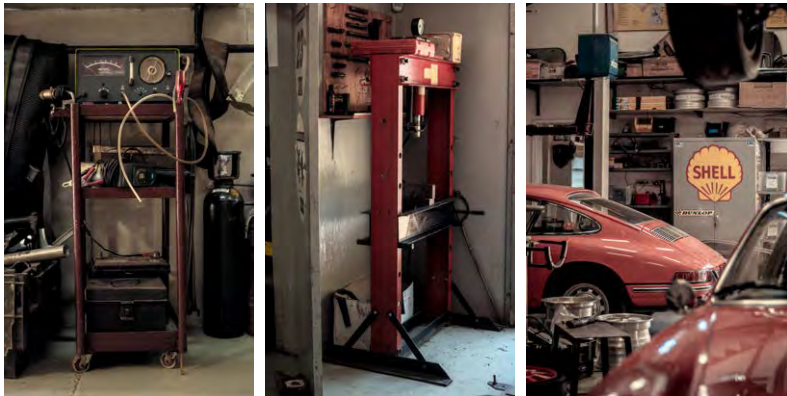
The garage kept servicing and selling all types of cars, but John's passion for Porsche saw him taking part in the numerous club activities. One hand washes the other and when club members saw his attention to detail, they started using his workshop and salesroom services for their rear-engined machinery. The business grew in the '80s – so much so that larger premises were bought in nearby Bez Valley, this time in the form of a Mobil garage. Having grown up surrounded by this car obsession, it was no surprise that John and Judy's son Tim was bitten by the bug and

completed his mechanic apprenticeship at the family business, working under uncle Robert Abbot in the workshop. When Robert left to explore other opportunities in 1987, Tim took over the role of workshop foreman.

Johannesburg was changing though, with the migration of business from the CBD out north, and the Abbot crew saw the need to follow suit. The family moved from their Melrose North residence to a smallholding near Kyalami and this meant shifting shop out that way... but where? In 1989, the top half of Kyalami Racetrack, which included Leeukop and the main straight, was sold off and the track layout 'flipped' and shortened. A sad thing indeed but, with the land being re-zoned for business development, it provided the perfect solution for the Abbots.

With Porsche having dominated the business, the plan was to put 100% focus on the brand – a plan that petrified John but one that the family carried through, thanks to encouragement from Judy. She was the driving force, finding the location and handling the design of the building (it was the second building in what we now know as Kyalami Business Park and was located where the base of the old Dunlop Bridge sat on the old main straight).

But fate stepped in during the late 1970s when John bought his first Porsche, a 356. And then a second – a 911. And just like that, the British car fascination came to an abrupt end



The push was made to have it completed and launched in the same weekend as the 1992 South African Grand Prix. Those of you who went to watch the return of F1 to South African soil would have seen the building perched on the hill and known straight away that this was a Porsche-related business, thanks to the Porsche/Carrera-styled 'John Abbot Kyalami' font displayed prominently across the modern facade.

Kyalami Business Park grew around the family and all fears that the move would not work were laid to rest, with Abbot becoming a saleable operation. John and Judy kept the building but sold the business and Tim kept part ownership of the workshop, while at the same time running it. But by

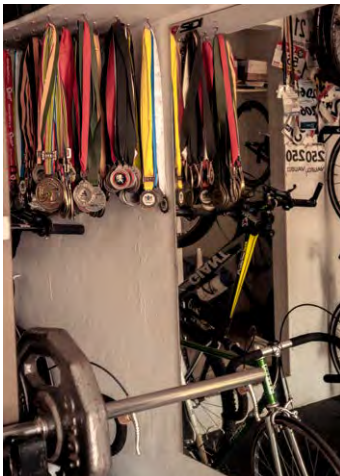
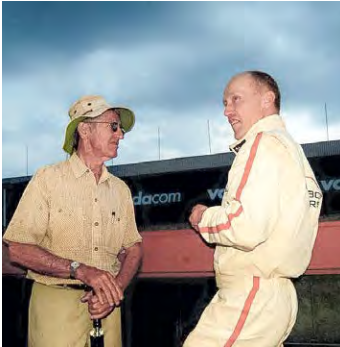
2004 he was ready to go his own way. With encouragement from a dedicated client base, he moved out of the Kyalami outfit and set up Abbot Cars from the family home in Beaulieu, servicing, rebuilding and restoring air-cooled Porsches. Part of the deal was that he kept the lifts, specialist tools, workshop equipment (that for the most part was gained during the Servishell deal decades ago) and also the safe that had moved with the family from the original premises to Kyalami. Tim still treasures these tools and equipment and makes use of them to service cars today.

It's an awesome, passionate-feeling set-up of sprawling garages and workshops that, with the focus being on air-cooled

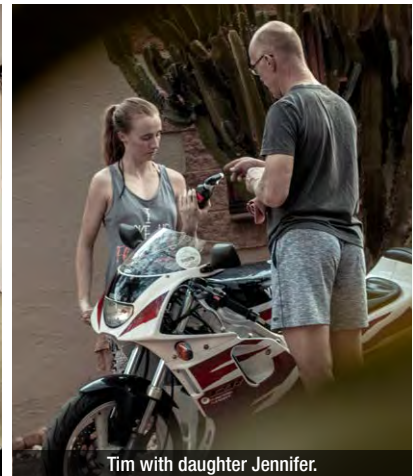
restorations and services, are mostly filled with classic Porsche projects. For good measure, there are several Volkswagens too (a few Kombis and a Lolette beach buggy) and Tim's two-wheeled obsession is given away by a number of motorcycles and loads of bicycles.

Tim's bicycle passion started at a young age. He was initially drawn to them for the fun aspect and mechanical appreciation, but soon a competitive streak appeared and what followed was track racing. From the age of 15 he moved through the Juvenile, Junior and Senior ranks, scooping 16 national titles at the likes of Pilditch Stadium, Krugersdorp and Bellville Velodromes and Hector Norris Park. With





Three generations of Abbots, from left: Douglas, Tim and John.



Tim with daughter Jennifer.

the removal of international restrictions, he managed a bronze medal in the 2002 World Championship.

The army is to blame for Tim's motorcycling passion. He started his national service as a Tiffy but continued cycling for the defence team. Six months on the border saw him head to Doornkop, where he was involved in an accident – a car drove into a marching squad. With his right leg broken it was off to One Military Hospital and a slight hiatus from cycling. From there it was back to Doornkop, where he met Jon Lock. When the military stint ended, Tim went to the Bez Valley family garage. It was the early 1980s and together with Lock he took up circuit motorbike

racing aboard both 125cc and 250cc two-stroke machines. He gave it a full go on the national circuit until work commitments and costs, combined with his focus on cycling, saw this take a back seat.

Today, the bikes and memorabilia of the family business set the emotive backdrop to Tim's workplace, where he is more often than not quietly rebuilding Porsche engines and gearboxes with the same dedication and precision that he applied to his sporting career. He's not keeping the experience all to himself though, training

up his loyal team in all forms of restoration, from mechanical to metalwork. And it's still a close-knit family affair. John and Judy pop in from time to time and Tim's son and daughter have followed in his footsteps, winning on bicycles and playing motorcycles – but never forgetting their inherited passion for Porsche. 🏍️

Tim's bicycle passion started at a young age. He was initially drawn to them for the fun aspect and mechanical appreciation, but soon a competitive streak appeared





# AFTER THE FINS HAVE GONE

Introduced at the 1965 Frankfurt Motor Show, in what became a Mercedes-Benz trend, the W108 series Mercedes-Benz raised the bar in terms of mass-production luxury saloons – not only in-house but for the motor industry in general. Such was the quality that many are still on the road today, and firm favourites in the practical classics race. **Mike Monk** gets behind the wheel of the classy offering.

**Pictures: Mike and Wendy Monk**

And whereas the W111 had subtle 'Heckflosse' on the rear fenders as a styling feature, the W108 boasted vertically stacked dual quartz-halogen headlights as its distinctive characteristic

The W108 was essentially an upgrade of the distinctive W111 'fintail' Mercedes, and design of the new model began in 1961 under the leadership of Paul Bracq, who was the company's head of design from 1957 to 1967. Visibly, the W108 had a lower waistline that helped increase the glasshouse (the windscreen alone was 17% bigger), a 60mm lower ride height and 15mm wider doors. And whereas the W111 had subtle 'Heckflosse' on the rear fenders as a styling feature, the W108 boasted vertically stacked dual quartz-halogen headlights as its distinctive characteristic. The distinguishing Mercedes grille began its steady transition from the long-running

narrow, tall shape into one that was lower and wider.

The initial model line-up consisted of a 250S, 250SE and 300SE, as well as a single W109 series, 115mm longer wheelbase 300SEL, which heralded all future S-Class models having an LWB derivative. In November 1967, the three W108 models were replaced with the 280S and 280SE and were known as the 'stroke 8' models – identified on the body plate as '1/8'. Both were powered by the M130 2778cc six-cylinder single overhead-cam engine. However, the 280S was fuelled by two twin-barrel Zenith carburettors, and with a 9.0:1 compression ratio developed 103kW at 4200rpm and 223Nm of torque at 3600,





whereas the SE boasted Bosch mechanical fuel injection. Running a 9.5:1 compression ratio, the injected motor, which incorporated temperature and altitude compensation, produced 118kW at 5500rpm and 240Nm at 4250. Molybdenum-coated piston rings were used for extra reliability and longer service.

The standard transmission for Europe was a four-speed manual with the option of a four-speed automatic that was developed and built in-house – unusual for a mainstream European manufacturer of the time. Taking into account such factors as weight and gearing, the power and torque differences gave the 280S a top speed of 185km/h and the 280SE 193km/h, but for both models the 0-100km/h time was

around 10.5 seconds. Claimed overall fuel economy was given as 10.5 litres/100km.

While many engineering principles were carried over from previous models, the W108's suspension system incorporated a reinforced low-pivot swing axle with a hydropneumatic compensating spring at the back, and double wishbones, coil springs and a stabiliser bar up front. Dual hydraulic power-assisted disc brakes with anti-dive control were fitted all round, and wheels were 14-inch x 6J shod with 185HR tyres. Recirculating ball steering was offered with or without servo assistance. With an overall length of 4.9 metres and a wheelbase of 2.75 metres, the turning circle was a relatively modest 10.8 metres.





The W108 arrived in South Africa in late 1968, by which time the model range had been enlarged with the addition of 220, 220D and 230 derivatives. At a time when the automotive world was reeling from Ralph Nader's book *Unsafe at Any Speed* (published in November 1965), which highlighted "designed-in dangers of the American automobile", Mercedes-Benz was already well into safety research and the W108's body shell had a very rigid passenger compartment, with front and rear sections designed as crumple zones in the event of an accident. Inside, the energy-absorbing fascia held controls and switches and the steering column was telescopic, with an impact damper mounted under the steering wheel. Three-point seatbelts for the front seats were already established.

The Franschhoek Motor Museum's 280SE

is listed as a 1968 model, which suggests it must have been one of the first to be sold in the country. It was assembled by CDA (Car Distributors Assembly body number 133546) in East London, which in 1958, after ten years of existence, received for the first time an order of the former Daimler-Benz AG and became contract manufacturer for the model series W121. In 1984, Daimler-Benz AG took over 50.1% of CDA's shares and since 1998, Mercedes-Benz South Africa has been a wholly owned subsidiary of Daimler.

Painted in familiar beige, and still with 'as supplied when new' white-wall tyres, the car has that instantly recognisable period Mercedes-Benz 'look'. There is nothing flash about it; a classic three-box shape with slim pillars and full-length bodyside mouldings with practical rubber inserts to prevent damage from carelessly opened

doors. The tan-coloured seats have plenty of adjustment and both front chairs have adjustable backrests via a rotating knob and inboard folding armrests. The three-seat rear bench also has a substantial foldaway centre armrest.

Fresh from a recent mechanical overhaul, the engine fires up and settles into an easy idle. With a dry weight of 1 560kg, there is ample power and torque to propel the 280SE along, in this case with a rare twist: it is equipped with a manual gearbox – a rarity amongst the bigger Mercedes models – which also suggests it is an early example. In the many years of working for *CAR* magazine and road-testing all manner of Mercedes-Benz models, I never grew fond of the marque's manual gearbox, principally because the shift felt somehow non-involving in the way that other 'boxes provided a mechanical reassurance as





the lever was shifted through the gate. So I was pleasantly surprised to find this 280SE's four-on-the-floor actually gave off all the right vibes as it engaged each chosen ratio.

It did not take long to feel completely at home in this car. In such a light and airy cabin, sitting in a seat that is typically Teutonic firm yet surprisingly comfortable, the smooth-running six just bowls the car along with ease – and in relatively refined silence. Again I was reminded of 1970s road testing and a view shared with my colleagues that if you were told off the cuff to get in a car and drive from Cape Town to Johannesburg – now! – a Mercedes would be the chariot of choice. Ride quality borders on being stiff but, once more, overall it is a comfortable experience.

The rear suspension layout famously allows for noticeable wheel camber

changes, but in deference to the car's age and 'old' tyres, I had no intention of provoking any hard cornering that would cause the inside wheel to lift. The drive was all about ease and enjoyment.

Although many critics described the car as a 'fintail without the fintails', the vehicle was an amazing success. Throughout the W108's production life from 1965 to 1972, when a total of 359 522 were built, the 280SE was second only to the 280S in sales – 91 051 versus 93 666. The car's simple and square contours provided ample engine, passenger and boot space and the design has a timeless quality. But the W108 is perhaps better known for its reliability and durability, as proof of excellent and long-lasting Mercedes-Benz engineering. 🏆

*...if you were told off the cuff to get in a car and drive from Cape Town to Johannesburg – now! – a Mercedes would be the chariot of choice*



# STYLE OVER SUBSTANCE?

In the 1960s, German manufacturer Opel had a reputation for producing cars that were a bit like robust skin-coloured tights – practical but dull as dishwater. This all changed with the Opel GT, a car that was actually never meant to be manufactured at all, as **Sivan Goren** discovered.

Opel's beginnings were not what you might expect. This German automaker began in 1862, founded by Adam Opel in Rüsselsheim, to build – of all things – sewing machines. From there the focus shifted to transportation, beginning with bicycles, and by 1899 the company's first car – the Opel Lutzmann – was built. But by 1929, aided by the world economic crisis,

the business was floundering and was sold to General Motors for \$33 million. (Hint: the GM part is quite important later on.)

But back to the 1960s when Opel, in an attempt to break out of its image of being a manufacturer of solid yet fairly staid saloons, responded to the growing demand for sportier models. Which brings us to the 1965 Frankfurt Motor Show, where Opel's new model was showcased: a two-seat

fastback coupé. The Opel GT was meant to be nothing more than a styling exercise and testbed for engine and chassis components to be used at Opel's new high-speed test track in Dudenhofen. But clearly no one anticipated the overwhelmingly positive reaction it got from the public, which couldn't be ignored.

And it wasn't. Three years later, in 1968, the Opel GT went into production – but not at the Rüsselsheim plant. Instead, production was outsourced to French coachbuilder Brissonneau et Lotz.

At this point you might be wondering how a German car wound up looking rather a lot like a certain (as yet unreleased) shark-like Chevrolet model... Well, remember that bit in the story about GM? You guessed it: a large part of the Opel GT's design came courtesy of GM's Clare MacKichan, chief designer for Chevrolet, who had also had a starring role in designing other Chevrolet models. MacKichan had been sent by GM to set up Opel's Advanced Design Studio, led by Erhard Schnell. I'm guessing it's no coincidence that there was a distinct similarity between the GT and the 1968 C3 Corvette: the same low, sharply profiled snout, blade-like bumper and hidden headlights.

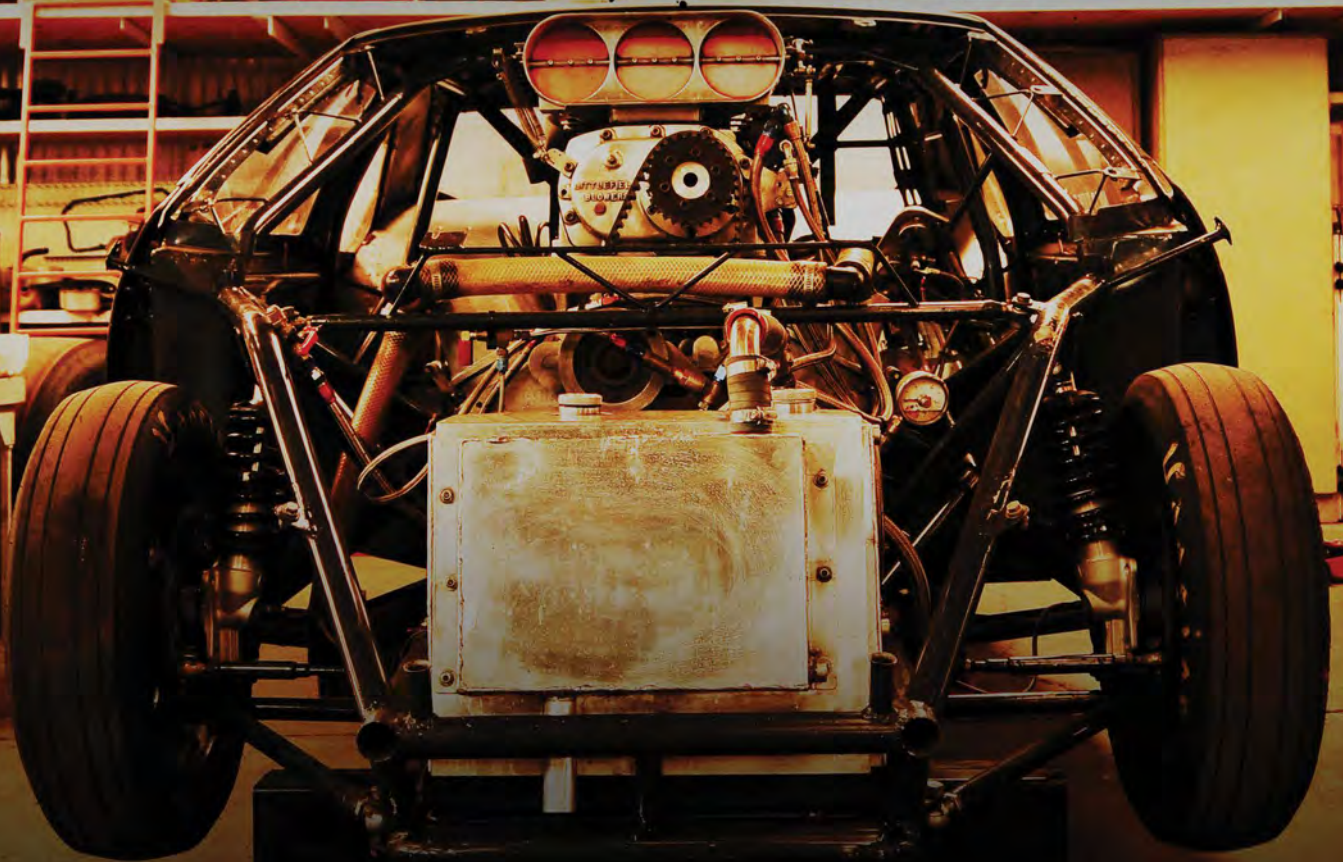
But back to the 1960s when Opel, in an attempt to break out of its image of being a manufacturer of solid yet fairly staid saloons, responded to the growing demand for sportier models







