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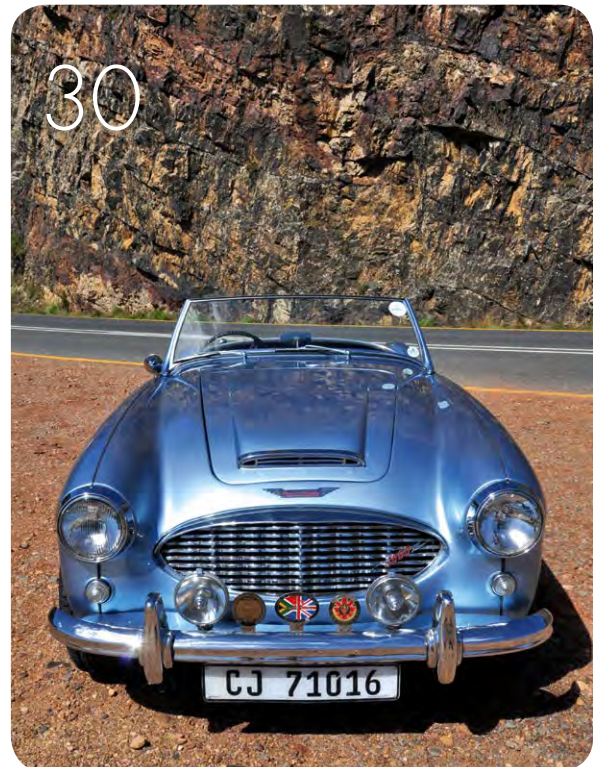
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— CARS BIKES PEOPLE AFRICA —

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CAR AFRICA
www.classiccarafrika.com

Publisher

Zig Zag Publishing
Tracy Cilliers
tracy@classiccarafrika.com

Editor

Stuart Grant
stuart@classiccarafrika.com

Deputy Editor

Graeme Hurst
graeme@classiccarafrika.com

Art Director

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

Contributors

Mike Schmucker, Gavin Foster, Roger Houghton, Mike Monk, Wendy Monk, Hannes Oosthuizen, Jake Venter, Douglas Abbot, Ian Schwartz.

Subscriptions & Editorial

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

Advertising

stuart@classiccarafrika.com

www.classiccarafrika.com

Postnet suite 27
Private Bag X20
Cresta
2194



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POWERING OFF THE **START LINE**

Welcome to 2019 – let's fill it with many motoring memories. Remember, it's the readers that fuel the content for *Classic Car Africa* so keep your letters, stories and ideas coming in. Clearly the break over the festive season was a good time for this as our letters pages are overflowing. We love it. Thank you.

We kick off this issue with news from the classic scene and have put together a calendar of upcoming events that will be published each month. Should you or the clubs have anything to add, please feel free to send it our way.

With dates running through our minds, it dawned on us that there were more significant car-related anniversaries being celebrated this year. Graeme Hurst gets the acknowledgement rolling with a look at 60 years of the Austin-Healey 3000 while I pick one of the last Minis built in SA (a 1275E) to celebrate 60 years of the mighty machine. A number of South Africa's car production facilities are reaching milestones too, as Roger Houghton shows with a look at the Silverton operation that churned out Chryslers 50 years ago, and continues with Fords today.

While these are international anniversaries, both cars enjoyed local production and keep with our primary theme of 'local is lekker'. Our second theme is people. And with this

in mind, Gavin Foster talks to the owner of a Studebaker Champion that has lived a life of traversing Southern Africa and been passed down the family. Wendy and Mike Monk look at pioneering female racers with a South African link while Graeme catches up with Keith Andrews and his motoring memorabilia collection – which includes a letter from Enzo Ferrari confirming that Keith's father managed to beat two of the mighty Italian cars in his self-built Studebaker special.

The South African Historic Grand Prix for pre-war cars took place in East London towards the end of the year and we thought it fitting to commission photographs from Ian Schwartz (author of *Protea: The Story of an African Car*) of the once-in-a-lifetime event. Little did we know that he would pull out a 1937 camera to capture the spirit! His story of how he did it brings home the point that life is definitely a little easier in the digital age...

Other bits that should keep you entertained as you ease into the year include a look at the history of DKW's F5 Cabriolet, the second instalment in the Koos Swanepoel racing story and a reader's ride Beetle that proves that classics can be cool and practical commuters. And if all that's not enough, Jake Venter gets technical with nuts, bolts and torque setting.

Hope you enjoy, and that this year is another classic.

Stuart

QUEEN'S PLATE

The L'Ormarins Queen's Plate Racing Festival took place at Cape Town's Kenilworth Race Course on 4-5 January, and as usual FMM was present to support the event and sponsor one of the races.

Dating back to 1861, the Queen's Plate is the continent's oldest horse race day and this was the 158th time the classic equestrian event was run. The race formed part of the weekend-long programme of events, the format having been introduced three years ago as South Africa's first multi-day racing festival in the mould of such famous international racing festivals as Royal Ascot, Qatar Glorious Goodwood and the Kentucky Derby. The festival's extensive race card featured the Franschhoek Motor Museum Maiden Handicap on the Friday and the Blue Riband Grade 1 L'Ormarins Queen's Plate on the Saturday, when South Africa's finest thoroughbreds competed for the R1.5 million purse.

Attendees had the opportunity to get a first-hand look at the new BMW 8 Series Coupé and were able to put themselves in the driver's seat and experience the reality of being inside one of the most talked about cars in the world today. "The 8 aligned a rare, powerful vehicle with the rare, powerful horses that have upheld the tradition and captivated the Queen's Plate for over 150 years," said Tim Abbott, CEO of BMW Group South Africa and Sub-Saharan Africa. Together with a few of BMW's other latest models, the museum displayed

some famous examples of both BMW's and its subsidiary Rolls-Royce's vehicles from its collection – the 1938 BMW 328 sports, 1955 BMW Isetta 250 bubble car, 1959 BMW 2.6, the 1928 Rolls-Royce Phantom 1 and 1934 Phantom 2.

Both days offered an impressive array of world-class music and entertainment across a number of hospitality marquees. And, as has long been the tradition, ladies and gentlemen were required to adhere to the elegant dress code of blue and white – no jeans, shorts or fancy dress. There were many prizes to be won.

On the turf, the Franschhoek Motor Museum Maiden Plate Handicap, run over 1 400 metres, was won by GG's Dynasty ridden by C. Orffer, from Saint West (C. Zackey) and Master of Spain (D. Dillon). In a thrilling race that had the large crowd on their feet, the prestigious 1 600m L'Ormarins Queen's Plate was won by Do It Again ridden by R. Fourie, won by a nose from Soqrat (R. Simons), with Rainbow Bridge (B. Fayd'herbe) third and last year's winner, Legal Eagle, fourth.

After each day's racing, entertainment featuring top local DJs took over proceedings as the Style Lounge Village transformed itself into the official after-party venue. The Queen's Plate once again proved to be one of Cape Town's best summer parties.



ATTENDANCE RISES

December is traditionally 'the month' for high attendance figures at FMM and in 2018 over 8 500 people visited the museum, the total slightly up on the 2017 figure. With opening hours increased, local students were hired to help permanent staff cope with the increased people traffic and the season went off without a hitch. There were a number of corporate events held during the month, which also kept FMM and the L'Ormarins Estate fully occupied throughout each day.



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
Website: www.hocasc.co.za



EXCITING NEWS!!!

A Museum in Knysna devoted to Classic, Sports and Vintage Cars is becoming a reality!

For some time, House of Classic & Sports Cars have been aware of a gap in the market for a facility of this type. This gap is closing, as alterations and additions are being made to their attractive Showroom which is situated in a prime position on the N2. Soon, car-lovers and visitors to Knysna will not have to negotiate through traffic or travel far to be amazed at a wide variety of vehicles from days gone by to the present day. Vehicles from the 1920's, through the decades, to the present day will be easily accessible for everyone's pleasure. At this stage, it is envisaged that up to 80 cars will be displayed, with a further 30 being available for sale. Below are just a few of the types of vehicles that will grace the Museum floor...



1926 Ford Model T Roadster



1928 Ford Model A Phaeton



1936 Ford Roadster



1934 Chevrolet Sedan



1934 Plymouth 4-Door Sedan



1936 Hillman Minx



1948 Plymouth 2-Door Sedan



1950 MG TD



1954 Opel Kapitän



1955 Triumph TR2



1958 Chevrolet Apache Truck



1957 Ford Fairlane

Open: Mondays to Fridays 8 a.m. to 6 p.m. Saturdays 8.30 a.m. to 5 p.m. Sundays 10 a.m. to 5 p.m.
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CONTACT US

Postnet suite 27, Private Bag X20,
 Cresta, 2194
 E-mail: info@classiccarafrika.com
 Tel: 082 330 3446
 Fax: 086 634 1721

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2003 Bentley Arnage T
Oxford Blue with Tan interior, only 26,000km from new, 2 owner car, immaculate.
POA



1947 MG TC
British Racing Green with Tan leather interior, older restored car in immaculate condition.
R450,000



1934 Rolls Royce Phantom II
Midnight blue with Magnolia leather interior, hand made aluminum body by David Royle in the UK.
POA



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



1972 Jaguar E Type Series 3 V12 Roadster
Midnight Blue with Ox Blood leather interior, Stainless steel wire wheels, books, tools and hard top, concours restored car.
R2,950,000



1999 BMW M Coupe
Black with Black leather, 155,000km with history.
R450,000



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



1999 Mercedes Benz SL500
Silver with Saffron interior, 98,000km, FSH and Books, immaculate overall condition.
R395,000



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



1966 Jaguar E Type S1 2+2
Red with cream interior, a rare series 1½ with auto box, wire wheels and Webasto electric sunroof.
R1,250,000



1960 Mercedes Benz 190SL
Maroon with Tan leather interior, ground up restoration with all new part from Germany.
R2,550,000

**NEW STOCK
COMING SOON:**

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(in restoration)**

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

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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.

MAKE A DATE

We will continually update the 2019 events calendar. To submit your club event for publication in the magazine as well as on our website (www.classiccarafrika.com) please submit details, along with an image or two, to stuart@classiccarafrika.com.



FEBRUARY

03	Kalk Bay Veteran Run	Kalk Bay
09/10	George Car Show	George
10	CMC Pre DJ Rally	Germiston
15	Kaapse Kombi Kult Kamp-Out	Lindequesdrift
16	MHCC Historic Racing	Red Star Raceway
16	Sea Point Blind Navigators Rally	Killarney
23	POMC Summer Rally	Pretoria

MARCH

2/3	Cape Town Motor Show	Cape Town
15-16	DJ Commemorative Rally	Hillcrest/Germiston
17	Piston Ring Biannual Swap Meet	Modderfontein
20-24	Maluti Dundee Tour	Dundee
23	HRSA/MHCC Historic Racing	Midvaal Raceway
23/24	Worcester Vintage Car Festival	Worcester

APRIL

04	Stars of Sandstone	Sandstone Estates
07	Angela's Picnic	Delta Park
13	Ceres Blind Navigators Rally	Ceres
14	Italian Classic Rally	Lanseria
27	HRSA/MHCC Historic Racing	Phakisa Freeway
28	Knysna Motor Show	Knysna

MAY

2-5	Jaguar Simola Hillclimb	Knysna
11	Kuilsrivier Blind Navigators Rally	Kuilsrivier
12	BNRC/Lions Rally	Pretoria
18	HRSA/MHCC Historic Racing	Zwartkops Raceway
25	Just Wheels Annual Show	Brakpan
26	Cars on the Roof	Pretoria

JUNE

01	POMC Mampoen Rally	Pretoria
13	RSA-Eswatini-Moz Rally	RSA/Mozambique
22	HRSA Historic Racing	Red Star Raceway

JULY

27/28	Concours d'Elegance Durban	Durban
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AUGUST

03	HRSA/MHCC Historic Racing	East London GP Circuit
04	POMC Cars in the Park	Pretoria
14	Austin-Healey 100 Rally	Benoni
14-17	Magnum Rally	Hazyview
31	Worcester Blind Navigators Rally	Worcester
31	Concours South Africa	Steyn City

SEPTEMBER

01	Concours South Africa	Steyn City
07	HRSA/MHCC Historic Racing	Zwartkops Raceway
21	POMC Diamond Run	Pretoria

OCTOBER

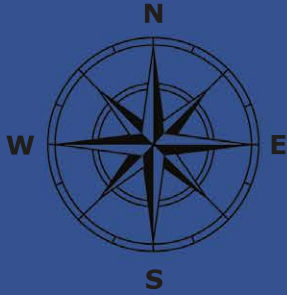
05	Classic Car Endurance Series 2 Hour	Phakisa Freeway
12	HRSA/MHCC Historic Racing	Midvaal Raceway
13	Peter Arnot Memorial Rally	Zwartkops Raceway
26	Paarl Blind Navigators Rally	Paarl

NOVEMBER

10	Portuguese Trial	Johannesburg
16	HRSA/MHCC Historic Racing	Red Star Raceway

MONTHLY MUST-DO EVENTS

1 st Saturday of the month	Classic Motorcycle Club of Natal – Bluff, Durban	3 rd Sunday of the month	Piston Ring – Modderfontein, Johannesburg
1 st Sunday of the month	Classic Motorcycle Club Johannesburg – Germiston, Johannesburg	Last Sunday of the month	Vintage and Veteran Club – Athol Oaklands, Johannesburg
2 nd Saturday of the month	Vintage Sports Car Club of Natal – Oribi Rd, Pietermaritzburg	Last Sunday of the month	Southern Cape Old Car Club – Glenwood, George
2 nd Sunday of the month	Pretoria Old Motor Club – Silverton, Pretoria	Last Sunday of the month	The Crankhandle Club – Wynberg, Cape Town
3 rd Saturday of the month	Cape Vintage Motorcycle Club – Parow North, Cape Town	Last Sunday of the month	The Veteran Car Club of South Africa – Kloof, Durban



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NEW YEAR, SAME PASSION

Welcome to 2019. We wish you all the best for the year. Dino's has got off to a flyer and we'll keep you updated with the high and lows of the classic projects filling our workshop. Despite the odd head-scratching moment

working on older cars brings we relish the challenge, really enjoy the passion that the niche offers and get a serious kick out of seeing a client's face when they collect their finished beauty.



As reported in December, this BMW 3.0CSL was in the polishing bay after having had minor dent and rust removal as well as a full respray in a fresh coat of factory-correct paint. With the upholstery supplier taking a short holiday, the polish session was carried over to January and is now ready for the interior fitment.



You might not recognise this Porsche, but it was here last year. It was a late model 911 in orange. A large amount of metal work was done to fit earlier 1974 RS fibreglass replica panels before it was painted in a brilliant white. It's in the collection bay, ready for the owner to take and assemble. He's going for subtle black Carrera side decals. It's going to be an awesome car for sure.



Parts have now arrived for the Datsun 240Z so we can add these to the project and then send it the way of the paint preparation bay. It doesn't look too bad now but suffered heavily from the tin worm and required a fair amount of metal replacement. It's worth it though, with Japanese classics hot property at the moment.



Last you heard, this E-Type had been prepared for paint and a decision as to what colour it should be shot was made. The right decision was made. It's now painted in a dark charcoal hue that accentuates what is arguably the most beautiful car shape ever made. It's ready for collection and will be assembled by the owner.



This fastback Mustang was in bad shape on arrival, with rust on almost every panel. We fitted new doors, front wings and bootlid but couldn't find a rear valence. We fabricated a new one from scratch this month and it's now fitted. The once holey 'Stang is getting final adjustments before heading to paint prep.



With a rotten wooden frame supporting this Chevy's bodywork, we had to apply some woodworking skills before moving on to the metal. As a result of the poor frame, the panel gaps were insane and needed lots of attention, as did the odd rusty area. We are really proud of the work and it's now ready for paint.



Following the usual metal repair required of an original car of this era, the massive Cadillac was ready for paint when we closed shop for the festive season. The owner hadn't decided on a colour though. The time off was good for him and he opted for the original colour it left the factory in. It's now heading home for assembly.



A January arrival, this smart-lined Triumph has come in for a full body repair and paint. It has suffered a bit in the corrosion department and we'll soon get cracking cutting this out before shaping and fitting new metal. We love the Surrey Top - did Triumph beat Porsche's Targa with this style?



There aren't heaps of BMW's E9 coupés in SA so, with the arrival of this 3.0CSL, we are chuffed to have three currently. This extremely rare lightweight version has thinner metal so it's no surprise we have lots of rust to deal with. Extra careful attention and skill will also be taken while working the aluminium panels.

HAMMER TIME

The 23rd George Old Car Show, organised by the Southern Cape Old Car Club, will be held on 9/10 February 2019 and continues to pull in visitors from all corners of the country and even abroad. With more than 800 cars, trucks, tractors and motorcycles on display, it's no easy task to coordinate. Vehicles are grouped according to make and model and paraded through the arena to the accompaniment of an informative talk by a commentator and the vehicle owner.

Another highlight on offer is the Vintage, Classic & Sports Car Auction. Hosted by House of Classic & Sports Cars in Knysna, the auction is now in its 7th year. The auctioneer's

full commission (bidder's premium) of 6% on the price of each vehicle sold will be given to the Southern Cape Old Car Club to donate to a charity of their choice. The auction will be held at 13h00 on the Saturday, with viewing from 9h00 in an area close to the registration tent. Anyone wishing to bid must register between 9h00 and 12h45 with a refundable deposit of R3 000 – this entails a credit card being swiped and the docket retained. If no purchase is made, the docket is handed back to the bidder. No cash deposits will be accepted.

Entries for the auction are now open and if you have a vehicle you would like to sell (preferably pre-1975 to fit in with the theme

of the show), please contact House of Classic & Sports Cars directly. Only vehicles in good, running condition with realistic reserve prices will be accepted. House of Classic & Sports Cars staff can guide sellers on setting a realistic price.

There will be plenty to see and buy, such as stationary engines, model cars, accessories and spare parts, novelty items, clothing and children's toys. There will also be a wide selection of food and refreshment stalls. For more information, please contact House of Classic & Sports Cars at (044) 382 1000 / 081 325 1507 / 082 566 7897 or email: info@hocasc.co.za.



DJ ENTRIES **OPEN**

Entries to the 2019 DJ Commemorative Rally, which celebrates its 106th anniversary this year, are now open. Open only to motorcycles manufactured before the end of December 1936 (to commemorate the race that ran between Durban and Johannesburg from 1913 to 1936), this is one of the longest running and most prestigious events on the local motorsport calendar and is promoted by the Vintage and Veteran Club (VVC), with the organising team coming from the VVC and a number of related motorcycle clubs.

Larina MacGregor will be the clerk of the course for the second year, with Leon Stander again responsible for the scoring, using transponders carried by the competitors. This regularity rally is very popular and has attracted fields of as many as 130 competitors in the past. It carries international status and has drawn entries from as far afield as Europe and Australia. The 2019 event will start from the Colony Shopping Centre in Hillcrest on Friday 15 March and finish at the Classic Motorcycle Club premises in Germiston the following afternoon.

Initially a scratch race that started in Johannesburg and ended in Durban three days later, the event soon saw the adoption of a handicapping system. The direction flipped around, with the majority of organisers being Joburg-based, and it all came to an end in '36 with racing on public roads being banned for safety reasons.

The Commemorative Rally was held for the first time in 1970, taking the form of a time and reliability run and not a race. With the changing of circumstances, the start has in more recent times headed back to KZN, but outside of the Durban traffic, in Hillcrest. The route still follows the old R103 route as closely as possible, taking riders to Pietermaritzburg via the scenic Valley of a Thousand Hills and on through Nottingham Road to an overnight stop in Newcastle. The second day offers a challenging ride over mountain passes to Vrede, and on to Heidelberg. After Heidelberg, it is the home stretch – approximately 310km on day one and 328km on day two, making a total of 638km.

The event is open to entrants who are members of a SAVVA- or MSA-affiliated club and have access to motorcycles manufactured on or before December 1936. Riders are offered three speed groups of 50, 60 and 70km/h, thus enabling them to enter a speed group that matches the age and capabilities of the motorcycle.

Entries will be accepted on a first-come-first-served basis and the entry fee is R1 050. The closing date for entries is 1 February 2019 and the maximum number that will be accepted for the 2019 event is 100 riders.

If you would like to be a part of this famous event, regulations and entry forms can be found at www.djrun.co.za, or contact Larina MacGregor at larina.macgregor@gmail.com.



RACE TIME

Marchand Watch Company's motoring-inspired The Debonair Collection is now available in South Africa. The operation, founded by ex-racer Daniel Brigham, is based in New Zealand with the long-term vision being to offer premium, modern, retro-inspired watches which complement a motorsport lifestyle. Design inspiration for each Debonair's dial is the view an occupant has while sitting in the driving seat, with the clear and uncluttered watch faces framed by a classic 1960s-styled steering wheel silhouette. The 43mm-diameter piece features a scratch-resistant flat sapphire crystal face and is water-resistant up to 100m (10ATM). To view any one of the five designs available or to purchase visit www.thefloatchamber.com.



KNYSNA SHOWS BEAUTY



The most glamorous period in motoring history will be given pride of place at this year's Knysna Motor Show, which takes place on 28 April at the Knysna High School. In this, the eighth year, a number of marques are being honoured for special anniversaries, while a display of cars built between 1925 and 1940 promises to be a hit – think *The Great Gatsby*, Clark Gable, Marlene Dietrich and the unspeakably elegant cars that they drove, and you will be on the right track.

Over 8 000 spectators saw over 400 vintage and veteran machines, classic cars and motorcycles, and modern supercars at the 2018 event. While organisers are aiming to match or better this number in 2019, the focus is to put on the best classic show possible. The cars on show are present by invitation only, which means the quality of exhibited cars is very high.

For the third year in a row, the show will have Sanlam Private Wealth as a headline sponsor and despite the primary focus being on beautiful cars, the show raises money for local charities – over half a million rand to date.

Owners of exceptional vintage, veteran and classic cars, as well as classic motorcycles and rare modern supercars, are still able to apply for entry in this year's show. Interested car owners should submit their details, as well as photographs of their machines, to Peter Pretorius by email at peterp@afrihost.co.za. However, as far as spectators to the show are concerned, there is no hint of exclusivity – it is a motor show fair for the whole family.

MAKE THE DASH

Some years ago, a character by the name of Hugh Anderson put on an event called the Durban Dash. This was a fun, cheap and no-rules way of getting to Cars in the Park in Pietermaritzburg. Sadly, Hugh passed away some years ago and the Durban Dash went with him... until now, that is.

2019 sees the resurrection of this event, but in true Hugh fashion there's a slight change, with this year's Durban Dash passing by Durban and ending at the Scottburgh Classic Car Show. The dash will start from Randburg on Friday 5 July and make use of the old Durban road, overnighing in Newcastle on day one followed by two nights in Scottburgh, whereafter participants can head home in their own time. The recommended route sees a distance of 372km on day one and 449km for the day two run from Newcastle to Scottburgh. Entrants are free to follow any route they wish and also to overnight wherever they wish; camping and accommodation packages are offered at both destinations. The cost of entry is R500 per vehicle, which includes a rally plate

for your vehicle, a printed recommended route schedule, a file of the route to load into a GPS device and entry to the show. A percentage of the entry fee will go to a charity of the Scottburgh Classic Car Show's choice.

There are no Durban Dash rules and any vehicle can take part, however only pre-1975 machines are allowed into the Scottburgh Classic Car Show arena (later models must park

in the public parking). The term 'vehicle' covers any form of motorised road transport, from cars and bike to tractors, and if you wish to join in with an aeroplane of suitable vintage, arrangements can be made at each stopover.

So for a weekend of fun, join the Durban Dash in July 2019. For more information, contact Roger at Classic Car Events on roger@afriod.co.za.



