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CLASSIC

CAR AFRICA

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LOVING IT ALL

I am frequently asked two questions. The first: what is a classic car? The second thing people want to know is what classics would fill my dream garage.

Let's start with the latter. The answer to this question changes almost weekly. My first love is 1960s sporting saloons. I want a Cooper S, Renault Gordini and Mk1 Cortina in there for sure. Oh yes, and a Ford Anglia on widened steel wheels. I grew up in a house with Triumph TRs so was banned from those at a young age to ensure I did not steal parts from Dad's shelves. So, to take a jab at him, I'd add an MG A (coupé, please). The first car I 'drove' was an engineless Austin Seven that we pushed around the garden in my primary school days, so that is also a must-have.

As editor of a car magazine, I get to drive a decent number of cars. The day after driving a Model A Ford, I wanted one. The same went for the Lamborghini Miura and Audi RS2 Avant. Stints in race cars like a Cooper Bristol, Fatman MG and some historic Formula Fords had me wondering who else gripped the wheel back in period, so put them in the shed too.

I'm a lost cause. There is no garage large enough. Basically, if it has a story and tugs at the heartstrings, I want it.

I am equally useless at answering the first question posed above. Sure, there are some official time brackets that separate classic, vintage and veteran etc, but the emotions and story behind the cars are what make a classic for me.



From left: Dad Alan, brother Andrew and editor Stuart Grant in a Triumph TR in 1980.

All very vague, I know, but it simply means that it's the people playing with cars who make them classic. Thankfully this, added to the wide age range of readers we have, means an almost infinite pool from which to extract magazine content. Our goal each issue is to give each genre of reader something to sink their teeth into – and to open their eyes to other fanatical owners' passions.

This month we try to cover the various decades, with Mike Monk driving a '30s Mercedes-Benz W21 and a 1960 Volvo P544 B16 Sport, while Gavin Foster looks at the contentious issue of Hitler's cars. Sivan Goren looks back at the story of the Volkswagen/Porsche collaboration 914 and I celebrate 50 years of the Jaguar XJ with a drive in the firm's latest luxury saloon offering.

Apart from periods, we take a look at some varied categories of vehicles, starting with off-roading royalty in the form of the Range Rover. In the workhorse department we talk Toyota Hilux and Volvo trucks in SA.

However, if I had to choose the most classic article this month, it would be Laura Morrison's trans-continental journey in a Morris Minor. It has it all: emotion, nostalgia, adventure, passion, bravery, ingenuity and, of course, Africa.

We hope that whatever your motoring inclination, you are entertained. Keep your memories and letters coming, they are what make the classic niche we all love so much.

Stuart

RON, DAVE, MIKE AND THE MECHANICS

FMM continues to attract celebrities and personalities, both locally and from around the world – sometimes for business but more often than not for purely social visits. Over the festive season, the museum hosted several well-known individuals including Tschops Sipuka, the first black South African motorsport champion who went on to represent his country at international championships between 1998 and 2005.

Then, in mid-January, a star-studded group arrived comprising of ex-McLaren boss Ron Dennis CBE and his partner Carol, ProDrive chairman Dave Richards and his wife Karen, plus songwriter and musician Mike Rutherford and his wife Angie.

Dennis is best known for his former role as owner, CEO, chairman and founder of the McLaren Technology Group. Between 1981 and 2009 he was the team principal of the McLaren F1 team and was instrumental in transforming the outfit into a regular world championship contender and winner of several Constructors' and Drivers' World Championships. His 37-year association with McLaren ended in 2017.

Richards CBE is the chairman of Prodrive, chairman of Motorsport UK (The Royal

Automobile Club Motor Sports Association Ltd), former chairman of Aston Martin, and a former team principal of the BAR and Benetton F1 motor racing teams. He lives with his wife in Warwickshire and has three children. In 2017 he was inducted into the Motor Sport Hall of Fame and received the Spirit of Le Mans award from the Automobile Club de l'Ouest (ACO).