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



*#HitTheRoad*

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





# CLASSIC CAR CENTRE

4 Estee Ackerman Street  
Jet Park Boksburg

Tel: 011 397 1207 ♦ 083 227 4091 ♦ 072 687 8783  
www.route101ccc.co.za



## SALES:

- We buy and sell classic and collectable cars. Consignment sales welcome.
- We always require top quality used vehicles.
- We also do classic servicing and restoration work.
- Visit our website to view vehicles we have on offer

**Visit our Showroom:**  
**Monday to Friday: 08:00 – 05:00**  
**Saturdays 09:00 – 12:30**



1984 Mini 1275E The motor has been overhauled and new upholstery done.

**R200.000**



1958 Mercedes Benz 220S Ponton Coupe Restored to a very high standard. An exceptional car

**R2 350 000**



1997 Jaguar XJ6 Sovereign 4.0L straight six 198 000km

**R135 000**



1962 Jaguar E-Type Series 1 3.8L with aluminium dash

**R1 950 000**



1958 Karmann Ghia Low Light This car has had a nut and bolt restoration to the highest standards

**R450 000**



1964 Morris Cooper S A matching numbers car Beautifully restored

**R550 000**



1968 Renault Gordini R8 5 speed. An exceptional car Completely restored

**R550 000**



1958 Jaguar MK V111 A stunning example of this car. Beautifully maintained

**R490 000**



1979 Triumph TR7 2.0L A matching numbers car and concourse winner.

**R160 000**



2006 Jaguar X K 4.2L A/T 40 885km A one owner car

**R300 000**



1960 Borgward Isabella Kombi right hand drive In an excellent condition

**R275 000**



1981 Triumph TR7 cabriolet . In an excellent condition,

**R88 000**



# MAKING

In 1968, Praetor Monteeders started assembling BMWs in Rosslyn, just outside Pretoria. Little did the South African public realise that this would kick-start 50 years (and counting) of BMW assembly at the tip of Africa, put BMW SA at the forefront of global car production and cement it as a leading light in the economy – not to mention the community. To celebrate this milestone, **Stuart Grant** takes his pick of locally built Beemers.

**Photography by Mike Schmucker and BMW SA**



Left to right: 325iS, E28 M5, 530MLE and 333i.

**N**o BMW SA assembly tale can be told without adding Glas into the recipe. Never heard of it? Glas was a car maker that started life in Freising, Germany, when Maurus Glas started churning out steam-powered agricultural machinery. His son Andreas followed in his footsteps with a similar operation in Pilsting and later Dingolfing. In 1906, Andreas roped in a partner and, under the banner 'Glas & Lohr', the company flourished. Hans Glas, one of Andreas's 18 kids, set off for the States to learn the ways of the world before returning in 1920 to take control of his dad's business. It was at this stage that

the economic depression sank its teeth into all forms of business, and by 1931 the (by then) unprofitable Glas & Lohr shut its doors. But Hans held onto the Glas name and soldiered on as an arms dealer, joined by his own son Andreas (named after grandad). A post-war boom in agricultural activity saw the business flourish and the firm adopt the title Hans Glas GmbH in 1949. Ever aware of the need to evolve, Glas dabbled with scooter production with the launch of the 1951 Goggo. Within three years, 47 000 of these two-wheelers had trundled off the floor and the agricultural items all but faded from the repertoire in favour of people movers.

The natural progression was to build a small car, and borrowing the Goggo name (a term of endearment for a new-born baby boy) Glas launched the legendary microcar, the Goggomobil, of which 48 000 units were sold throughout the world. Full-sized cars were introduced in 1962, initially powered by a four-cylinder clothed in four-door and GT bodywork, but plans to up the ante with an in-house V8 were cut short before the mass-production stage, with shortage of cash being at the core.

Glas was sold to BMW in 1966 and the Bavarian giant kept the plant open, making Glas cars that featured BMW badges, grilles and its latest 1800 engines. Two years



# MAGIC



on, BMW dumped all 'Glas' production, converting the factory into a BMW component factory.

At this stage South Africa had a number of imported BMWs floating around, thanks to the efforts of Euro Republic Automobile Distributors (ERAD). In a case of perfect timing, ERAD had been talking to Germany regarding setting up some sort of local BMW production so the Glas tooling was packed up and shipped down south. On paper it made perfect sense, with the relative simplicity of the Glas/BMW ideal for both the harsh African conditions and, in Germany's minds, a lack of skilled labour (BMW reports showed a belief that 90% of

the potential factory staff would be illiterate).

Design house Frua made a few minor aesthetic changes and in May 1968, the first car bodies were welded together in Durban under the watchful eye of some German experts. Local modifications were then made to brakes, steering and suspension rates and by October, the stringent local content requirement was met with what was now badged as the 1800SA. Production then moved up to Rosslyn, under ERAD's control, as a company called Praetor Monteerders. Production

facilities were initially rented from Datsun and by close of play in '68, 127 1800SA units had been assembled. Late in 1969, a 2-litre engine was added to the mix and the BMW 2000SA was born. Between 1968 and 1969, 2 374 1800SA units and 4 342 2000SAs were sold.

On paper it made perfect sense, with the relative simplicity of the Glas/BMW ideal for both the harsh African conditions and, in Germany's minds, a lack of skilled labour





In 1970, BMW Germany bought into Praetor Monteereders and the operation took over the old Jeep plant in Rosslyn. And it got even better in 1972, with BMW management taking over the entire Rosslyn plant, making it the first BMW production location outside of Germany for the modern BMW Group.

The new 5 Series model was launched in South Africa in 1974 but the real news came in '75, with BMW taking a full shareholding in Praetor and establishing BMW South Africa. 1976 saw the high-end 7 Series hit the South African roads and BMW SA showed its intent

to use production car racing as a marketing tool. Its vehicle of choice was the 5 Series, but in order to compete it was felt that something special had to be built and this meant building enough road-going versions to meet homologation requirements. Enter the BMW 530MLE.

BMW SA called on the BMW Motorsport Germany chief whip Jochen Neerpasch and the wizardry of tuning aces AC Schnitzer. A pair of E12 525s saw the fitment of a tweaked 3-litre motor and many lightening modifications in Germany before one complete unbadged car was shipped to South Africa to act as a template for the development of a South African-built race car, which would wear the 530 badge.

Eddie Keizan and Alain Lavoipierre debuted the 530 in race guise at the Republic Day Trophy race in June 1976. Delivering 202kW at 6500rpm and 318Nm

of torque at 5500rpm, the pair had a top speed of 235km/h and scooped the national championships in 1976, '77 and '78, with Keizan winning the 1977 The Star Modified Championship with a mind-blowing 15 wins from 17 races.

105 road car versions were made to allow them into competition and, although not badged as such, became known as the 530MLE – Motorsport Limited Edition. The AC Schnitzer-worked M30 3-litre got fed by a pair of Zenith 38/40 INAT carburettors to produce 147kW at 6000rpm and 277Nm at 4300rpm, which was fed to the road via a Getrag dog-leg gearbox and limited-slip diff to see a top end of 209km/h and a 0 to 100km/h of 9.1 seconds. Stopping power came from discs on all corners (the front vented units borrowed from BMW's 3-litre coupé), and Bilstein shocks worked together with heavy-duty springs and anti-roll bars to keep the rubber on the road. Homologation requirements meant that the weight loss programme had to also be applied to the road car, so holes were drilled by hand in

The new 5 Series model was launched in South Africa in 1974 but the real news came in '75, with BMW taking a full shareholding in Praetor and establishing BMW South Africa





almost every bit of non-structural metal, glass was thinner and aluminium panels were used where possible. And to make the best balance, the heavy battery moved to the left side of the boot to offset the driver mass.

An aero package was added front and rear, as were the BMW Motorsport colours, and the interior received racy Scheel front bucket seats and a three-spoke Italvolanti Sport steering wheel.

With the 7 Series leaving the production line, the idea of racing the luxury saloon crept onto the radar in 1983 – Welkom-based racer Tony Viana is credited with this oddball idea. Built from the CKD models being assembled at Rosslyn, the 745i road version saw BMW's M1 3453cc 286hp (213kW) M88/3 shoehorned into the engine bay. Figures vary between 209 and 246 units made for compliance to enter Group 1 and then WesBank Modified racing series. Whatever it is, BMW and Viana got the go-ahead and the sight of the large saloon battling against the Ford XR8s and 3.0-Litre GTV Alfas is etched in South African minds

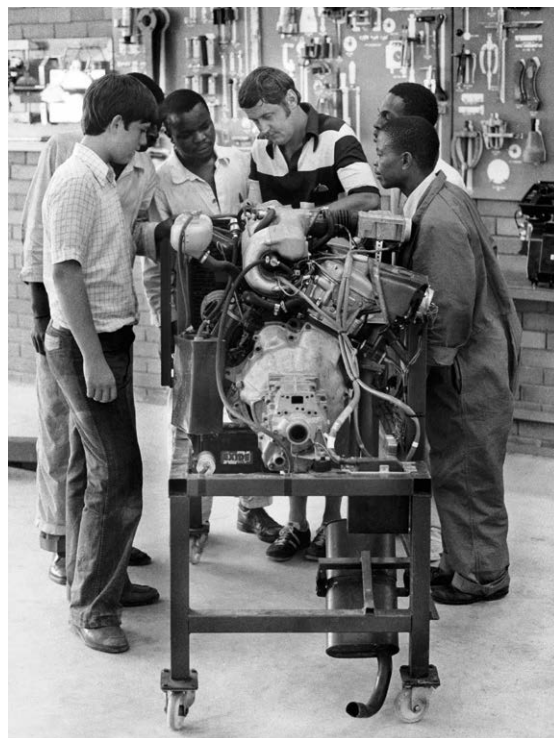
– the first 7 Series in the world to race and nab a championship.

1983 was also the first year South Africa saw the 3 Series on its soil, model designation E30. It was an instant hit and set South Africa's love affair for sheer driving pleasure rolling. Although available from 1983 in 318 (1795cc) four-cylinder and 320i (1990cc) six-cylinder guise, it was the 323i (2316cc) that stole the limelight, thanks to success in the Group N racing formula. Overseas the E30 also excelled in touring car racing, but here the company made use of a BMW Motorsport-developed M3 four-cylinder. As the local competition from VW and Opel grew, so BMW had to up the game a notch, but importing the M3 was not an option. Yet again, BMW SA looked down the homologation special route, building just over 200 333i models – as the badge suggests, a 3.3-litre (actually 3210cc) engine sourced from the firm's 733i and fitted to the

E30 body. The programme enjoyed a close collaboration with German tuning company Alpina, sporting its inlet manifold, exhaust system, plenum chamber, 16-inch alloy wheels, copper radiator, Bosch L-Jetronic fuel injection profile, front spoiler, rear lower panel, side skirts, rubber boot spoiler, gauges and dash vent-mounted digital display for engine, rear axle oil temps, oil pressure and manifold vacuum.

BMW Motorsport leather seats were added but buyers had to choose between aircon or power steering as the cramped engine bay didn't allow for both. The ubiquitous Getrag dog-leg five-speed and ZF limited-slip differential put 145kW and

**Built from the CKD models being assembled at Rosslyn, the 745i road version saw BMW's M1 3453cc 286hp (213kW) M88/3 shoehorned into the engine bay**



285Nm to the road and saw the zero to 100km/h sprint clocked in 7.2 seconds. Keep the foot in it a bit longer and you'd max out at 231km/h. It was only ever sold in Henna Red, Aero Silver, Ice White and Diamond Black. Before the 333i went racing in earnest though, a shift in rules meant BMW had to relook its angle of attack.

The solution came in the form of the 1986 325i (2494cc). For the '87 season, BMW revealed a 325i Shadowline – the name referring to the black window surrounds. It was essentially a stock 325i with an extra 6kW gained by increasing the compression. It was a cracker on track, but so too were the MkII Golf and Opel Kadett 16-valves. Feeling the pressure, BMW SA unleashed another local special, the 325iS. By fitting a 325 turbodiesel crank, the capacity went up to 2693cc and an Alpina head helped up the oomph to 145kW. This isn't where the quest for victory ended though as BMW 'added' lightness by removing the steel bonnet, wings and doors and replaced them with

aluminium panels. An aero package from M-Technic was added and so too were the Getrag box and an LS. The underpinnings and brakes came from the M3 and this meant the swap over to 15-inch five-stud alloys. Motorsport seats were added but, for the most part, Uberkaro chequered cloth was used rather than leather. Of course the 325iS became a track legend.

Production of these was short-lived though as issues with the aluminium panels forced the 325iS back to steel on what is referred to as the Evolution II. To compensate for the weight gain, throttle bodies were sourced from the 535i, and Alpina pistons and camshaft added to bump the power up to 155kW. The maths worked out and the performance between the first iS and the Evo II remained on a par – 7.5 seconds for the 100 sprint. The total of both evolutions made is 508 and most of us South Africans claim them to be better than the E30 M3 – maybe that's just sour grapes.

We were lucky enough to see the E28 M5 in South Africa though.

In fact, due to the fact that the Rosslyn plant is the only manufacturing facility outside of Germany to have assembled the M5, we can claim it as a local legend. Yes, that's right: BMW SA assembled 96 right-hand-

drive E28 M5s for our consumption. CKD kits came in from Germany so the mechanical bits' performance is on a par with that of the Euro-spec machines. Externally they differ though, with M-Technic body parts that were optional overseas fitted as standard here. We also did the Shadowline and fitted some tasty 7.5x16-inch cross-spoke rims. The local paint shop only offered Henna Red, Ice White, Cirrus Blue metallic, Delphin Grey metallic and Diamond Black metallic hues, and the interior was kitted out with every option (except the electric sunroof) as standard. Oh yes, and the Nappa leather (including dashboard) only ever came on South African M5s.

The 0 to 100km/h test was completed in 6.75 seconds and max speed was capped at 250km/h. If you wanted it in 1986, it would have set you back R95 000, a cool R29 690 more than the 535i one step down on the South African 5 Series ladder.

All through this period, BMW SA hadn't lost sight of its regular business and development. In 1982, it opened its own leather upholstery manufacturer in nearby Garankuwa, moved its head office to a bespoke building in Midrand in 1986 and scooped the South African Guild of Motoring Journalists Car of the Year title in 1988 with the 735i. In '89, it opened the BMW SA Early Learning Centre at the Rosslyn plant. It kicked off the nineties with the 525i taking

**In fact, due to the fact that the Rosslyn plant is the only manufacturing facility outside of Germany to have assembled the M5, we can claim it as a local legend**





the SAGMJ Car of the Year title in 1990 and followed up these honours in '93 with the 316i being crowned champ.

1994 was a big year for South Africa and BMW SA echoed this with the announcement of a fully-fledged 3 Series export programme. It also became the only local motor manufacturer to achieve ISO 9002 certification, opened up an Early Learning Centre at its Midrand office and with the BMW Group purchasing Land Rover, started marketing the legendary off-roader in SA. There's a uniquely South African BMW/Land Rover story to be told... but we'll leave that for another day.

BMW AG dropped a billion Rand investment into the Rosslyn factory in 1996, bringing it in line with motor manufacturing facilities worldwide and earning it the title of BMW World Plant, Rosslyn. The 528i took 1997 Car of the Year honours and the big one happened with the launch of the new 3 Series in 1999 – production was ramped up by introducing a second shift, and an export programme that saw 170 cars being produced daily resulted in the South African-manufactured BMW 3 Series being shipped to right-hand-drive markets in Europe, Australasia, South America, North America, the Asia/Pacific rim and the Far East.

In 2001, the 100 000<sup>th</sup> 3 Series rolled off the Rosslyn line, the 320d won Car of the Year and a further R2 billion investment from

BMW Germany saw LHD cars added to the production, with 75% of the cars made by BMW SA exported.

When the 269 810<sup>th</sup> E46 BMW 3 Series left the Rosslyn line in 2005, it signalled the end of the generation but heralded the arrival of the new E90 BMW 3 Series production at BMW Plant Rosslyn. Production capacity of this car was set at 250 units per day and for the first time ever, production began simultaneously with other BMW 3 Series Plants in Munich and Regensburg. Through the next few years, BMW SA opened a paint preparation plant, delivering the first ever perfect zero-defect car and won the Enviro Award at the 21<sup>st</sup> Logistics Achiever Awards (LAA) for its energy reduction and sustainability measures (between 2006 and 2009 the company saved more than R26 million in energy costs).

BMW Group pumped an additional R2.2 billion into Plant Rosslyn in 2009, in the process ensuring that Plant Rosslyn remains in line with rest of the BMW Group Production Network in terms of technology and infrastructure and allowing it to compete for the production of future models.

Five generations of 3 Series production at Rosslyn came to a close in February 2018, with a total number of 1 191

604 having left the line. But that's not the end of the line, with a R6 billion investment in 2015 now bearing fruit and churning out the latest BMW X3 at a forecast of 76 000 units per year (that's about 208 per day). BMW Group's investments in South Africa are made in terms of the Automotive Production and Development Plan (APDP), which expires in 2020. Discussions about a replacement plan have been fruitful and are ongoing, crucial for the long-term outlook as well as the stability of the automotive sector and BMW Group South Africa's commitment to the country.

In this modern age it is doubtful we'll ever see a track-focused homologation special being developed in Rosslyn but the export programme, made possible only by the exceptional quality and effort put in by every single member of the BMW Group South Africa's Rosslyn Plant, is one of which we are extremely proud. Congratulations on 50 years of putting BMWs together in SA and here's to many, many more. 🇿🇦

**But that's not the end of the line, with a R6 billion investment in 2015 now bearing fruit and churning out the latest BMW X3 at a forecast of 76 000 units per year**



# RISE, DOMINATE AND DISAPPEAR

Cheap, cheerful and reliable Ford motoring in the 1940s, '50s and into the early '60s was delivered in bucketloads by the Ford Anglia. Initially this meant the upright puddle-jumper format, which gave way to the 100E that in turn moved over for the 105E – you know the one... birds couldn't mess on the reverse-raked windscreen. **Stuart Grant** celebrates half a century of the Anglia replacement, the Ford Escort, and wonders how the legendary tag fell off the product list in more recent times.