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



—MEETING MY—

The research for last month's feature on Koos Swanepoel's racing career had a particular resonance for **Graeme Hurst**. The saloon car ace once tested his Ford Cortina bakkie after Graeme paid a visit to Koos's tuning shop in Parow during his student days.



I later read that when Andy arrived back at Heathrow from that record run in Nevada's Black Rock Desert, he (now a Wing Commander in the RAF no less) was spotted taking a bus home

That must've been in 1990 and I was freshly back from a trip to the Eastern Cape which had wrecked the gearbox after the tail end bearing seal failed and the unit ran dry. Koos had a stock of good used Ford boxes and switched the transmission over in about 20 minutes before flooring the bakkie up and down the service lane as a road test... little did I realise then that my car was being driven by a saloon car champion. One who'd rubbed shoulders with Jim Clark, *noga!* In retrospect, the experience is unsurprising given how the great racer was admired for being as humble in life as he was successful on the grid.

Another motoring celebrity who impressed for his humility was land speed record holder Andy Green, who I once interviewed at the Goodwood Festival of Speed. Well-spoken in a posh, almost aristocratic way (I nearly called him Sir Andy), he was ever so polite and self-effacing about being the first man to break the sound barrier (at 763mph!) on land behind the wheel of Thrust SSC back in 1997. I later read that when Andy arrived back at Heathrow from that record run in Nevada's Black Rock Desert, he (now a Wing Commander in the RAF no less) was spotted taking a bus home. He might've returned home as the fastest man on earth, but his feet were still very much on the ground.

Other celebrity encounters at Goodwood included World Rally Champion Colin McRae and Bathurst 1000 legend Peter Brock. They were equally approachable but sadly it was one of the last big events for both: Peter Brock was killed just over two months after the Festival of Speed when his Daytona sports car collided with a tree on the Targa West Rally in Perth, Western Australia and McRae died when his helicopter crashed near his home in Scotland almost exactly a year later.

I met other famous personalities at Goodwood including Damon Hill and Nigel Mansell. 'Nige' was a particular standout for me after having watched him power his way to the chequered flag in his Williams-Honda at Kyalami in '85. Sadly, my mention of his podium finish on our shores didn't evoke a conversation and he gave me the cold shoulder before being whisked away by a bevy of PR minders... they say you should never meet your heroes.

I had better luck with Pink Floyd drummer (and 250 GTO owner) Nick Mason, who actually rang me back on my home number after I left a message with his office. If ever there was an epic moment of panic as I tried to lay my hands on my Dictaphone and notepad while remaining composed, that was it!

The interview was strictly for a piece on motorsport as his secretary had warned that any mention of Pink Floyd (even by stealth) would result in him hanging up. A year or two later,

HEROES

I got to interview the rock legend face to face at the annual Rétromobile show in Paris and took the opportunity to ask him which show car was his favourite. Without a moment's hesitation, he picked out the Auto Union D-Type Grand Prix racer on offer on the auction stand. When asked why he was quick off the mark, he said: "Because it's the car I'd most like to drive." I quoted his response on my piece on the show and Nick was later invited to drive one of Audi's iconic Auto Unions. Can't say for sure it was a result of my copy, but I'd like to think I had a hand in it!

At the same Parisian event I bumped into Sir Stirling and Lady Susie, guests or – more likely – paid celebrities of the show. I say 'bumped into' but they were actually stuck in a slow-moving throng of people that passed by. I took the close encounter as a chance to introduce myself and get

Sir Stirling's opinion on the show. After delivering a few sound bites, he picked up the Saffa accent and proceeded to ask where exactly I was from. I lost no time in delving into his career highlights on our circuits before quickly trotting out the fact that I knew fellow journalist André Loubser, who had worked for Stirling in the 1960s.

The great hot shoe quite lit up at my mention of André and quickly unfolded the umpire chair he carried with him to get comfortable, before launching into a yarn or two about his time with André – the connection via Stirling's order of a Porsche 904 GTS and the Paint-a-Car system years and so on. It was an unplanned trip down memory lane but the journey quickly hit a cul-de-sac when – judging by the look on Lady Susie's face – it became apparent that the conversation clearly had no commercial value. She stopped Stirling

mid-stream, the umpire chair was snapped shut and they shuffled off after the most perfunctory of goodbyes.

The abruptness of it all rather tainted my experience but Sir Stirling made up for it during a later encounter when I was conducting telephone interviews with famous drivers for a light-hearted piece about where was best for a fan to get an autograph at the Goodwood Festival of Speed.

"I don't know but I can tell you which is the best circuit to get an autograph from a driver's point of view – Kyalami." Naturally this went down very well with me but not as well as his reply when I asked why. "Because that's where a woman pulled her top off in the pits and asked me to autograph her boobs." Not sure if Lady Susie was in earshot but I'd love to have seen her face if she was! 📷

Ray Prando



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TO ALL THE CARS I'VE LOVED (AND LOST) BEFORE

By Hannes Oosthuizen/www.cars.co.za



I've always wondered at which exact moment my passion for the automobile was ignited. I certainly didn't grow up in a car family. My father's interest in car specs extends as far as which has the lowest insurance premium. My mom is slightly more interested, I suspect. Her brother is something of a petrolhead and it would appear that her mother (Ouma Anna to me), was at the very least supportive of his passion. But growing up I rarely saw my uncle. Perhaps Ouma Anna spending many hours playing Top Trumps with me before her passing played a small part.

But growing up in a *dorpie* in the '80s, I think my love for cars was predominantly fuelled by my extreme dislike of working in the back garden, watering the plum trees and pulling out the weeds. It was there, longing for something more exciting and exotic, that I first laid eyes on it. As was usually the case in those days, a mere flimsy wire fence separated our back yard from the neighbour's... and clearly this was a neighbour with taste. Parked in his

backyard, underneath a corrugated roof, was not only a Mercedes-Benz SL (*Dallas* was big on TV in those days, so my mom called it 'the Bobby Ewing car') and a bizarre short-wheelbase VW Beetle, but also a big slice of Franco-Italian science fiction, a white Citroën SM – my first true automotive love. The SM was extremely exotic to young Hannes, and much time was subsequently spent hanging over the fence, rather than picking peas. A passionate love was born for the automobile, fuelled monthly by the arrival of the latest *CAR* magazine.

Many years later that fire still burns and I've been blessed to have experienced a career in cars, but time has taught me a very valuable lesson, as it generally tends to do. As a motoring journalist I haven't really ever needed to own a car, but of course I've not been able to help myself, either. My acquisitions have hardly been exotic – and some of them have led to considerable heartbreak – but I miss all of them.

I feel very sorry for my very first car, a bright green, rear-wheel-drive Mazda 323 that belonged to my other *ouma's* sister. Sorry... and ashamed. As a student at Stellenbosch back in the late '90s, it wasn't easy to give it the care and attention that it was used to from Auntie Kato, so we used to drive it until the

petrol ran out, then pushed it underneath the nearest tree and fetched it again when we had money for petrol. The 'Green Monster' would stand for very long periods sometimes, and the neglect soon became visible. It used to vomit its radiator's guts out every day when I parked at *CAR* magazine's offices in Pinelands. It ended its days back at my parents' house, badly rusted and used as a 'fishing car', and eventually sold as scrap. I'm deeply embarrassed when I think about it.

Then came a Suzuki SJ410, mostly bought because my wife wanted something that looked like a Jeep. As my wife is not the most mechanically sympathetic person ever, I also wanted something that would be pretty much unbreakable, which ruled out a, um, Jeep. The Suzuki always had a dodgy fuel gauge and one time when my wife called me in a panic, having ground to a halt up Kloofnek in Cape Town, that's where I thought the problem was. But no, I was assured, the Suzuki had been filled up in the morning, so that couldn't be it.

Scratching my chin, I asked what gear she was in when this happened and her exasperated response floored me: "The fastest one!" The SJ410 could hardly get up that steep hill in second and she was attempting to drive it up in fourth! Soon after we fell pregnant and suddenly airbags and

It ended its days back at my parents' house, badly rusted and used as a 'fishing car', and eventually sold as scrap



the Oosthuizen household since, but I did acquire one of my childhood fantasies: an Opel GT. I grew up on the back seat of an Opel Rekord, so the GT to me was probably like the R8 to an Audi A3 owner. Mine, however, was in a sorry state when I found it and I poured money into its restoration, but much of that cash probably went down a toilet somewhere because the work was not done very well, or very fast. Quite a traumatic restoration experience aside, I still loved that car and regret selling it less than one year after the rebuild was (kinda) completed. This time I made a massive loss.

So, hurt by the GT affair, I vowed to never own a classic again... but here I am again with a 1967-built Citroën DS19, another of my childhood fantasies and the result of

that initial encounter with the mythical SM. I write this having just been chastised by its lifelong mechanic for not driving it enough, and having to pay for the subsequent 'maintenance'. I really do not need to own a classic car. Perhaps I should spare myself the heartache and cost. But I've just returned from a long drive in the Goddess in the Winelands, taking in the views over the majestically curved hood, revelling in the smoothness of the ride and astounding refinement (given the car's age) and realised that I will probably never sell any car ever again. In fact, I'd like to start by buying back all the cars I've sold in the past. Clearly, when it comes to classic car ownership, monogamy is not for me. I need a bigger garage. So, I suspect, do you. 📷

child seats were required, so the Suzuki had to be replaced with something more modern. I sold her (the car, not my wife) to a fisherman in Hermanus for a profit and now, in the glow of the arrival of the brand-new Suzuki Jimny, I miss that SJ410's pluckiness and spirit very, very much.

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1965
Jaguar
E-Type Series 1
R 1 800 000



1983
Ferrari
Mondial QV
R 695 000



1961
Ford
Thunderbird
R 950 000



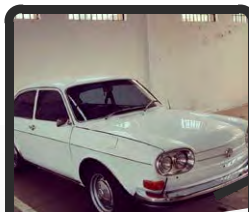
1958
Cadillac
Sedan
R 699 000



1967
Mercury
Cougar 302
R 265 000



1958
Buick
Special V8
R 475 000



1971
Volkswagen
411
R 120 000



1966
Ford
Galaxie 390
R 165 000



1977
Ford F100
(67 000 km)
R 195 000



1996
Chevrolet
Suburban 2500
R 400 000



1973
Chevrolet
C10 Stepside
R 280 000



1982
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W123 280CE
R 165 000



1928
Willys
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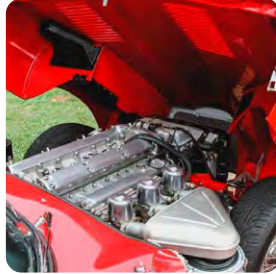


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KOOS AND THE FLYING ANGLIA

Hi Stuart,

I am a keen reader of your great magazine and own the racing Ford Anglia in the attached picture. After reading the article on Koos Swanepoel last month, I thought I'd send the image of him in my car. If I'm not mistaken, this was the last race Koos drove at East London. The car lives at Killarney in the Lambert Racing stable and is a replica of the car that Gordon Briggs drove to championship victories in the 1960s. Gordon's son Mike has driven the car in Port Elizabeth and Sarel van der Merwe got behind the wheel at Killarney last year. Have a great 2019.

Jonathan Gunn

Thanks for the support and letter, Jonathan. We are glad that the bit on Koos last month prompted you to send in the info on your beautiful car. So great was Koos's racing career that we had to split the story into two parts and you'll find part two in this issue. I'm a bit of a closet Anglia fan and know that car well, having raced against it at Killarney. I've also grown up hearing about the all-conquering Briggs Anglia, so seeing the scheme in full colour was a treat. For this reason, I always encourage people building historic race cars to replicate a period-correct scheme whenever possible, and without duplicating if the real one is still around and in the same scheme. Our racing history is so deep that there are many untapped options for builders aspiring to period correctness.

Stuart



MAGICAL MONTEVERDI

Hi Stuart,

On a visit to Switzerland last year, I came across a 1971 Monteverdi High Speed at the Swiss Transport Museum in Lucerne. They also have other cars he designed and made on show. The attached photo may be of interest to your readers. Peter Monteverdi manufactured sports cars from the late 1960s to 1990 using mainly Chrysler V8 engines and even built a car based on the Range Rover.

On another note, the FMM News page in the October issue states that August 14 marked the tenth anniversary of the death of Enzo Ferrari. In fact, he died on 14th August 1988, so it should have been the 30th anniversary. Keep up the good work in finding interesting cars of the past. Thanks for your interesting magazine, which I look forward to receiving each month.

Regards,
Bryan Wehrli

Thanks for the letter Bryan, and the Monteverdi info. I've heard of the name but never known much about it – I'm sure most of our readers are in a similar boat, so I'm busy looking up the Monteverdi story on Google now.

Spot on about Enzo Ferrari's anniversary. Clearly maths is not our strong point! Thank you for all the support and kind words.

Stuart

SYRINGA SPA MEMORIES

Hi Stuart,

The name of the dirt track asked about in the Krugersdorp Hillclimb article previously was Syringa Spa. I attended many events there travelling from Fochville on my Kreidler Florett RS 50cc.

Regards,
Wynand du Plessis

Hi Wynand, thanks for the info. We used to race pit bikes there a decade ago, and while I heard some of the more senior riders talking about the old days of Syringa Spa, I didn't realise it went back that many years. Clearly this is a bit of South African motorsport history we need to document. Any information and images from readers would be appreciated. And the ride from Fochville is impressive – 90km on a 50cc...

Stuart

THE SWEET SPOT

Hi Stuart and Graeme,

I think you have really hit the sweet spot in your December issue. It's a really great mix of articles and stories, with enough features to keep everyone happy. Great to meet some of the characters behind the scenes. Wishing you and everyone at HQ, as well as your talented field operatives, a restful festive season.

Regards,
Peter Huebscher

Thanks for the kind words and well wishes, Peter – it really means a lot to our small team. As I've said before, the ideas come from the readers, so we have them to thank for the variety and mix of articles. As I write this, the festive season is a thing of the past, but we had a relaxing one and are ready to jump into 2019 at full tilt. All the best for the year ahead.

Stuart

502 IN THE CAPITAL

Hi Stuart,

I can add a teeny bit of news about the BMW 502 featured in the October issue. I saw it virtually every day in Hatfield, Pretoria as a kid in the late '50s. It was driven by a tall, very nattily dressed gentleman who stopped at 4pm each day to buy bread and milk at the Hatfield bakery and dairy. He would then drive south on Duncan Street as he lived in Brooklyn. Being a car nut, I would often look into the car and admire the white steering wheel and white knobs. The car was royal blue, very similar in colour to the Mercedes 219 of 1958. The gentleman would chat with me briefly about the car and we became 'waving friends'. He had a strange accent, which I guessed to be German. One day my mom took me to the dentist in town and this same 502 was parked at Club Motors in Pretorius Street. My guess now is that the gentleman was the big cheese at Club Motors. Then the car disappeared and I saw it again in Bloemfontein at the Greyvensteyn Museum. This was shortly before Waldie's passing and he was in a wheelchair at the time. Perhaps this useless info can send your sniffer dogs into action?

**All the best,
Les McLeod**



Hi Les, thanks for the great story. If my memory serves me right, this is the second letter you've sent in about recalling unusual cars in Pretoria half a century ago – your previous (possible) car identification being the fibreglass body we pulled out of a garden in Durban. Clearly your passion for cars started at a very early age and continues today. We don't really have sniffer dogs on the payroll as we find the readers are the best at giving us guidance. So I'll keep you and the museum in the loop as to any further details.

*Thank you.
Stuart*

THE SERVICE PLAN

Hi Stuart, thanks again for a great magazine – keep up the good work. Referring to the letter entitled 'Love and Hate' in the December issue, I really feel for the writer and his Giulietta problems. It's sad to hear, especially considering that I was very pleased with the one I had – I only sold it due to getting a company car.

I am also very surprised that Arnold Chatz could not sort out the problems as they were known for good customer service. Below are some service issues and remedies I had with various new cars.

In 1961, I purchased a new Giulietta 1300TI which was imported but saw some parts fitted locally. On my first night of ownership, I noticed that no lights worked as there were no globes fitted. I dropped the car back at the dealer and stopped payment until it was fixed. It was returned in working order and I kept the great car for 13 years.

Next up was a new 1977 Fiat 128SW. It went well until I collected it following its second warranty service; 200m from the dealership it overheated and dumped coolant on the road. It was towed back to the dealer where it was found that the radiator was damaged and had been patched. I refused to accept repairs and they obliged with a new radiator. The car is still running well 41 years later and is still in very good condition, despite its hard working daily use.

In 1984 I moved on to a new Ford Sierra 2L GLE company car. From the word go, the differential was noisy and was returned to the dealer and payment stopped. They soon fitted a new diff and I enjoyed three years of happy service thereafter.

BMW became my car of choice in 1997, with the purchase of a fresh BMW 318IS. After its second service, I noted the car's performance was not as good as before. The service manager didn't accept this but quickly swung his thoughts around when I told him I was going to borrow a Fiat Uno 1400 from the agents nearby and

pitch the two cars against each other. I bet the BMW would have difficulties keeping up and this saw the car booked back in, checked and remedied. I still have this car 21 years later, and while it's not perfect, with 300 000 kilometres on the clock it's fast enough and a pleasure to drive. If I'm not mistaken, this was the model that BMW used as its road car to allow it to compete in 2-litre touring car racing and win both the European and world championships. Perhaps there's a 318IS story for CCA.

Anyway, sometimes you have to fight your way to good service.

**Regards,
Jean Tanzino**

Hi Jean, good to hear from you again... I suppose persistence can sometimes be the key to pleasant motoring miles. It is a bit sad that one has to play hardball but it's possible that lots of people try their luck with dealerships and as a result they can be a bit sceptical of issues that arise. At least everyone you dealt with seemed to take your problems with some seriousness – even if you had to play the Uno-vs-BMW card. On the race track the Uno did occasionally scare the BMW a class above, but this was the insanely fast turbo version of the small Italian.

The 318IS is a beautiful car and scanning the classifieds today, I see a few are listed. The pricing, although attainable, seems to be on the upward slope. In the four-cylinder format, these cars offer good economy with deceptively good performance. I'd agree that they formed the basis for the touring car racers (especially in the aerodynamic accessory homologation department) but the racers were very trick, with the likes of sequential gearboxes. I think most racers were two-door offerings but for practicality reasons our 318IS was four-door.

Hang on to that one, and the Fiat 128SW.

Stuart

FLYING IN

The 'Dam Good Idea' article in your December issue prompted me to dig up some history from seventy years ago. I was an unaccompanied passenger, aged eleven, when I travelled from London to Victoria Falls in late November 1949. Service BO 103/190. Starting from BOAC offices in Buckingham Palace Road, we travelled in a navy and white semi double-decker coach on a Bedford chassis. It had two split-vee windscreens, the second one on the upper level portion at the rear. I was lucky enough to get a front row seat, so as a youngster it felt like I was driving. Underneath this upper deck was the luggage compartment with large rear doors.

We travelled south to the Grand Hotel, Lyndhurst in the New Forest for an evening meal and bed. Early on the 22nd we continued down to Southampton to join the Short Solent flying boat. This aircraft was developed from the Sunderland which saw service with the RAF in WWII. We took off and crossed France for our second night's stay in Augusta, Sicily, at Canopus House.

We left Augusta early the next morning and flew across the Med to Alexandria for lunch, then on down the Nile to land again at Luxor, where the hotel was on the riverside, for the evening meal and bed.

Again we left Luxor early and after an hour stopover in Khartoum, we landed on Lake Victoria and were bussed to the Silver Springs Hotel for the night. We left Kampala early and landed on the Zambezi River, 7km upstream from the Falls on 25 November 1949. The flight continued, landing on the Vaal Dam for passengers bound for Johannesburg.

My father, who I had not seen since the end of WWII, then drove us to my new home in Bulawayo (some 300 miles) in a new 1948 Ford V8 Coupé... the start-up sound will never be bettered!

I still have the air ticket, which for a child cost 75 pounds – an enormous sum in 1949. I am still looking for my 'crossing the line' certificate which I was given on board but expect this has gone forever. I have since discovered that the plane weighed 35 tonnes, carried 34 passengers and seven crew and cruised at 210mph, below



10 000ft as it was unpressurised.

The service started in May 1948 and ended in November 1950. There cannot be many of us alive who were lucky enough.

Mike Dingley

Hi Mike, thanks for the brilliant first-hand tale. You now have me digging through the family archives as my grandfather too made his move to Africa at a similar time and also via a flying boat. I was under the impression he landed at Hartbeespoort Dam but maybe I've muddled the details over the years. Hope you find the 'crossing the line' documentation.

Stuart



MY LITTLE JEWEL

Dear Stuart,

I am directing this letter to you in response to the article in the December 2018 issue of *Classic Car Africa* regarding the Alfa Romeo 'Little Jewel' by Mike Monk.

This particular car belonged to me for over 40 years. I bought it as a shell and a number of boxes full of parts in 1970, and restored it myself. It was entered into a few Alfa concours. Enclosed is a photo taken after such an event, showing the awards won. This photo was taken 30 years ago.

In its rear window there must be a 'Rossi & Benito Motors' sticker. Walther Rossi is to this day still one of the most respected Alfa specialists in the RSA.

Early this year, I took a trip to Cape Town to visit family and at the same time made an appointment to visit the Franschoek Motor Museum with the hope of seeing 'my' Alfa Romeo, but unfortunately the car was not on show at the time.

**Kind regards,
Charl du Toit**

Thanks for the insight, Charl. It always amazes me what a small world it is when it comes to a local classic car niche, and how recognisable a car is to the owner or someone 'touched' by it decades ago. I loved that, despite restoring the gem of an Alfa, you kept the 'Rossi & Benito Motors' sticker in the back window – it gives the car some sort of link to its past.

It is a shame that the Alfa was not in show rotation when you visited Franschoek Motor Museum – I hope you are able to see it soon.
Stuart



BMW AND PEUGEOT UNDERDOGS

Dear Editor,

I always enjoy reading *Classic Car Africa* magazine and the same is true for the November and December issues.

In the first mentioned above, I read with interest the article about the Peugeot 504. One question arose though – any reason why the Peugeot 504 diesel sold in South Africa was not mentioned? Will this be the topic of another article?

In the December issue there are two matters that I have doubt about:

- (i) The photo of the two BMWs at the top right-hand corner of page 43 is the first matter. The photos identify these two vehicles as a BMW 1800SA on the left and as a BMW 2000SA on the right. After looking carefully at the photo, it seems to me that the car on the left is either a BMW1800SA or a 2000SA (I cannot tell, as they looked the same). The car on the right looks like a BMW 1804 or 2004 (I cannot tell), which is the Glas-bodied car in BMW trim (with a kidney grille) sold for some years after 1970 in South Africa.
- (ii) The Mercedes-Benz 280SE on pages 30 to 33 is identified as a 1968 model. To me it looks more like a 1970 or early 1971 model. The initial 280S/SE models in South Africa had the same trim as the earlier 250SE models, namely a two-piece hubcap with rims in body colour and a soft inlay in the dash, attached to the wood. The car in the article has one-piece hubcaps, introduced in 1970, while the inlay on the dash is also omitted. In addition, the car has hazard lights, introduced in 1970, as well as a factory-fitted air conditioner, which was not available on Mercedes-Benzes before 1970 or 1971. However, the car is definitely before 1 April 1971, as all South African cars had their speedometers, odometers, heat gauges and oil pressure gauges in metrics from that date, when South Africa adopted the metric system.

Kind regards,
Jannie Rossouw



Hello Jannie, good spotting on the BMW story. The white car is indeed a 2000SA, while the green one is a 2004, a Glas-bodied car sporting facelifted details like the 'kidney' grille. I messed that caption up and should have known as I drove an 1800SA, 2000SA, Cheetah and 2004 all on the same day.