Rutherford is a founding member of the rock band Genesis and one of the band's only two continuous members. Initially serving as bass guitarist and backing vocalist, Rutherford also performed most of the band's rhythm guitar parts, frequently on a 12-string guitar, and was a main songwriter. He was inducted into the Rock and Roll Hall of Fame in 2010. In 1985, he formed the highly successful band Mike and the Mechanics, which became a chart-topping success in its own right.

After being shown around the FMM collection by curator Wayne Harley, the group was driven to wine tastings at Terra del Capo on the L'Ormarins Estate in some of the museum's vintage machinery. A relaxed, friendly and thoroughly enjoyable visit for all concerned.



BACK IN THE GROOVE

The popular FMM Slot Car Championship got underway on 6 February with races taking place on the existing two-lane track. The new four-lane circuit that was assembled and tried out at the end of last year proved to be not ideal and so is being rejigged to provide the best possible layout for both racing and ease of marshalling.



The championship formats are being altered slightly and the season opener began with a new Carrera Class, which caters for any magnetised Carrera slot car. Fourteen cars were entered and were paired off in like-for-like body styles. The overall winner was Jon Lederle with his Audi RS5 DTM, who set the fastest lap of the night on his way to a four-lap advantage over Phil Monk's similar car, with Martin Lourens's Ford GT a further lap behind. The new format proved to be highly competitive and early signs are that it will be a hard-fought championship.



FMM's website is in the process of having some content changes made to the video and gallery items. A programme is underway to add some new footage, photos and descriptions of cars and motorcycles not previously highlighted on the site. Watch for progress on www.fmm.co.za.

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.)



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A Museum in Knysna devoted to Classic, Sports and Vintage Cars and Pick-ups.

House of Classic & Sports Cars' premises on the N2 (Main Road) are being revamped and re-modelled into a Car Museum. Ideally situated in a prime position, the Museum will display approx. 80 vehicles dating from the 1920's to the present day. In addition, a further 30 vehicles will be available for sale. If you're passing through Knysna, please call in to view what's on offer at

KNYSNA CLASSIC, SPORTS & VINTAGE CAR MUSEUM

Browse... ask questions... and enjoy going down Memory Lane!



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CLASSIC

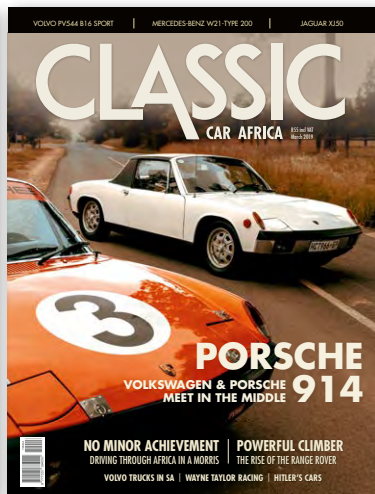
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1962 Triumph TR4 In an excellent condition **R450 000**



1961 Austin Healey Sprite A beautifully restored car with a Nissan 1200 motor and gearbox. Has a steel bonnet **R175 000**



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1971 Austin Mini 1000S . Beautifully restored and in a fantastic condition. This is a sort after and rare car. **R230 000**



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1982 Mercedes Benz 280Sl Manual (R107) Full set of books with service history In a very nice condition **R480 000**



1954 Austin Healey BN100-4 An exceptional car ,beautifully restored, with a racing history **R 975 000**



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.