**Images by Chris Wall**

**L**aunched to the European market at the Brussels Motor Show in January 1968, the new Escort played it safe in the styling department and dumped the fashionable American-esque boot fins, lipped headlights and rear windscreen angle in favour of a subtly rounded off three-box appearance that we now refer to as the 'Coke bottle'. South Africa was quick off the mark, and the 'first' models hit the streets within three months of the UK. I say 'first' as Ford had actually used the Escort moniker for a base-level station wagon version of the 100E Anglia.

Anyway, back to the Escort sedan, the car that although compact offered space for the whole family and its baggage, thanks to simple yet clever interior packaging. To kick off locally, only two-door offerings of both an 1100 and 1300 version were sold – with the top dog being the 1300 Super that could be identified by the addition of a reverse light, cigarette lighter, full carpets and a few extra interior appointments. The Super title, a carry-over from the Anglia era, was swapped for 1300 L in 1970, the same year four-doors were added across the Escort range.











And by this time quite a range it was, with sporting pretences added by means of 1300 and 1600 GT to the existing 1100, 1300 and 1600 L/XL. Pricing in 1970 ranged from R1 530 for the base 1100 to R1 530 for the 1300 L, while the GT offerings sold at R1 938 and R2 392 for the 1300 and 1600 respectively. For good measure, a station wagon 1300 had been added to the party in 1969, and with such a spread of models and pricing sales were impressive, immediately catapulting the Escort into SA's top-ten list of bestsellers. Road tests claimed all measured up well in the handling department, with decent performance even from the smallest of the gang. *Car* magazine

did however mention that the 1100 was somewhat unspectacular but with many good features.

Dull it might have been for the hardened journo but for the cash-conscious buyer it didn't really seem to matter. And why would it? I mean, other than a few stickers and flared arches it looked the part of the famed Meissner-Ford Y151 Escort that Peter Gough powered to the 1969 Saloon Car title, which allowed 1100, 1300 and 1600 owners bragging rights – one wonders how many times the words “yip, that's it, my car has the same DNA as Goughie's, which was good enough to hold every track record in SA last year!” were uttered at the pub. And when the Christmas bonus came in, said owner could pop down to Meissner and buy a few bolt-on performance jobs for a bit more street cred.

In reality, Y151 was vastly different from the regular Escorts riding around South Africa. First up, it had a

1987cc twin-cam engine developed locally but delivering the same sort of power as the international Cosworth-powered RS Escorts. Power was estimated at 220bhp at 7500rpm and the torque figure of 217Nm at 6000 – around 60% more than the pub-goer's 1600 could muster.

If that wasn't enough of a reason to win the bragging race, then our Escort punter could always toss in the rallying success both on the international and local scene. Prepared by Ford SA Motorsport under the watch of Bernie Marriner, the 1974 factory-prepared Escorts used 1997cc BDA twin-cam engines that delivered 232bhp to the gravel.

In the region of 100 1600cc BDA-powered RS1600s were imported by Ford South Africa, but before they hit the road they were sent off to another man who knew a thing or two about making Fords fly – Basil Green. With Ford fearing the high altitude on the Reef and the extreme conditions might not bode well for the highly strung BDA lump, these were promptly passed on to Green's Perana outfit where the twin-cam

If that wasn't enough of a reason to win the bragging race, then our Escort punter could always toss in the rallying success both on the international and local scene





was removed and replaced by the 2-litre Ford Pinto OHC engine. This meant the Perana Escort was the first in the world to do this, just beating the RS2000 to the job. The removed BDA lumps were then sold off for something like just under R700, for the most part finding their way into race cars or into the hands of the odd lucky road user.

By 1975, the first-generation Escort needed some aesthetic freshening up. Enter the MkII Escort in July that year, marketed as 'the little car with a lot of drive'. The Kent 1300 and 1600 engines stayed at the heart but the body was squared up to match the fashion of the time, the cockpit felt roomier with 23% more glass area, and added sound-deadening reduced the road noise for occupants. Road tests did however bemoan the fact that ventilation was a step backwards compared with the MkI. The R2 675 1300 L made 61 horses and 91Nm of torque that would get the 850kg or so Ford to the 100km/h mark in a smidge over 18.1 seconds, while the R2 930 1600 GL managed the same mark a touch quicker

with 84hp and 125Nm.

Not exactly rocket ship stuff, but the boasting could continue almost immediately with a MkII version taking overall victory on the '75 Total Rally – albeit another twin-cam power unit under the hood. This wasn't the only motorsport success for the MkII as RS versions went on to score numerous rally victories here and abroad for years after. On track it was a winner too, with a Zakspeed-tuned Group 5 version driven by Jody Scheckter and Hans Heyer nabbing the 1977 Wynn's 1000 endurance race at Kyalami, and numerous local pilots building their own twin-cam racers well into the 1980s. Perhaps the most famous South African MkII Escort was the six-cylinder Kolbens Schmidt Escort that tangled with Ian Scheckter at Kyalami to usher in the end of the big-money Manufacturer Challenge race series.

Those wanting a bit more standard poke from an Escort were thrown a lifeline in late

1978 with the announcement that a limited number (less than 800) of MkII RS2000s would be sold in SA – the droop-nose Escort. Ford SA in PE tested four prototypes for a year before settling on a set-up suited to the South African conditions. The result was the 2-litre Köln engine. Fed by a twin-choke Weber, the free-flowing exhaust system got the gases out fast enough to result in a 0-100 of 11.7 seconds and by tweaking the suspension, the firm ride was not hugely harsh and made for precise turn-in. If the added performance wasn't enough to convince a yuppie to splash out an extra R1 385 over the 1600 GL, then the interior fitment would have done the trick – it was a

Not exactly rocket ship stuff, but the boasting could continue almost immediately with a MkII version taking overall victory on the '75 Total Rally





racy look for sure, with three-spoke steering-wheel and Scheel rally bucket front seats.

Boy racers who couldn't afford this beauty had another option from '79 when Ford South Africa developed its own motorsport-inspired two-door Escort complete with blacked-out quarter bumpers, additional driving lights and side flash decal – the 1600 Sport. It was R1 500 cheaper than the RS2000 at its February launch date. It made the same power as the regular 1600 L thanks to the same mechanicals but the sporting enthusiasts wanted it just for the looks and the sported-up interior, dominated by Chevron-cloth upholstery, three-spoke soft-feel steering wheel and rev-counter.

The 1600 Sport was the swansong for the MkII and rear-wheel-driven Escorts as an all new FWD variant took over the badge in 1981. Again the capacities chosen were 1.3- and 1.6-litres but instead of the trusty old 1600 Kent, a new CVH engine design was used – CVH standing for 'Compound Valve angle Hemi' apparently. Power was initially down from the Kent equivalents but the testers praised it for being more smooth,

flexible and fuel-efficient. It wasn't the most sporting of the new-fad front-wheel hatches and did not match the equivalent price offerings from Volkswagen's Golf or Opel Kadett. But it sold well, with its ancestor's name doing some good alongside the comfort, drivability and stylish looks.

But Ford had an answer in the form of the sporty 1981 XR3 model, which like the MkII 1600 Sports made the new Escort at least look the part of a race-bred machine, even though the power output from the 1597cc remained the same as the regular 1600 GLE. Again it had the racy seats and steering wheel as well as alloy-looking wheels, black decals, rubber front spoiler and rear hatch wing. Ford then added some much-needed go to the XR3 in '84 with the addition of an 'i' to the name and Bosch fuel-injection under the hood. Power increased by 10% and the price from R11 400 to R12 270.


The impressive handling saw numerous XR3s competing in the Group 1 track series for production cars but the big fish of the wedge-shaped MkIII Escorts took to the rally scene. The UK-based Ford RallyeSport team had spent two years developing a

turbocharged rear-wheel-drive MkIII rally machine for the Group B category. Ford even made plans to build the 200 units required for homologation. Known as the RS1700T, it was scheduled to debut in 1984 but two months

before the big moment, Ford appointed a new motorsport boss who, fearing the Audi Quattro, scrapped the idea of a front-engined production-based car in favour of an all-new mid-engined RWD pure-bred motorsport machine – the RS200.

Ford South Africa, knowing it didn't need homologation here, spotted a gap to be competitive with the MkIII and bought up the RS1700Ts and the spares package. Rebranded as the Escort RST, these monsters were sadly unable to compete with the all-wheel-drive Audis here.

South African Escort MkIII production came to an end in 1986, with the models replaced by the new Ford Laser and Meteor range. Overseas some markets had a MkIV – basically a face-lifted MkIII – but the Escort cult following had all but faded away. A four-year hiatus from our shores was briefly interrupted by the MkV, and MKVI FWD Escorts sold between 1990 and 2004, but despite success on the world rally scene with a Cosworth version, the lack of local bragging rights, iffy build quality and uninspiring drive saw to it that it never filled its predecessor's shoes in the same way.

Thankfully Ford has rectified both the lack of real driver's feel and competitive motorsport participation in recent years with the both the Ford Focus and Fiesta models – especially the ST variants – so even the youngster with his 1000cc hatch can say he pilots a Ford with pride. Sadly, it's not likely he'll ever do this with a modern Escort, though. 

Boy racers who couldn't afford this beauty were had another option from '79 when Ford South Africa developed its own motorsport-inspired two-door Escort



**MODEL 409-P 409-HP**

## FEATURE

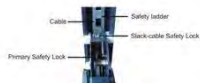
- 9,000 Lb. Capacity
- PEAK exclusive hidden safety lock and manual single-point release device
- Double-S shape columns to increase the column strength
- Commercial double safety locks
- Skid proof diamond platform

- Standard configuration: Plastic drip trays (4 pcs), Jack tray (1 pc), four steel wheel stops
- Flexible design as model 405-IP  
Power side column can be installed at each corner.  
220V or 110V single phase power unit  
Designed portable: it can be moved easily by using the optional casters kit.
- 5 Year structure, 2 year parts & service warranty



## SPECIFICATIONS

Model	Lifting Capacity	Lifting Time	A		C		D		E		G		H	Gross Weight	Max. Ht.
			Overall Length (in.)	Overall Length (mm)	Overall Length (in.)	Overall Length (mm)	Overall Length (in.)	Overall Length (mm)	Overall Length (in.)	Overall Length (mm)					
KOP-P	1.57	815	525/26	1340	460/26	274/46	213/36	53/26	2105/46	36/36	916/46	322/46	1150/1.5	3220/3.9	
KOP-P	4.02	985	561/36	1429	470/36	305/36	268/36	55/36	2110/36	37/36	928/36	341/36	1160/1.5	3220/3.9	
KOP-P	4.02	1005	578/36	1467	470/36	305/36	268/36	55/36	2110/36	37/36	928/36	341/36	1160/1.5	3220/3.9	
KOP-P	4.02	1225	581/36	1475	500/36	320/36	280/36	57/36	2120/36	38/36	938/36	346/36	1160/1.5	3220/3.9	



**EXCLUSIVE FEATURE**  
Hidden locking device and  
manual single-point safety lock release

**EXCLUSIVE FEATURE**  
Commercial double safety lock

**Unit 1**  
**68 Kyalami Drive**  
**Killarney Gardens**  
**Cape Town**  
**082 578 4798**







# LITTLE JEWEL

Post-war, the Giulietta put Alfa Romeo firmly into the automotive mass market. **Mike Monk** takes this little gem for a spin.

**Pictures: Mike and Wendy Monk**

To meet the demand, most manufacturers looked to producing smaller, cheaper vehicles. Alfa Romeo was no exception

The 110-year history of Alfa Romeo is riddled with ups and downs, yet somehow it manages to survive and maintain a charisma that marketers of rival makes could only look on with a touch of envy. There were a number of factors that led to the charm; some superb designs from a number of Italy's most talented stylists combined with success in international competition helped establish an aura of style and sporting spirit – *cuore sportivo*. For the most part the company's products were targeted at a more well-to-do clientele, but this changed in the aftermath of WWII.

With the conflict over and the

world settled back into peacetime living and financial stability, there was an increase in population and a call for affordable private transportation. To meet the demand, most manufacturers looked to producing smaller, cheaper vehicles. Alfa Romeo was no exception and under the guidance of Orazio Satta Puliga, the Giulietta concept was conceived, aimed at putting the company's established technological know-how into a smaller package. Commonly referred to as just 'Satta', he joined Alfa's design department in 1938 and in 1946 became head of design, overseeing the development of 158, 159, 1900, Giulietta, Giulia, Montreal and Alfetta models. His talents also included reorganising the production system along modern lines, as he believed that cars had





to offer good performance, reliability and low cost. He was particularly good at space-efficient designs.

The Giulietta was a turning point for Alfa Romeo – it was the company's first car aimed at the mass market, and the first to have a name rather than a cipher or a number. For technical reasons and a desire to maintain Alfa's sporting tradition, the first Giulietta model (code 750E) was a compact two-door 2+2 Sprint coupé. From Satta's base design, Bertone's chief designer and engineer Franco Scaglione – who was responsible for the Alfa Romeo Disco Volante and BAT aerodynamic concepts – finalised the shape.

But not only was the Giulietta a downsized car, its new engine, designed by Giuseppe

Busso, was also a small-capacity design – but full of engineering excellence. It featured an aluminium alloy engine block with cast iron 'wet' cylinder liners, a forged steel crankshaft running in five main bearings, a finned oil sump, an aluminium alloy cylinder head with hemispherical combustion chambers and centrally located spark plugs, and direct valve actuation via bucket tappets riding on double overhead camshafts driven by a double-row timing chain. It was the forerunner of what was to become Alfa's staple engine for the next four decades. In initial guise it had a swept volume of 1290cc, and with a single

twin-choke downdraught carburettor and an 8.5:1 compression ratio, it developed 59kW at 6300rpm. Top speed was 165km/h.

Front suspension was made up of control arms with coaxial coil springs and hydraulic dampers. The solid rear axle was located by a longitudinal link on each side, and a wishbone-shaped arm linking the top of the aluminium differential housing to the

**The Giulietta was a turning point for Alfa Romeo – it was the company's first car aimed at the mass market, and the first to have a name rather than a cipher or a number**





floorpan. Springing was by coil springs and hydraulic dampers. All Giuliettas, except for the last SZs, had large-diameter hydraulic finned aluminium drum brakes on all four corners. Wheels were 15-inch.

Rumour has it that Bertone, who were entrusted to build the car, only finished the prototype 20 days before it was launched at the 1954 Turin Motor Show, where it was an instant success. The elegant design, sporty performance, comfortable ride and

excellent handling – all at an affordable price – soon had showrooms filled with eager-to-buy customers. At the 1955 Turin Motor Show it was joined by the four-door saloon – Berlina – and later in the year by the open two-seat Spider, featuring convertible bodywork by Pininfarina.

A limited-edition, aerodynamic two-door, two-seat Sprint Speciale (SS) coupé designed by Scaglione appeared in 1957 along with a more powerful Giulietta TI (Turismo Internazionale) Berlina. Carrozzeria Colli made a few station wagon variants called Giulietta Promiscua while Carrozzeria Boneschi did the same thing, its version called Weekendina.

In 1956, a lightweight Sprint Veloce (fast) appeared with dual twin-choke sidedraught carburettors and a 9.1:1 compression ratio that helped realise 66kW at 6500rpm and raised top speed to 185km/h. In 1957, the Sprint Zagato arrived with a 9.7:1 compression ratio offering 74kW at 6500rpm and a top speed of 193km/h.

The Sprint Veloce was discontinued in 1957, probably in deference to the faster Sprint Zagato and SS models, although there is reason to suspect that the cost of producing a special lightweight body

Rumour has it that Bertone, who were entrusted to build the car, only finished the prototype 20 days before it was launched at the 1954 Turin Motor Show, where it was an instant success





in addition to the 'Normale' body was not worth the outlay. So, the Confortevole (comfortable) was introduced in late 1957 with the Veloce's 66kW engine in the Normale body. Other identifying features included aluminium window frames and wind-up windows, and underneath a Veloce-spec rubber buffer fitted to prevent the sump from hitting the frame rail. All Confortevole had the same mechanical spec as the Veloce. The Franschhoek Motor Museum's left-hand-drive car featured here carries Alfa's body number 750E AR1493E 06127 and left the line on 20 Feb 1958. Only 50 of these cars were produced, identified on the Bertone body number plate with an \*A\* suffix, in this case 655515\*A\*.

Entering the Sprint is easy but there is always a fear that the fabled Italian long-arm driving position will hamper driving comfort. The seat's backrest angle is fixed but there is plenty of fore/aft adjustment and the

steering wheel angle is fine, so no problem. The pedals are noticeably offset towards the centre of the car, but their skew location is not problematic.

The motor fires up with a characteristic crackle that was a trademark of Busso's design in all of its different capacities and states of tune. At launch the Giuliettas were fitted with an all-synchromesh four-speed aluminium gearbox with a column shift, which was replaced by a floor shift in 1957. The five-speed box only appeared in 1962, towards the end of the Giulietta's 11-year lifespan, but at some time in its life, this car inherited a five-speed – an acceptable conversion from standard.

The fascia is simply laid out with a trio of comprehensive instruments set into a single pod behind the two-spoke two-tone steering wheel (with horn ring). Centre stage goes to the rev-counter with in-built oil pressure gauge. To the left the fuel, water and oil

temperature gauges are grouped together, while on the right is the speedometer reading to 140km/h.

On the road, the Giulietta's famed driveability is soon apparent, making for a thoroughly enjoyable experience. It is strictly a two-seater; in place of the standard Sprint's +2 rear seats is a split flat shelf, the two halves of which can be lifted off to reveal some storage space to supplement the already good-sized boot.

In 1959, there was a minor facelift and the model series code changed to 101, but the combined 750E/101 Series Giulietta was the little jewel in Alfa Romeo's post-war history. The first of the breed, the Sprint, set the standard on what was to become a golden era for the otherwise often troubled Italian automaker. Its timeless design and superb road manners make it a classic of note and driving the Confortevole adds just a little bit of exclusivity to the experience. **C**



# NOTHING REVS LIKE A RENTAL CAR

Last month we featured the story of the local production of the Rover SD1, a car that developed a huge following on South African roads. And on the track too, it turns out. **Graeme Hurst** covers the story of a mighty 400bhp Group 2 racer that Mike O'Sullivan and his late brother Paddy campaigned in the 9-Hour.