With regard to the Mercedes-Benz 280SE, I have sent on the query to the author Mike and he'll check with the vehicle owners as this was what he was given to work with. It's amazing what detail changes manufacturers make from year to year, with so many of them not noticed by many of us.

And yes, the Peugeot 504 diesel story is being kept for another occasion... a multi-test against a Merc 300D.

Thanks for the feedback and keeping us on our toes.
Stuart

ROVER ENGINE INFO

Dear Stuart,

During our recent holiday in SA, I purchased copies of your magazines – very interesting read and, I must say, a wonderful holiday. Is it possible to purchase an electronic copy of the R6 engine installation photograph as shown in the SD1 write-up on page 50 of the November issue?

Having worked in the auto industry all my working life, I am very interested in the R6 installation. I did work on the E6

transverse installation many years ago. Hoping you can assist.

Best Regards,
Trevor

Hi Trevor, glad you enjoyed South Africa and reading our magazine. I have asked Graeme to send a copy of the image he photographed. Hope it is of use.

Stuart

MODEL CITIZEN

Hi Stuart, after reading the letter from Mike Godfrey in the October 2018 issue, I decided to take out my camera and photograph the model cars that I have, as mentioned in the letter. To assemble all of the real thing to remind one what they look like would be almost impossible. It's obvious that the readers enjoy the nostalgia. I have not named any of them – maybe the readers would like to identify the cars depicted themselves? If this is popular and acceptable, I am prepared to do more on a regular basis.

Regards,
Zack Lombard

What a brilliant idea, Zack, thank you. I'll leave it up to the readers to send in their answers. I've chatted to Motul Lubricants and the first 100% correct answer will receive some goodies from them.

Stuart



BMW SPOTTING IN CAPE TOWN

Hi Graeme,

Some really great reading in the December issue. Reading the article on 'Just What The (Cape) Doctor Ordered', I immediately recognised the photo of Adderley Street. Well done to your sharp eye – you are the first person that I have come across (other than *moi*) to spot the BMW in the bottom of the photo on page 80. Just one point though – it's not an Isetta. It was just a BMW 600. I pointed that out to the lady on the floor at the BMW museum in Munich (she had also been told by her boss that it was an Isetta). It was my first car and the sales brochures and handbook identified it as just 'BMW 600'. I never appreciated what I had then, and sold it for R150! Years later I searched for it, but it probably went to the scrap yard.

Keep up the good work.

Regards,
Graham Goetze

Hi Graham, glad to hear the magazine hit the spot in terms of content and that Graeme was able to spot the BMW in the corner. Thanks for correcting



the Isetta/BMW 600 name. Ah, another one that got away – how many of us regret selling our cars of yesteryear? If only we could turn back the clock and hang on to them... we'd need a large garage.

Thanks for the support.

Stuart

FAMILY TOURING CARS

Hi Stuart,

After reading your article on the O'Sullivan Rover, I have attached a pretty pic of the engine. Going back to your article a few issues ago on the Volvo, I read somewhere that Tom Walkinshaw requested the BTCC to change the rules to allow downforce in the form of a rear wing. They refused, and apparently that is when he decided to race the 'station wagons' which gave him the downforce he wanted, and the cars were legal. Again, thank you for a great magazine.

Warm regards,
Tony Campbell

Thanks for the Rover engine picture, Tony, it looks like a meaningful bit of kit. A shame the car is no longer in South Africa but great to see it on the international circuits. Hopefully the owner keeps stretching its legs.

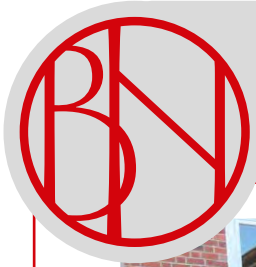
Yes, I've also heard that the arrival of the TWR Volvo Estate racing car was due to better aerodynamic behaviour over the sedan when no wings could be fitted. True or not, it did give the marketing team at Volvo something to work with for sure. Interestingly, one of the genuine race cars was in South Africa for a bit but has since been sold back overseas. We do, however, have two of the 850 T-5R wagons used to homologate



the racing machines.

Thanks for the continued support and correspondence, we really appreciate it.

Stuart



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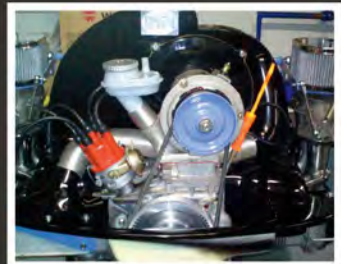
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◦ AUSTIN'S POWER ◦

On paper, post-war British classic cars were no match for the technical attributes of their European classics but, in the metal, they impressed for their lively road manners, attractive styling and affordability. And, in the case of marques like Jaguar and Austin-Healey, their six-cylinder brawn. **Graeme Hurst** takes a look at the iconic Austin-Healey 3000, a model which ironed out the problems that niggled its predecessor and quickly put the marque firmly at the top of its game when it hit showroom floors 60 years ago.

Read up on the history of Britain's post-war motor industry – with its endless takeovers, and the evolution of leviathans like BMC and eventually British Leyland – and you can be forgiven for wondering how on earth the nation got its fine automotive reputation. Just as the Empire was unravelling in the 1950s, so the country's once-rich car industry appeared to be in decline.

Famous names like Riley and Wolseley were relegated to badge engineering while arch

rivals such as Austin and Morris were suddenly in bed together, siring the British Motor Corporation. With its iconic, multi-coloured rosette logo, BMC packed enough clout to shape a lot of the car industry and would later swallow Jaguar and ultimately include Triumph. By that time, BMC traded as the British Leyland Motor Corporation – a bureaucratic behemoth that was loved and loathed as much as the European Union is in Britain at the moment.

But, as with the European Union, there were economic benefits for carmakers controlled



by a big brother who had the economies of scale to share componentry and lower design and production costs, aspects that allowed smaller names to thrive. Names such as Austin-Healey, a brand that was only coined after Austin's boss Leonard Lord offered to supply a four-cylinder engine to power Donald Healey's new 100 sports car back in 1952. That deal was done after Healey unveiled his rakish prodigy at the annual Earls Court Show – the stage for many milestones in England's automotive history. Austin's A90 powertrain and assembly line capacity was all it took for

Austin-Healey to prosper, and sales hit five figures within the first two years after launch.

But there were snags to Healey's dependency: when BMC (controlling Austin) stopped production of the A90 engine in late 1955, Donald Healey's lead designer Gerry Coker was forced back to the drawing board to accommodate the 2.6-litre six-cylinder C-series engine (in the Austin Westminster saloon) BMC bosses demanded Healey use.

Cue hurried styling changes to stretch the Healey 100's front (and raise the bonnet line) to accommodate the extra two pots... along with a stretch in the middle to accommodate the two rear seats BMC's bean counters were fixated on. This, in a nutshell, was the six-cylinder '100' that was badged 100/6. It sounded like a racier version but, in reality, the added heft blunted the extra grunt of the new engine and the 100/6 was no match for the car it replaced.

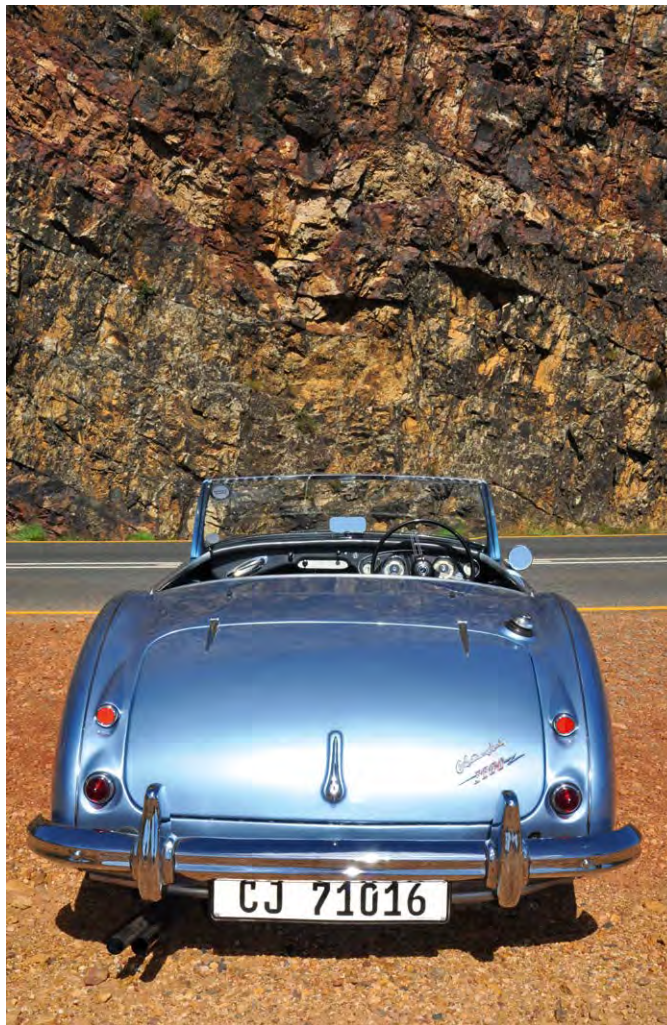
The 100's original styling might've been compromised

and performance tempered but the extra seating paid off, especially in the all-important US market, which valued those aspects. The resultant healthy sales translated into foreign exchange and that opened up access to steel back in the UK in what became known as the 'export or die' era in post-war years.

In 1959, BMC's decision to boost capacity of the Austin C-series unit to 3-litres sorted the performance issue (with an increase in torque from 202 to 226Nm), while the addition of then state-of-the-art disc brake technology on the front wheels gave Healey owners the confidence to explore the extra oomph. The added cubic centimetres also inspired a change in grille nomenclature to 3000, the model that would effectively sustain the Austin-Healey name for another nine years.

In road-guise the 3000 was a strong seller, with performance that comfortably outgunned its main rival, the MGA (in push-rod engine spec) and would scare more expensive fare such as Jaguar's XK150

The added cubic centimetres also inspired a change in grille nomenclature to 3000, the model that would effectively sustain the Austin-Healey name for another nine years



with its (by period standards) impressive 10.7-second, 0 to 60mph ability and 104mph top whack. Those figures had appeal in the competition sphere, too; Healeys prepared by BMC's well-funded competitions department (being part of the BMC stable wasn't all bad news!) as well as privateers excelled in the rallying sphere. In the early 1960s, Works Healey 3000s won the gruelling Liege-Rome-Liege marathon, and the Alpine Rally twice, while the Morley Brothers famously had huge success in the Tulip Rally.

The need to excel in motorsport saw BMC boost performance with the addition of a third carburettor for the MKII version from May '61. With extra breathing and revised camshafts, the 3000 was now good for 117mph. Styling-wise the MKII looked identical, apart from a switch to vertical grille bars in place of the signature Austin 'crinkle cut' horizontal arrangement that first appeared in the 100/6.

The triple-carb spec was short-lived, however, as BMC developed a way to

deliver similar performance on the old two-carb set-up, as fitted to the BJ7 in late '62. This was the model that took the 3000 from roadster to grand tourer in many a sense, thanks to the adoption of wind-up windows (complete with swivelling quarter-lights) and a wraparound windscreen. Most notably, the 3000 now boasted a proper folding soft-top that could be erected with one hand while you were inside the car – an attractive feature in rain-drenched England.

Further comfort-related changes followed with the MkIII (known as the BJ8 in factory parlance) early in '64, with the Healey offering a walnut dashboard and more ergonomic instrumentation and better heating. The styling was unchanged but there was more power under the bonnet (148bhp to be exact) thanks to tuning lessons learnt in rallying and the adoption of 2-inch HD8 carburettors, as used on Jaguar's E-Type.

3000s were produced in

South Africa but only in MkI form, with CKD (complete, knocked down kits despatched out of BMC's factory in Abingdon, England) assembly starting in July 1960. That was just over a year after the last 100/6 had rolled off the lines. *CAR* magazine's July issue that year lists the price of the two-seater (known as the BN7) at £1 255, with a £20 premium added for the four-seater (known as the BT7, with the 'T' standing for 'Touring').

From March the following year it was priced (after the advent of the Rand) at R2 506 and R2 544, with a R50 surcharge for delivery to the Reef. As was often the case

3000s were produced in South Africa but only in MkI form, with CKD (complete, knocked down kits despatched out of BMC's factory in Abingdon, England) assembly starting in July 1960



with model timelines back then, production of the MKI continued long after the MKII had debuted over in Blighty... all the way to June 1963, actually. Shipping logistics and the need to accommodate other models at the Blackheath plant probably had a hand in that.

In the end, total local 3000 production was just 95 units, 50 of which were four-seaters and 45 two-seaters. Life-long Healey enthusiast Barry Fletcher from Franschhoek owns one of the latter as featured here. Like most members of the thriving Austin-Healey Club of Southern Africa, Barry got hooked on Big Healeys thanks to their looks and robust character. "They're beautiful, strong cars that take as much as you give them and are just superb to drive." His BN7 was dispatched as a CKD kit from Abingdon on the 16th of February 1961 and assembled at Blackheath later that year.

Barry's relationship with the marque kicked off when he bought and sold cars to supplement his wages as a newly qualified engineer while living in (then) Rhodesia in the early 1970s. "I used to buy cars and find a way to make them look nice and sell them on," explains Barry. "I went through MGAs

and Morris Minors and all sorts and then got a 3000 but couldn't sell it so landed up using it." Then, in the 1980s, Barry's decision to emigrate to South Africa forced his hand. "We had to leave, and the legislation only allowed you to take one car. With a young family, I took a Morris Minor Traveller and sold the Healey."

As is often the case, pursuing a career and raising a family meant any subsequent Healey ownership prospects were put on hold – in Barry's case for 20 years – but that changed when he happened to see one in the traffic in Durban and chased after the owner to enquire about the club. "Through that contact I found Healey specialist Neil Carsten who helped source and rebuild my cars," explains Barry. Yes, like a lot of Healey enthusiasts Barry has more than one; his BN7 shares a garage with a BN2 (the second series 100) and until a few years ago he had a Frogeye Sprite and a 3000 MkIII as well, the latter of which Barry and wife Jenny took over to the UK in 2002 for the marque's international 50th anniversary celebrations.

The MkIII (or BJ8) was the model that would see out Healey production before BMC (or British Motor Holdings Ltd as it became) wielded the axe in '67 in favour of the MGC, the six-cylinder take on the popular MGB. It was a sudden end

to what became a well-developed car that was clearly in demand; the MkIII was the most successful 3000 derivative, with more than 17 000 examples rolling out of Abingdon.

Sadly, the MGC was a short-lived offering (just two years) that never quite filled the 3000's big shoes thanks to unfavourable handling and a rather lacklustre engine. At the time there was an R&D project to develop an Austin-Healey 4000. Powered by the 4-litre Rolls-Royce FB60 engine (so in effect a Rolls-Healey) from the Vanden Plas Princess R, the 4000 was intended to have a MkIII body but built six inches wider to accommodate the Princess's rear axle.

Six prototypes were ordered by BMH so that various automatic and manual transmission options could be assessed but the project came to an abrupt end when Jaguar (by then in the BMH stable) boss Sir William Lyons got wind of it and voiced fears over the 4000 eating into the E-Type's market share. Just three 4000s were finished and two survive in different parts of the world today.

And so it was the end of the road for both the 3000 and the Austin-Healey name it was attached to. A name that enjoyed nearly a decade of buoyant success after a boardroom dictate to adopt six-cylinder power forced Donald Healey's hand and, in turn, gave the British motor industry one of its brightest stars. **C**

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WORLD-CLASS PRODUCTION

The Silverton automotive manufacturing plant, which is now owned and operated by the Ford Motor Company of Southern Africa, has turned 50 years old. **Roger Houghton** takes a look at its long and varied history that has seen the production of an extensive variety of nameplates and models over the years.



Built originally by Chrysler South Africa the plant, known then as Chrysler Park, began vehicle production in 1968 – the same year I joined the public relations department of Chrysler SA at the new plant, where sections of the parts warehouse were used as a temporary accommodation for the administrative staff.

Chrysler SA previously operated a plant in Elsies River, near Cape Town, but the demand for increased local content (66% by weight from 1971) prompted a move to a 147-hectare greenfield site in Silverton, east of Pretoria. At that time there were already two plants near Pretoria – Datsun-Nissan and BMW – as well as a number of component manufacturers.

The new plant would also be nearer major markets so it made sense to move from Cape Town, where there was limited automotive manufacturing. The first Valiant came off the line in Silverton in October 1968 and it was the 53 160th Valiant made in South Africa.

Chrysler's Valiant was the top-selling car in South Africa from 1966 to 1968, outselling Volkswagen's 1500 Beetle, as well as all other model ranges in the country. When Valiant sold 11 862 units in 1966, it was the first time in 20 years that an American car was the best-seller in SA. Valiant was again the most popular car in the country in 1967, and in 1968 sales hit an all-time high of 15 026 units – 1 436 units more than the next best, the VW Beetle 1500.

Once production started in Silverton, the models were given unique South African nomenclature. The Valiant 100 became the Rebel, the Signet was changed to Regal and

the Dodge Dart was introduced and named the Valiant VIP, with an uprated version of the locally made slant-6 engine (claimed 170hp instead of the usual 145hp). A station wagon, the Safari, was also added to the range.

Later, with the takeover of the British Rootes Group by Chrysler Corporation, a number of these British Arrow models (badged Hillman and later Chrysler and sold as Vogue sedans and a Safari station wagon) were produced. These were replaced by the Dodge Avenger, which was not a great success, and this model was superseded by the Dodge Colt sedans and coupé before

Chrysler withdrew from South Africa in 1976.

The plant was operated by Sigma Motor Corporation from 1976, then by Amcar Motor Holdings (an Anglo-American company) and Samcor (a joint venture between Ford and Anglo-American set up in 1985), before the Ford Motor Company of Southern Africa took up all the shares in the company in 1994.

The Silverton plant has since been transformed to assemble a single, high-volume vehicle platform (Ford Ranger and Everest) with an annual capacity of 168 000 units. **Q**

SOME OF THE VEHICLES MADE IN THIS PLANT OVER THE YEARS WERE:

- Chrysler:** Valiant Sedan, station wagon, Charger coupé and Rustler pick-up; Chrysler 383 sedan, Dodge D100, D200 and D300 trucks.
- Rootes Group:** Hillman Arrow and Vogue sedans, Vogue station wagon and Husky pick-up, Avenger sedan.
- Mitsubishi:** Colt AY and YB sedans and coupés (sold as Dodge Colts), Colt Galant sedan, Tredia, Pajero, Canter truck (with ADE engine), FK (5-tonne) and FM (8-tonne) trucks.
- Peugeot:** 504, 305, 505.
- Mazda:** 323 (rear-wheel drive, then FWD Y1, P3, Ps-88E models), Astina, Etude, Mazda3, 626 (Y2, Y2-89 and Y4 models), B-Series pick-up, E-Series (Bongo) MPV, Marathon people-carrier, T2000 and T3000 trucks, Rustler pick-up, BT-50 pick-up.
- Ford:** Sierra, Sapphire, Laser, Meteor, Fiesta, Focus, Mondeo Ikon, Telstar, Bantam, Courier (some unique 4-litre models were exported to Australia), Spectron people carrier, Triton trucks, Ranger MY 2000-2011, MY 2012-2015, MY 2015-on, Everest MY 2016-on.
- Ford tractors:** 10 Series with three-, four- and six-cylinder engines.
- Volvo:** S40 and V50.
- Land Rover:** Freelander and Defender 110.

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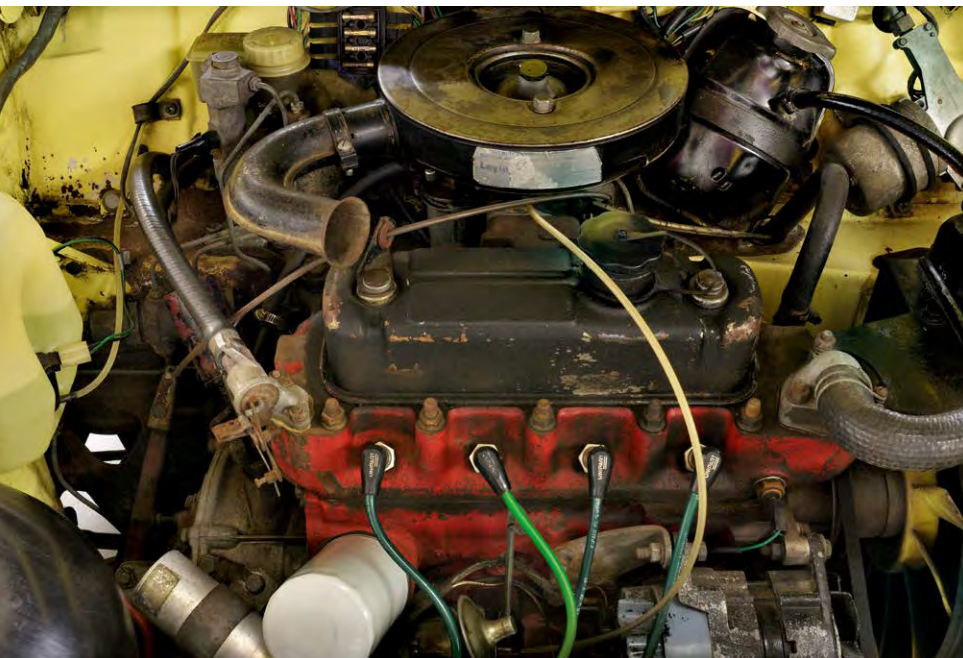


WE DID IT OUR WAY

With the 1956 Suez Crisis in full swing, Sir Leonard Lord of the Morris Company realised the need for a cheap, practical and fuel-efficient British family car. He set his ace engineer Alec Issigonis and a team of designers the task in October 1956, and by July '57 a prototype (project number AD015) had been designed and built. Months of rigorous tests and changes followed, and in April 1959 production of what we now call the Mini got underway. South Africa wasn't far behind and received its first unit in August that year. **Stuart Grant** celebrates 60 years of the icon at the tip of Africa from behind the wheel of a 1275E, the last of the local Mini models.

Photography by Mike Schmucker





British Motor Corporation marketed the Mini under both Austin and Morris names until 1969, and the very first one that hit our shores was an Austin 850 in Tartan Red. It was an important moment in history as its purpose here was to act as an aid in making up the tooling to start South African Mini building. After years of digging, Ryno Verster, author of *Thanks for the Mini Memories – A South African Mini Story* eventually found a picture in Ralph Clarke's (Engineering Manager at BMC's Blackheath, Cape Town plant) archives dating the completion of the first locally assembled Mini on 21 December 1959. By close of business that year 36 Minis had been sold, 24 badged as Austin 850s and the remaining dozen Morris Mini-Minors. Interestingly, Morris Mini-Minors were also

put together at Motor Assemblies in Durban between February 1960 and March '63 – seemingly as it made financial sense for the Morris dealer McCarthy Rodway, who also had a stake in Motor Assemblies.

Like in the UK, the Mini proved an instant hit with *CAR* magazine, which in its January 1960 issue went as far as to say: "At one stroke, the Austin 850 Deluxe has caused us to revise rapidly all our previous ideas about our small-car standards of road-holding, suspension, performance, comfort and roominess." Sir Leonard Lord would have been smiling at the sight of reports like this – it is rumoured that he detested the bubble cars that were prolific during the Suez Crisis so much that he vowed to rid the streets of them by designing a 'proper miniature car'. To do this, his brief for what would become the Mini was a car that could be contained

within a box that measured 3m x 1.2m x 1.2m, and the passenger compartment should occupy 60% of that length. For cost reasons, the engine had to be an existing BMC unit, which by default meant a car item and therefore already a notch above the bike-engined bubble cars.