MARCH

- | | | |
|-------|--------------------------------|---------------------|
| 2/3 | Cape Town Motor Show | Cape Town |
| 10 | Any Wheels Day | Tarlton |
| 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 |
| 26 | Cars in the Park Pietermaritzburg | Ashburton |

JUNE

- | | | |
|-------|--------------------------|------------------|
| 01 | POMC Mampoe Rally | Pretoria |
| 09 | Vryheid Cars in the Park | Vryheid |
| 09-13 | Milligan Rally | Port Elizabeth |
| 13 | RSA-Eswatini-Moz Rally | RSA/Mozambique |
| 22 | HRSA Historic Racing | Red Star Raceway |

JULY

- | | | |
|-------|-----------------------------|------------|
| 06/07 | 1000 Bike Show | Germiston |
| 07 | Scottburgh Classic Car Show | Scottburgh |
| 27/28 | Concours d'Elegance Durban | Durban |

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 |
| 21 | Maluti Car Show | Bethlehem |
| 21-24 | SAVVA National | Freestate |

OCTOBER

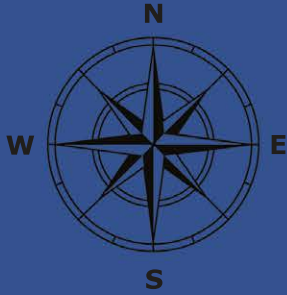
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|----|-------------------------------------|-------------------|
| 05 | Classic Car Endurance Series 2 Hour | Phakisa Freeway |
| 12 | HRSA/MHCC Historic Racing | Midvaal Raceway |
| 13 | Peter Arnot Memorial Rally | Zwartkops Raceway |
| 26 | Paarl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

NOVEMBER

- | | | |
|-------|---------------------------|------------------|
| 10 | Portuguese Trial | Johannesburg |
| 12-14 | Fairest Cape Tour | Rawsonville |
| 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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POWERING AHEAD

We've been lucky at Dino's, with the nationwide load shedding somehow steering clear of our workshop. So we've been able to continue as per normal and keep the all-important conditions in the spray booth consistent and running smoothly. Even with the rain that has been so

prevalent, there have been no delays in delivering fresh classics to the owners over the last few weeks. So the silver BMW 3.0 CSL, 911 Porsche Carrera RS replica, Jaguar E-Type and massive Cadillac have left the building. We wish the owners many happy miles.



The vast amount of rust that this Mustang arrived with has now been cut out and repaired with new metal. It's up on the lift now so that the undercarriage can be tidied up and any issues repaired before going in for primer and then paint.



BMW Z3 M Coupés are all the rage with collectors and although this one was in very good condition on arrival, the owner wanted it put back to showroom condition. We've given it a full paint and are in the process of reassembly. Then the Estoril Blue colour will be polished.



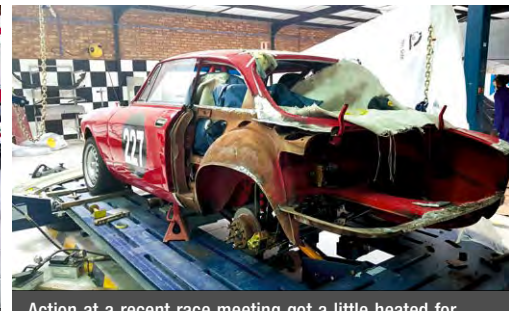
A new arrival, this Chevrolet Chevelle is in for bodywork and paint before the owner assembles the car. Although some new floors have been fitted, there is still a fair amount of rust that needs to be cut out and repaired. The bonnet is too far gone so this will be the only new panel sourced.



Progress on the Triumph is moving along well. As far as old British cars go it was reasonably sound, but we have had to remove sections of rust and make up some new panels. It's not too far from the primer stage and we await instruction on what colour to paint it.



Another Volkswagen Beetle has arrived and, like the many that came through the shop last year, it has suffered at the hands of the dreaded tin worm. While stripping the paint off we are also finding numerous bad repairs, so these along with the rust areas will be rectified with new metal.



Action at a recent race meeting got a little heated for this stepnose Alfa Romeo and it suffered a whack up the back and a slight crumple at the front. Thankfully the structure is still straight, and the client ordered new replacement wings, so we'll have this beautiful machine ready for the next event.



What with having to do metalwork and woodwork, this Chevrolet project pushed us a bit more than usual, but the result is extremely rewarding. The body and loose panels have been painted in the final colour and will now be polished for the owner to collect and assemble.