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



Build up – David Price Racing, 1980.

**F**ake news. It's a term we're all too familiar with when it comes to politics these days. But that's where it stays, right? Or put another way, it certainly isn't something that's ever tainted motorsport, surely? Not quite... research for last month's Rover story led to some coverage in *SA Motor* – way back in June 1981 – about a Group 2 variant of the SD1. Specifically,

there was an NIB (news-in-brief) in the 'Foot in Hoek' gossip column about the Kalkkloof Rover's failure to make its debut at Killarney in June that year.

"The car was side-lined in final practice as a result of a blown main bearing caused by heavy oil surge in the second of The Esses. The rumblings are someone in Leyland's Competitions Dept in England supplied the wrong sump..." Having already digested more recent historical coverage about the same car (which is now in the UK), that comment struck me as somewhat dubious. Especially as I knew the Kalkkloof Eloff racer was

actually built by David Price Racing in the UK. A first-class race prep outfit that was unlikely to have a mechanic grabbing the wrong bits out of the parts store...

Turns out my hunch was spot on. "Just as the Rover arrived in the country in May 1981, so our sponsor went bankrupt," says well-known Johannesburg-based racer and race preparation specialist Mike O'Sullivan, who developed and raced the Rover some 36 years ago. "The press were waiting for the car to make an appearance at the race track and we couldn't tell them that it was involved in a legal battle over insolvency so we said we had oil pressure problems from the sump... that's where it

Especially as I knew the Kalkkloof Eloff racer was actually built by David Price Racing in the UK





9-Hour – Kyalami, 1981.



Mike and Paddy O'Sullivan Rover 3500 – Castrol 1000, 1983 (courtesy Roger Swan).



Mike and Paddy O'Sullivan Rover SD1 V8 – Kyalami 1000, 1984 (courtesy Roger Swan).



O'Sullivan Rover sporting a new colour scheme – Kyalami 1000, 1984 (courtesy Roger Swan).



Mike and Paddy O'Sullivan – 9-Hour, 1981 (courtesy Malcolm Sampson).



Mike O'Sullivan Rover SD1 – The Star Production series, Kyalami, 1981 (courtesy Roger Swan).

got a reputation for running bearings,” adds Mike. Fake news indeed.

Of course, back then the Rover SD1 was a much-anticipated entry into the local racing scene, having been specifically developed by one of the best racing specialists overseas to meet our regulations. It was a one-off that started when Mike, then a sales manager for Eloff Leyland in Johannesburg and a huge Rover fan, saw the potential of the car in competition. Crucially, he had the single biggest ingredient any racer needs to fulfil a dream like that: a sponsor ready to help clinch the deal. Kalkkloof was an asbestos mine in what is now Mpumalanga and its owners wanted publicity.

With the Rover SD1 making waves in the European saloon car championship, Mike made a visit over there to see who could build a car. Various enquiries pointed to England's David Price Racing (DPR) which was preparing Group 1-eligible saloon racers over there some time before Tom Walkinshaw's TWR outfit.

Mike dropped in to see them with a copy of our Group 2 regulations in his pocket. “Our rules weren't as strict as theirs so they could do a lot more to the car, particularly to the outside of the shell, and DPR were able to build something quite special, which got them excited.”

Special indeed; the SD1 packed a highly tweaked version of its 3.5-litre V8 sporting four 45DCOE side-draught Webers that was built by Hesketh Racing and ran on monster 16-inch, 23 profile tyres (11.5 wide at the front, 13-inch at the back).

“DPR did a magnificent job. It worked out at around R40 000 in total. I had to lodge R20 000 upon order, which in those days

Only the landing bit didn't go that smoothly: the good old Receiver of Revenue wasn't convinced that the Rover was a race car





O'Sullivan pit stop at Kyalami – 9-Hour, 1981.

was a fair amount of pounds, and then when the car landed we had to pay the balance of it,” recalls Mike. Only the landing bit didn’t go that smoothly: the good old Receiver of Revenue wasn’t convinced that the Rover was a race car, which was subject to a mere 10% import duty (as opposed to the

110% that road cars attracted at the time). Evidently a customs official remarked that “a racing car is an open cockpit single seater, like Jody Scheckter drives!”

Some stressful calls and telexes to England ensued to generate sufficient evidence before the car was released. That was just the first in a series of dramas to afflict the Rover. No sooner had Mike got the keys to the car than his sponsorship dried up. “Kalkkloof went insolvent and it turned into a huge legal wrangle,” recalls

Mike. The solution to the predicament would actually change the face of modified saloon racing in SA. “A good friend of mine, Colin Gregor, was the marketing director at WesBank and he loved Rovers. He convinced the board to sponsor the Rover but then the board said they can’t be seen to be sponsoring one make so they decided to sponsor the whole series, and that’s how WesBank got involved in motorsport.” WesBank also arranged a lease on the car, which eventually ran under sponsorship from *The Star* and Sansui HiFi. “I was the one and only person racing a leased car but

The car was competitive from the start but I hadn’t quite got the sponsorship in place so was short on tyres





The Rover engine today (© girardo.com).



'Tweaked by Paddy' sticker (© girardo.com).



Period-correct stickers (© girardo.com).

I didn't care as I got my Rover back."

The Rover's first outing was at the Rand Spring Trophy in September 1981 and from the off the pace was impressive. "The car was competitive from the start but I hadn't quite got the sponsorship in place so was short on tyres," explains Mike. "And, in racing, tyres are everything."

Once the finance was secured, Mike and Paddy started to have success with a victory in a national fixture in Welkom. They were also in a position to tweak the car, specifically the engine. "It came with the four side-draughts, which made it good for

320bhp, but we ditched those for a set of 48IDF Webers. We also altered the camshaft profile and compression ratio and developed our own 8-into-1 exhaust manifold, all of which got it up to around 400bhp." The work was done by Mike and Paddy. "He was both engineer and co-driver," adds Mike, who says that the modified V8's only weakness was its valves. "They were a bit fragile and the engine ideally needed a new set after each race, which we couldn't stretch to." No surprise about the need for replacement:

peak power came in at a heady 7500rpm!

The brothers had success with a victory in Welkom but the Rover's first big outing was the Kyalami 9-Hour in November '81 where they shared the grid with the likes of Jochen Mass, Derek Bell and Hans Stuck for what was the first running of that famous international fixture after a six-year gap. It

**The standard fuel cell was way too small so we had a 100-litre tank tailor-made for the boot of the car**





The Rover today (© girardo.com).

was an epic event and, although the Rover had pace in practice, it was unfortunately plagued with fuel starvation in the race. "The standard fuel cell was way too small so we had a 100-litre tank tailor-made for the boot of the car but it wasn't cleaned properly and the vibration from the practice session loosened the welding scale, which blocked the pump. The car cut out on the first lap and we had to be towed back to the pits. We fitted a new pump but we were plagued by the problem throughout the race. I think we went through four sets of pumps in the end, which wasted a huge amount of time," recalls Mike. That year was famously all about Porsche, with a neck-and-neck battle between two of the three Rothmans 956s, with the Jochen Mass/Jacky Ickx car snatching victory on the final lap from Derek Bell/Stefan Bellof in a sister car.

Unsurprisingly, the 956s and the Lancia-Ferrari LC2s (driven by Riccardo Patrese among others) are a standout memory for Mike. "If you caught sight of one in the distance in your rear-view mirror as you entered Barbeque Bend after Crowthorne Corner, they would be past you by Sunset Bend." The visual effects were equally

impressive too, especially when the Lancia-Ferraris came past: "They had their exhausts out the back – unlike the Porsches which had theirs out the side – and the flames when they lifted off were spectacular against the night sky."

The following year saw the Rover retire with mechanical issues. That was the last year of the 9-Hour. The brothers were back the following year for the Castrol 1000km but failed to finish after sustaining damage to the radiator. "I was hot on the heels of one of the Porsche RSRs and braked too late into Clubhouse. I just caught him on the arse, which put a hole in my radiator and cooked the motor," recalls Mike. "The Porsche driver still came to find me in the pits and tell me I was crazy, and my brother wanted to knock his head off!"

A year later, Mike and Paddy had better luck with a 17<sup>th</sup> place in the Kyalami 1000km. That was the last big endurance outing for the Rover in SA. Mike sold the car to Dick Sorensen shortly after that but it proved unreliable and he soon moved it on to Dave Le Roux, who stripped the car before storing it for many years.

Mike bought the Rover back in 2008 but it was in a right state. "Dave had painted the car white and sold off a lot of the bits like the engine, gearbox and a lot of brake stuff. I took a year off to rebuild the car and tracked down

a lot of the parts. I found the IDF Weber carburettors in a scrapyard in Pretoria." Mike went to great lengths to make the car look authentic, which included having it sprayed by Bruce Johnstone who finished it in its striking two-tone livery the first time around. "It was white when it originally arrived from England and I got Bruce to spray it green," adds Mike.

Mike parted with it three years later and the Rover has subsequently turned up in England where it was rebuilt again before being campaigned in the European Heritage Touring Cup... after being offered for sale for £275 000 (yes, you read that correctly). Judging by a recent article in *Motorsport* magazine, it's certainly had money splashed on it, having been finished to an exacting standard – although the 3.5-litre V8 is again fuelled by a quartet of 45DCOE side-draughts. Cosmetically this striking SD1 is spot on, though, with the correct Eloff Leyland, *The Star* and Sansui stickers – along with the red-and-yellow 'Tweaked by Paddy' decal just below the rear tailgate.

Crucially the Rover also sports the race stickers from its role as car no 19 in the 1981 Castrol 9-Hour which connects this one-off Group 2 creation with one of the world's most iconic endurance races, no matter which paddock in the world the car is parked in. And, given that staggering price tag it carried recently, I doubt there's any need for fake news to cover up any sponsorship drama whenever it lines up on a grid. 🏁

**Thanks to Mike O'Sullivan of Mosport.**

Mike parted with it three years later and the Rover has subsequently turned up in England where it was rebuilt again before being campaigned in the European Heritage Touring Cup





# ZWARTKOPS

INTERNATIONAL WORLD OF MOTORING



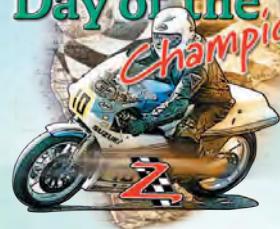
1st / 2nd Feb 2019

Killarney - 8th / 9th FEB 2019

## The 18th Passion For Speed



Day of the Champion



SUNDAY 3rd FEB 2019 - DAY OF THE CHAMPION

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











# THE SILVER FOX

Rolls-Royce is one of the world's most recognisable brands. It's also one of the oldest, certainly among automakers, but the sheer scale of its perception as the ultimate luxury car is arguably down to the Silver Shadow. **Graeme Hurst** considers the technically advanced saloon that took the famous British marque from the lofty world of hand-built, chauffeur-driven, stately designs to the previously unthinkable era of mass-production and owner-driver customers without losing any of the brand's appeal.

**L**ike most petrolheads, I've got a bucket list of cars I'd like to drive. Some I've been lucky enough to tick off (a pukka 289 Cobra and Jaguar C-Type!) but quite a few remain elusive (in case any Miura and Gullwing owners are listening). But I've also got an extensive list of items that are more like experiences you have in particular cars. Some are likely to remain unticked – the kick from the supercharger in a Mercedes 540K as you floor the throttle pedal to engage the 'kompressor' being one – but others have proven attainable. Such as the hot-knife-through-butter sensation of a good Alfa Giulia's gear change and the sound of a 911's door when it shuts, or the feel of a Citroën DS rising after start-up... granted these are all rather trivial, but in my book it's these minor tactile events that set classic cars apart from each other and make our hobby so rich in character.

One opportunity that eluded me until a few weeks ago was to hear the clock in a Rolls-Royce tick above the engine – you know that old advertising strapline-turned-cliché, "At 60 miles an hour the loudest noise in this new Rolls-Royce comes from the electric clock"? Sadly, I have to report that this bucket list item didn't deliver the aural experience I was hoping for when I got behind the wheel of this 1970 Silver Shadow. Despite this Rolls being a highly cosseted example (a mere 31 000 on the clock since new!) with an engine that simply purrs sublimely, I couldn't hear the clock tick – even at idle with the windows up.

Slightly deflated, I examined the timepiece nestling in the

burr walnut dashboard closely: Kienzle. W. Germany. What? West Germany? The most British of cars designed before the much-loathed (or loved, depending on which side of the Brexit fence you sit) European Union even existed has the ultimate symbol of its refinement made by the Germans? The very nation that Rolls-Royce-engined Spitfires were doing their best to blast out of the sky just 20 years before?

Truth is that Rolls-Royce borrowed a lot of bits from different parts of the world when it came to the design for its Silver Shadow, which was launched in 1965. A model which was as much a step change in technical specifications as it was in marketing terms, having being aimed squarely at the emerging era of the owner-driver. Drivers who were increasingly often international playboys and celebrities with plenty of 'new money', as the craftsmen at Rolls-Royce's Pym's Lane factory in Crewe would quietly term this rather vulgar aspect that emerged in the Swinging Sixties. And the Silver Shadow was a globally aspirational luxury car that met the needs of people with that money.

The model's origins go back before that, mind. Back to the Rolls-Royce stand at London's 1959 Earls Court show. That's where the same chaps (immaculately turned out in suit and tie and Brylcreemed hair, no doubt), on hand to discuss the company's products, started to hear visitors (many of whom were long-standing customers)

One opportunity that eluded me until a few weeks ago was to hear the clock in a Rolls-Royce tick above the engine





politely comment that the company's Silver Cloud was, ahem, becoming difficult to park. I mean, honestly, what was The Empire coming to?

Truth is Rolls-Royce – that cornerstone of the British establishment – was on the road to becoming an anachronism by the late 1950s. Voluminous, chassis-based luxury cars such as the Cloud, once the preserve of city fat cats and titled gentry, were increasingly looking outdated as automakers adopted monocoque construction methods and technology, such as independent suspension and disc brakes.

And the automotive landscape said as much: by the early 1960s, the likes of London's Kings Road sported new Austin Minis and Jaguar E-Types. Sexy new shapes

driven by the likes of sporting heroes, racing drivers and pop stars – people who'd suddenly been catapulted up in the earnings stakes. The era of the celebrity had arrived and they preferred to drive what they could afford to blow their cash on themselves. And they wanted to be seen to be doing it at a posh-looking dealer and not via a telegram or visit to the factory up in Derby. What's more, they wanted it now, not at the tail-end of some two-year waiting list, which is what Rolls-Royce was known for. Clearly the famous double-barrelled firm needed a change in both its product offering and the way it offered its products to the market.

Projects Tibet and Burma were the result; both boasting an all-new, three-box monocoque saloon design with the American-inspired 6.23-litre V8 (from the Cloud) and a 4-litre straight-six respectively. Project Burma was intended to be the Bentley derivative (with a 165mm

shorter nose) but development costs saw it canned and both Rolls and Bentley variants used the V8 format. The Rolls was labelled 'Silver Shadow' and the Bentley simply 'T1', with only the fluted grille and lack of the Spirit of Ecstasy on top of the radiator the easy giveaways.

The new saloon was styled in-house at Rolls-Royce's factory in Crewe by a team led by John Blatchley, although that aspect was only revealed in more recent years: Rolls-Royce was very much a private company with a reputation much larger than any individual. His team's efforts produced an elegant but refreshingly crisp shape that in turn clothed a lot of ground-breaking technology. Top of the list was the hydropneumatic suspension, a design borrowed from Citroën's DS under licence but with the addition of a self-levelling function to compensate for cabin load and body-roll, while the front suspension was mounted on a sub-frame. Interestingly, the rear suspension featured a trailing-arm design that was inspired

Truth is Rolls-Royce – that cornerstone of the British establishment – was on the road to becoming an anachronism by the late 1950s





by the rear suspension of Fiat's 600!

The hydraulically powered braking system (also similar to that in Citroën's DS) relied on discs all round with twin callipers (on separate hydraulic circuits) up front, while the transmission was initially the Cloud's four-speed automatic until General Motors' trusty three-speed GM400 gearbox was adopted. Steering was by recirculating ball, with much attention paid to the famous 'sneeze test' during development; it being light enough to be effortless but not light enough to be affected in the event of a driver's sudden urge to sneeze. Naturally the interior boasted all the lashings of burr walnut and leather that Rolls customers were used to but new to the marque were standard electrically adjustable seats, electric windows and air-conditioning. Just what celebrity buyers expected in the emerging era of jet travel.

This was all heady, under-the-skin stuff that Rolls was keen to shout about – and it did just that: when the Shadow debuted at the 1965 Earls Court show, the company

displayed a partly assembled example which had one visitor remarking that it was "like seeing royalty in the nude!"

But even with its clothes on, some long-standing customers weren't happy with the Shadow's 'new age' looks, with one chap ringing the factory the morning after the show opened to complain that the new Rolls looked like "a tarted-up Ford Zephyr". But it was a hit with the press, with *Autocar* commenting: "It conceals, beneath an almost austere orthodox new body, a wealth of mechanical innovation. In fact, it possesses more individuality and advanced engineering than this company ever displayed in a new model."

*Autocar* was right and Rolls-Royce hit the sweet spot with its efforts, with demand for the Shadow quickly outstripping supply and cars changing hands for 30% more second-hand. It went down well with celebrities, too, including motorcycle champion Barry Sheene (who ended

up owning five) and English comedian Eric Morecombe. Plenty of musicians (including Elton John) opted for the new Rolls-Royce too, and the late Keith Moon of The Who was alleged to have parked his in a hotel swimming pool!

Demand for the Shadow actually saved Rolls-Royce cars after development problems with the RB211 jet engine in the company's aviation division put Rolls-Royce into receivership. With a bulging order book, the car division was in a position to be separated off and was renamed Rolls-Royce Limited. And although annual sales were around 2 000 cars (a huge number compared to Cloud assembly) the volume was small enough to allow the factory to implement minor ongoing improvements and adhere to steadily evolving safety legislation.

The late Keith Moon of The Who was alleged to have parked his Rolls-Royce in a hotel swimming pool!





The latter saw the rear picnic tables being quietly binned just four years after launch while engine capacity was pushed up by just over 500cc to 6.75-litres in 1970 – although, in keeping with tradition, power output wasn't revealed. It was merely stated as 'sufficient'. Various subtle suspension improvements followed, the most noticeable being when radial tyres were adopted from '72, but the big change came five years on with a switch to more precise rack-and-pinion steering, although that model lost its chrome bumper hardware following the adoption of rubber-faced bumpers that could withstand a 5mph impact – that US Federal safety requirement that reshaped so many British cars.