Issigonis's solution was to use the BMC A-Series four-cylinder, water-cooled engine but he swung it through 90°, mounting it transversely with the engine oil-lubricated, four-speed gearbox sitting in the sump and powering the front wheels. This, along with a side-mounted radiator, enabled a shorter than normal vehicle length.

The suspension was genius. Designed by Dr Alex Moulton at Moulton Developments Limited, compact rubber cones replaced conventional springs to save space and featured progressive-rate springing as well



as some shock absorption. The ride could be described as a bit raw on the bumpy stuff, but the rigidity of the cones and the positioning of the wheels at all four corners gave the Mini a go-kart-like feeling that the modern Mini marketing teams still like to call upon.

The South African public loved the package and despite the Mini 950 base model only ranking as the 15th cheapest car here in 1960 (we also had lots of cheap bubble cars), the Mini was regarded as the best value car on the market. Four years later, the bubble car phase popped and Mini earned its title as the cheapest car in the land. Oddly though, no Mini was ever the number-one seller in SA, with the highest rank achieved being 5th in '63. (I blame our blue skies, wide open spaces and long roads for this).

Late 1960 saw the South African-assembled panel van added to the Mini menu, and the station wagon hit the road a year later. Blackheath built the 997cc Cooper from mid-1962 and expanded the range with the military vehicle-like Moke from '63 (although these only went on sale from '65). Sales of the performance-orientated 1071cc Cooper S went on sale in July '64, but possibly the biggest news of the period came earlier that year when the first locally manufactured engines were produced (remember, local content requirements were being enforced and steps like this were key in giving South African Mini production longevity).

There is no Mini story without mentioning motorsport. On the international front, the Cooper S with twin SU carburettors, a closer-ratio gearbox and front disc brakes

went rallying and racing. Victory on the Monte Carlo went the way of Mini Cooper S in 1964, '65 and '67 (with Paddy Hopkirk, Timo Mäkinen and Rauno Aaltonen at the wheel respectively). In 1966 the first-placed Mini was disqualified after the event when the car's headlights were controversially deemed to be illegal. On the track, Rhodesian (Zimbabwean) ace John Love became the first non-British racing driver to win the British Saloon Car Championship driving a Mini Cooper in 1962.

On the home front, the first works-entered race Mini was Peter White's 848cc Austin Mini that drove to 6th overall in the 1960 East London Winter Motor Race. Verster reports that the first Mini to enter a rally was driven by Tom Baker, with Willem van Heerden calling the notes, in the 1960 Transvaal Trial. Thereafter, Minis of all forms were a



Giant test: Mini GTS vs V12 E-type.

When you get to rapping about high performance wheels, the Mini GTS is not necessarily the first car that springs to mind.

Out of curiosity, we stacked the GTS up against one of the most potent muscles in the muscle car division.

The results were thought-provoking (see table for vital statistics).

For burning an extra litre of precious petrol in every 10 km, the E-type provides an extra 91 km/h. Of top speed you're not allowed to use.

With a hefty 190 kW of extra power, it gets to 100 km/h about four seconds before the super Mini. With two less passengers aboard.

The E-type has 4000 cm³ more engine than the GTS. And it takes 50 more litres of fuel to fill 'er up.

Look at the turning circles and overall lengths of both cars. Now consider which you'd rather park in a crowded street.

	GTS	E-TYPE
Cylinders	4	12
Displacement	1766 cm ³	3498 cm ³
Compression ratio	9.5:1	9.1:1
Maximum power	93 kW	201 kW
0-100 km/h	12.2 sec	7.2 sec
Maximum speed	150 km/h	242 km/h
Top speed (100 km/h)	6.1	10.0
Turning circle	5.8 m	11 m
Length	3100 mm	4300 mm
Weight	4	2
Fuel capacity	36 l	107 l
Average running cost per 100 km	cents	Rand
Price	R21000	£20000

We're not kidding the E-type. It's a superb specimen of big car. But spare a thought for your bank account.

That's the area where the GTS really performs. Ask your Leyland dealer.



Mini GTS



LEYLAND
We breed 'em different.

CAR April 1976

See the 5 great new 78 Mini models. It's not only their petrol consumption that'll open your eyes.

CAR August 1978

Live it up with a Mini!
THE SWITCHED-ON FUN SIZE CAR

Just find yourself a Mini and the fun's over for a while. The Mini's the kind of car. Young. Happy. Cheeky. Always game for anything that looks like being a lark. But you get a lot of other kicks from a Mini, too. From the way it's so eager and willing to go. So safe in corners. So smooth on rough roads. So light on petrol. And so big inside. Far bigger than you'd ever guess from outside.

Drive it and meet the Mini at your nearby BMC dealer. Find out for yourself why Mini means 'Fun-on-Wheels'!

BMC mini 1000
BMC (South Africa) Pty Ltd; Home of Austin and Morris Mini 1100, 1200, M.G. and the Wolseley range.

CAR September 1969

fixture in the various saloon car events with names like Tony Woodley, Roddy Turner, Giv Giovannoni, George Armstrong, Brian Ferreira and Andy Terlouw just some of the regular protagonists.

Blackheath kept updating the Mini to suit the ever-changing motoring public's demands, as well as meeting the local content requirement (calculated by weight percentage) stipulated by the South African government. The purpose of this programme, implemented by means of greater tariff protection for car parts made in SA, progressive rebates of excise duty on cars and the offer of bonus import permits, was put in place to promote the development of the South African economy.

By March 1965 the Blackheath Mini's local content reached 50%, thanks to a focus on the heavier parts. First up, the brake drums were cast in Cape Town by African Malleable and then Gearing. Then came local engine blocks, pistons, cylinder heads, subframes, hubs, radiators, manifolds and generators. Every little bit helped, as evidenced by the locally made spark plugs and wheel nuts. Phase two of the programme kicked in at the end of '65 with con-rods, radius arms, wheel bearings, cam and crank shafts, flywheels and oil pumps joining the list to see the 55% mark reached by March 1967.

In the mid-'60s BMC merged with Jaguar to become British Motor Holdings and then in 1968 joined up with Leyland Motor Corporation. South Africa followed suit and adopted the name British Leyland Motor

Corporation. Despite these background shuffles, the Blackheath brains trust continued fine-tuning the car and developing parts to keep abreast of the government's programme. By 1975, a South African Leyland Mini met the 66% mark admirably. This ingenuity not only ticked the officials' boxes but also meant that South Africa's Minis were unique when compared with overseas-assembled cars – and we got some tasty specials too, like the 1000S, Sunshine, Moonlight, 1275 GTS, booted Mk3 and more.

In July 1978, the Leyland future looked uncertain with Sigma Motor Corporation proposing a deal where, with a 51% shareholding, it would take over Leyland's car building and selling business. This would mean moving production to a facility in Pretoria by late 1979. But the deal never went through in the end. According to the official statement: "Many months have been spent endeavouring to resolve the complex arrangements that would have been required to bring the proposed merger to fruition. In the event, the obstacles to the merger proved insurmountable in the light of both parties' interest."

Whether this production facility ripple was the reason or not, the bottom line is that Blackheath Mini production had stopped and, as of March 1980, there were no units listed on the sales charts. There was no stock and no dealer network.

But it wasn't all doom and gloom for Mini. In July that year, Leyland South Africa management announced that the Mini

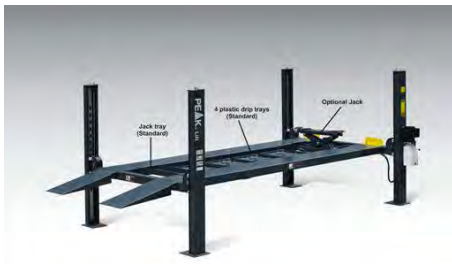
would be back. Production would once again fire up at Blackheath and a Leyland dealer network would be re-established. By August a new Mini, the 1275E, was back on the sales lists and, mindful that the Mini had fallen off the map, the advertising department jumped into action, with material reading: "The Mini's back. The incomparable Mini. Welcome back at your Leyland dealer. At a very welcome price."

And welcome it was. Despite being the highest specification Mini to date, the 1275E was still SA's cheapest car – at R4 185 it allowed owners R313 to spend on every possible accessory imaginable before they reached the price of its nearest competitor, the entry-level Fiat 128. If you wanted something a bit more special and didn't feel the urge to tick the accessory boxes, you could go for the limited-edition 1275E-based Luxury HLE, sporty Rebel or Panda and black-only Souvenir models. By the time production ended in 1983 (it was no longer at Blackheath, having moved to Elsie's River in mid-1982), just over 10 000 1275E variants were cruising SA roads, bringing the total number of South African Minis to 92 891 at the close of play.

Happy 60th Mini, long may the memories continue. 📖

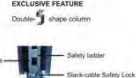
To read a more in-depth tale on the South African Mini, get yourself a copy of Ryno Verster's incredibly researched book.

Thanks to RS Autosport (011 463 8745) for supplying the pictured Mini.



MODEL 408-P Commercial Grade 4-post Parking Lift for Car

- 8,000 LB. Capacity
- PEAK exclusive hidden safety locks and manual single-point release device
- Double S shape columns to increase the columns 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: 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 caster kits
- 5-year structure, 2-year hydraulic warranty



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

EXCLUSIVE FEATURE
Commercial double safety locks

MODEL 409-P 409-HP Commercial Grade 4-post Parking Lift for Car

- 8,000 LB. Capacity
- PEAK exclusive hidden safety lock and manual single-point release device
- Double S shape columns to increase the columns 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 408-P. Power side columns can be installed at each corner. 220V or 110V single phase power unit. Designed portable, it can be moved easily by using the optional caster kits
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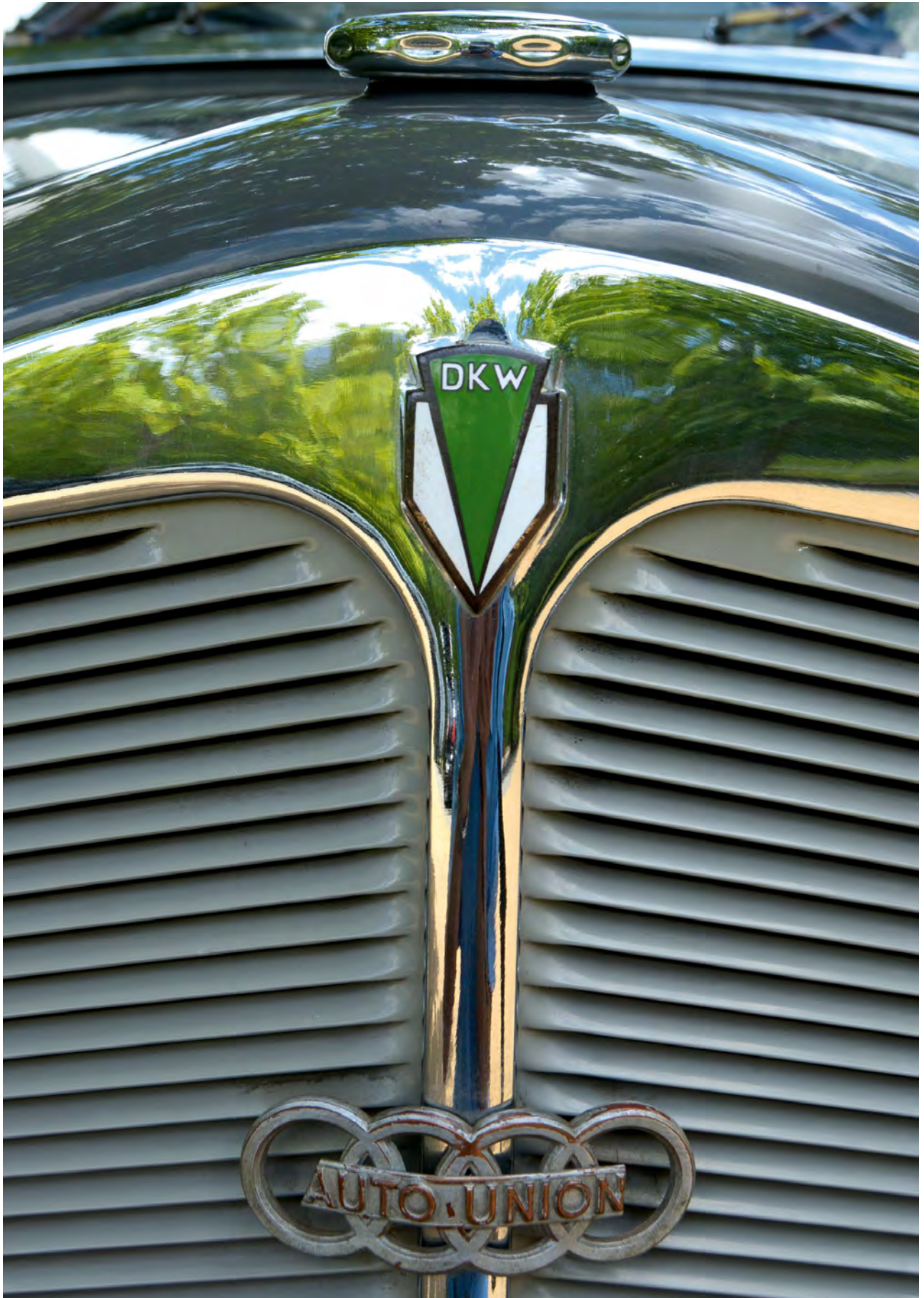


SPECIFICATIONS

Model	Capacity (Lbs)	Platform Size (L x W)	Clearance (H)	Max. Height (H)	Max. Length (L)	Max. Width (W)	Max. Weight (Wt)	Max. Speed (S)	Max. Power (P)	Max. Voltage (V)	Max. Current (A)	Max. Frequency (Hz)	Max. Phase (P)	Max. Ground (G)	Max. Earth (E)	Max. Earth (E)	Max. Earth (E)
408-P	8000	5200x1800	1000	2100	2100	1800	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100
409-P	8000	5200x1800	1000	2100	2100	1800	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100
409-HP	8000	5200x1800	1000	2100	2100	1800	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100

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FIZZ POP

Two-strokes provide one of motoring's most distinctive sounds and when combined with open-top travel, says **Mike Monk**, the experience brings on sunny smiles.

Pictures: Mike and Wendy Monk

There is something about DKWs that these days, wherever one appears, it naturally draws smiley attention. With the requisite fanfare of an oily two-stroke puff of smoke, the two-cylinder engine pings into life and immediately settles into a distinctive and melodious 'rat-a-tat-a-tatter' idle that sets it apart from all other internal combustion machinery. The effect can perhaps be best summed up as character, which even in its day was something to be admired – and certainly enjoyed.

There is quite a story behind DKW's origins, as the letters 'DKW' stand for a number of things. In 1916, Danish engineer Jørgen Skaftø Rasmussen founded a factory in Zschopau, Saxony, Germany,

to produce steam fittings as well as a light steam-driven car called the DKW – Dampf-Kraft-Wagen (steam-powered vehicle), but it was not a success. Then, in 1919, he made a two-stroke 'toy' engine called Des Knaben Wunsch (the boy's wish), a modified version of which was fitted to a motorcycle that was dubbed Das Kleine Wunder (the little wonder), which finally established the initials DKW as the brand name. This was a very important development because by the early 1930s, DKW was the world's largest motorcycle manufacturer.

In September 1924, DKW bought the electric car manufacturer SB Automobilgesellschaft mbH (founded 1920), saving the company from Germany's hyperinflation economic crisis, following which Rudolf Slaby became DKW's



chief engineer. In 1923, the SB was also offered with the DKW engine, but neither car was a success and the company folded in 1924. In May 1928, the first DKW car – the rudimentary Typ P – emerged from the Spandau, Berlin plant followed by the Typ 4=8 but, more significantly, Rasmussen became the majority shareholder in Audi Werke AG in Zwickau. It was here that DKW's F series of 'people's cars' began to emerge in 1931, but the following year the company merged with Audi, Horch and Wanderer to form Auto Union, the forerunner of today's Audi AG, which to this day has the four-ring Auto Union badge as its own emblem.

The F – for Front – series were the first

volume production European cars to feature front-wheel drive and created a pre-war boom in popularity for the marque. It is reported that production of the F1 was in 1931-32, the F2 in 1932-35, the F4 in 1934-35, the F5 in 1935-37, the F7 in 1937-38 and the F8 in 1939-42. An F9 prototype was built in 1939. There is no mention of an F3 model per se but there is a suggestion that there was an F3 chassis.

Along with two saloon models, the F5 range comprised a Reichsklasse and a 35mm longer Meisterklasse, a two-seater cabriolet and lighter-bodied Front Lexus Cabriolet and Sport, which boasted steel-clad bodywork rather than fabric. The body plate under the centrally hinged bonnet reveals that the car featured here – a Franschoek Motor Museum car formerly owned by renowned local collector Bertie Bester – is an F5-700 (number 5017189) and it is registered as a 1938 model. Another body plate states that the body was manufactured

by Horch (number 1874), and as a result these Front Lexus Cabriolets were known as the 'little Horch'.

The Reichsklasse was powered by a 584cc version of the transversely mounted two-stroke twin-pot that produced 13kW while the rest of the range boasted a 692cc engine delivering 15kW at 3500rpm. Strangely, though, the body plate shows an engine capacity of 684cc... Respective top speeds were 80km/h and 85km/h, although 95km/h was claimed for the Front Lexus models. A three-speed manual gearbox was standard on all models, the L-shaped gear lever sprouting horizontally from the dashboard. Incidentally, in 1947 the engine design was adopted by Saab in Sweden for its Saab 92 and also formed the basis for engines used by East German manufacturers Trabant and Wartburg.

Rear-hinged 'suicide doors' open to allow easy access to the leather bucket seats, which offer plenty of fore-aft adjustment. The passenger seat even has backrest angle adjustment, courtesy of adjustable leather straps attached to either side of the cushion.

The F – for Front – series were the first volume production European cars to feature front-wheel drive and created a pre-war boom in popularity for the marque



There is no rear seat but carpeted storage space instead; the back of the passenger seat tips forward to help load bulkier items. There is a small boot that increases luggage capacity, while the spare wheel is attached to the rear of the body lid under a cover, continental style.

With the hood erect, which is secured by two clips on the windscreen header rail, the screen itself can be opened from the bottom to create some through-flow ventilation. The motor driving the windscreen wipers is mounted on top of the dashboard and when the screen is closed, its drive shaft clips into the left-hand wiper spindle that is externally linked to the right-hand blade. All very simple and basic, yet somehow appealing.

There is no B-pillar, and side windows wind down completely into the doors. On a clear Cape summer day, the DKW's fabric top was folded back in order to savour the midday sun with some al fresco motoring. However, 'folded back' is a bit of a misnomer as there is no inner-body storage for the top, which is flanked by ornate

perambulator-like hinges. The top then serves as a kind of spoiler that doubtless creates considerable aerodynamic drag – or should that be downforce? Either way, it must reduce top speed, but in reality this is hardly significant. Oh, and rear-view vision is non-existent – not that it is much better with the top erect as the window is short and narrow.

Turn the key (electrics are 6-volt) and depress the floor-mounted starter button – easily confused with the headlamp dip switch on first acquaintance – and that oh-so-charismatic motor comes alive. Unlike Citroën's similar pull-push gear shift as used in the 2CV, the DKW's control is easier to operate from the get-go, a short reach from the rim of the three-spoke steering wheel. The car pulls away with ease and the engine note fizzles and pops as revs rise en route to top gear being selected, at which point the mechanical noise becomes subdued and the car becomes an

autobahn cruiser. Semaphore indicators announce an intention to turn. Riding on 17-inch wire-spoke wheels, the leaf-spring suspension provides a remarkably supple ride with relatively little roll.

Published figures suggest that around 218 000 DKWs, of which 85% were the F series cars, were produced in Zwickau between 1931 and 1942. By 1934, DKW sales placed the company as Germany's second biggest motor manufacturer, and by 1938 accounted for more than 16% of the market. It is not difficult to understand why. The F series DKWs offered a simple and affordable mode of transport for the masses that also managed to be a pleasure to drive. Rat-a-tat-a-tat... 🇩🇪

The car pulls away with ease and the engine note fizzles and pops as revs rise en route to top gear being selected, at which point the mechanical noise becomes subdued



PLAYING THE RIGHT TUNE

Mercedes-Benz has a proud motorsport history dating back to the very first race in 1894 and excelled during the 1930s and '50s with single-seat and sports car formulae. But following a fatal accident at Le Mans, factory-backed racing was stopped and the tuning house AMG rose to prominence – steering away from Merc tradition by taking to the track in some monstrous saloons. With the 'Win on Sunday, sell on Monday' theory in full swing, Merc slowly warmed to the idea of a motorsport return and nearly three decades later, teamed up with Cosworth to release a homologation model ideal for teams like AMG to compete in the touring car categories. **Stuart Grant** spent time with a pair of locally built race cars that pay homage to AMG and Cosworth's Mercedes-Benz tuning handiwork.

Photography by Mike Schmucker





The Mercedes-Benz motorsport tale is well known but worthy of a brief recap. Its involvement goes back to the very beginning, with a Benz competing in the first-ever motor race – the 1894 Paris-Rouen. The company merger hadn't happened yet when Mercedes built its Simplex in 1902, which is widely regarded as the first purpose-built racer. By the 1930s, the Mercedes-Benz Silver Arrows team was the one to beat in grand prix events and following the war, the advent of the Formula 1 World Championship again saw the team at the sharp end – Fangio won the '54 and '55 title in a W196 Mercedes-Benz. On the sports car front the 300SL was the initial weapon of choice, winning Le Mans and the Carrera Panamericana in 1952. For 1955, the

300SLR, sporting a chassis derived from the GP car, made its streamlined appearance and Stirling Moss and Denis Jenkinson etched its name in stone by winning the Mille Miglia at a record speed – thanks to their invention of pace notes.

The SLR proved to be the car to have by scoring wins at the Dundrod TT and Targa Florio on the way to clinching the 1955 World Championship, but the lifespan was cut short with the Mercedes-Benz factory team withdrawing from the sport the same year. The cause of this shock announcement? The darkest day in motorsport history – the '55 Le Mans 24 Hour. 300SLR driver Pierre Levegh tangled with the Austin-Healey 100S of Lance Macklin, and catapulted the Mercedes into the air and wall. Levegh was thrown from the car to his death, and

83 spectators perished as bits of the car and a fireball created by the magnesium body flew through the grandstand. Mercedes immediately withdrew the 300SLRs and curtailed its

official motorsport involvement, banning it completely from 1965.

It was this ban that that led to the formation of AMG. Daimler-Benz Development Department employees Hans Werner Aufrecht and Erhard Melcher suddenly found their skills as race engine builders sidelined, but their passion for competition was so strong that they set out to build their own Merc competition car. Their first offering was an unlikely racer, a luxury barge Mercedes-Benz 300SE that they stripped, raising the power output from 170 to 283bhp. Driver Manfred Schiek proved successful, taking a few victories on the way to the 1965 German Touring Car Championship. Requests for faster road and track machines flowed in from the Merc fans.

Aufrecht and Melcher heard the cries and took the plunge in 1967, tossing their jobs at Mercedes and setting up the company AMG in Burgstall. 'A' for Aufrecht, 'M' from Melcher and 'G' a nod to Aufrecht's hometown of Großaspach. The bold move worked a treat and tuned versions of Stuttgart's finest rolled out the shop at a rapid pace.