These split-window VW Kombis are very cool – but the coolest bit on this one would be the occupants, as millions of rust holes make the cabin air-cooled. We've found a replacement roof but it isn't much better. So we'll probably cut out the bad areas and remake the panels.



On arrival this Merc Pagoda didn't look bad, but the stripping process uncovered thick layers hiding poor past repairs. This is the back corner and the front right is not much better. Before progressing, the unsuspecting client will be shown and a game plan to do it right made.



A DASHING DRIVE

Many might remember the Durban Dash – a fun, cheap and no-rules way of getting from Johannesburg to Cars in the Park in Pietermaritzburg. For various reasons it fell by the wayside, but it makes a welcome return in 2019 with one slight variation – the end goal is now the Scottburgh Classic Car Show.

The start will be in Randburg on Friday 5 July with an overnight stop in Newcastle and then on to Scottburgh for a further two nights. The route runs on the old Durban road, seeing a day one distance of 372km and 449km on the second day. Various accommodation packages are offered at both destinations and the R500 per vehicle fee gets a rally plate, printed route schedule, GPS route file and entry to the show, with a percentage going 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. 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.

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.

GEORGE KEEPS ROLLING

The 23rd George Old Car Show, proudly driven by Oakhurst Insurance, took place on 9/10 February in the heart of the majestic Garden Route. Over 13 000 car enthusiasts descended on PW Botha College in George to admire the display of more than 800 classic and vintage cars, with this year's focus being rare and exotic cars.

With so many gems on view choosing standout cars is difficult, but some quick public questioning saw Dr Waldo Scribante's 1971 Porsche 914, Robert Middleman's 1912 Everitt-Metzger-Flanders (EMF) and the whack of Mercedes-Benz W111/2 fintails celebrating the model's 60th anniversary garnering many votes.

In addition to the marvellous cars, a number of new exhibits were also present, as well as old favourites like the stationary engines, more than 5 000 model cars and plenty of food and drink stalls to keep show-goers happy. Executive Mayor of George, Melvin Naik, was the special guest of honour. He pledged a large donation and said that the George Old Car Show had made a major contribution to the city.





GET OUT THERE

Classic Car Africa teamed up with Cars.co.za/SentiMETAL in February to host the first Gauteng OutRun with the purpose of creating a community of car lovers that spans across brands, generations and all other barriers, and bringing enthusiasts together for the purpose of enjoying their cars, while creating awareness and appreciation. "South Africans are passionate about cars, and we have a very rich heritage," says Hannes Oosthuizen, Cars.co.za's Consumer Experience Manager. "We want to play our part in protecting this heritage, and also help create passionate new fans for the future. We believe cars shouldn't be put on pedestals, and should be enjoyed on the road," he added.

The OutRun took the 30-odd cars from Bedfordview to the Hartbeespoort Dam before finishing at a nearby lunch spot. "These drives are not about speed, but about just having a good drive out with like-minded people, enjoying the scenery and good company." The first meeting featured a stunning and diverse selection of machines ranging from an Alfa Romeo Montreal, Ferrari 550 Barchetta and BMW Isetta to MkI Golf GTI, Noble M400, BMW 325iS and Opel Superboss. The next OutRun is planned for Cape Town in early March, so keep an eye on social media for more information. Photography by Roarke Bouffe.



ALFA SHINES UP NORTH

Gauteng Alfisti gather round. Mall of Africa has confirmed that the 2019 Concorso d'ell'Afrique will take place on the grounds of the shopping centre on Saturday 8 June.

If you have an Alfa Romeo that you'd like to enter, please contact pwilliams@wol.co.za and if not, diarise that date to go and see some of the brand's finest offerings.



PARTY ON THE HILL

The Jaguar Simola Hillclimb, which runs from 2 to 5 May, is celebrating 10 years of being South Africa's leading motorsport lifestyle event. Whether you are a petrolhead, speed lover or just someone who loves a good time, you will leave satisfied and enthralled at the spectacle. On Thursday 2 May, the Classic Car Display and Parade in Hedge Street will get things started. The hill action kicks off with Classic Friday and from then it is non-stop entertainment for the rest of the weekend. For ticketing options and bookings go to www.speedfestival.co.za.