And the Shadow went on to share dealer floors with its more exclusive siblings – the Corniche, which was an elegant two-door take on the saloon (and offered in coupé or convertible form), and the Camargue, a Pininfarina-styled coupé aimed at American buyers who felt the Corniche was too conservative. Both the Corniche and Camargue cost more than double their


larger four-door brother but would also outlive it: while the Shadow gave way to the Spirit in 1980, Camargue production (albeit in miniscule numbers) went on to 1986 and the Corniche would soldier on to 1995, by when more than 40 000 Shadow-based models had been built – an astonishing run for an early 1960s design and the company's highest volume by model to date.

Seeing this 1970 example up close you'll quickly realise why the Shadow's design enjoyed such longevity. The saloon's lines strike a fine balance between being stately but restrained, traditional yet timeless. It's an elegant offering with plenty of deportment, much of which arguably comes thanks to the famous flying lady adorning the grille. Step inside and that same lady positioned at the end of the long bonnet makes for a commanding view out front that's simply head and shoulders above any other luxury car. Ditto the abundance of olde-world charm inside stemming from that gorgeous walnut, acres of Connolly hide and those famous organ-stop ventilation controls with their well-damped movement.

All of it makes the interior a delightfully comfortable place to be. And a place that puts one (a Shadow makes you want to refer to yourself in the third person) at ease with the

controls. These in turn are quite tactile in feel; gear selection involves a few quiet clicks from the crisp, wand-like column-mounted lever on the right, while the parking brake is an elegant chrome-handled T-bar below the dash. Once released, a light massage of the throttle has the Shadow 'proceeding' (to use Rolls-Royce parlance) gently off the mark with a barely perceptible V8 beat.

As the speed builds, the light steering (XJ6-like) feels a little disconcerting until your hands adopt the twenty-to-four position, which makes you feel less inclined to give sudden inputs. Controlled in that manner, the Shadow suddenly takes on the persona of a familiar but comfortable armchair that's guiding you along. Or gliding, more like. The hydropneumatic suspension derived from rival carmaker Citroën over the Channel soaking up undulations in the road with ease while the GM-sourced gearbox changes up seamlessly as you 'proceed' in near silence.

Even just a few miles behind the wheel was enough to have me retrospectively adding a Silver Shadow to my bucket list of ultimate drives. One that amply confirmed that Rolls-Royce's decision to shop abroad for technology clearly did the brand the world of good 53 years ago. Even if the clock they chose was too silent! 

**Thanks to: Clinton Laurens of Laude where the featured car is for sale ([www.laude.co.za](http://www.laude.co.za)).**

The saloon's lines strike a fine balance between being stately but restrained, traditional yet timeless



# FREIGHT FACTORY

WORLDWIDE IMPORT & EXPORT SHIPPING



## DON'T MISS THE BOAT

UK to SA containers for cars and parts coming in

**VEHICLE IMPORTS** LHD, RHD, Permanent, Temporary, Carnet, Overlanders, Group rallies, Supercars, Film

Caravans, Motorhomes **SERVICES** Container shipping, Air freight, Roro, Local auto carriers, Door to door

**CLIENTS** Personal, Trade, Manufacturers, Discerning, Freight industry **PAPERWORK** ITAC export permit, LOA import, NRCS, Duty & Tax rebates, Carnet du passage, Temp, DA65, RPC, Datadot, Police clearance.

T +27 21 201 7395

INFO@FREIGHTFACTORY.CO.ZA

C +27 (0) 74 456 4672

WWW.FREIGHTFACTORY.CO.ZA





# ANY COLOUR BUT GREEN



The late Koos Swanepoel was one of the country's all-time racing greats, with a 50-plus-year career on the track that kicked off when he famously built up the fastest Anglia in the world. His skills behind the wheel saw him crowned SA Saloon Car Champion in the category's inaugural year, for which he was rewarded with a trip to Europe to drive a Cortina on ice. There, he rubbed shoulders with legends like Jim Clark and Colin Chapman. In the first of a two-part feature, **Graeme Hurst** met up with Koos's family to recall some of the anecdotes and highlights of the career of one of SA's true gentleman racers.



Koos in his Anglia in 1962 – St Albans, PE.

**T**he walls of the late Koos Swanepoel's garage are festooned with photos, numerous trophies and memorabilia of his amazing career. Along with his collection of country and western LPs, it makes for a seriously unrivalled man cave. One large (probably A2-sized) photo stands out. It's a patinated image of a dramatic racing moment depicting Koos ahead of Basil van Rooyen and Tony Maggs as they power through Malmesbury at Killarney. All three are in

Lotus Cortinas. "It's a pity it's in black and white as you can't see the blue stripe on his car," remarks his son Kosie. Blue stripe? Er... you mean green don't you? The green stripe is a signature of a Lotus Cortina?

"No, his car had a blue stripe on each side," adds Kosie. "He was superstitious about green, especially after he returned from Europe with these special racing boots. Nobody here had seen such boots and they were green. The first time out wearing them he smashed a car and he threw the boots in the bin. But some guy fished them out and put them on and that same guy rolled his car that afternoon!" chuckles Kosie. "My dad said: 'That's fine, you guys carry on with your green but I'm not touching it.'"

Evidently Koos became hugely superstitious about the colour and wouldn't even entertain it in the family. "Your school buddies want to come racing? My dad would first make them strip down. 'Green underpants? Ok, we'll lend you another pair to wear and then we go.' Same story with the socks!" Oom Koos may well have been on to something: nearly 15 years later, it was a green Ranchero that rolled when he and the family were on their way up to Namibia after a catastrophic blowout. The accident damaged Koos's back and led to him retiring from racing for a few years.

Injury aside, his superstition is an amusing and refreshing angle on one of the country's (and certainly Killarney's) most famous racing heroes who sadly passed away in January last year, aged 81. A man whose skills on the track weren't just limited to

Nobody here had seen such boots and they were green. The first time out wearing them he smashed a car and he threw the boots in the bin

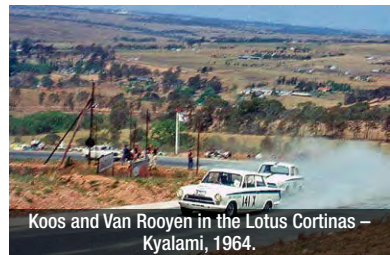




A young Koos in 1967.



Ford Corsair 1964 (courtesy Ken Stewart).



Koos and Van Rooyen in the Lotus Cortinas – Kyalami, 1964.



Olthoff Galaxie ahead of Van Rooyen and Swanepoel Lotus Cortinas – East London, 1965.



Van Rooyen Lotus Cortina, Olthoff Galaxie and Swanepoel Lotus Cortina – Killarney, 1965.



Van Rooyen and Swanepoel Lotus Cortinas – Hesketh, 1965 (courtesy Roger Pearce).



Koos in the Lotus Cortina – Hesketh, 1965 (courtesy Roger Pearce).



KOOS SWANEPOEL "CORSAIR" - KYALAMI 1960  
2.300 cc FIVE Year



Swanepoel Escort – Kyalami, 1970.



SWANEPOEL PERANA - KYALAMI 1972  
2.300 cc FIVE Year



Swanepoel and Garth La Reservee – 1973 9-Hour (courtesy Roger Swan).

saloon racing; he was equally adept in the sports car and endurance categories. And his abilities weren't restricted to four wheels: Koos took his private pilot's licence in 1972 and his packed trophy cabinet (300 cups at last count!) features the odd bit of silverware from his days participating in off-shore power boat racing. "He raced with Ken Steven and Stan Alberts – their boat had a 7-litre Holman Moody Ford V8 and my dad rode on board as the mechanic," recalls Kosie, himself a well-known racer and two-time Group N champion.

Koos was born in 1935 and his love of racing began as a boy when he used to cycle over to Gunners Circle to watch the likes of Bill Jennings racing his Riley special. Visits to various circuits with his older brothers followed, but his first race was on New Year's Day in 1958. That was the

Van Riebeeck Trophy, which in retrospect was a milestone in SA racing history: Koos shared the start-line at Gunners Circle with another first-timer, Tony Maggs (in a Healey) and two GSM Darts. It was also the first time out for these fibreglass sports cars, at the hands of creators Bob van Niekerk and Willie Meissner. Koos's TR3 retired that race but the grid line-up sparked a relationship with Willie that would later deliver the '64 Saloon Car Championship thanks to Willie's legendary abilities, which Koos held in very high regard. "My dad always said Willie was a genius when it came to understanding engines," recalls Kosie. "He left university after two years as he reckoned they couldn't teach him anything about mechanical engineering, and my dad said he was right."

Koos wasn't the only one to campaign his TR3 – his then girlfriend (and later wife

of 52 years) Elize turned out to be quite a hotshoe herself, racing with Koos at all the main events in those days at circuits such as Pheasantkraal, Eerste Rivier and Sacks Circle. Her efforts led to some fame after Elize was pictured on the cover of *Huisgenoot* in 1958 with a shot of her in the cockpit of the TR using a side mirror to apply lipstick. "I never wore lipstick back then so *ek moet met lipstiek 'pose'*," recalls 80-year-old Elize, who was herself a champion thanks to her antics behind the wheel of the family Fairmont GT in later years. "My mom was Western Province Drag Champion in '85," chuckles Kosie. "She was faster than all the men!"

By the early 1960s, Koos had left his job as a mechanic on the railways to work as a fleet mechanic at Plywood. His boss Ted Lanfearts ran a Lotus 18, campaigned





ELIZE KILLARNEY  
1958



Kosie and Elize today.



Elize on the cover of Huisgenoot.



Cortinas on the Cresta Run



Me and EMMOT BARWELL - Hoos Hoos Killarney, 1000cc & 1290 ALFA 1963



Elize Swanepoel – St Albans, PE, 1967.



Elize TR3 Sachs Circle Bellville – Dec 1959

by Bob van Niekerk, and it was Koos's exposure to the tuning potential of the Ford 105E engine it ran that led to the next chapter in his racing years – his efforts on track with a Ford Anglia. "That was the car that really got him noticed," says Kosie. "He entered it in every race he could apart from bike races! On some trips to East London the tow car broke down and the race car would become the tow car and so on, but he always made a plan." His persistence paid off as Koos won the Eastern Province Championship in '63.

He had picked up the nearly new Anglia for R520 two years earlier, after it had been heavily pranged. Koos was then 24 years old and repaired the bodywork himself before

using the Anglia as both a daily driver and a race car. His efforts to extract power through various capacity increases honed his reputation on track, both at Killarney and at Kyalami, where the little anglebox became the first saloon to break the two-minute barrier when it lapped in 1 minute 57 seconds. And that when it was still in 1200cc form, *noga!*

That was the same year Koos won the EP Championship and the family garage wall features a pic of that race that shows the Anglia cornering alongside Ian Frazer-Jones's Lotus Elite, and a caption by Koos that the Elite 'was fitted with a Stage 3 kit costing R600!' It was Frazer-Jones's last race but only the beginning for Koos: *CAR* magazine had already got wind of the Anglia's abilities and in February that year put it through a full road test with impressive results: 0-60mph took just 8.1 seconds. *CAR* famously commented that the Anglia could

well be "the fastest Anglia in the World!" The editor went on to remark that it also was faster to 70mph than an Aston-Martin DB4, a claim Koos took issue with after the test was published. "My dad still corrected them," recalls Kosie. "You're saying it's faster than a DB4 0-70mph? You've got it wrong... it's faster 0-70mph and back to zero than what the Aston does to 70mph."

The Anglia's output – reckoned to be 110bhp – came thanks to a capacity stretch to 1478cc and a clever cam by Willie Meissner, who Koos was by then working for at his Dart Service Station in Paarden Eiland. As is well documented, Willie's unrivalled talent was a huge influence on Koos's career when Ford gave Meissner a Lotus Cortina for Koos to drive in the new Saloon Car Champion for the '64 season. But only after it had been modified under the bonnet. "My dad said Willie was so much wiser than Lotus and identified things needing to be changed before he'd even driven the car, like the exhaust manifold which he said would

**Koos was then 24 years old and repaired the bodywork himself before using the Anglia as both a daily driver and a race car**





From left: Jim Clark and Koos Swanepoel.



TEAM MEISSNER 1965  
Left to Right: ALBERT WEIGELS LOTUS 23; BOBBY COETZEE TEAM MECHANIC;  
KOOS SWANEPOEL LOTUS CORTINA; WILLIE MEISSNER TEAM BOSS;  
STEVE BOTES CORSAIR.

**Is this the WORLD'S FASTEST Anglia?**

**Swanepoel 1.5-litre modification**

**PERFORMANCE**

ACCELERATION THROUGH GEAR			
Gear	0-100	0-150	0-200
1st	12.5	25.0	37.5
2nd	11.0	22.0	34.0
3rd	10.0	20.0	32.0
4th	9.0	18.0	30.0
5th	8.0	16.0	28.0
6th	7.0	14.0	26.0

**ADDITIONAL INFORMATION:**

Top speed: 120 mph (192 km/h)  
 Fuel consumption: 100 mpg (23.5 km/l)  
 Max. torque: 100 lb ft (13.6 kg m)  
 Max. power: 100 bhp (73.6 kW)  
 Weight: 1000 kg (2205 lb)  
 Price: £1000



never work. He ended up making a new crankshaft, cams and conrods... basically he just used the head and block," explains Kosie, who reckons they got nearly 180bhp out of it in the end. After the spectacular test of the Anglia, CAR was quick to strap a fifth wheel to the Cortina for a test in its January '64 issue, shortly after the car's arrival from Ford in Port Elizabeth. In Group 2 race trim they reported that it was good for 140bhp, 0-60mph in 7.7 seconds and a top speed of 120mph. Heady stuff back then.

Although Koos had huge respect for Willie's skills, the pair did clash at times, according to the tales that he passed down to the family. "Willie was very weight-orientated; everything he did was about optimising the power-to-weight ratio. But he stuffed up races twice because of that. The first time was when he noticed that the Cortina had two hooters and he took one out, but the bolt wasn't tightened enough and the remaining one fell off and went into a wheel. The second time was at East London

in '65, where my dad was concerned about the fuel needed for the long straight but Willie said he'd worked it out and the car had enough fuel for the race. My dad thought no, bummer you, and he told the mechanic: 'Listen, get another 5-litre can ready and I'll take Willie for a walk and you empty it into the tank.' But Willie wouldn't leave the car all day. Eventually he got a break and said, 'Nou gooi'. But just then Willie returned, grabbed the can and spilt the remaining fuel on the floor and my dad said, 'There goes our race running down the tarmac.' He led the race but the car ran out of fuel on the last lap going up the hill."

Kosie, who runs a professional tuning shop, is quite in awe of both Koos and Willie's efforts to calculate power in the pre-dyno era. "Willie had a G-meter and he and my dad would do runs with it mounted on the dash and take readings. He'd then use the weight and the gear ratios

to calculate the power with a slide rule and he'd say this car's making 150bhp or whatever. Ten years later they got a dyno and it was right."

But 1964 was the seminal year for the Cortina in Koos's hands as he duelled with Basil van Rooyen (who campaigned the other Lotus Cortina) and Bob Olthoff (in the Willment Galaxie) at race tracks across the land to clinch the Saloon Car Championship. It was one of many spectacular results for the Lotus Cortina and, to celebrate, Ford invited 23 champions from around the world to Cortina d'Ampezzo in Italy for a chance to drive a Cortina down the infamous Cresta

**In Group 2 race trim they reported that it was good for 140bhp, 0-60mph in 7.7 seconds and a top speed of 120mph. Heady stuff back then**





Koos in a TR3 lined up for his first race – Gunners Circle, 1958.



bobsleigh run. The cars were fitted with spiked tyres and, although it was meant to be some PR fun, the calibre of participants meant the competition was deadly serious.

Koos was first to go down as Kosie recalls. “My dad thought that with Swanepoel starting with an ‘S’ he’d be way down the list, but then they said: ‘Swanepoel, you’re from South Africa so you go first!’ There was a camera almost as big as the car on the back seat and they had a driver take them down before they had a turn. The first time down they nearly went over the edge on the first corner! My dad spent the first run yelling at the driver to let go of the wheel and said it was scarier being a passenger than trying to drive!” The trip was Koos’s first abroad. It was also the first time he’d seen a television, although the night the footage of the run was aired he had to fly home.

It was at the bobsleigh run that Koos famously met F1 champion Jim Clark and a photo of him receiving a special stopwatch to mark the occasion is a much-treasured piece of memorabilia in the family home.


**Jim Clark was very much part of the SA racing scene back then and was set to compete against Koos and Basil van Rooyen in the Cortinas in a support race for the Rand Grand Prix in December ‘64**

Clark was at the event with Colin Chapman and the pair took to the run too, with press coverage revealing that they evidently had a job outdoing the other racers, with the front struts of their Cortina about to burst through the inner wings by the time they’d clinched Fastest Time of the Day!

Jim Clark was very much part of the SA racing scene back then and was set to compete against Koos and Basil van Rooyen in the Cortinas in a support race for the Rand Grand Prix in December ‘64 (a month before Clark won the South African Grand Prix in East London) but had to withdraw after suffering a slipped disc at the bobsleigh run. “Apparently John Whitmore threw a snowball and Jim Clark slipped a disc trying to get out the way. His car was already on the way here so they got Jackie Stewart to drive it,” explains Kosie. The epic battle at Kyalami – which saw Jackie ultimately snatch victory after a Galaxie got in the way – is part of SA racing lore, as is Basil’s immediate challenge to take on Jackie right away without any other traffic!

A broken crank during the final saloon championship race denied Koos the ‘65 championship and after that Ford replaced the Lotus Cortinas with Mustangs. Both Koos and Basil continued to thrill fans, but the Mustang didn’t deliver like the Cortina had for Koos. Evidently Ford had to rely on an accident-damaged demo model (as

there was a strike at its export factory in Dearborne in the USA) and the car never handled that well. He had more success with a Corsair, which he and Steve Botes raced in the 9-Hour and other events. Koos also dabbled quite extensively in sports car racing, campaigning the ex-Dawie Gouws Elva-Porsche (which he converted to Coventry-Climax power) in the SA Sports Car Championship, where he was often up against Bob Olthoff. By then he was working as the Service Manager for Windsor Garage, a famous one-stop tuning outfit in the Cape.