Mercedes immediately withdrew the 300SLRs and curtailed its official motorsport involvement, banning it completely from 1965



Mercedes-Benz seemingly spotted that they'd missed a trick and responded with more powerful road vehicles. Rather than deterring AMG, this gave the relatively small workshop even more to work with and with the arrival of the Mercedes-Benz 300SEL 6.3, Aufrecht and Melcher went back to the track. They bumped the 6.3-litre V8 up to 6.8 litres, and power made shifted from the standard 246bhp to 428. The debut at the 1971 Spa 24-Hour was met with disbelief, and the ungainly looks and red colour scheme saw the nickname 'Rote Sau' (Red Pig) quickly catch on. Who in their right mind would want to race a car that large? The disbelief quickly turned to amazement, however, as the massive AMG secured a class win and second overall – the team were on for a win, but a few more pit stops than the rest of the field to quench a serious petrol thirst dropped them down by the flag. After its racing career, the 300SEL was sold to an aircraft company, where its weight and speed meant it was perfect for testing aeroplane landing gear – by dropping it through holes cut into the floor. Sadly this

treatment took its toll and the car was soon relegated to junk status.

AMG, in the meantime, kept tuning and upgrading Mercedes products for road users and the business grew through the early 1970s. By 1978, the idea of circuit racing was once again seen as the way to market AMG and the circus chosen for this was the European Touring Car Championship. Daimler-Benz was dipping its toe back into the motorsport world too, but this time using the World Rally Championship as a stage to display not only the Mercedes pace but also its reliability and robust build quality. The factory team chose the W107 SL as its weapon in the rough stuff, while AMG opted for the W107 450SLC for track time – reason for this being that a solid roof meant the vehicle could be classed as a Group 2 saloon and do battle against the likes of BMW and Jaguar. Sponsorship came from German liqueur manufacturer Mampe, who developed and supplied Lufthansa airlines with the Lufthansa Cocktail – first-class passengers had been sipping the signature apricot liqueur

drink for years – and with a deal done to retail the cocktail, Mampe saw racing as an ideal advertising platform.

Rules saw the SLC drop 465kg to 1225, AMG increased the output from 217 horses to 375, the body was suitably flared to house massive wheels, and various aerodynamic and cooling aids were added. Interestingly, the three-speed automatic gearbox remained because the manual five-speed AMG used in road versions hadn't been homologated. The car was finished just in time for the opening round of the 1978 season at Monza, Italy, where Hans Heyer and Clemens Schickentanz came in fifth in the 4-hour race. The team repeated this at Salzburgring in Austria but then failed to finish the Nürburgring and Silverstone rounds. An attempt was made

Rather than deterring AMG, this gave the relatively small workshop even more to work with



at Le Mans that year too, but the monster failed to qualify. 1979 got off to a good start, with second place at Monza, but this was again followed by poor results. A win did come eventually though when, in its very final European Touring Car Championship appearance, Schickentanz and Jörg Denzel finally scored the victory at Monza.

By this time touring car racing was changing its focus, with a move away from numerous capacity-based classes towards more standard Group A cars. And Mercedes-Benz had just the car sitting in the pipeline: the all-new compact W201 190E.

With its low-drag body and clever multi-link rear suspension, Mercedes-Benz decided to take the 190E rallying. But to beat the dominant BDA-powered Ford Escorts and the Talbot Lotus Sunbeams, it called on the legendary engine development operation, Cosworth. The 2.3-litre four-cylinder block remained, but the English firm designed a twin-cam 16-valve head to replace the standard 8-valve. A Getrag five-speed gearbox, limited-slip differential and revised aerodynamic appendages were added, and enough road-going production units were built to homologate Cossie-Merc for competition.

But then Audi arrived on the rally scene with its Quattro...

Just like that, without really turning a wheel, the rear-wheel-drive Merc rally car was dead in the water. Nonetheless, Mercedes-Benz followed through with

the launch of the production 190E 2.3-16V in 1983 and kept dreaming of it as a competition vehicle. This dream took a step toward this reality when a fleet of identical road cars (fitted with a rudimentary roll cage, bucket seat, and harness and shortened springs) took part in a one-make race to celebrate the opening of the new Grand Prix circuit at the Nürburgring in 1984. Behind the wheels were grand prix greats like James Hunt, Niki Lauda, Jacques Laffite, Alain Prost, Carlos Reutemann, Elio de Angelis, Stirling Moss, Jody Scheckter, Keke Rosberg and John Surtees – as well as F1 newcomer Ayrton Senna (da Silva).

Senna wasn't originally down for the drive but took over fellow Brazilian Emerson Fittipaldi's seat at the last moment. The 12-lap race took place under damp conditions and Senna immediately took to the front and drifted the twitchy Merc into first, ahead of Lauda and Reutemann. Having beaten the best of the best, he was quoted after the race as saying: "Now I know I can do it".

By this stage, four-cylinder touring car racing was all the rage and the DTM (German Touring Car Championship) was the place to be for any manufacturer intent on making a sporting name. The 190E 2.3-16 made its first appearance in the German series in 1986 and scooped two race wins that year, and a 190E campaigned by AMG helped Helmut Marko secured second in the

title chase. What followed was a decade or so of the world's best saloon car racing as the Cosworth 190E and BMW's M3 bumped and bruised their way to victory. Those of us growing up in the 1990s, when local TV still showed international motorsport, quickly became either BMW or Mercedes fans – but never both.

AMG's efforts in running a number of 190E touring cars, combined with tastefully modified road cars, were rewarded in 1990 when Mercedes-Benz bought some shares in AMG and allowed the tuning house to sell its products through Mercedes dealers with full factory warranties. This in turn led to both companies having input into future product design, and eventually Merc took full control of AMG in 2005 by buying the remaining shares.

Today, the hot-production Mercedes-Benz offerings carry the AMG name. It's more than just branding though, with power upgrades designed by the AMG arm and each engine completely built by a single person. Saloons make up the majority, but Mercedes-Benz AMG also manufactures some brutal sportscars; a nod to Merc's racing roots. 🏎️

The pictured Senna 190E 2.3-16 and Mamepe Lufthansa Cocktail SLC replicas were built by Colin Kean and Dawie Olivier. You can catch them on track during the various historic racing championships that take place in the Gauteng region.

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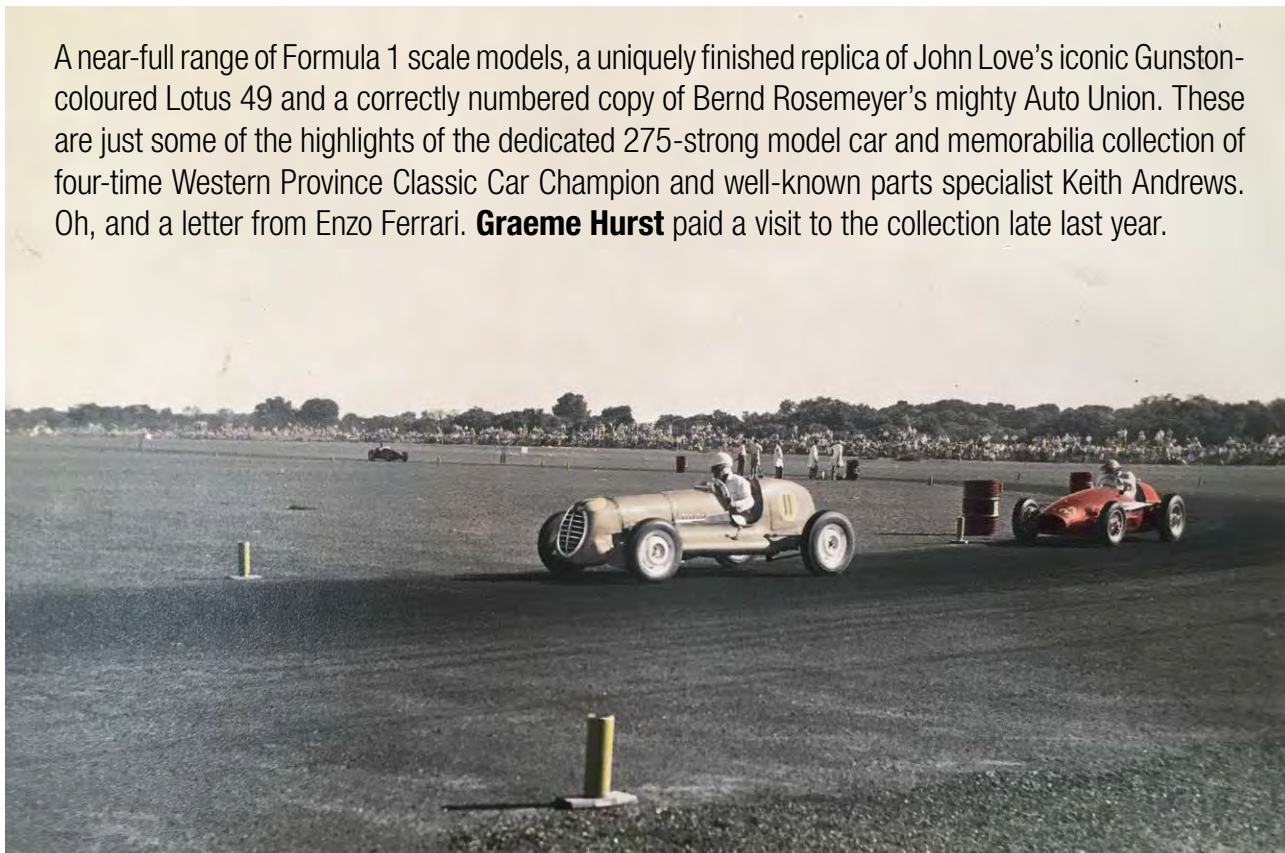


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THE SHRINE

THAT ENZO HELPED BUILD

A near-full range of Formula 1 scale models, a uniquely finished replica of John Love's iconic Gunston-coloured Lotus 49 and a correctly numbered copy of Bernd Rosemeyer's mighty Auto Union. These are just some of the highlights of the dedicated 275-strong model car and memorabilia collection of four-time Western Province Classic Car Champion and well-known parts specialist Keith Andrews. Oh, and a letter from Enzo Ferrari. **Graeme Hurst** paid a visit to the collection late last year.



It takes a while to absorb the contents of this Capetonian's model car museum when you first walk in. It's not the volume but the sheer variety on display in his dedicated facility at his business in Retreat's commercial strip which thrills. And, rather surprisingly, not all of it's at the typical 1:43 or 1:18 scale. Such as a block-mounted photo of a Ferrari F1 car parked outside his parts business. Not a model but the real thing, 1:1 scale. Yes, that's right: a Formula 1 car from Maranello. Parked on the pavement in Retreat.

Not a model but the real thing, 1:1 scale. Yes, that's right: a Formula 1 car from Maranello. Parked on the pavement in Retreat

"It was one of Michael Schumacher's 2001 race cars and was later used by Shell for promotional purposes but without the engine and gearbox, to reduce the weight," explains Keith. "The

car was on a tour organised by Shell Africa about ten years ago and, when I heard it was in Cape Town, I contacted the company and asked if we could display it but was told that it only went to big venues and businesses." Keith asked if a letter from Enzo Ferrari commenting on his late father Chris's victory over two Ferraris in a local race here in the 1950s would make his business 'big enough', and they asked to see it. "I sent them a copy and ten minutes later the Shell PR person rang to say the car was on its way."

The victory Keith was referring to was the 1955 Van Riebeeck Trophy at the Eerste Rivier Speedway in the Cape, the first international motor race in South Africa after the war. His father was driving a self-built Studebaker Special in the main event. And his car famously outpaced a pair of 3-litre



Ferraris driven by Brits Peter Whitehead and Tony Gaze on handicap.

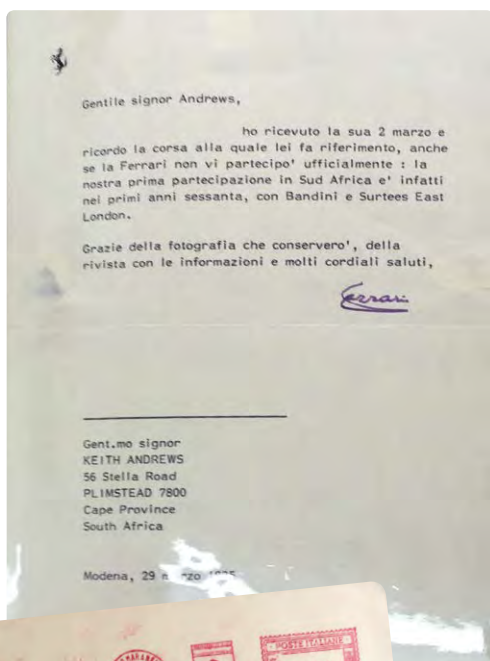
Thirty years on, Keith wrote to Enzo himself asking if 'il Commendatore' was aware that two of his cars were trounced on a local track by his father's special, which was based on a Peugeot 202 chassis mated to Studebaker Champion running gear. "He wrote back in Italian saying: 'I do remember the race to which you refer. Ferrari did not participate officially in this race. Our first official race in South Africa was in 1960,'" says Keith, who included a photograph of the cars in action, which Enzo thanked him for and said he would keep, before wishing Keith well.

Official or not, three decades before, the result was big news here. And not just locally: it even elicited a congratulatory letter from Studebaker's vice president all the way

over in Southbend, Indiana! The victory was just one high point of his father Chris's racing career, which would also see him clinch six Mobilgas Economy Run titles and a raft of race trophies, most of which were won in Borgwards. "My dad worked for Wolman Motors, who were the local concessionaires for Borgward, and he later became the official Borgward factory representative for South Africa. He also raced the cars successfully until the brand closed down in 1961," adds Keith, who was then just eight years old but already a dyed-in-the-wool car nut.

"I had around 300 dinky cars when I was a kid but sold the whole lot for £25 in

Thirty years on, Keith wrote to Enzo himself asking if 'il Commendatore' was aware that two of his cars were trounced on a local track by his father's special, which was based on a Peugeot 202 chassis mated to Studebaker Champion running gear



He currently has several special models on order, such as a 1:18-version of Stirling Moss's Vanwall. As is the case with a lot of rare scale replicas, production will be strictly limited and each example comes with a certificate of authenticity

the early '60s! I never imagined what they would've been worth 50 years on." Despite parting with his collection, Keith remained enamoured with all things automotive and took up a job with his dad at Automotive Equipment in the early 1970s, eventually becoming the spares manager.

Several years later, various commercial opportunities led to Keith going out alone as a parts retailer/wholesaler at his current base, which he recently expanded to accommodate his love of model cars. "I started serious collecting about four or five years ago with a specific focus on Formula 1, although I collect anything that's iconic, really," explains Keith, who is quite an aficionado on all things F1, having compiled a book on the subject. "It covers every race entry, result and driver since the sport started – but it's only for me as there would be too much copyright infringement if I published it!" he jokes.

Much of the contents of the tome are reflected in Keith's collection of F1 model cars. "I've got most of the championship winners from 1951 plus the ones that made history like Jim Clark's Lotus 25, the six-wheeled Tyrrell and Lauda's Ferrari 312T." Like most of the collection,

the cars have been ordered from model manufacturers abroad such as CMC, although some have been purchased from private sellers online ("usually when I can't get it through anyone else"). He currently has several special models on order, such as a 1:18-version of Stirling Moss's Vanwall. As is the case with a lot of rare scale replicas, production will be strictly limited and each example comes with a certificate of authenticity. "They're only making 399 and mine is number 237."

The F1 display also includes pictures of well-known (by local fans certainly) cars such as the Surtees TS9, which John Love drove and was very nearly decapitated in when the car collided at high speed with the Armco at a local F1 fixture at Kyalami in 1971. Other standouts include Dave Charlton's Brabham BT33, complete in Lucky Strike livery. Although officially a works car, it was famously painted in the cigarette maker's striking red-over-white colours for just one race.

Also boasting a tobacco brand finish is a 1:12 model of the Gunston-sponsored Lotus 49 which John Love acquired from Lotus after Graham Hill raced the car here for the team. The famous Lotus speaks volumes for Keith's attention to detail, with the flanks of the DFV-powered Chapman masterpiece inscribed with Love's race name and the correct sponsor stickers, all



custom made.

And Keith's collection isn't limited to single seaters; there are 1:18-scale models of Jim Clark's Oulton Park-winning Lotus Cortina and Bobby Olthoff's much-loved Willment Galaxie (in the correct colours, of course) while his dad's love of Borgwards is represented too, along with a DKW.

More modern fare includes models of the Ford Capri RS3100 Jochen Mass campaigned in the 1975 Wynn's 1000 at Kyalami and the Silk Cut-liveried Jaguar XJR-9LM that won Le Mans in '88. It's on display with other icons from the famous French endurance race, including the Mazda 787B LM which won three years on (and is owned by a South African collector) and a Nissan R91C from 1992.

Other notable inclusions are two iconic Ferraris: Phil Hill's 1961 Championship-winning 'shark nose' car and Mike Hawthorn's 1958 Dino 246. Both from Exoto in Canada and both seriously pricey (R25 000 each!), although Keith reckons they're well worth the outlay. "They are so detailed that if you blow one up 18 times and put a battery into it, I reckon you could start it and drive it away!"

One particularly impressive model is an Auto Union from CMC in Germany. Not just any Auto Union but an exact copy – down to the No 18 race number – of the Type C which Bernd Rosemeyer raced locally at

Pollsmoor. "They were prepared by a garage called Eagle Racing Stable, which was just down the road," explains Keith, who enjoys adding such context to the collection. It's the reason for the wide variety of framed prints on display, often autographed by some of his friends and heroes, such as Jaguar designer Keith Helfet and David Piper.

"My dad used to represent Consolidated Pneumatics, who supplied the tyre-changing equipment for the 9-Hour, and David Piper always greets me at the track as Mr Consolidated Pneumatics," explains Keith, who has a print autographed to that effect. The pit-stop photo is of Piper's mighty Porsche 917 which he and Richard Attwood drove to victory first time out on our shores in '69.

Porsches are prominent in the collection, with framed postcards of the Le Mans winners from the 1980s, along with a series of prints depicting F1 winners over the years during the Champion sparkplug years. "Champion racked up 350 GP victories before NGK took over as the official supplier to F1 and they issued the prints to mark the occasion, with one for every year from 1962 on," explains Keith. Like a lot of the memorabilia on display, the artwork came Keith's way through a contact in the

My dad used to represent Consolidated Pneumatics, who supplied the tyre-changing equipment for the 9-Hour, and David Piper always greets me at the track as Mr Consolidated Pneumatics



Seeing the actual cup his dad took home from the 1955 Van Riebeeck Trophy on display really brings home Keith's enviable racing heritage

trade who heard about his efforts and felt it was the right home for the items.

Another F1-related piece is a Mercedes-Benz cap signed by Michael Schumacher, Nico Rosberg and test driver Jarno Trulli. It came Keith's way after word got out about his dad's victory over Ferrari and Keith's own racing achievements. "My cousin went over to watch the Italian Grand Prix as a guest of Tiger Wheel & Tyre. He told the organisers at the track that his uncle beat Ferraris in 1955 in South Africa and they were really impressed. They took him down to the pits and organised this cap to give back to me." It's just one item in a vast array of memorabilia that extends to rare badges, including a Sports Car Club of South Africa grille item and lapel pins from the 1936 and 1937 South African Grands Prix held in East London.

Keith has also included quite a few trophies, including one made from a piston. "It was the floating trophy for *CAR* magazine's Mechanic of the Year competition which ran for a few years," adds Keith. "It's made from parts from the engine in my dad's old Studebaker special." Ah, yes...

the Studebaker. Taking pride of place as you enter the model car museum is a large, hand-fabricated scale replica of the very car that beat Enzo's prodigies. "I had it made by a metal worker who used two photos we have of the car," explains Keith, who's also proud to have his dad's original cork-and-leather racing helmet on display, along with the silverware from that now famous fixture and the many others that followed in his father's racing career.

Seeing the actual cup his dad took home from the 1955 Van Riebeeck Trophy on display really brings home Keith's enviable racing heritage. It's also a reminder of how determined he is to ensure that all his ephemera – from models and badges to autographed prints – is original. The only exception is the framed copy of that letter from Enzo. Complete with a Ferrari postmark and Enzo's trademark signature in purple marker pen, the original is locked away for safekeeping... in case Keith ever fancies having another Formula 1 Ferrari outside his shop. [📍](#)

Thanks to Keith Andrews. Motoring/racing enthusiasts may visit the museum but entry is strictly by appointment. Call (021) 702 1980 to enquire.



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FAST — AND — FEMININE



Helle Nice – Bugatti T35.

Women in motorsport are few and far between, but over time a considerable number have made an indelible mark on the sport – especially in the formative years. **Wendy and Mike Monk** take a look at six of the best pioneering female racers with racing links to South Africa.

Participation in motorsport has been dominated by men ever since the world's first motoring competition took place in 1894. At the turn of the next millennium, the sport gradually increased in popularity and in 1907, the world's first purpose-built motor racing circuit was built at Brooklands, England. By the 1930s, it was

an internationally successful sport in which women had managed to overcome any male chauvinistic tendencies to race and were competing with men on an equal basis. And they were far from being outshone.

As South Africa developed its motorsport tradition, the first South African Grand Prix was staged in East London on 27 December 1934 – the first GP to be held in the Southern

Hemisphere. The race was a great success, and the visiting overseas drivers helped spread the word in European racing circles that a trip to SA provided both a welcome break from the northern winter and an

opportunity to race during the off-season. In the wake of last year's SAHGP Festival, held to commemorate this event, the contribution of the female racers came to mind.

The second GP was held on 1 January 1936 and amongst the eight overseas competitors was Briton Eileen Ellison, who became the first lady to participate in an SAGP, her entry being accepted "as a way to encourage lady spectators". She entered a supercharged Bugatti T37A and travelled with her racing partner, T.P. Cholmondeley Tapper, whose Alfa Monza was sponsored by Eileen. Eileen became interested in racing when she accompanied her brother to events during the 1920s. In the early days, she used her wealth to enter Cholmondeley Tapper in Bugattis and other cars, before

The second GP was held on 1 January 1936 and amongst the eight overseas competitors was Briton Eileen Ellison, who became the first lady to participate in an SAGP



Eileen Ellison.



Kay Petre in 1932.



Kay Petre in her Austin Seven – Le Mans, 1937.



Fay Taylor in the 1486cc Dixon Riley – 5th SAGP, East London, 1939.

deciding to race herself. In 1932, she entered her supercharged Bugatti T37A into the Duchess of York's race for women drivers at Brooklands and won against the strong opposition of Elsie Wisdom, Kay Petre and Fay Taylor. Eileen took part in hillclimbs, speed trials and grands prix in Europe driving such cars as her Bugatti, Lagonda and Maserati, but the results of her exploits are sketchy.

Given a handicap average speed of 82mph (132km/h) for the 18-lap, 320km race, Eileen's SA debut did not go well when, at three-quarter distance, the Bugatti's engine overheated and seized due to the special racing fuel having jellied in the heat, causing a blockage in the main jet. But while it lasted, Eileen and her car were

a great success with the 72 000-strong crowd. After 1936, Eileen's racing career ended and she eventually settled in South Africa with her second husband. She died of cancer in 1967, aged 57 years.

But while Eileen managed to make her mark in the 1936 GP, she could well have been one of a handful of lady entrants – had it not been not for some organisational blunders. Doreen Evans's last-minute entry arrived too late and was turned down, and the motorsport public was all the poorer for her absence. Doreen was born in Wimbledon in 1916 to wealthy parents who were very involved in motor racing and, in particular, Brooklands. They started the Bellevue Racing Stable, consisting of Doreen's two older brothers and a few

racing cars – a Bugatti T35, a Chrysler, MG Magnettes and, famously, the ex-Lord Howe Le Mans-winning supercharged Alfa Zagato.

Doreen started her career when she was 17 and drove a variety of MGs competing in, amongst others, the RAC Rally, the Shelsley Walsh Hill Climb (which she won, breaking the ladies' record), the Ladies' Mountain Race at Brooklands, and was even part of the Abingdon MG team that drove at Le Mans in 1935, where she came 25th. Doreen raced an MG R-Type that was subsequently brought to South Africa in 1936 by Roy Hesketh, who raced it in several races including the 3rd SAGP in East London and the 1st Grosvenor GP at Pollsmoor in Cape Town in 1937. Upon her marriage to MG enthusiast Alan Phipps, she retired from



Kay Petre's 1486cc Riley Sprite – 3rd SAGP, East London, 1937.



Fay Tylour's Dixon Riley – 5th SAGP, East London, 1939.



Doreen Evans.

motor racing, settled in America, brought up a family and took up flying.

As with Doreen, Gwenda Stewart also submitted her entry too late and it was rejected. Although she was undoubtedly fast, her preference was for speed records, so her entry seems a strange choice. But nevertheless, she was another great lady racer South Africans did not get to see. Gwenda began her record-breaker career setting a 1000-mile record at Brooklands on a Ner-A-Car motorcycle (see CCA Aug 2018) in 1921, and a Double-12 record on a Trump-JAP in 1922, also at Brooklands. She went on into the 1930s setting several more records in various machines including a Jappic cyclecar, a Vernon-Derby, a three-wheeler Morgan, a 2-litre Derby-Miller and then in a 4½-litre Bentley.

But the crowning glory of her record-setting exploits was when, in 1935, she beat Kay Petre's record to become 'Brooklands Speed Queen' with a speed of 135.95mph

(218.8km/h) in a Derby Special, making her the fastest lady at Brooklands, a record that still stands today. She competed at Le Mans in 1934 and 1935, also driving a Derby, but retired in both races.

The third woman who did not make the grid was Helle Nice. According to some of Bishop's notes, Helle entered an Alfa Romeo 2900 and requested a starting fee of £350, which was not accepted. She lowered this to £250 but her entry was too late and it was turned down. She was born Mariette Hélène Delangle in France and took up nude modelling and dancing long before she became a GP driver. A skiing accident cut short her dancing career in 1929, but an introduction to motor racing led her to enter a GP, which she won. She later raced in the USA before returning home and meeting Bugatti racer Philippe de Rothschild, who introduced her to Ettore Bugatti. He added her to his team of drivers and she drove a Bugatti T35C in several grand prix events during the 1930s.

Helle went on to drive Bugattis and an Alfa Monza and repeatedly won the Women's GP events over in Europe and South America, as well as competing in

hillclimbs and rallies. She made a fortune out of her racing career and was the only female GP driver of the day. Her remarkable career ended at the 1936 São Paulo GP after a tragic accident that nearly took her life. After the war, racing driver Louis Chiron accused her of collaboration with the Nazis and from that moment on she was doomed. She died in 1984 in poverty, without friends and rejected by her family.

Incidentally, apart from the three ladies, other rejections for the 1936 GP included Pierro Taruffi, Raymond Sommer, Pierre Veyron, Dick Seaman, Giulio Ramponi and Count Johnny Lurani, not to mention two Auto Unions and a Ferrari-entered Alfa Romeo... What a race that would have made!

In the 1937 SAGP it was the turn of Kay Petre to compete with the men in her Freddie Dixon-prepared works Riley TT Sprite. She astonished everyone with her driving skills as she made her way around the circuit at her handicap average speed of 86mph (138km/h). Although she ran at the tail end of the field, it is worth noting that she completed 17 of the 18 laps and was credited with 11th place out of 28 entries.

Canadian-born Kay was a tiny lady who started her racing career at Brooklands

She was born Mariette Hélène Delangle in France and took up nude modelling and dancing long before she became a GP driver



Gwenda Stewart on her 249cc Trump-Jap 'double-twelve hour' record setter.

in 1932 in a 4½-litre Invicta, following this with a more manageable Daytona Wolseley Hornet Special, and then in 1933 she acquired a 2-litre GP Bugatti. Kay raced at Brooklands, Donington Park and Crystal Park. She was a successful hillclimber, having competed at Shelsley Walsh, and took part in rallies including the Paris-Nice Rally, after which she was offered a works drive for Austin. She entered Le Mans three times, coming 13th in a Riley Ulster Imp in 1934, but did not finish in 1935 or 1937. In 1935, Kay set a lap record of 134.24mph (216km/h) in the ex-John Cobb 10½-litre V12 Delage at Brooklands.

After the 1937 SAGP, Kay drove to 6th place at the Grosvenor GP with an average speed of 65mph (105km/h), then at the Rand GP held at the Lord Howe Circuit she was lying 7th on lap 31 when the Riley's back axle broke. On 6 February, Kay returned to Pollsmoor to compete in the Grosvenor Farewell Handicap. In a continuing run of bad luck, she was leading when the Riley's back axle broke again, forcing her out of the race on lap 17 of a 23-lap race.

While driving in a 500km race for the works Austin Seven team at Brooklands later that year, Kay Petre was seriously injured in a crash with Reg Parnell. She

never raced again as a result and died in London in 1994.

Incidentally, in an article on 'The Brooklands girls', legendary *MotorSport* founding editor Bill Boddy wrote with typical understatement that it was "not his style to pick the greatest lady, but Kay Petre and Gwenda Stewart were exceedingly competent".

Fay Taylour was the fourth female driver whose entry to the 1936 GP was received too late, but she was accepted for the fifth and final pre-war SAGP in 1939. Fay was a world-famous 1920s champion speedway rider and dirt track racer and competed on equal terms with men in Australia, New Zealand and England. When she returned to the UK in 1930, she was told that women had been banned from dirt track racing and later that year Australia banned women from speedway riding, so she turned to racing motor cars instead. She won several notable races, including a Women's Race at Brooklands in 1931 and the Leinster Trophy in Ireland in 1934, and also competed at the Shelsley Walsh Hill Climb and the Mille Miglia. Cars she used at these events included a 1931 Chevrolet, a Le Mans Talbot 105,

an Adler Trumpf and an Alfa Monza.

The 1939 GP was run to the newly created voiturette 1500cc formula over 18 laps and had 18 entrants. Fay entered a Freddie Dixon-prepared unblown Riley and was running about mid-table in the early stages of the race but fell out at Orange Grove with engine failure. She was the last woman competitor in the pre-war East London SAGP series. Fay did not show up for the Grosvenor GP in Cape Town but did take part in two more races in SA before eventually returning to the UK.

Fay should be the most revered lady in motor racing history as her record is second to none, but her political beliefs got in the way of an illustrious career. She joined the British Fascist Movement when war was declared in September 1939 and remained an ardent supporter for the rest of her life. 🇬🇧

She astonished everyone with her driving skills as she made her way around the circuit at her handicap average speed of 86mph (138km/h)



Exiting its pit with wheels spinning, the winner of the first SAGP in 1934, the Maserati 8CM of Whitney Straight. Painted in blue and adorned with the cartoon mouse emblem of Prince Bira of Siam's White Mouse Stable, it made a huge impression as a magnificent and very rapid vehicle.

SHOOTING BACK IN TIME



1934 Aston Martin Ulster.

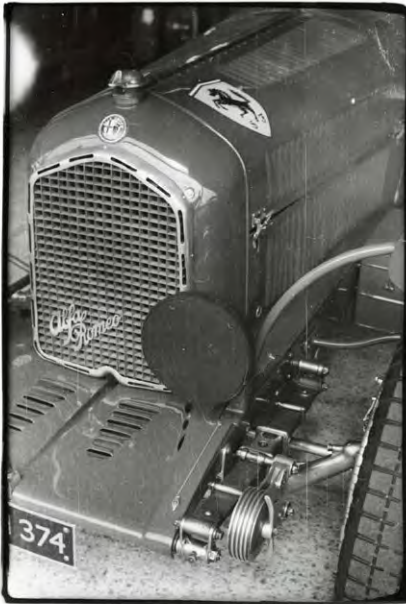
The South African Historic Grand Prix festival recently paid tribute to South Africa's pre-war motorsport history. Armed with a period camera, **Ian Schwartz** captured the event in the most fitting way.

By the time the starter's flag dropped on the outskirts of East London on 27th December 1934, photography was already a century old. I say 'flag' but perhaps it should be 'flags', because what became the first South African Grand Prix was actually a handicap race, with the slowest car – Neville Meyer's little Austin – being flagged away more than 22 minutes before the mighty Maserati of eventual winner Whitney Straight. Straight was a dashing young millionaire and aviator who had entered three cars from overseas with the result that the race suddenly and unexpectedly became an 'International'.

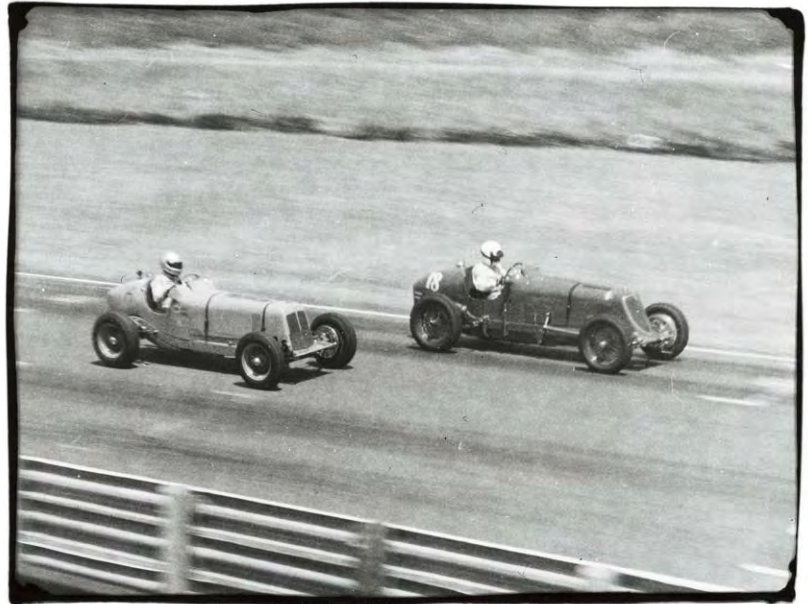
The 'official' date of the birth of photography was 1839, when the French government paid Louis Daguerre to devise the method for his miraculous process, and then gave it to the nation. The 'Daguerreotype', as it came to be known, used a copper plate coated with an

emulsion of light-sensitive silver compound to permanently capture whatever image lay before the lens of its camera.

'Miraculous' is not a word to be used lightly, but it finally dawned on me that magic is probably the secret ingredient that keeps us petrolheads fascinated with these relics of the past. Mechanical ingenuity and development, intriguing personalities, daring deeds and adventures, memories of family, friends and experiences are all surely valid reasons for our continued fascination. However, it is difficult to argue that the power to simply turn a key (or swing a crankhandle) and then be carried effortlessly across this earth with amazing speed on wheels, keels or wings is not a form of magic, for it is. In modern vehicles this magic is pretty much hidden from sight and we therefore simply accept it, but with older vehicles it is relatively easy to peer into – and appreciate – the wonderment of its actual workings. Ditto for digital photography, for these days



Shuttleworth's Alfa Romeo P3 Tipo B, which somersaulted out of the 1936 SAGP.



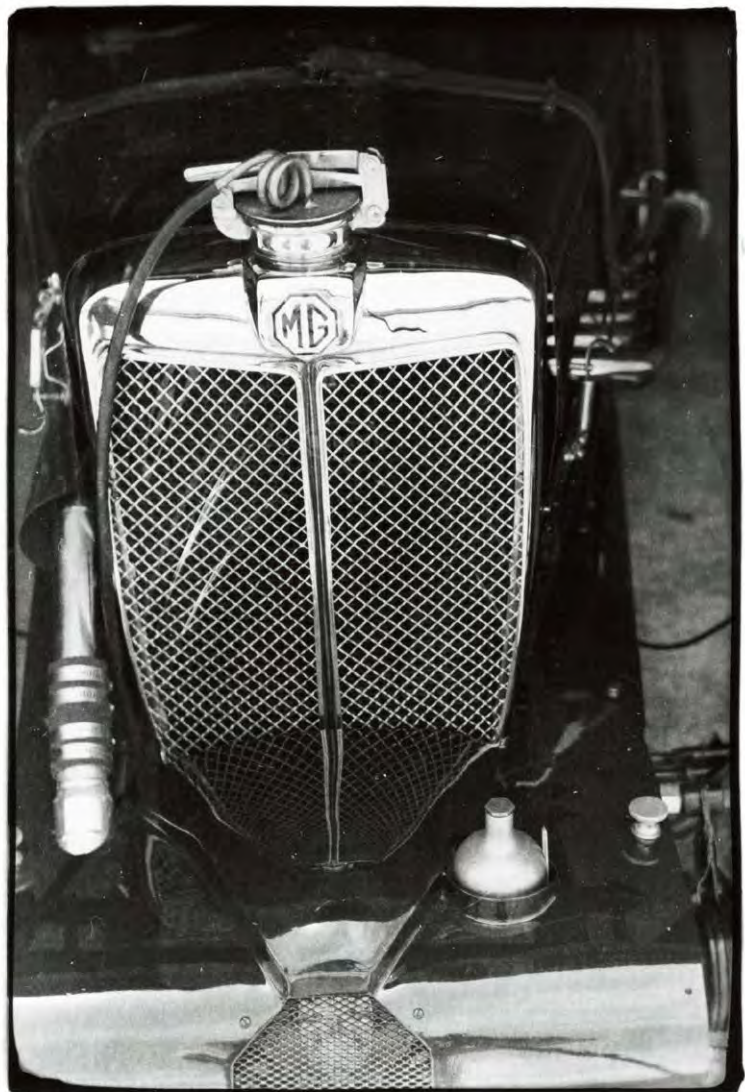
130mph in 2018 on methano! Pat Fairfield's ERA R4A, the 1937 winner, leads Roy Hesketh's ERA R3A (1939 GP).

one can simply point one's phone (yes, phone) at any scene and it can somehow be WhatsApped across the planet in seconds.

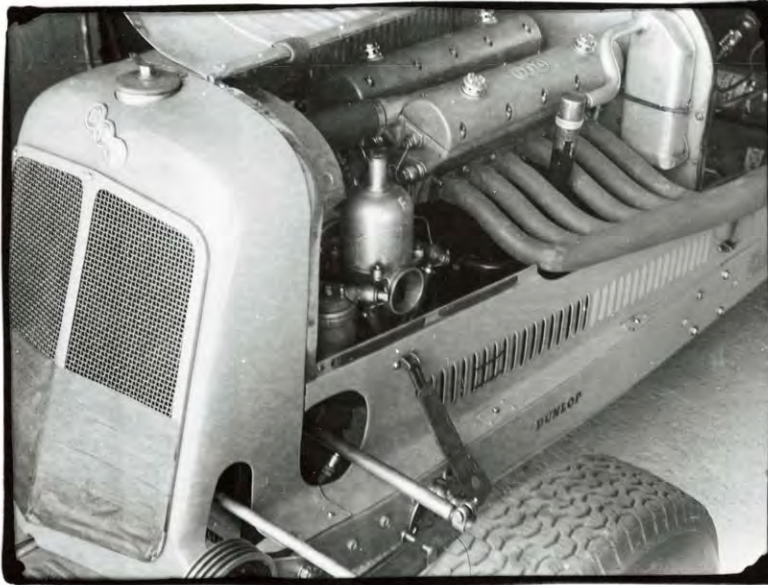
I encountered the thrill of photography as a schoolboy, buying first a baby Olympus 35mm camera and then selling marbles and silkworms in 1971 to buy my first, brand-new tripod for R12! It is almost impossible to describe my sense of wonderment as I stood in the dim orange safelight, inhaling the curious smells of the darkroom, and watched the image which had lain before the camera's lens begin to slowly reappear on a sheet of blank white paper moving languidly from side to side in a tray of liquid developer. Harry Potter could hardly do any better.

It did not take early photographers long to make automobiles a prime subject of choice; excellent images exist of competitors at the start of possibly the world's first organised 'motorsport' event, the Paris-Rouen Trial of 1894. Within a decade, wonderful action shots began to appear of the wooden-wheeled monsters piloted by capped-and-goggled lunatics, flinging up dust and stones on the classic town-to-

I encountered the thrill of photography as a schoolboy, buying first a baby Olympus 35mm camera and then selling marbles and silkworms in 1971 to buy my first, brand-new tripod for R12



'Hoodoo', the supercharged 746cc 'C'-type MG Montlhery Midget, which apparently achieved a measured 102mph in the period.



A huge single carburettor feeds pure methanol to the supercharged six-cylinder twin-cam of ERA R3A. A gallon per lap was estimated for the short circuit!



Alfa Romeo Tipo B, ERA R3A and Bugatti Type 13 on the grid for the clockwise old long-circuit race.

town races, which ended with the Paris-Madrid 'Race of Death' in 1903. This resulted in an effective ban on true road racing and the introduction of closed-circuit racing, hence the first (French) Grand Prix of 1906. Although the circuits were long by today's standards, the six or so laps provided spectators with the opportunity to enjoy the progress and excitement of the race, and photographers with extra chances to document the event in detail for posterity. By this stage, focal plane shutters (where a second fabric curtain closely follows a first across the film plane, illuminating effectively a small travelling slit) had allowed rapid action to be 'frozen' at speeds of around 1/100-1/500 of a second. This curiously resulted in the wheels of rapid cars appearing oval and leaning forward due to their having moved while the narrow slit had traversed the film from bottom to top.

And so to 1934, to the race which had set South African imagination alight, and a 1934 Exakta VP 127 rollfilm single-lens reflex which my stepmom's late husband had carried in the Himalayas before Hitler's war. This camera boasted an action-stopping 1/1000s maximum speed, and had been recently proven on cars rushing by in suburban traffic, but the shots had been spoiled by multiple pinholes in the ancient silk-and-rubber shutter curtains. The Internet had provided excellent new curtain material from Japan and assembly hints earlier in the year, but weeks of late nights in the workshop failed to get this marvellous contraption to the start at East London. Plan B was put into action: a more 'modern' and reliable 1936 Welta Perle 6x9cm folding camera, bought at a church bazaar for R25 in the mid-1970s.

It is equally difficult to describe the feeling brought on by the experience of being amongst the very same 1930s racers which had been locked in battle there eighty-plus years before: the Alfa Romeo, Maserati, the ERAs R3A and R4A, MG's K3, 'Hoodoo' and others, Riley, Aston Martin Ulsters, etc. These are motor cars the likes of which we will sadly never see again, and the privilege of being able to record them on silver, with a period camera, in the congenial atmosphere of the East London pits is about as much as one could wish. 📷



The trusty 1936 6x9cm Welta Perle 120 rollfilm folding camera used for this story.



1934 Exakta VP Type B, disassembled for replacement of its shutter curtains.

THE ROAD RACERS



On 27 December 1934, the first South African Grand Prix was held in East London. The event – brainchild of Brud Bishop, motoring editor of the local newspaper – was publicised in Europe in *Autocar* magazine and gained the interest of Whitney Straight, then successfully leading a Grand Prix team and personally campaigning a Maserati 8CM.

A plan was hatched where Whitney would come down to compete in the event, along with his brother Michael and rising star Dick Seaman. Whitney in his Maserati 8CM, Michael in a Railton Terraplane and Dick Seaman in an MG K3 on loan from George Eyston.

The international entries into the event increased the profile of the race significantly. The name of the event, originally the Border 100, was revised to the South African Grand Prix. This event

marked the start of what would become a thrilling era of high-level competition at East London, and later on the Reef. Several top Grand Prix cars and drivers travelled to South Africa to participate in the event over the coming years.

From 24 November to 2 December 2018, the South African Historic Grand Prix Festival re-created some of those early days of excitement and glory of those early days of South African motorsport. The event, run by Speedstream Events, started in East London with two days of motorsport at the East London Grand Prix Circuit.



There was much excitement as a number of the actual cars which were entered in the period Grand Prix races arrived at East London. Cars which took part in the South African Grand Prix events included the Maserati 8CM (1934), MG K3 (1934) MG C-type Montlhery Midget (1934), Pyroil Special (1936), Alfa Romeo 8C (1936), ERA R3B (1939) and ERA R4A (1936 to 1938).

East London offered the unique opportunity to see these machines in action, driven as they were intended to be driven. The Saturday featured practice sessions, while Sunday carried the demonstration races as well as a tour around the original 11-mile Prince George

circuit. The spectacle of these cars in action, being driven in a similar fashion to how they would have been driven over 80 years ago on the same roads was incredibly special, and the opportunity to get close to the cars, mechanics, drivers and owners was something which would be difficult to replicate elsewhere. The tussle at the sharp end of the demonstration race between the two ERAs and the Maserati 8CM illustrated the pace of these cars well.

The Saturday featured practice sessions, while Sunday carried the demonstration races as well as a tour around the original 11-mile Prince George circuit



Following the East London event, the festival continued on a tour from East London to Franschoek. This stunning route takes in some great driving roads, well suited to the pre-war cars which took part in the event. The tour stopped in Port Elizabeth, Knysna and Swellendam. A highlight of the road tour was sharing the road with the Alfa Romeo 8CM which, despite being an ex-Grand Prix car, is road-

registered and completed the 1 150km on the road without significant issue. Often older cars are used exclusively for shorter journeys, with trips of this distance being reserved for more modern cars. However, having completed the road section, the sense of accomplishment and satisfaction – as well as the improved bond between man and machine – was remarkable, and is certainly something to be recommended

to any owner of a pre-war car. The cars are more than capable, it's only the drivers that get in the way!

The event was a true celebration of both South Africa's fine Grand Prix heritage, as well as the cars and personalities that participated in these historic events. It was thrilling to have the opportunity to be part of it, and future events of a similar nature are eagerly anticipated. 📍

SAHGP AT VAL DE VIE

THE GARDEN PARTY

Following on from the SA Historic Grand Prix Festival that took place in East London on 25 November, the following weekend there was a garden party at Val de Vie in Paarl where the participating overseas and local grand prix cars from the 1934-39 era were on view. They were joined on the estate's expansive polo field by a vast, impressive display of veteran, vintage, classic and modern cars, the likes of which have never previously been seen together in South Africa.

Amongst the cars on view were the inaugural GP-winning Whitney Straight Maserati 8CM, the 1937-winning Pat Fairfield ERA R4A, the MG K3 driven by Dick Seaman in 1934 and the Dick Shuttleworth Alfa Romeo Tipo B P3 from the 1936 race. And far from being a static display, all of the SAHGP cars were demonstrated on a short road circuit within the estate, with the mercurial Nick Topliss providing the most spectacular wheel-spinning sideways

getaways in his ERA. Camilla Bowater, one of Whitney Straight's daughters who flew over from the UK with her sister Amanda Opinsky to be part of the festival, spoke of her father's exploits while sitting in his 1936 SAGP-winning Maserati.

Amongst the one-make clubs that supported the event were superb gatherings of Austin-Healeys, Bentleys, Jaguars, MGs, Morgans, Porsches and Mercedes-Benzes. Mercedes-Benz provided official transport for the event. The Crankhandle Club put 21 cars on view and also in the show was a quartet of the Franschoek Motor Museum's collection of Bugattis – the 1925 Type 23 Brescia, the 1930 Type 46, 1931 Type 49 and the miniature 1927 Type 52. There were a number of trade stalls in operation, including an array of paintings on leather by Alan Dent.

The garden party provided a sun-filled fitting end to the SA Historic Grand Prix Festival, an event that highlighted South Africa's proud motorsport heritage. 📍





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KEEPING IT IN THE FAMILY

1954 was a pretty busy year. Finland and Germany signed a treaty that officially terminated WWII hostilities, Bill Haley & His Comets kick-started rock and roll with 'Rock Around the Clock', Juan Manuel Fangio won six of the nine world championship grand prix races, and Elvis Presley released his first seven single, 'That's All Right'. One happy day that year, though, on 24 April, a Durban medical practitioner had an enormous impact upon one young man's life by advertising his 1953 six-cylinder Studebaker Champion for sale in the newspaper. **Gavin Foster** tells us why.