Koos also raced a Mk1 Escort successfully, and in 1969 he won the Western Province Sprint Championship. Windsor Garage famously sponsored his racing in a Cortina Perana – Koos having by then met the other Basil to influence his racing life, Basil Green – and a Capri Perana. Much like the Meissner Lotus Cortina, the Peranas were formidable track weapons that thrilled spectators on and off the circuit. Although Koos unfortunately rolled the Capri spectacularly in the False Bay 100 in ‘71, it didn’t stop him scooping the Western Province Group 1 Championship the same year in what was the first of three championships and the start of much more to come from this talented and much-loved racer. Next month CCA will cover Koos’s racing career in the ‘70s and ‘80s. 

**Special thanks to Koos’s friends Peter Assheton-Smith and Andre Ellis, and the Swanepoel family for assistance in compiling this feature.**





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



**Silence ...  
to relive the moment ...**



www.fans.co.za Ctn: 021 5521077 Jhb: 011 6081749 Dbn: 031 579 8060 PE: 041 487 3211



# LET THE BIKES DO THE TALKING

Many people claim that they restore cars and motorcycles, but very few can be called master craftsmen in this specialised art form. **Roger Houghton** catches up with one of the latter – Pretoria-based Ivor Gilson, who has hung up his restoration hat after many years and can now look back with pride on an amazing array of machines that he has brought back to life – often better than they were when new.



Ivor in the Nippy.

Ivor has carefully recorded details of his complete restorations (14 motorcycles and a few cars) as well as work done on another 46-odd bikes that did not require substantial rebuilds, but only detail work. On average, he rejuvenated two motorcycles a year over a period of 54 years. He completed his last restoration project, a 1953 Triumph Speed Twin, in 2008 and rode it until 2015. In between, it won the 'most authentic Triumph' prize at the 1000 Bike Show eight years ago.

And he wasn't afraid to use his restored work, being a regular competitor in classic and vintage motorcycle regularity rallies such as the DJ

"Of all the bikes I owned and restored, I enjoyed this trusty Triumph the most. What a great bike!" commented Ivor. And he wasn't afraid to use his restored work, being a regular competitor in classic and vintage motorcycle regularity rallies such as the DJ (his first entry was in 1972 and last in 2007) and Magnum Rallies (his wife Sheila was the first pillion passenger to ride in the Magnum Rally). He took part in 25 of each of these famous events over the years.

His technical skills have been acknowledged by many of his peers in the small band of top-class South African vehicle restorers, with a host of Concours d'Elegance awards from competitions in the past. He has now disposed of his prized, personal collection of immaculate restorations as he

and Sheila enjoy a quiet life in a retirement cottage in Garsfontein, having moved there in 2010.

The restoration projects tell only half the story of a life lived by this gifted man, which included bringing up 10 children – six boys and four girls – and being medically boarded from the Council for Scientific and Industrial Research (CSIR) at the age of 54.

His first wife, Betty, died when he had just turned 40, leaving him with five children. He then married Sheila, who also had five children, and they all moved into his house – in Queenswood, Pretoria – which was enlarged to cater for the 12-up family. The pair took bringing up 10 children in their stride and all the kids have gone on to be successful. On the bike front only one offspring, James, was interested in the restoration projects and was also an accomplished speedway racer, winning the





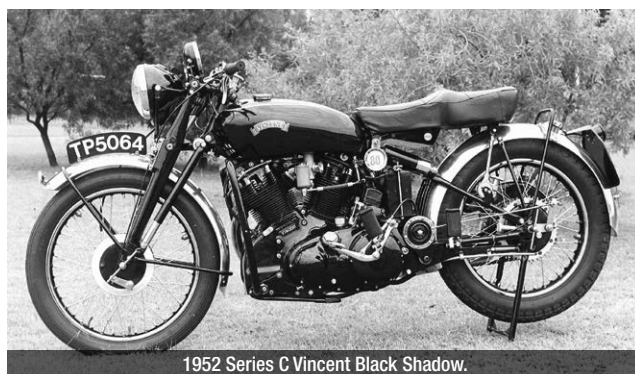
AJS 7R racing bike.



Customised Austin Nippy.



1936 BSA Q7.



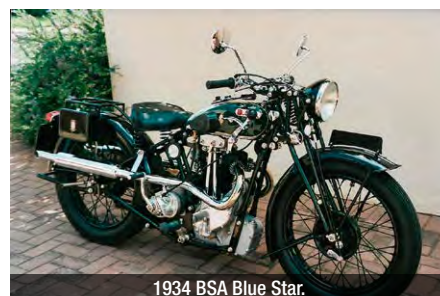
1952 Series C Vincent Black Shadow.



1934 Moto Guzzi 2VT.



1934 New Imperial 'Grand Prix' racer.



1934 BSA Blue Star.

SA junior championship in 1981.

One of four boys in the Gilson family, Ivor started riding motorcycles at the age of nine and proved skilled with his hands from an early age. He began as an apprentice fitter and turner at Iscor, qualified as a toolmaker and stayed with the Pretoria West operation for 10 years. "Iscor was a very disciplined working environment and I learned a great deal while working there," said Ivor. "It was an excellent training ground for artisans and I made some good friends there. There were several colleagues who would later get involved in the classic motorcycle scene. These included Kevin Robertson, John Shaw, Mike Scot and Jimmy Mogridge. My initial transport to and from Iscor was a 'dikwiel' bicycle. I then progressed to a James Captain de Luxe with a 197cc Villiers two-stroke engine, which my eldest brother, Tubby, bought new for me in 1954."

When he was 29, Ivor moved from Iscor to the Council for Scientific and Industrial Research (CSIR) in August 1962 as a toolmaker and thereafter qualified as a precision scientific instrument maker. He worked here for 29 years, before being medically boarded and pensioned at the age of 54. "Working in that high-tech environment was very stimulating as the nature of the projects varied widely, ranging from making heart valves to being involved with making components for a prototype autogyro. I also worked with a lot of fine people at that establishment and learned many new skills which would prove invaluable when I was restoring motorcycles."

His first motorcycle rebuild started while still at Iscor in 1960 following some pushing from Errol Herbert. It was a

1934 BSA 500 Q7 'basket case' acquired from the late Willie Grobler, a well-known racer bike dealer. The biggest challenge for Ivor in this project was making up the twin exhaust pipes and silencers as the engine had two exhaust ports, but when done he used it as everyday transport and regularly rally faithful – he did several DJs, with a best position of fifth in 1974. Ivor got involved in motor rallying through his brother Tubby, a prominent member of the Pretoria Motor Club that also assisted Ewold van Bergen in preparing his works Datsun rally cars.

On the car front, Ivor undertook a few

He began as an apprentice fitter and turner at Iscor, qualified as a toolmaker and stayed with the Pretoria West operation for 10 years

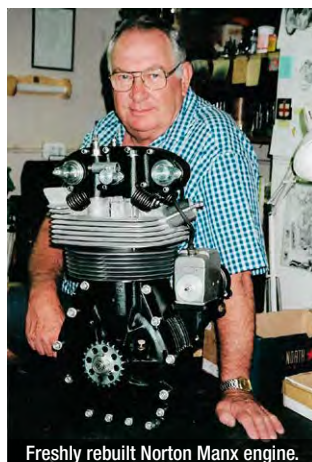




1935 BMW R17.



Ivor and Sheila rallying.



Freshly rebuilt Norton Manx engine.



Before: 1930 Velocette KTT racer.



After: 1930 Velocette KTT racer.

restorations but his most notable was a 1934 Austin Nippy, purchased for R17 and then turned into a neat sports car with several performance and reliability modifications, which included making a wood-rim steering wheel.

The unassuming master craftsman says his biggest challenge, both in terms of a tight time constraint and frustrating challenges, was rebuilding a 1926 Douglas TT Gooseneck racer. It was in a seriously dilapidated state after being T-boned in an accident and many major components were missing. It took more than three days to straighten the frame. The likes of a new crankshaft was sourced from the UK and the 23-inch beaded edge rims and tyres came from the States. After eight months of hard work, the Douglas looked like a brand-new bike. Ivor did all the work on the cycle parts, including the painting, hand-stripping, rebuilding the fuel tank, substantial work on the engine and gearbox and even making items like necessary bolts and nuts from stainless steel. He rebuilt and laced the correct wheels and had a saddle made up,

worn holes were bushed and new friction discs made for the steering damper.

It was worth it though as the 596cc horizontally opposed twin Douglas is one of only three built for the 1926 Isle of Man TT. This one was ridden by a South African, Fritz Zurcher – the Douglas agent in Durban – and then brought home to race in several local events, including the 1927 Natal Hill Climb, where the machine was timed at 92mph (148km/h), making it the highest official speed by a motorcycle in Africa at that time. Charlie Young, one of Zurcher's employees, rode the Douglas in the annual DJ road race from Durban to Johannesburg, finishing third in the 1929 event.

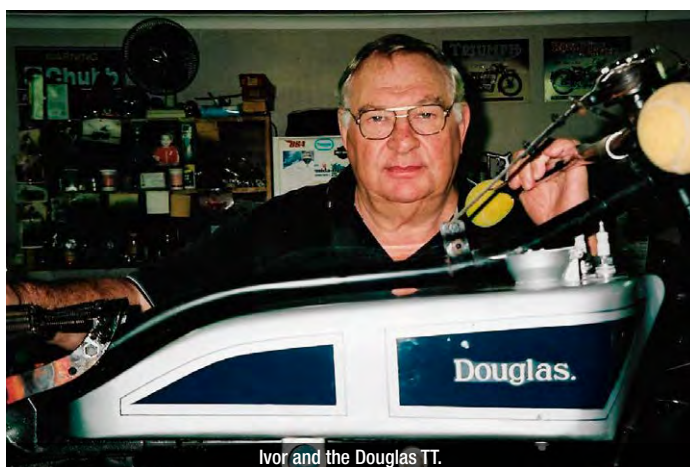
The Douglas was subsequently taken to a gravel road in Compensation Flats in Natal for an attempt at the South African speed record. Ridden by Charlie Young, it topped out at an average of 107mph (172km/h) from three timed runs. It was the first motorcycle to be officially timed, on this occasion by the Automobile Association, at a speed of more than 100mph (160km/h) in South Africa.

When Zurcher's business in Durban

closed in the early 1930s, the Douglas ended up in the Sydenham Garage, Port Elizabeth. A Jack Cuyler found it partially stripped in 1942, paid less than £1 for it, got it running and used it as his ride-to-work hack. The machine was later discovered by a South African collector who sent it to Ivor for the restoration. It now resides with a collector in Dublin, Ireland.

A second notable restoration challenge for Ivor came from another TT race bike, this time a 1934 250cc New Imperial 'Grand Prix' racer, which had been severely damaged in a house fire. This bike was raced in the 1934 Isle of Man TT by Leo Davenport and is believed to be one of two remaining examples of this model in the world. When Davenport died in '63, Salamander Motors in London sold it to a South African that brought it back to Pretoria and used it for one DJ event before his home and garage burned down. Ivor saw the charred remains as it headed for the scrapyard but saw scope to restore it and was delighted when the owner said he could have it if he thought he could rebuild it. After six months of hard





Ivor and the Douglas TT.



From left: author Roger Houghton, Ivor's son Rodger and Ivor alongside the ex-Hocking 1956 350 Manx.



The rebuilt Manx engine.



1930 Moto Guzzi Quattro SS.



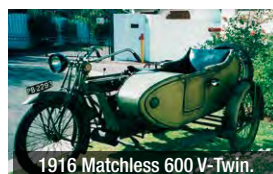
1907 200cc Belgian FN SV.



Ivor's Manx at Zwartkops.



1953 Triumph Speed Twin.



1916 Matchless 600 V-Twin.



1927 Douglas TT Gooseneck racer.

work the job was done, and the 'new' New Imperial went on to complete many DJs and also win the Vintage Motorcycle Club's Concours d'Elegance on two occasions.

Sadly, a need for a cash injection saw him sell the New Imperial but he kept his hand in the racing machines by restoring a 1948 350cc AJS 7R 'Boy Racer' belonging to his friend Jaap van Tilburg. This bike had been raced by one-legged Smiler Smyth over the years and the use of methanol fuel made cleaning the clogged fuel system a big task. Unperturbed, Ivor completed a full engine and magneto rebuild and paid countless hours of attention to the cycle parts. The results spoke for themselves, with the now mint 7R finishing on the podium during a historic race at Kyalami.

Vincent is the buzzword in the classic bike investor market now, but Ivor used one in the 'old days' for regular transport. Over his restoration career Ivor worked on three of this fabled brand's models: a 1952 Series C Black Shadow 1000, 1952 Series C Comet 500 and 1955 Series D Black Shadow – the Series C Black

Shadow being his part-time commuter for 12 years and attained through swapping a BSA Q7 Twinport and a 1956 Ariel 500. Although obtained for the price of two bikes, the Vincent was badly worn out and the engine was seized solid. Ivor beat the many challenges, won the Best Bike award at the Classic Motorcycle Club's annual concours three years in a row, rode it on several rallies and of course took it to work occasionally. The bike is now in England.

The single-cylinder Vincent Comet was bought from a neighbour in 'scrap form' and without a gearbox. He was fortunate to locate a gearbox in Benoni, but many of the parts required for the extensive rebuild had to be imported from England. Once completed, the Comet won Ivor a R5 000 cash prize at the Pietermaritzburg Grand Bike Show, as the Best Bike Overall. This Vincent is also believed to be back in the UK.

The third Vincent that underwent the Gilson treatment

was a crashed, worn-out heap 1955 Series D. When the factory ran out of fairings for the Series D models, a small number of 'naked' models were made. There are few of these remaining and consequently they are considered particularly valuable. With new parts made up or acquired internationally, the now immaculate bike was handed over to the fastidious collector but he soon sold it on, claiming it to be like a rocket and too powerful. It moved through more hands before selling via a Sotheby's auction at Kyalami to an American.

While the abovementioned bikes are

While the abovementioned bikes are legendary, there is one name that blows them all out the water in the iconic ranks, and Ivor has had a hand in restoring two of these... of course we are talking Manx Norton





Ivor with the man who bought his collection, Ben van der Merwe.



John Learmonth was entrusted with shaking down the 350 Manx.

legendary, there is one name that blows them all out the water in the iconic ranks, and Ivor has had a hand in restoring two of these... of course we are talking Manx Norton.

Made in 350cc and 500cc versions, the 500 carried the designation 30M and the 350 the 40M – approximately the number of minutes they took to lap the 60km Isle of Man TT circuit. Ivor's rebuilds include a 1955 500 for Derek Pennington and a '56 350 that is believed to have belonged to Gary Hocking and is currently owned by Ivor's eldest son, Rodger.

Another sporting Norton restored by Ivor was a 1958 International with a 500c engine. This was another 'basket case' buy although, thankfully, it was 90% complete in terms of parts but numerous parts had to be made and the restoration took 14 months. Ivor used it as his daily ride and concours winner but sold it to an American musician to buy a diamond engagement ring for his soon-to-be wife.

Another iconic British sporting motorcycle that is gaining rapidly in value is the BSA Gold Star, particularly in high-performance Clubman trim with the RR T2 close-ratio gearbox. Ivor received one when a client's business went bankrupt and he was given the Gold Star as payment for work done on a Norton. The Gold Star did not need much work, other than repainting the fuel tank, but Ivor did not

like the riding position or the vibrations of this single-cylinder so sold it to a chicken farmer in the Free State.

The revered British motorcycle brand Velocette also found a spot in his workshop, with a 1962 500cc Thruxton production racer and one of the famous KTT racers undergoing full restorations. The KTT, which was shipped out from the UK for the eight-month rebuild, won an award as Best Velocette at the 1000 Bike Show before going back to the owner in England.


Although the majority of Ivor's complete rebuilds have been British motorcycles, a significant number of European models also passed through his workshop. These included six BMWs dating from 1926 to 1976, with the models being: R11, R12, R17, R50, R69S and R100RS. There were two Ducatis – a 1957 DOHC 250 Super Sport and a 900 Desmo Darmah – a 1907 Belgian FN SV with a 200cc engine and shaft drive, two Jawa speedway bikes, one being a prized 1980 Neil Street model, and two Moto Guzzis – a 1930 OHC 250cc Quattro SS and a 1934 500 2VT.

Besides the British brands mentioned earlier, Ivor also restored a Weslake-engined and two JAP-engined speedway bikes, a 1916 army Matchless with a 1000cc V-twin and sidecar as well as a 1953 Matchless 600 twin, three Royal Enfields – two Ex-War Department and the third a 250cc Scrambler – and a 1948 four-valve 500cc Rudge racer.

With so many under the belt, what was his most satisfying and enjoyable rebuild? Ivor

claims a 1960 BSA Rocket Gold Star replica as that winner. "When I bought a 1960 BSA Super Road Rocket from a Mr Simpkins it was shabby but complete. I was fortunate to get with the bike an RR T2 gearbox, which is a close-ratio four-speed unit used on the 500cc single-cylinder BSA to further improve performance on the track, although it was difficult to ride the bike at low speeds. I then imported all the other Gold Star parts, such as the 'crinkle' rear hub and brake drum, large front hub and matching brake drum, Akron flanged aluminium wheel rims, the correct swinging arm, petrol tank and even the siamesed exhaust pipes with a Gold Star silencer. I was in heaven! This permitted me to build a replica of the famous BSA Rocket Gold Star (RGS) which was the same as the original in every aspect. I could write a book on all the work I put into this project and what a joy it was to ride. This bike now stands with five of my other bikes in the showroom of a collector in Pretoria."

Ivor Gilson, master craftsman, has certainly left an indelible mark in the realms of motorcycle restoration – not only in South Africa, but also globally. Many of his works are highly prized – and priced – representations of excellence in classic motorcycle collections all over the world. What is amazing is that most of Ivor's work was completed before the years of Google and motorcycle websites.

Regardless, the 80-plus-year-old man remains humble and not one to talk about his efforts, rather preferring to let the restored and reconditioned motorcycles and cars that have been through his workshop do the talking. 

Ivor Gilson, master craftsman, has certainly left an indelible mark in the realms of motorcycle restoration – not only in South Africa, but also globally





• Lummie Jackets • Aviator Jackets • Driving Jackets • Waist Coats •



• Custom made leather jackets, any colour, style and size •

Contact us on:

+27 83 779 3089 / +27 73 090 3345  
sales@oldschooljackets.com

Or visit our fully stocked showroom at:

1 Rand Airport Road, (inside Germiston Golf Course)  
Germiston, Gauteng



f @OldSchoolJackets    @Old.Schoo

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



# ADVANCED TIMING

By Jake Venter



**T**he first successful and practical internal combustion engine ran on a mixture of coal gas and air. It was built in 1858 by the Belgian engineer Jean Joseph Étienne Lenoir, who modified a steam engine to forego the luxury of getting pressurised gas from an external fire. The mixture entered alternately on opposite sides of the piston, like on a steam engine, making it a double-acting two-stroke. The mixture was not compressed before combustion and this made the engine very inefficient, but over 400 were built for stationary use. The only fairly modern feature was that ignition occurred due to sparks created by an early form of the modern induction coil, activated by a battery.

Lenoir's solution to the ignition problem did not find favour with other inventors. In fact, so little was known about electricity that as late as 1907 a text book stated that "the nature of electricity is so elusive that it is not to be wondered at if the student suspects that neither his teacher nor anyone else knows what he is talking about." (This may still be true!)

Finding practical and reliable ignition systems for their engines proved to be a major problem. Nikolaus Otto's first engine, built in 1864, employed a gas burner generating a flame in a cage that incorporated a sliding opening. This communicated with the combustion chamber at the correct time to allow the flame to ignite the mixture. Most gas engines used a closed tube projecting into the combustion chamber, kept hot by an external flame, to ignite the mixture. These systems were unreliable and made it just about impossible to vary the ignition timing. Otto's later (1876) engine, the one that introduced the four-stroke cycle and made him famous, used an induction coil-and-battery ignition.

Carl Benz called ignition the problem of problems. He didn't like the hot-tube ignition

system and so, after trying many different ideas, settled on a chromic-acid battery, a buzzer interrupter and an induction coil that gave a continuous series of sparks.

The induction coil was invented by Nicholas Callan in 1836 but commercialised by Heinrich Ruhmkorff, who patented it in 1851 and subsequently received a 50 000 franc prize for this important discovery. It consists of two coils of wire wound around an iron core. The low-voltage battery current flows through the primary windings which consist of a relatively low number of thick wires, and this induces a magnetic field in the core. When the current is interrupted by a trembler or set of distributor points, the collapsing magnetic field creates a high-voltage current in the secondary windings, which consist of a large number of thin wires. The ratio between the number of HT windings and the number of LT windings determines the voltage ratio so that a ratio of  $18\,000/12 = 1500:1$  will change the 12-volt battery voltage into something like the 18 000 volts needed to ignite the mixture.

## ELECTRIC IGNITION SYSTEMS

### 1. High-tension coil, trembler and battery without a generator

Lenoir, Otto, Benz and many other pioneers employed this system. These early coil units were fitted with an interrupter or trembler that formed a make-and-break switch. When the coil was switched on, the magnetic field opened the switch; this interrupted the circuit, which collapsed the magnetic field so that the spring-loaded switch closed again. This movement resulted in a continuous series of sparks, whereas a modern set of distributor points would result in a single spark. The Ford Model T used this system for many years, with a separate coil/trembler for each cylinder. The major disadvantage was that before 1912 very few cars carried generators.

The battery had to be charged by an external source from time to time.

### 2. Low-tension magneto

Motorists did not like taking their batteries to a workshop for a recharge. This led to the introduction of an engine-driven generator (called a magneto) which incorporated a set of points to supply a low-tension spark. It did not charge a battery. The latter was regarded as an unreliable menace and certainly not needed on a car. The then-current acetylene headlamps operated without a battery. Low-tension sparks could not cope with anything but perfect mixtures, with the result that this system was soon replaced by a high-tension system.


### 3. Low-tension magneto with a coil

Adding a coil to the above circuit converted it into a high-tension ignition.

### 4. High-tension magneto

This is essentially a low-tension magneto fitted with LT and HT windings wound around the armature in such a way that the typical transformer action happens inside the rotating armature so that an HT spark is delivered. A typical magneto combines a set of points and a distributor function in one unit. Many vintage engines employed two spark plugs per cylinder; one fired by a magneto and another fired by a battery and coil. Magnetos are still in use in aero engines, marine engines and racing engines. They don't require a battery.

## THE MODERN ERA

This started when Charles Kettering perfected the starter motor, the coil-and-distributor ignition system, and a 12V generator for the 1912 Cadillac. Modern systems are electronic versions of this layout. 





**Parabolica**

.....  
**SAFETY INFUSED  
FASHION**

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

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

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

*All the gear  
all the time*



# JUST WHAT THE (CAPE) DOCTOR ORDERED

With its magnificent beaches, winelands and the ever-present beautiful Table Mountain, Cape Town has long been a number one holiday destination for the rest of the country. And many of its famous streets and landmark buildings have seen their fair share of life over the years, much of which has been motoring-related. **Graeme Hurst** has a go at identifying some of the cars that have rolled through the iconic Mother City over the last few decades, as captured in a collation of period photos found online.

**Photo compilation credit: Etienne du Plessis @flickr**



## ADDERLEY STREET

Named after the British MP who successfully fought off his government's attempts to make Cape Town a penal colony in the 1850s, Adderley Street is both the epicentre of the city and its best-known street. This photo captures just why, with plenty of hustle and bustle as drivers and pedestrians make their way through the intersection with Strand Street. There's a good mix of cars too, with two examples of the 1960s family stalwart, the Valiant (light blue ahead of the Toyota bakkie in beige) and the charcoal grey example next to the Beetle, bottom right. And behind that we have a bubble car... and not just any old one but an upmarket, four-seater BMW 600 Isetta by the look of it. Posh stuff! And there's some other German fare across the intersection: a fintail Mercedes that was possibly supplied by marque agents Stanley Porter up the road? It's just behind a Farina-bodied Austin and ahead of one of Issigonis's little front-wheel-drive wonders in vibrant green.

## CARLTON HOTEL

There's a colourful mix of cars outside this early 1960s pic of the Carlton Hotel, which once stood proudly just off Adderley Street and Riebeeck Street before it made way for skyscrapers in the early 1970s. The automotive line-up is headed by an early, sliding-window Morris Mini (the lack of the crinkle-cut grille a giveaway that it's not the Austin variant), ahead of a Ford Prefect. Both good examples of British fare – much like the Morris Minor that's just turned past the Colosseum – but there's some continental competition behind the Ford in the form of a Peugeot 403 and a Borgward Isabella, the latter across from the Mini. And what's that behind it? A Studebaker of sorts?



## BO-KAAP

Some easy spots in the colourful Bo-kaap area headed by a VW Variant 411 in dark blue – it looks shiny enough to be new so the pic may be as late as 1968/9, just after launch... the controversial Disa Park towers in the distance would've just been up by then too. Behind it is a more run-of-the-mill Valiant, but which model exactly? And what's that in blue at an angle? Could it be a little ADO Austin – one of Issigonis's Mini-based saloons? Tricky, to be sure, from the oblique rear view but the car behind it is most definitely an Opel Rekord. Interesting to see all of them parked in a protective wheels-to-the-kerb manner, San Francisco style!



## STANLEY PORTER

Stanley Porter was an official importer, and later retailer, of Mercedes-Benz cars back in the 1950s and '60s before the group evolved. And these rather majestic headquarters were located on the corner of Buitengracht and Church Streets, just above what is today Heritage Square. The building's base still operates as a Shell fuel station today. There's a good selection parked along the road, including three Beetles (the cream one being an early small rear window model) and an Austin Somerset that looks to have had some repair work on its rear wing. Ditto the saloon one along... what do you reckon that is? A Hillman of sorts? The white-roofed car alongside is most definitely a DKW and the steeply backed saloon in faded blue a Standard Vanguard. Spicing things up a little is a Willys-Overland further along.



## THE ORIGINAL CROWN BAR

With the Citroën DS, elegantly attired gentleman and the signage for the kerb-side tobacconist tucked away to the left, you could be forgiven for thinking that this shot of The Original Crown Bar was taken in 1960s Paris. But it's actually of a once well-known drinking spot on the corner of Waterkant and Adderley Streets. With its outside door handles and clean flank, the DS is likely to be a late pre-'67 single headlamp variant although the gold badge makes it a DS and not the less technically advanced ID variant. Any guesses on the make of the delivery truck with its load of Lion beer?



## SPOTTY DOG ROADHOUSE

Not in the city but a well-known landmark nonetheless; the original Spotty Dog fronted a roadhouse-cum-milkshake bar in Retreat. It was modelled on a similar structure outside of Los Angeles and built under great secrecy (behind a wall of hessian) in 1938. Although a bit controversial it ended up becoming a much-loved institution, especially on weekends, with cars such as this Opel Olympia Caravan full of excited family members looking forward to their double thick shake! Spotty was part of this stretch of the southern peninsula right up until the early 1970s, when an out of control truck destroyed the old boy. He was later rebuilt before being demolished for a development, which is now fronted by a 2.5m-tall version.



## LONGMARKET STREET

A striking image depicting a view up west along Longmarket Street that looks quite downtown American in feel. That's partly due to the Atlantic influence of the Hudson taking centre stage. Is it a Commodore? The Opel on the right has a similarly majestic ring to its name: Kapitän. And what's the car on the far left? Our money's on it being a Dodge or Plymouth, but we're not entirely sure. The delivery van in the background is clearly Ford Prefect-based.



## THE METRO CINEMA

The Metro 'bioscope' was a much-loved institution on the corner of Waterkant and St Georges and this photo is before the latter became a pedestrian mall. Pulling off the line to the right is what looks to be a Plymouth Belvedere – which puts the pic after 1956 – with an Opel Olympia Caravan parked against the kerb. Perhaps that's just conveyed the three very period-looking ladies in the centre for a spot of shopping at nearby Garlicks? Ahead of them to the far left of the pic is a Ford 100E Prefect and a rather run-of-the-mill 1940s sedan – a Dodge, Chevrolet or maybe an earlier Plymouth... any guesses?





# DAM GOOD IDEA

The first flying boat to arrive there, a Short Sunderland called *Canopus*, landed on the Vaal Dam in 1936 at what is now Deneyville



Deneyville! A somewhat weary-looking Vrystaat dorpie on the banks of the Vaal Dam, about an hour's drive south of Johannesburg and five north from Durban. **Gavin Foster** delves into this little town's interesting history and reckons that the motorcycle museum makes it worth a stopover.

It's not much to look at today but in the '30s and '40s the village achieved international fame as the aviation portal to South Africa. Construction of the dam commenced during the depression of the early '30s, partly to provide employment for white South Africans, and many of the workers had to live somewhere. Some, when their lives returned to normal, later bought property in the town. Thus was born Deneyville in 1936, named after Denys Reitz, author of the Boer War book, *Commando*, and son of Free State President FW Reitz.

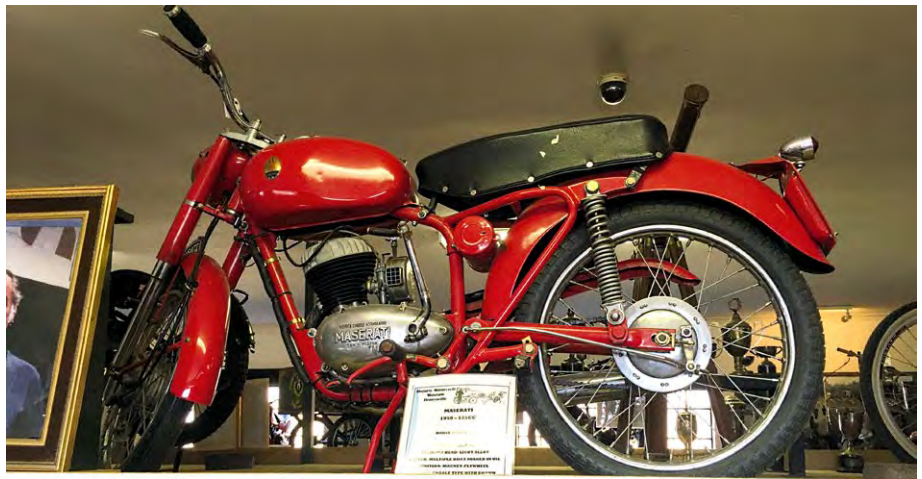
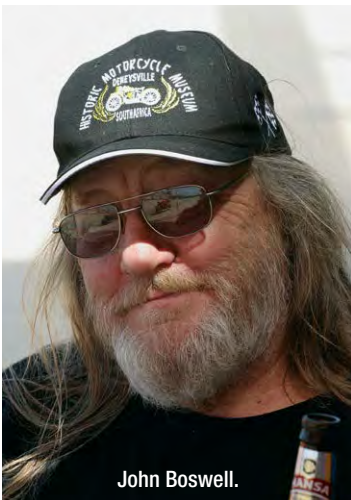
Commercial aviation was at the time rapidly gaining popularity, but the shortage of suitable landing strips for large aircraft led to the growing popularity of massive flying boats conveying mail and passengers around the

world. The first flying boat to arrive there, a Short Sunderland called *Canopus*, landed on the Vaal Dam in 1936 at what is now Deneyville, and the Empire Airmail Scheme delivered its first 1.75-tonne load of overseas mail to the airline's new SA destination in June 1937.

The British Overseas Airways Corporation ran a very successful passenger service to South Africa from Southampton via Agusta in Italy, Cairo, Luxor, Khartoum and Victoria Falls. The trip took four and a half days, the planes flew low enough that the passengers could ooh and aah at the antics of the wildlife below, passengers were fed a delicious cold buffet for lunch, and dinner would be enjoyed at a posh hotel where the passengers would stay overnight while their plane bobbed about on a large body of water nearby.

Those who'd bought tickets for Johannesburg were eventually offloaded





at Deneysville, where they'd either spend the night in the company hotel or leave immediately on a bus for the city. There was a terminal building, a slipway, ferries and a jetty in the village. The flying boat crews frequently stayed over for a couple of days, and there were technicians, cleaning crew, clerical staff and a doctor all based full-time in Deneysville.

The town was a happy little place full of fond memories and the BOAC people started the Lake Deneys Yacht Club that still exists today, but there's not much else left of this milestone in South African aviation history, apart from a few photographs. Jan Smuts International Airport (now O.R. Tambo International Airport) opened in 1950, and the Deneysville operation closed down in '51. The old hotel burnt down and the airline buildings fell apart or vanished underwater when the dam level was raised some years ago.

It's sad. Somebody should build a museum at Deneysville...

Hang on there – somebody has! It's a motorcycle museum! A noisy Englishman, John Boswell, runs a hotel and what is arguably South Africa's – or maybe even Africa's – finest motorcycle museum right there in the village. The Lake Avenue Guest Lodge, on the shores of the dam, is home to a variety of very collectable motorcycles, ranging from early 20<sup>th</sup> century British singles to German two-strokes from the '50s to 1970s six-cylinder Hondas and Kawasakis, interspersed with one-, two- and three-cylinder racebikes and plenty of other unusual exhibits.

Ever seen a real version of the tidy German Adler two-stroke twin that provided Yamaha with so much insight into what buyers expected

A noisy Englishman, John Boswell, runs a hotel and what is arguably South Africa's – or maybe even Africa's – finest motorcycle museum right there in the village





John Boswell of Wolverhampton was a full-time builder and part-time sidecar racer in the UK before coming to SA on holiday in 1981 and deciding he liked it so much he wasn't going back

in a decent 1950s motorcycle? The cheap Japanese copies didn't help Adler much, though – they eventually shifted their focus from motorcycles to office equipment and were ultimately bought out by Olivetti. What about a Maserati motorcycle? The Maserati Spark Plug Battery Company (Fabbrica Candele Accumulatori Maserati S.p.A.) was part of the famous Italian engineering dynasty, and, after buying out motorcycle manufacturer Italmoto in 1953, exported their 50cc to 250cc two- and four-stroke products to other European countries, South Africa and the USA under their own name before closing down in 1960.

There's a collection of 1961 350 and 500cc GP World Champion Gary Hocking's trophies and medallions on display, and, of course, the inimitable

Des Pistorius's 1000cc Honda Gold Wing upon which he covered almost 1.5 million kilometres getting himself and his famous canine travelling companions to countless motorcycle rallies between 1978 and 2014, when he died in Durban at the age of 79. There's a section dedicated to six-time World Champion Jim Redman, who stays at the inn frequently when he's in South Africa, and another devoted to Paddy Driver, the most successful South African-born racer ever in 500cc GPs.

John Boswell of Wolverhampton was a full-time builder and part-time sidecar racer in the UK before coming to SA on holiday in 1981 and deciding he liked it so much he wasn't going back. He met his better half, Charmaine Munro, in Johannesburg in about '89 at the Classic Motorcycle Club and cajoled her into becoming his accomplice in the sidecar game. "We originally used Yamaha TZ750 power before settling for Suzuki Katana 1100 engines






because they were much cheaper," he says. The hustle and bustle of Johannesburg began to get them down though. "We had friends in Deneysville and when we visited them one day decided this was a good place to settle down. We bought the hotel and then followed up by building the museum."

The last time I visited Lake Avenue Guest Lodge was in 2012 when a group of us brought a collection of Gary Hocking memorabilia up from Durban to put on display. I ask John what happened to my favourite bike there – the very rare Jawa 500cc twin-cylinder GP racer that was on display back then. "The owner, Lofty Pretorius, has retired to Sedgfield and started his own bike museum down there, so he's taken it back," says John. "We have about 140 bikes here at the moment, with many being on loan. The mix is constantly changing – as some go back to their owners, more are put on display by others."

John is a world-class bike builder and restorer, and occasionally wanders off into

alien territory with somewhat bizarre but always interesting designs. One project involved joining three single-cylinder clip-on two-stroke bicycle engines together to form a 150cc triple. "I've got a project on the bench at the moment," he says, "with a Triumph Bonneville engine. It has a very, very long fuel tank that's actually a brass-riveted fire extinguisher. I like making foolish things because it gets me out of my groove with other conventional restorations." 

*Lakeside Inn is a favourite breakfast run venue for Johannesburg bikers and, for those who want to stay over, has 12 rooms, 24 beds, place for tents and, for anybody on a tight budget, space to crash indoors in sleeping bags. Rates for the rooms are R450 PPPN single or R890 sharing for bed and breakfast. The museum costs R25 for admission if you're not staying in the hotel. The public bar and restaurant are closed on Mondays and Tuesdays, but guests will, of course, have access to them.*









# LIVING THE DREAM

Board track racing was arguably the deadliest form of racing in history for both rider and spectator alike. Yet in spite of this, it was one of the most popular spectator sports in America during the first two decades of the 1900s. These events frequently pulled in 10 000 onlookers to watch the brave pilots whose bravery was rewarded handsomely, with top riders able to make in the region of \$20 000 per year. **Stuart Grant** pays a visit to Soekoe Bicycle Company, just east of Johannesburg, to learn more about this sport and sample some of the company's motorised machines that pay homage to the sport.