Derek and Brian. Image by Trevor of Nautical Images.

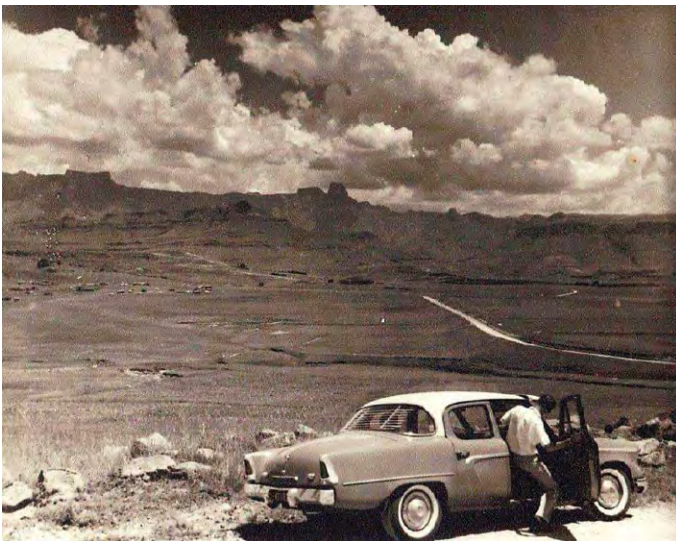
“**D**r Booth was the house doctor in charge of the nursery, and he’d bought the Studebaker because he couldn’t get the Rover he wanted. I paid him £550 for it,” says 90-year-old Brian Guerin, who did the deal when he was 26. “It was still like new and he was so sorry to sell it. It came out with an 85hp side-valve six-cylinder engine, and in ’56 I replaced it with a ’55 six-cylinder 101hp engine. Then, in ’58, I bought the 4.2-litre V8 engine from a Studebaker President and that’s the motor that’s in there now.”

Brian has always been a car enthusiast and at one stage of his life owned 15 of the things, including an Alvis, a Sunbeam Alpine and a Studebaker Gran Turismo. The Champion was the one that he used the most though, and the one that he clung on to the longest. He used to regularly take family and friends on long weekend drives and the odometer has so far turned over three times. It was also his everyday car and a work tool. “For 15 years I was the service manager for Olivetti Africa and I’d drive up to Johannesburg, sometimes twice a month. I’d load it up with typewriters, calculators, bookkeeping machines and all the rest. Those days there were no speed limits and I drove from Joburg to Durban in five hours one night.” That was some achievement in the days before toll roads, when towns like Ladysmith and Estcourt had to be traversed along the way, in a car with 6-volt lighting.

It came out with an 85hp side-valve six-cylinder engine, and in ’56 I replaced it with a ’55 six-cylinder 101hp engine. Then, in ’58, I bought the 4.2-litre V8 engine from a Studebaker President



A family outing! Uncle Brian (3rd from right) with his parents and others.



Brian (right) and a friend wheeling the car out for Derek to start work.

By Brian's standards, Joburg was a walk in the park. He's kept meticulous notes of the work he's done on the car, as well as places he's stopped for fuel, and it's quite extraordinary to browse through. That Studebaker has been as far north as the Congo, and has over the years traversed most of our surrounding states – Mozambique, Tanzania, Namibia, Lesotho and Zimbabwe, for starters. It's clawed its

That Studebaker has been as far north as the Congo, and has over the years traversed most of our surrounding states – Mozambique, Tanzania, Namibia, Lesotho and Zimbabwe, for starters

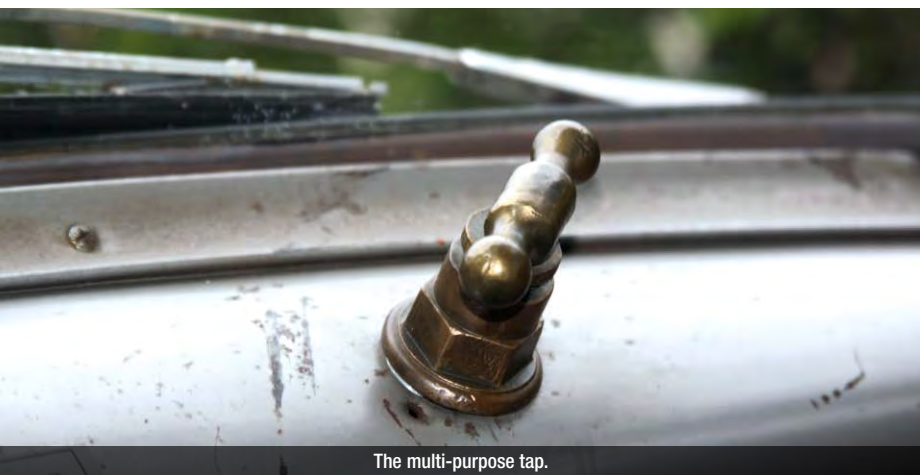
way up Sani Pass, and there can't be many roads in KZN that it hasn't encountered at some point. "I used it full-time until 1986, and it's only let me down twice," he remembers. "The one time was when I went to the agents to test drive a new Studebaker Lark. When I got back to the dealership, my Champion wouldn't start – it was having a sulk. It turned out to be a fuel pump arm that had broken off. The only other time was when I took the back seat out, stuck a trailer on the tow hitch and loaded it all up with bricks to take to Bulwer. We broke a side-shaft on the way. I bought a pair of new ones, fitted one, and the other is still wrapped in brown paper in the boot – just in case!"

Brian stopped using the Studebaker as an everyday

car in the mid-1980s and eventually scrapped it, but it stood in a carport outside his house on the Bluff in Durban for a further three decades. And there's the rub: if the Studebaker Champion had one weak point, it was that it rusted – and Brian's was no exception.

Let's now move on to the man who resuscitated Brian's car – his nephew, Derek Oosthuizen. Theirs is a close-knit family, and many of them live in neighbouring houses on what was once a family farm on the Bluff.

"Uncle Brian at one time lived in Stanger and we used to go there for family Christmases and so on, so I often saw the car there. Then he moved back to Durban and parked it in a lean-to outside his house just up the road. I grew up watching Uncle Brian and his brother Rob work on cars. My dad was more of a pen-pusher type, but Uncle Brian taught me everything. How to



The multi-purpose tap.



weld, how to braze, how to gas weld, when to shut up, when to bugger off... The rusting Stud could be seen from the road and various people nagged him to sell it, but he wouldn't. Eventually, about three years ago, I asked him what he was going to do with it, because he was never going to restore it. I persuaded him to sell it to me and brought it here, where I rebuilt it over a year and a bit. It's mechanically sound, with things like the brakes, suspension and the cylinder heads all sorted.

"If it was just any old car I'd bought, I'd have done a conventional restoration. But this is Uncle Brian's car with a story to tell, so I preserved the history. At the same time, I also wanted to make it mine so I added my own touches to make it a rat rod. Everything structural has been rebuilt and everything under the skin has been properly repaired, but the patina, the corrosion and the scratches are all part of the story I wanted the car to tell.

"The fenders were sticking out from the body by about an inch because of the rust built up behind them, so I cut out and replaced the rotten bits. Then I took the relevant areas down to metal and used chemicals and salt to provoke surface rust, and then sprayed it with a chemical to neutralise the rust before applying the clear lacquer. I'll watch it and will probably have to redo it in a few years, but that's ok." Derek's business is supplying spray-painting equipment – mainly spray booths – to the trade so he has something of an advantage in this department.

Apart from the rust finish, in which he was aided by Mother Nature, what else has Derek preserved from Brian's days with the car, and what has he added? Well,

I persuaded him to sell it to me and brought it here, where I rebuilt it over a year and a bit. It's mechanically sound, with things like the brakes, suspension and the cylinder heads all sorted



Komba	S	89902
Ventura	M	90075
Sunova	S	90204
Sakshy	L	903607 (M)
Mysore	M	90469
Umtale	T	90631 (M)
Bushy	M	90745
Port Vle	M	90888
" "	T	91146
Van Tine	BP	91382
Victoria	M	91476
Bonnie	S	91707
Coleoso	S	91872
Mercury		



Yamaha XT500 pistons serve as cup holders behind a home-made toy gun gear lever.

there's the large brass tap mounted in the middle of the dash. "Everybody asks what it's about and I usually tell them it's for nitrous oxide or something. All it actually does is fill a hole. Brian had a Spitfire fighter

plane's rev counter there, driven by a belt and pulley, and then somebody nagged him to give it to them, so he did. The tap was all I could find that fitted the hole. The cup holders are Yamaha XT500 pistons, I replaced the wheels with alloys, and I cut and 'Frenched' the bumpers – tweaked it a bit to make it mine. I kept the battle scars."

There's still a mark on the fender from when the side-shaft broke, and the spare shaft is still wrapped up in brown paper in the boot. There's also a WWII American folding entrenching tool – a spade – that Brian carried

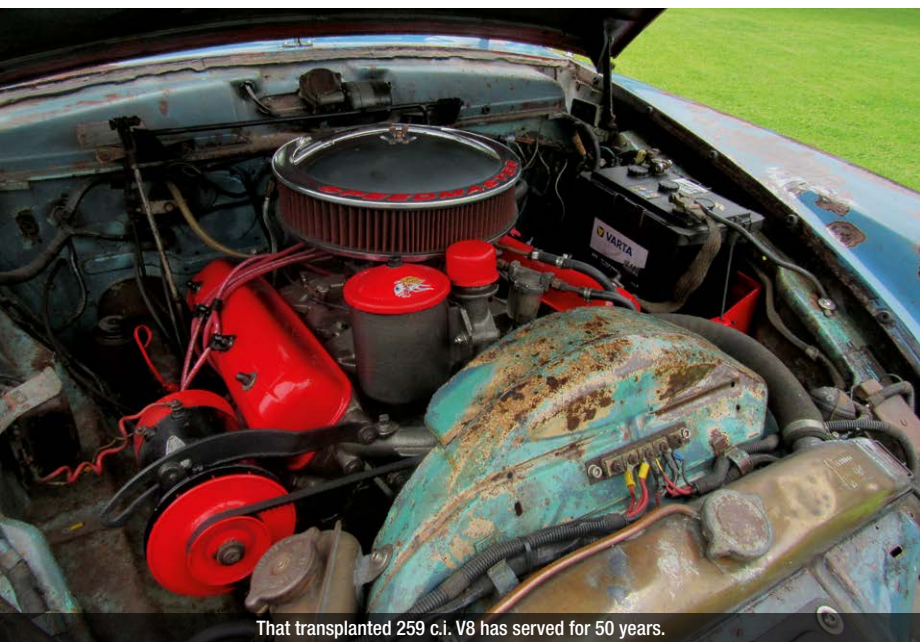
around so he could pinch plants from the side of the road. Brian had fitted Volvo disc brakes to the front way back in the day but Derek couldn't get parts for those, so he machined and spaced Nissan Qashqai rear discs to replace them. "I removed the carpets and found that the floorboards were still perfect, but I covered them with beaten copper panels from old geysers. Apart from that, everything's Studebaker though – the engine, the gearbox, the differential and the body."

Studebaker was renowned for building tough V8 engines that could survive all sorts of abuse with little maintenance. They had massive main bearings, forged crankshafts and connecting rods, and solid valve lifters,

The cup holders are Yamaha XT500 pistons, I replaced the wheels with alloys, and I cut and 'Frenched' the bumpers – tweaked it a bit to make it mine. I kept the battle scars



Beaten copper floors match the three-blade fan of the aircon!



That transplanted 259 c.i. V8 has served for 50 years.

while the cylinder heads were locked down with 18 bolts each. Some 1957 models were supercharged without any reliability issues. The 4.2-litre engine in this car was pinched from a Studebaker President and was good for either 175hp (130kW) or 185hp (138kW), depending upon the date it was produced. Torque was a healthy 339Nm at 3000rpm in the 185hp version. The beefed-up Champion at 1 560kg weighs less than you'd think, and this works well with the more powerful V8 engine, the three-speed manual gearbox with overdrive and the differential from the bigger car. Surprisingly, from the passenger seat the Stud also feels pretty modern, with decent ride quality and sprightly performance – especially considering its age and the vast mileage it's accumulated. Brian says that he'd usually cruise at 120 to 130km/h but would sometimes take it up to 180 or so. "It still does that now," he chuckles.

So what's the fuel consumption like in a 65-year-old V8 car that was built in an era when things like that didn't matter? Who cares! "We took it up to Joburg and it used quite a bit of fuel going there because it was fun passing new cars up the hills," adds Derek. "Coming back it was a lot better, though. It's a small V8 but it's still a massive lump of cast iron." 🇿🇦

We took it up to Joburg
and it used quite a bit of
fuel going there because
it was fun passing new
cars up the hills

TORQUING NUTS & BOLTS

There's a good chance that many old cars are driving around with inappropriate fasteners that are forced to cope with more than the design intended. There's more to bolts and nuts than just finding the correct spanner with which to tighten them. **Jake Venter** looks at the way they're graded and how they should be tightened.



WHAT IS A BOLT?

If you habitually read handbooks or workshop manuals you'll soon discover that there is no uniformly accepted definition for bolts, screws and studs. However, most people would agree with the following definitions:

- A bolt is a headed fastener, designed to be used with a nut. It usually clamps parts together and the portion of the shank that passes through the material is left unthreaded.
- A screw also has a head but has to enter into a tapped hole or may be designed to tap its own hole, so that it is often threaded for its full length.
- A stud is headless and one end screws into a threaded hole. The other end is threaded to take a nut, but the shank has an unthreaded portion.

These definitions are not cast in stone but are nevertheless a useful guide. Any reference to a bolt in this article would also be applicable to a screw or a stud.

One of the most important considerations when choosing a bolt, either for a particular task or to replace a bolt that's no longer worth using, is its strength

BOLT STRENGTH

One of the most important considerations when choosing a bolt, either for a particular task or to replace a bolt that's no longer worth using, is its strength. Most bolts are classified according to the ISO (International Standards Organisation) code and the bolt head is sometimes marked.

On mild or alloy steel bolts, the markings consist of two numbers separated by a dot. This is not a decimal point, but merely a separator. The first number, multiplied by 100, is the ultimate strength, in megapascal (one MPa = one newton/mm²). This is the theoretical stress at which the bolt is expected to break. The second number, multiplied by 10 times the first number, is the yield strength, ie the stress at two percent permanent set, in MPa. These grades start at 3.6 and increase in seven steps to 8.8, then continue through 10.9, 12.9 and 14.9. The grades from 8.8 upwards are the only ones that are normally marked, so that an unmarked bolt will have an ultimate strength of less than 800 MPa.

For example, if the bolt is marked 10.9, then the ultimate strength is $10 \times 100 = 1000$ MPa, while the yield strength is $9 \times 10 \times 10 = 900$ MPa.

Since the stress in a bolt is equal to the clamp load divided by the cross-sectional area, the above values can be used to calculate the

maximum clamp load. This is simply the stress multiplied by the cross-sectional area of the bolt. However, for most applications these calculations can be ignored because the numbers on the bolt are a good guide to quality.

All you have to remember is that an unmarked bolt is weaker than a marked one, and the higher the numbers, the stronger the bolt.

The automotive industry uses two metric grades of stainless steel bolts. Grade A2 is the most popular because it is corrosion-resistant, but grade A4, which is acid-resistant, may be found on battery clamps. The heads of such bolts will be marked A2-50, A2-70 or A2-80 (or A4-50, A4-70 or A4-80) where the number after the dash is one-tenth of the tensile strength in MPa.

In the case of nuts, the marking consists of a single number and if this number matches or is higher than the first number on the bolt, then the nut is strong enough. But if the number is lower, then the bolt/nut combination is only as strong as indicated by the lower number. Bolts originating in the USA are marked with lines. In most cases the more lines there are, the higher the tensile strength.

COATINGS

Automotive bolts are usually made from mild steel, alloy steel or stainless steel. It's worth knowing that the plain black finish known as black oiled is the best from a

strength and preload point of view. Any form of plating may cause embrittlement unless the bolts are treated after plating. This is especially true of chromium plating applied to high-alloy steels, and such bolts should not normally be used in high-stress applications. However, unplated bolts will rust, so bolts are often coated with a very thin layer of zinc or cadmium, followed by a chromate coating to lock in the finish. Such treatment is less harmful on steels of grade 8.8 and less, which is why coated bolts are often of a lower strength grade than black bolts.

The plating also affects the friction between the bolt and the joint surfaces, so the recommended torque values will change. Whenever you change from a black bolt to a coated bolt, you should find out what the torque should be.

For example, zinc plating increases the friction by up to 40% and stainless steel doubles the frictional coefficient, but cadmium plating reduces the friction by about 25%.

THREAD LUBRICATION

This is another variable that needs to be considered, and for high-stress applications, one should follow the instructions in the workshop manual. In general, a light oil or good anaerobic coating (thread-locking compound) will reduce the required torque values by about 10%, but special anti-seize lubricants may mean a reduction of about 20%.

JOINT TIGHTNESS

How do we know when a bolt is tight enough? Experience has shown that the bolt will not lose its grip if it is applying a greater clamping load than the load the part is experiencing during service. The correct bolt for any application is one whose material and dimensions allow it to distort less than the part being clamped. Tightening the bolt compresses the faying surfaces (the surfaces being joined) but tensions the bolt. The proportions of the stresses borne by each part obviously depend on the design, but about 90% is taken by the faying surfaces and 10% by the bolt. During service, the joint experiences tensions whose effect will be to relax the compression of the faying surfaces and increase the tension in the bolt in proportion to the percentages carried by each component. In a correctly designed and tensioned joint, the faying surfaces

will relax more than the bolt will tension, keeping the joint intact. However, if the bolt tension is too low, the faying surfaces will relax so much that the joint opens. In this case the bolt will carry all the stress, and the joint will fail.

LOCKING DEVICES

As a general rule, the best way to prevent a nut from loosening is to tighten the bolt to the correct tension. Even locking devices become ineffective if the joint is too loose, because either vibration or stress reversal will eventually destroy the locking device. In fact, bolt heads are wired together on aircraft and racing cars not to prevent the bolts from loosening but to present visible proof that the bolts are tight, because nobody will wire a loose bolt.

TORQUING THE BOLT

In many applications the bolt is considered to be tight enough when it has been tightened to a specified torque, and the motor industry goes to great lengths to publish torque values for all important applications. However, it is possible for a joint to fail even if it has been tightened to the correct torque. This happens because the clamping load, ie the force transmitted by the bolt to the joint, is more important than the actual torque reading, and in practice it's very difficult to know exactly what load the bolt is carrying. There is no direct relation between the tightening torque and the stress in the bolt. Experiments have shown that about 50 percent of the tightening torque is used to overcome friction at the bearing face of the nut and a further 40% is used to overcome friction between the mating threads, leaving only 10% to increase the axial load in the shank. This load is directly related to the clamping load, and hence the stress.

These are average values using clean components, so one can easily have a situation where the frictional resistance is so high that the shank does not get stressed at all. This happens, for example, when the components are dirty. This means that every time you tighten an old and dirty bolt you have no idea whether the bolt is tight enough or whether it will work loose. Under-stressing the bolt could also happen when the bolt is used without the designed washer, thus

allowing the base of the head to dig into any softer material, such as aluminium.

USING STRETCH BOLTS

This dilemma explains why so-called stretch bolts (torque-to-yield bolts) are often used for important applications, such as cylinder head bolts, or big end bolts. These bolts are normally tightened until they just start to feel some resistance, and then rotated through a fixed angle, say 90 or 180 degrees. This guarantees that a fixed percentage of the rotation causes stress in the bolt, ie the friction does not affect the tightness of the bolt. They are called stretch bolts because they're designed to take on a permanent set, whereas ordinary bolts should (in theory) return to their original length when the load is removed. These bolts should normally not be used more than once, because the fact that they have been lengthened implies that the second time the same tightening procedure is used will not result in the same clamp load, so the joint may fail even if the bolt doesn't. However, since there are no hard and fast rules in engineering, some workshop manuals advise you to measure the bolt length. If it is below a given value, the bolt can be used again.

PRECAUTIONS

There are a number of precautions to take when installing bolts, and these become especially important if you're tightening ordinary (ie non-stretch) bolts. It is most important that the threads, the load-bearing surfaces and the washers are clean. In fact, it is vital that the correct washer is used, as any change in the material will affect the crushability and hence the relationship between the torque and the clamping load.

TRAINING

This article shows that there's more to fasteners than meets the eye. Many mechanics treat all bolts as if they're the same; they tend to rely on locking devices instead of correct tensioning to ensure that the joint remains secure. They often ignore torques and procedures specified in workshop manuals. 📌

In general, a light oil or good anaerobic coating (thread-locking compound) will reduce the required torque values by about 10%

GOING THE DISTANCE



Elize and Koos with the Anglia at his last race.

In the December issue, *CCA* covered the early career of the late Koos Swanepoel, the saloon car ace who famously thrilled motor racing fans across the land as he stormed his way to the 1964 Saloon Car Championship in his Lotus Cortina. This month, **Graeme Hurst** reflects on Koos's career during the 1970s and 1980s, a time when he added endurance events to his already varied set of racing skills. And his success wasn't limited to himself: both his wife Elize, daughter Jacolize and son Kosie became champions thanks to Koos's wisdom on the track.



Superboss-powered Opel Kadett at Killarney.

CAR magazine interviewed Koos Swanepoel back in 1984. It's an issue I only read many years later after meeting Koos and becoming curious about his motorsport career. One of the lines I recall from the article related to Koos reflecting on a time when he helped Group 1 Provincial Championship rival Hannes Oosthuizen sort out his brakes: "I like to beat a guy because I'm a better driver than him, not because he doesn't know how

to sort his car's brakes out properly."

Having learnt a lot more about Koos after recently researching his career, that quote is entirely in line with his character on the track. A character that remained calm and gentlemanly in order to focus on results, as son Kosie well recalls. "When I started karting, there was one time when my go-kart wouldn't start... so I took my helmet off and threw it onto the seat, because that's what I'd seen the bigger kids do. Two seconds later, I was thrown onto the seat as well and my dad said, 'Do that again and you won't race at all.'"

That was 1983 and Koos was helping Kosie – who was just ten years old – compete in the 50cc class. Older sister Jacolize was already cleaning up the 125cc field and both would go on to become Western Province Karting Champions. And mom Elize wasn't left out: as mentioned last month, she was crowned

Western Province Sprint Champion in 1985, thanks to her efforts behind the wheel of the family car: a Fairmont GT that lugged the go-karts to Killarney.

"My dad would unhitch the car at the track, let air out of the tyres and put my mom behind the wheel," recalls Kosie. "Then he would tell her to put her left foot on the brake and her right foot flat on the throttle, and then when the lights went out to 'let go of the brake and that's all you do!'" The 351 V8-engined GT took off like a bat out of hell and was a source of amusement. "We were racing karts one way and my mom was going the other way in the Fairmont. At the end of the day she'd come back with a trophy and my dad would hook the trailer on and we'd head on home," adds Kosie.

At the start of Kosie's karting years, Koos was in his late forties, campaigning a Mazda Capella in Group 1. He won the Western Province Championship that year (1983), which was a particularly impressive achievement as he was the only provincial

I took my helmet off and threw it onto the seat, because that's what I'd seen the bigger kids do. Two seconds later, I was thrown onto the seat as well and my dad said, 'Do that again and you won't race at all'



Heinz Matthys and Koos with Kosie's 125cc championship kart.



Koos (Mazda) passing the Judy/Arnold Charlton Datsun – 1977 Wynn's 1000. Image: www.motoprint.co.za.



Hepburn/Swanepoel Mazda RX2 – 1976 Wynn's 1000. Image: www.motoprint.co.za.



In the RX7 on the grid at Killarney.



Swanepoel/La Reservee Toyota Celica – 1973 9-Hour. Image: www.motoprint.co.za.

champion to do so in a car other than a Golf; VW's then-new, formidable GTi was hoovering up Group 1 across the land. "It was actually the second successive year as my dad won in 1982 as well, and came second the year before that."

The championships came after a break from racing to recover from injuries following a motor vehicle accident in 1979, as mentioned last month. "We used to go to friends in South West (now Namibia) every year in the Ranchero. We'd take the trailer and stop at Citrusdal and load up with fruit and vegetables and come back with meat and biltong." That year, near Mariental, a tube in one of the rear tyres failed, resulting in Elize (who was driving) losing control. "The car picked up such a vibration that my dad thought the prop was coming off," explains Kosie, who was only five years old and riding in the back with his brother and sister. "My dad wasn't wearing a seatbelt, which saved him because the roof caved in and he was folded in half. He was the only

one trapped in the car; we kids were strewn across the veld and the dog was half way back to Cape Town."

Before the accident, Koos had been steadily competitive in a range of cars that began with the Capri Peranas, one sponsored by Windsor Motors in the Cape and another by Perana founder Basil Green up at Kyalami. Koos's abilities as an endurance driver were honed on that circuit, with two entries in the celebrated 9-Hour: the first in 1970 in a Datsun 1600 which he co-drove with Clarry Taylor (the pair campaigned the car in the Springbok Series as well) and then in '73 when Koos teamed up with Garth la Reservee in a Toyota Celica. This was a full-on factory-backed entry and the pair brought the car home 9th overall and first on index – something Toyota was quick to shout about in its ad campaign. It was a boost for Koos's career

but the drive was almost by chance after Garth's intended partner in crime, Scamp Porter, retired from racing following the death of his friend Brian Ferreira from injuries sustained during a crash at the previous 9-Hour.

Koos moved on to an Alfa Romeo 2000GTV the year after, with sponsorship from Minor Motors (local agents for the marque), before switching to a car that became a particularly effective track weapon: the rotary-engined Mazda Capella. The model would take him through

Koos's abilities as an endurance driver were honed on that circuit, with two entries in the celebrated 9-Hour: the first in 1970 in a Datsun 1600 which he co-drove with Clarry Taylor



Koos meeting up with Sarel van der Merwe at Le Mans (1984).



Koos in the modified Mazda at Kyalami – 1979 Wynn's 1000. Image: www.motoprint.co.za.



Swanepoel/La Reservee Toyota Celica – 1973 9-Hour. Image: www.motoprint.co.za.



Taylor/Swanepoel Mazda RX7 – 1983 Castrol 1000. Image: www.motoprint.co.za.



Swanepoel/Taylor Mazda Capella – 1981 9-Hour. Image: www.motoprint.co.za.

to the epic battles with the Golfs before he switched to its replacement, the RX7 – although the rotary engine's displacement handicap meant the wedge-shaped coupé was pitted against the 3-litre Alfa GTV6s, which it struggled to outpace.

The GTV6s ran against the RX7 in the 1983 Castrol 1000 – which boasted no less than 10 mighty Group C Porsche 956s – with Koos again paired with Clarry Taylor for the Highveld fixture. They finished second last, but the result was still an achievement considering that 18 cars retired from the gruelling, rain-lashed event. Kosie attributes the finish – and many other long-distance races his dad excelled in – to Koos's

mechanical aptitude. "He wasn't only a driver, he was technically very switched on and he could interpret how to both tune a car and set up the suspension to make it go. He also understood what it took to make a car last and could drive around a problem."

That mechanical aptitude also extended to Koos's kids' wheels, as Kosie recalls.

"He put aerodynamic kits on the go-karts and even made hubcaps for them to reduce the drag. Every practice there was more on the car and the guys said: 'When are you going to stop?'" Koos didn't and, for a later race, even engineered a way to vary the length of the exhaust on demand to improve torque. "The rules allowed for a change in length between 50 and 100mm, so my dad made a slide for the exhaust and attached it to a pedal... as you came out the corner, you had to hit the pedal to make it long. The other guys were like, hang on... one pedal is the brake, the other the throttle, so what the hell is this middle

pedal for?" chuckles Kosie.

Koos's tuning tricks paid off: Jacolize was 100cc Western Province Champion in 1984 and Kosie two years later. During that time, Koos's own racing activities were centred around a BMW 323i (the first version of the E30 shape) which he raced successfully with Dirkie Kotze. His endurance abilities were also put to good use in the Total Economy Run in 1985, with Koos driving Opel's answer to the Golf GTi – the GTE: a hot hatch that gave Kosie huge kudos at school. "I was in Standard 6 at the time and Opel gave him a GTE to drive for a month so he could familiarise himself with the car. My mom used to drop us off at school and would wheelspin as she pulled away, so everyone knew about the GTE!"

Koos' also raced the GTE in the Killarney 6-Hour with George Fouché, while his entry in the Total Economy Run came at the request of Opel team manager Bernie Mariner, who was impressed with Koos's success with a Mazda in Group 1. "That was in the mid- to late 1980s, and he also raced Opel GSi from 1988 as well as the 16-valve Big Boss when

He wasn't only a driver, he was technically very switched on and he could interpret how to both tune a car and set up the suspension to make it go



Koos's trophy collection.



Koos receiving his Western Province colours.



Mazda at Killarney.



Koos's Group N BMW 323i.



Koos powering the Mazda RX7 at his home track, Killarney.

it came out. He went on until 1991, when he retired from official competition," adds Kosie, who by then had switched from karts to the hot seat himself, with his dad spannering for him. "My first main circuit car was a 1973 Opel Kadett but with a Superboss engine that my dad bought from Opel Motorsport. He built it up with Terry Rocheford, who worked as a mechanic for my dad and Heinz Matthys. In Superboss spec that engine made 150kW on side draughts, but they got it up to around 190kW in the end."

During the 1980s Koos had run a spares and tuning business with Lochner Eksteen, but he sold up in the late 1990s. Throughout his retirement Koos remained connected to motorsport, supporting Kosie and his grandchildren (in karting) at Killarney, the circuit which had been so integral to his lengthy career. Ironically, though, his achievements had flown under the radar when it came to being considered for provincial colours.

That was rectified in 2002, when good friend (and long-time fan) Derick Thesnaar

campaigning for him to receive them. "He asked how it was possible for my dad to be SA Saloon Car Champion and not have his colours." There was a massive turnout of close friends and fellow race drivers at the awards ceremony. And the moment was made particularly memorable when Koos was photographed with Kosie and Jacolize's two boys, Kohen and Henry, with all five members of the family wearing their provincial colours blazers.

Koos's last race was in East London in 2015. "It was the Ford and Friends Event and a big classic race day. I took Arnold Lambert's Anglia up for my dad to race and there were about 50 cars taking part, with big names like Sarel van der Merwe and Michael Briggs there too," explains Kosie. "It was a memorable day as the organisers attempted to set a Guinness Record for the most father and son teams competing in a race. "People like Michael Rowe and Louis Powell were

there with their sons. Along with my dad and me, there were about 11 or 12 family teams. It was a ten-lap race, with a pit stop for a mandatory driver change, and the result was worked out on index rather than road position. My dad went first but there had been so many heats that day that he forgot about the need to switch drivers and kept going. I was waving over the Armco to get him to come in and eventually climbed over it before he finally got the message. It was just in time as there was one lap to go. I managed to match his time and so we won the race!" To take the chequered flag following a co-drive with his son, in a grid filled with many of the people Koos held dear in his racing life, was a fitting finale for one of SA's racing greats. 🏁

Ironically, though, his achievements had flown under the radar when it came to being considered for provincial colours

A CHANCE REUNION

Thanks to a fortuitous encounter mid-2018, Land Rover fulfilled the lifelong dream of retired employee Dorothy Peters to go off-road in the vehicle she worked with 70 years ago.



To mark the 70th anniversary of Land Rover in June this year, Dorothy went to the celebration event in Solihull, UK, with a photo album of her time working at the plant

UK-based Dorothy joined the service department at the Lode Lane factory in July 1946 at the age of 15, working alongside the first Series Land Rovers to be built at the site. To mark the 70th anniversary of Land Rover in June 2018, Dorothy went to the celebration event in Solihull, UK, with a photo album of her time working at the plant. Little did she know that one particular picture would trigger a series of events that would reunite her with a very special Series Land Rover – number 16.

The reunion was made possible by Mike Bishop, Land Rover Classic's Reborn Engineering Specialist and heritage expert,

who spotted an old photograph of Dorothy posing next to a car he now owned. It was at this point that the Land Rover team decided to create an experience Dorothy would never forget.

"Over the course of Land Rover Fest I was fortunate enough to talk to many enthusiasts and former employees," Mike said. "When I was approached by a very charming lady with some pictures of her time at Solihull, I had no idea we would share a special connection to 'number 16'. Her enthusiasm for the company and this vehicle in particular was wonderful, as was her surprise when she discovered I now owned the car! I knew instantly we needed to reunite them."

Over the course of the following weeks, the Land Rover team at Solihull worked



with Dorothy's daughter to create a day full of surprises, bringing her back to Solihull and back to the car she posed next to in the treasured photo 70 years earlier. The results were captured in a heart-warming film to mark the end of Land Rover's 70th anniversary year.

"I couldn't believe the reaction to my pictures at the Festival in Solihull," said Dorothy. "I had no idea this one conversation would take me on a journey down memory lane and on the wonderful off-road track at Solihull. The opportunity to share this day with my daughter and granddaughters was a wonderful surprise and to see how different the factory is today was very special. It all felt like a dream and I won't ever forget it."

As a final treat, Dorothy and her friends were given a preview of the reunion film in a special screening at Dorothy's retirement home. 📺



PARK LIFE

Stimulated by the pictorial feature on cars of the Kruger Park in the October 2018 issue, reader **Charles de Villiers** dug out photos of the Rabelais Camp circa 1930, taken by his parents while on honeymoon. Identifiable by its five huts, the camp was still in use for overnighting until around 1954, when Orpen was built, and the image showing a car about to cross the river by pont was snapped at Skukuza.

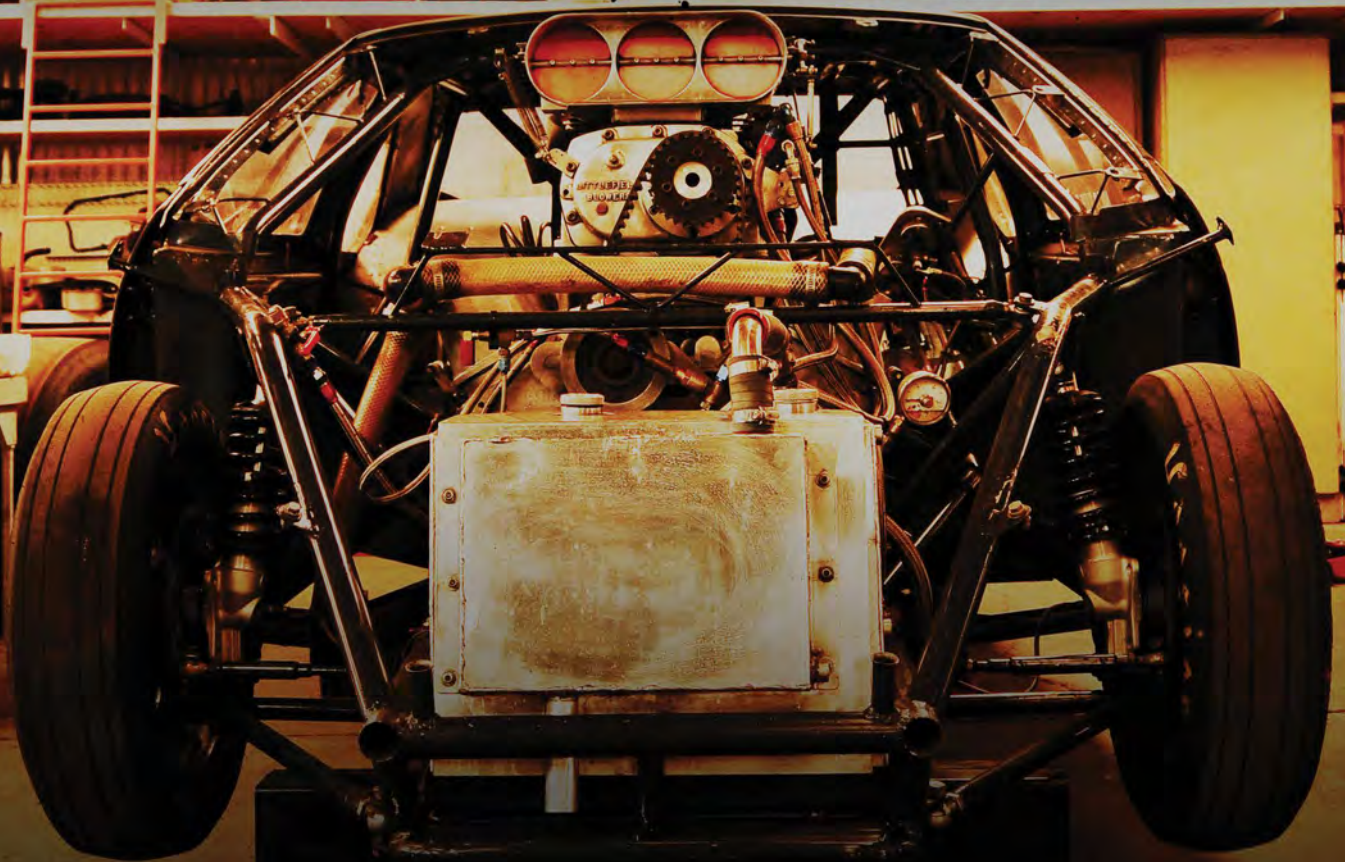
The Kruger National Park has the destructive nature of man to thank for its existence. The story goes that during the 1800s humans hunted wildlife extensively in the area, killing anything that moved for sport, fun and food. There was no policing but thankfully the then-government of the South African Republic, under the insistence of Paul Kruger, put forward a motion to protect this biodiverse stretch of land, and in 1898 the Sabie Game Reserve was formed. Development of the reserve was put on hold during the Anglo-Boer War (1899-1902) but recommenced thereafter. The land was patrolled by a single armed warden, Stevenson-Hamilton, who took up the post in 1902. From 1927, members of the public were officially allowed into the reserve and the Sabie Game Reserve merged with Shindwezi Game Reserve, according to the National Parks Act, to form the Kruger National Park soon thereafter. One pound got you in, and you were allowed to set up camp... but if legend is to be believed, visitors had to climb trees in an attempt to escape hungry lions!

A few years later, this was remedied with the building of designated camps – as the De Villiers' images clearly show. Today the park covers an area of 19 633 square kilometres and plays host to more than 753 species of animals and 1 982 species of plants. There are also 254 known cultural heritage sites in the Kruger National Park, including 130 rock art sites.

Anyone keen to hazard a guess as to the make of vehicles in these images? 🚗



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VOLLA LOVE



Remember your first car? Chances are you saved up for it by cutting the neighbour's grass, waiting tables at Spur or delivering newspapers around the suburb on your bicycle. As these odd jobs didn't exactly pay well, the money scraped together was probably just enough to buy a tatty, twenty-something-year-old banger that broke down often and taught you some sort of remedial mechanical skills. It's a little different for first-time buyers today though, with entry-level, second-hand moderns costing significantly more than part-time work can afford. Added to this, the complexity of these machines means that it's best to get one under a maintenance plan of sorts. But if, like Kayleigh Hunter, you dare to be a little different, a well-chosen classic is a viable option. She told her story to **Stuart Grant**.

Images by Douglas Abbot

While multi-tasking as a student and working graphic designer, Kayleigh needed a set of wheels to get around. After hours of trawling through online sites for generic hatchbacks, she still hadn't found anything that 'spoke' to her. Yes, the plan was for a commuter but it still had to be something with an emotional connection. She took a step back from

the screen and did some thinking, and the car that kept coming to the fore was a Volla. "I don't know why," she says, "but I have always loved the look and spirit of Volkswagen's Beetle."

Going on gut instinct, it was back online – although this time she typed the words 'VW Beetle' into the search box. The 'people's car' was popular in period, of course, which means that there are still plenty for sale in the classifieds. It also

means that condition and pricing vary dramatically. The really early air-cooled Volkies with split or oval rear windows sell for huge figures, and the South African specials like the curved windscreen 1600S and hotted-up 1600SP are rising rapidly in the collector ranks. Thankfully the more

common 1970s models are still within reach, but you have to do the legwork and go and check each one out as there are plenty of hack jobs lurking. It was one of these that Kayleigh first went to look at. It looked the part online – and from 20 metres away – but closer inspection revealed it was a dud.

This didn't perturb her though, and she kept hunting online and trekking to view more Vollas. It was while looking at yet another car that didn't quite match its seller's description that she spotted the white 1600L in the corner of the shop. And that, as they say, was that. After some sweet talking, Kayleigh became the proud owner of the car that became known as 'Daisy'.

Back home, Kayleigh and her dad spent time together spannering and giving Daisy TLC and minor upgrades. And then Daisy and Kayleigh hit the road – not only fighting the daily grind to work and back but also

Yes, the plan was for a commuter but it still had to be something with an emotional connection. She took a step back from the screen and did some thinking, and the car that kept coming to the fore was a Volla



on numerous adventures with mates. When the time came for a trip with friends to the Drakensberg, Daisy was the car that got all the votes and she took it in her stride, making many memories along the way.

She's done her bit for the safety-conscious too, with only one breakdown in over a year's use. This happened while on a weekend jaunt out North West way when the engine seized due to overheating. An hour of cooling off was all that was needed to return home, but some remedial work has since been done and she now runs flawlessly. Running costs are minimal, with the simplicity meaning that the work can be done at home, and availability of spares is up there with any modern machine.

"I love the smiles that Daisy brings, not only to me and my passengers but also fellow road users. I'll be fighting the Sandton traffic and someone will wave and smile. If I stop at a shopping mall or petrol

station, people come up to talk to me about my car – I often get asked if it's for sale or people will reminisce about how their parents took them on holiday in a similar-looking Beetle." So would you ever sell her? "No," Kayleigh shakes her head adamantly, "she's not for sale and never will be. I've had notes left on the windscreen offering cash too, but there's no amount that can replace the memories I've had and plan on still creating."

In fact, Daisy has made Kayleigh somewhat of a VW fan and I'd hazard a guess that when the time is right, another air-cooled Volksie will park alongside Daisy in the drive. "They are just so practical. The steering is light enough to hustle around town, the opening quarter vent window means that even on the warmest summer day the

car stays reasonably cool with the wind passing through, performance is plenty enough to keep up with modern traffic and although I haven't calculated the actual fuel consumption, Daisy doesn't seem to have a drinking problem."

It was love at first sight for Kayleigh and Daisy, and the relationship continues to blossom. As with any classic, there are some trips planned for the near future, as well as titivating ideas – not to change the dynamic, but rather to keep showing appreciation and love for each other. 📍

Running costs are minimal, with the simplicity meaning that the work can be done at home, and availability of spares is up there with any modern machine

THERE'S MORE TO LUBRICATION THAN JUST THE ENGINE – PART 4



ENGINE OILS

We have been dealing with the importance of using the correct formulations according to the manufacturer's specifications over the last three issues. Change the oil frequently; there is nothing worse than cold sludge and acid-filled oil lying in the sump. This takes place frequently in low-use classic and vintage cars and bikes. Older engines need specific anti-wear agents which are mainly found in classic oils in correct quantities. Low-cost oils cannot offer the protection needed in older engines. Owners are turning to classic oils because of the bewildering range of modern oils and lack of proper expert advice for older engines. The cost of classic oils is a small insurance to pay for the proper protection of older engines.

TRANSMISSION OILS are equally important. Older gearboxes need to have certain oils formulated according to the original specifications. We well know that originality is the key to seeing increased

values for classic/vintage cars and bikes. Original oils then form part of that originality and ensure longer life. These oils meet the original specifications which need to be applied to prevent what can become costly repairs and/or replacements. Replacement parts for older vehicles can be a nightmare to locate. Castrol Classic has a range of these correct oils for engines, gearboxes or differentials. There are gearboxes in older machines with helical, spur, bevel, and worm gears which require the correct grade, suitability and pressure. Hypoid gears require high-pressure oil. Automatic transmission fluids require the incorporation of additives to provide wear, oxidation and corrosion resistance and are dyed red for identification. The Castrol Classic TQF transmission fluid can also be used in motorcycle primary chaincase applications where an SAE 20 is required. This oil can also be used in piston-type shock absorbers. Low-viscosity extreme pressure gear oil applications require the

EP80 EP API GL 4, used mainly in Ford gearboxes from 1955 to 1980. Where specified by manufacturers, the TQ-D (Dexron 11) automatic transmission fluid should be applied. This fluid is also dyed red for identification.

LIMITED-SLIP DIFFERENTIALS

require extreme pressure oils with friction characteristics such as the Axle Z LS 90. Limited-slip differentials used in racing conditions would require the Castrol Classic B373, which is an SAE 90 competition LS oil without noise suppressant.

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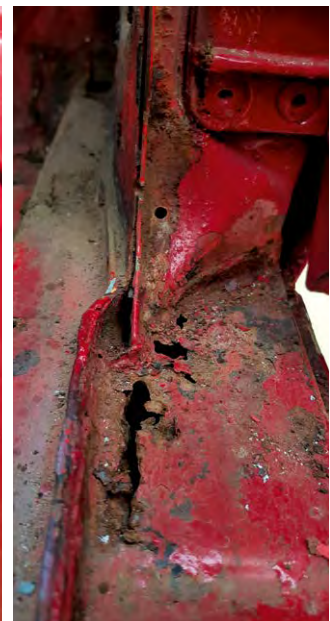
LIGHT THE FIRE

With suppliers closed for the festive season, progress on the CCA project cars has been a bit slow. (Admittedly, the scorching Joburg heat and allure of the braai and pool were also to blame.)

On the Marauder front we've managed, through contacts in the club, to find an owner of an unused Mk3 body who is happy to let us mould a nose from it. The body was ordered new and then never fitted to a chassis. Word of mouth has also led us to an expert in fibreglass who will make a mould, pull a section of the nose from that and graft it onto our rather sad-looking face. All going to plan, this will be done in the coming month. With the silhouette back to spec, the body will then be removed from the chassis for finishing and painting while the chassis and mechanicals get a refresh.

While the plan for the Alfa was to replace worn suspension and brakes and use it as a daily driver, that idea quickly fell through when we spotted the large amount of rust. So December was spent stripping all the trim and readying it for a panel beater. That's complete now, except for the windscreens, and we've refitted the suspension so the car can be pushed onto a trailer and shipped off.

We are re-learning what we already know – there is no such thing as a 'just quickly' job when it comes to old car work. Happily, we are also learning that the South African community is seriously helpful – we have just received a call about a replacement grille for the Alfa, which has fired up the motivation levels. 🇿🇦



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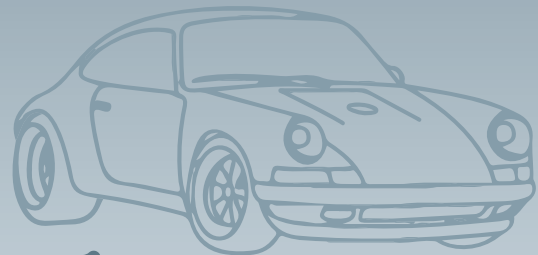
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