**Photography by Douglas Abbot**

**N**ever heard of board track racing? Here's a brief history. The name comes from the construction of the tracks, which were based on the velodromes used by European bicycle racing, and made from two-inch x four-inch boards (planks) running anything from a half to two miles in circumference. The tracks earned the name 'motordromes', for obvious reasons. For the most part, the opposing corners were banked at a 45-degree angle and in some extreme cases even 50 and above. The first large board track opened in Los Angeles in 1910 and the crafty American promoters were all over the action

from the get-go. And why wouldn't they be? The tracks were cheap to make and pulled in paying customers in seriously large quantities. The downside was the timber took a whack to maintain, only had a three-year lifespan and on a good day was made slippery by the oil thrown from the engines' 'total loss' design – onto the exposed valves and springs as well as the track surface and any rider in close proximity.

The bikes (like their money-hungry riders) were wild, capable of 100mph, sans any real suspension and – wait for it – fitted with no brakes. Spectators were 'protected' by some more boards nailed to some uprights.

With the degradation to the surface,

poor safety measures and manic riding, the fatality rate was high and led to the motorcycle racing governing body pulling its sanctioning of the events relatively quickly. Two accidents in particular were the catalyst for this ruling, which led to the closure of motordromes – the last to close being New Jersey's Woodbridge Speedway in 1931. The first of these accidents took place in Newark, New Jersey, on 8 September 1912. Two racers, Eddie Hasha and Johnny Albright, were killed when they crashed into the outer rail. But even more devastating was that the accident resulted in four spectators perishing and a further 19 being badly injured. Newspapers across the land





carried the story and the call for a ban on the races started gaining momentum. Further fuel was added to the mix a few months later when on 20 July 1913 in Ludlow, Kentucky, Odin Johnson crashed into a light pole, which resulted in his fuel tank exploding. A spark from the light pole then ignited the fuel and the flames spread into the crowd, killing Johnson along with eight spectators.

To combat this, measures were taken and in 1919, the American Motorcycle Association banned motorcycle racing on tracks under one-mile long. In 1926, a smaller 750cc class was introduced – not that this helped as the ‘little’ bike record soon reached 120mph.

While it might sound like it was all doom and gloom, board track racing did bring us

some positives in the form of motorcycle development and the building of brands like Harley-Davidson and Indian.

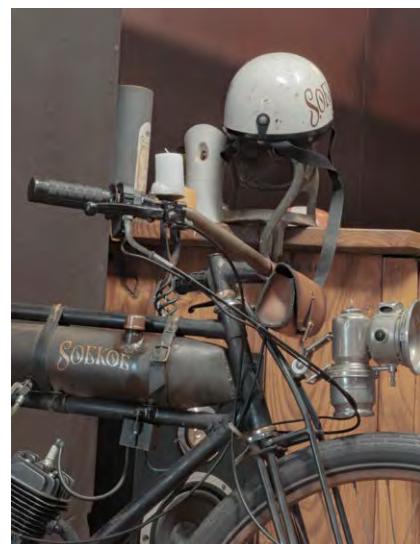
When Desmond Soekoe, a historic car racer, motorcyclist and mountain biker, stepped down from running his successful engineering shop on a day-to-day basis, he started tinkering with the things he enjoyed in life. His love for vintage motoring saw him stumble across the board track racing history, which soon became an obsession and he decided the closest he'd get to it was to motorise a bicycle. He got hold of a 26-inch Humber bicycle and fitted a 60cc petrol unit and off-the-shelf fuel tank. It was cool, but still had more of a bicycle than board track motorcycle feel. With his engineering shop filled to the brim with skills and machinery up

to the task, he made subtle changes to the aesthetic and it proved a hit.

Orders rolled in but this didn't stop Soekoe from fine-tuning the bikes, both in the looks and mechanical department. He soon realised that tweaks were needed to improve the performance and reliability of the running gear. In the quest to do this, he discovered that local skills and knowledge were in abundance and the idea of a South African-designed and built bike was well within reach.

Soekoe Bicycle Company set up shop in Primrose in February 2018, and while you can buy an entry-level bike that uses off-the-shelf items from the firm, the really exciting stuff comes from its locally designed and made offerings. The frames, tanks, leather






trimmings and seats are all made in SA and of course this means that painting, lettering and pin-striping are also home-grown. Our favourite, because they look just right, are the Loop and Keystone frames. Custom builds are at the heart of the operation and once a theme has been chosen by a client, Desmond, together with Sandile and Thapelo, get their hands dirty in the basement assembling and putting together the details that make for a unique machine. This of course means that the pricing of each bike varies.

Two-stroke is the order of the day and plans are afoot for a four-stroke but if you are into beating the petrol price, Soekoe has picked up the agency for some electric E-bikes in the board track style. With a

range of 50km or so on a single charge and costing around R30 000, there might not be a cooler way to commute than on one of these stylish rides – and the way the fuel price is climbing, it should pay for itself rather quickly!

Soekoe has already set the spoked wheels in motion on building a 100% South African-made board tracker E-Bike – including the motor. Furthermore, the outfit has plans already in place to start a race series for both petrol and electric bikes in 2019, which will more than likely make use of some banked cycling tracks

and be the cheapest form of motorsport in the country. The small-capacity motorised bicycles, smooth surface and lack of prize money might not be exactly as per the original board track events, but these factors will make it a whole lot safer while still delivering heaps of fun. 

Two-stroke is the order of the day and plans are afoot for a four-stroke but if you are into beating the petrol price, Soekoe has picked up the agency for some electric E-bikes in the board track style



# THE DEVELOPMENT OF ADDITIVES & RUNNING IN – PART 3



Castrol Classic is a specific range of oils engineered and imported from the UK for classic and vintage cars and bikes. Oil requirements have been changing as engine technologies have developed. Engines of today are built to very tight tolerances. Older engines were built to looser tolerances, which made wear a significant concern, hence manuals of that time recommended annual oil changes. The engines of today have extended oil change intervals and demand a very different type of oil.

Original engine oils pre-1985 contained the protective ZDDP which was crucial to protect critical engine components under high pressure such as the camshaft, bearings, tappets and followers. It is not recommended to add ZDDP separately into the crankcase oil. The correct amount needs to be in the formula of the oil you purchase, not something you add to oil that was not originally formulated with it. Vehicle manufacturers suggest that additives should not be added. There is no predicting what kind of chemistry is taking place in your engine with the introduction of added chemicals, even if they are more

of what is already in the oil. Oil companies spend millions in research with extended tests, getting it right in their laboratories and test engines so that you can purchase the end product with confidence.

## RUNNING-IN OIL

Engine rebuilding is a process that, if done correctly with correct quality parts, dictates the future life of the engine. Fact: older engines were designed to be run in. A lot of things can go wrong during the first few minutes following the initial start-up. Many readers will recall that in the past, when a car had had an engine rebuild, a notice was attached to the rear window reading "PLEASE PASS – RUNNING IN". The reason being that the car had to travel at a reduced speed during this period. This has not changed – older engines still need to be run in after a rebuild.

During this operation, Castrol Classic provides a specific running-in oil which is a mineral-based multi-grade crankcase lubricant designed to facilitate the bedding in of a rebuilt engine. This specific oil is intended as a glaze buster. Castrol Running-in oil 2 is an initial fill oil for reconditioned engines. It should then be changed to the XL30, XL 40,

XL50 or XL20w50 after a distance of about 1 000 kilometres or so. It is not recommended to idle a rebuilt engine for the first 20 minutes. As soon as the engine fires, bring the rpm to 2500. This is critical since low rpm puts more load on the cam lobes and reduces lifter rotation. Ensure the lifters are new. Remember, a break-in oil is doing its job and gets dirty quicker. If you are using modern synthetic oils instead of mineral you no doubt can't hear the cries for a can of the right stuff from your engine! Only you can decide to be kind to the engine of your passion by using the correct oil, formulated to original specifications. Use a quality and correct oil and pay the necessary premium over bargain oils – correct oil is inexpensive compared to an engine rebuild or replacement. The only protection your engine has against wear and damage is the correct oil and quality filters. Castrol Classic for the prevention of cruelty to your prized possessions!

Castrol Classic is endorsed by the Federation of British Historic Vehicle clubs

**CASTROL CLASSIC, A CAN OF THE RIGHT STUFF!**

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](http://www.castrolclassicsa.co.za).





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

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

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



Ron Hollis

082 859 8771

ron@bodge.co.za

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

**BODGE**  
ENGINEERING

## NORBRAKE

### DISTRIBUTORS

#### SPECIALISING IN

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

TEL (011) 894 2371

FAX (011) 894 2040

5 TOP ROAD ANDERBOLT BOKSBURG 1459



## LANCIA RESTORATIONS

FOR LANCIA REPAIRS  
SPARES & SERVICES



**TONY SEILER**

Contact number: 082 854 1481



## OFFSHORE MARINE INTERNATIONAL

PO Box 625  
Simonstown  
7995

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

**www.pertronix.com**

South African distributors of Pertronix Ignitors, Distributors, etc

## *In need of that classic touch?*

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

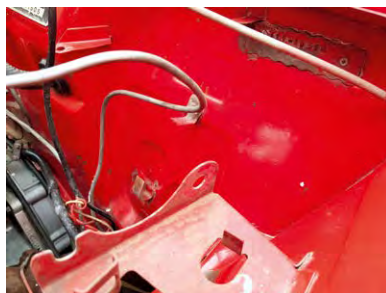


13 Maraisburg Street Industria West - 011 474 8767



# FESTIVE FUN

With the end of the year fast approaching, we've been a touch preoccupied with magazine plans for 2019 to focus on our project cars. But we've been stockpiling some Alfa parts and will have a Marauder nose in time for the December shutdown so, with the extra hours available for play, progress should be more visible in the new year.



**A**s mentioned before, we have freshly rebuilt carburettors, brake boosters, and master and slave cylinders ready to be fitted. And we've sent all four brake callipers off to have some much-needed remedial work carried out. The reason we haven't refitted the boosters and carbs yet is that with them out it became apparent that the engine bay needed some tidying up. This meant we also removed the radiator, wiring harness, and brake lines. With more space to work in the bay we were really able to get in and polish up, and while it shined up well in areas, some sort of battery explosion has damaged the left-hand compartment which means it has

gone beyond a simple polish restoration.

So we are having paint mixed up to repaint the engine bay. And with that on the cards, we ordered enough to repaint inside the front and rear wheel arches. To do this properly, we have had to remove all the suspension components. This, of course, opened our eyes to some worn bushes, so the replacement of these has now also been added to the shopping list and hopefully will materialise before the suppliers shut for the year.

Christmas came early for us though with a neatly packaged delivery from Covilite in Bloemfontein (082 385 5157): a set of locally made aluminium carburettor mounts that despite looking like works of art cost

significantly less than rubber or solid mounts you can import. A quick browse on Covilite's Facebook page then had us ordering some carb trumpets and pondering the move to a billet aluminium fan switch housing that makes use of a

trusty Volkswagen switch for some German reliability in the Italian cooling system. It's not all Alfa at Covilite though with stuff for Ford, Datsun/Nissan, Toyota and others – functional and stylish stuff like pulleys, thermostat housing, adjustable camber shock mounts, brackets, manifolds and anything else you can dream up in aluminium.

We haven't formalised a plan for the rust issues in the floor and sills yet. We'll bust a few knuckles making the engine bay and arches look pretty before tucking into some turkey. And then bolt on all the renewed bits and see if we can celebrate the New Year by starting the car and driving it for the first time in years. If this goes to plan, we'll think about the body...

On the Marauder front – literally – it's all about the nose. We should have a new nose section from a member of the owners group and hopefully, in between the braai and pool time, will be able to graft it onto the locally manufactured car. Once this is done, the entire fibreglass body can be lifted off the car and sent off for paint while the underpinnings are tidied up. **G**

**We should have a new nose section from a member of the owners group and hopefully, in between the braai and pool time, will be able to graft it onto the locally manufactured car**



# CARCOL EXECUTIVE AUTO

## CLASSIC MERCEDES-BENZ SPECIALIST



**MERCEDES-BENZ  
W108 280S (M)**

R69 000



**MERCEDES-BENZ W108 280SE (M)**  
R23 900



**MERCEDES-BENZ W126 420SE (A)**  
R89 000



**MERCEDES-BENZ 350SE (A)**  
R79 500



**1973 MERCEDES-BENZ 350SE**  
R95 000



**MERCEDES-BENZ E280 (A)**  
R159 900



**MERCEDES-BENZ W123 230 (A)**  
From R45 000 (3 to choose from)



**MERCEDES-BENZ W126 380SEC (A)**  
R79 000



**MERCEDES-BENZ W115 230.4 (M)**  
R89 000 (2 to choose from)



**MERCEDES-BENZ W209 CLK500**  
R139 000

Mercedes-Benz and classic car sales, used spares,  
restoration/racing projects and collectibles.  
Classic car hire for events and film shoots.



Contact Colin on 082 895 6186 • 011 782 1683  
info@carcol.co.za • www.carcol.co.za  
35 Gleneagles Road, corner Green Way Greenside,  
Johannesburg



## ALLAN Y BRINK AUTOMOTIVE ENGINEERING



STOCKIST

695 SECCULL AVENUE  
MAYVILLE, PRETORIA 0084

CONTACT KEVIN OR GREG  
012 335 0886 • GREG@ALLANYBRINK.CO.ZA



## CASTROL CLASSIC RUNNING IN OIL

AS DESCRIBED IN THIS  
ISSUE ON PAGE 90



TO VIEW OUR STOCKISTS GO TO OUR  
WEBSITE, CASTROLCLASSICSA.CO.ZA  
CLICK ON CONTACTS

## NEED HELP WITH THAT V8?

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



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

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

## MINI'FORMANCE

Breathing new life into old Classics

Service | Repairs | Restoration | Race Preparation

Mini, MG, British Classics

A-Series Specialist

Trust, Reputation, Loyalty.

Stuart Greig: 082 886 5883

sngreig1973@gmail.com

Johannesburg



**Lancia Auto SA®**  
IMPORTERS & EXPORTERS

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



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

**Passion, Grace & Fire**

## historic motor racing photos

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



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

motoprint10@gmail.com

076 780 6425



# MAJOR 2 AUTOBODY

**Classic Car Bodywork &  
Insurance Claims  
Chassis Straightening &  
Mechanical**

No. 4 Banfield Road, Industria North  
P.O. Box 43224, Industria, 2042

Fernando: 082 553 3189

Dean: 082 556 8728

Shaheen: 083 632 8775

Tel: 011 477 6151/2/4/7  
major2@mweb.co.za

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



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





**1958 Volkswagen Beetle.** Beautiful car in original condition. R145 000. Phone Sulli on 079 329 6961.



**Beetle parts.** Right-hand side mirror R400 as well as four number plate lights Hella K 2848. Make an offer to SW Burger on 073 306 8993.



**Lights for BMC cars.** Red Lucas 488 England BS 2516 Grade 1 and white Lucas 488 made in England. Open to offers. Contact SW Burger 073 306 8993.



**Porsche RSK Replica.** R50 000. Contact Colleen on 061 804 9551.

**Beetle bumpers.** Second hand for 1959-1972 Volkswagen Beetles. Make an offer to Gawie van Papendorp on 083 236 3612.

**1946 MG TC.** Ivory with green leather. Body-off rebuild 85% complete. Hood frame, door handles and running board strips missing. R 310 000. Contact William at fiferoad@vodamail.co.za.



**1975 Datsun 120Y.** Original, just serviced, new windscreen, oil seals throughout, wants a loving owner. R33 000.00 negotiable. Call David 072 887 3339.



**Puma brochure.** Original sales literature for the VW-powered sports car. Good condition. Contact John on 083 380 9221 or john.hampson48@gmail.com.



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



**1951 MG TD.** Black with beige leather. Previous body-off rebuild. Licensed and running. R390 000. Mail William at fiferoad@vodamail.co.za.

**MG TC spares.** A host of spares available. Mail William Hocking on fiferoad@vodamail.co.za for a full list.



**1985 Peugeot 205GTi.** One of a couple in SA. Leader of the youngtimer classic pack. Daily driver. Left-hand drive. R100 000. Contact Stuart on 082 921 4583.



**1961 Citroën 2CV.** The ultimate fun-loving classic complete with suicide doors and 425cc engine. Running with licence and paperwork up to date. R80 000. Phone Marius on 083 602 8888.

**Model cars 1/43rd scale.** Jaguar, Alfa, BMW, Bentley, Porsche, Rolls, early Holden, Renault, Lotus, Concept Cars, Japanese. Sixty makes including an Aston Martin collection, sports racers. Rare hand-built and die-cast items. Collect from Benoni or I can send via PostNet. Contact John on 010 594 9085 or john.rabe@vodamail.co.za.

## WANTED

**Lancia S1 ignition lock.** Complete with barrel and preferably key. Contact Felix at sales@lancia.co.za.

**Car trailer.** Small lightweight single-axle trailer to transport a Formula Vee race car. Call Hubi on 083 676 5471.

**Alfa 'auto' differential.** Alfa Berlina auto differential (3.73 or 3.58). Email Anton at antondbrun@gmail.com.

**Triumph 2.5 engine.** Six-cylinder unit as fitted to the Mk2 Triumph 2000 or Chicane. Contact Trevor on 082 894 5251.





1958 BENTLEY S1 CONTINENTAL COUPE - PARK WARD - POA



2016 FERRARI 488 SPIDER - R 6 099 950



2016 BENTLEY CONTINENTAL GTC SPEED - R 3 500 000



2017 FORD MUSTANG LEVEL 3 - R 1 299 950



2011 PORSCHE CAYMAN R - R879 950



2003 PORSCHE 996 4S COUPE MANUAL - R 625 000



2010 JAGUAR XKR CONVERTIBLE 5.0 - R 499 950

#### COMING SOON:

1965 Sunbeam Tiger – 260ci V8  
BMW 635 CSI man – Alpina upgrades  
Aston Martin DB9 Volante  
Austin Mini Cooper  
Vintage Electric Bikes



1985 PORSCHE 911 CARRERA TARGA - R 699 950



1969 LOTUS EUROPA S2 - R 249 950

*The specialist motoring destination.*

Subscribe to our mailing list for more details or contact us directly.

  
CROSSLEY & WEBB  
CAPE TOWN





# FRANSCHHOEK MOTOR MUSEUM

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

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

**BY APPOINTMENT ONLY**

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

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

Follow us [f](#) [t](#) | Join our newsletter 

**33°52'18.8"S 18°59'54.6"E**