DURBAN CONCOURS & AUCTION



Concours d'Elegance Durban, which takes place at the Durban Country Club on 27/28 July, is taking it up a notch with the inclusion of the Vintage Motors auction and calling on enthusiasts with vintage, classic and modern classic vehicles to take part. For more information, contact admin@vintagemotors.co.za.

Dubbed as Durban's most prestigious motoring event, Concours d'Elegance Durban looks set to host 200 of the most elegant collectors' cars competing for the 'Best of Show' by judging vehicles on historical accuracy, mechanical merit and style. Competitors and spectators are encouraged to dress up for this elegant event and celebrate Durban and classic automobiles in their finest glory. To register, visit www.concoursdurban.co.za.



BENTLEY TO STORM THE KNYSNA SHOW

A healthy contingent of vintage and classic Bentleys will arrive en masse at the Knysna Motor Show on 28 April as the Bentley Drivers Club of South Africa celebrates the firm's centenary – the Knysna stop being the first destination on its commemorative rally.

At present, some 20 Bentleys (ranging from at least five 3-litre models built between 1922 to 1928, through to much more modern classics, such as the 1998 Bentley Continental) are confirmed for the Knysna Motor Show, which is once again being held at the Knysna High School sports grounds on Waterfront Drive. Following the show, the Drivers Club will head for the mountain passes in and around Outdshoorn.

South Africa has a strong Bentley connection. Barney Barnato, an English Randlord, made a fortune in South Africa but died under mysterious circumstances while travelling by ship back to England in 1897. His son Woolf Barnato, who'd inherited a huge amount of money, became enamoured with Bentley sports cars and went on to acquire a 3-litre model in 1925 and race Bentleys at Brooklands race track in England and at Le Mans, as one of the famous Bentley Boys.

When W.O Bentley, the founder of Bentley, suffered financial setbacks in 1925, Woolf Barnato bailed the company out and became chairman of Bentley. This period became known as the Golden Period because Bentleys won four consecutive Le Mans 24-Hour races between 1927 and 1930.

It is not all Bentley at the Sanlam Private Wealth Knysna Motor Show though. With space for 400 cars and classic motorcycles on the school grounds, it is a must-do if you are anywhere near the Garden Route over the weekend. Admission is R50 for adults, R10 for children 12 to 18 years old, and children under 12 are admitted free. Food and drink stalls are of top quality and make it an ideal day out for the family.

For more information contact Peter Pretorius on peterp@afrihost.co.za or 082 321 4724.



TOYOTA RACER RESTORED



When talking sporting Toyotas, the names Supra and MR2 come to mind, but long before these appeared there was the Sports 800. And Toyota's Gazoo Racing motorsports division recently restored a special one – the winner of the first Suzuka 500-kilometre race in 1966.

The car was found rotting in a garage but on closer inspection of the body number, it turned out to be the famed number 7 car. It was a giant-killer; with 70hp it was seriously down on power when pitted against the competition, but the aerodynamics, low weight and fuel efficiency saw it come out on top – in front of the likes of Nissan's Skyline GT, Lotus Elan, Datsun Fairlady, and Honda S600.

NOT AS EASY AS 1,2,3

The recent surge in interest in modern classics is boosting the classic hobby as younger drivers ditch their modern hatches for '80s daily drivers. Ones that won't break the bank or plummet in value and – more importantly – will be cool to drive and own. But what to choose? After assisting a young classic enthusiast in such a quest, **Graeme Hurst** reckons Mercedes-Benz's famed W123 saloon is a standout choice.



A few years ago, well-known UK-based journalist Martin Buckley wrote a book, *Mercedes-Benz W123*. It's the first English title dedicated to the model and a fine read, even if you're not a Stuttgart die-hard. And like any model-specific tome, it features loads on the engineering and crash testing that went into the 123's development. The content of the 220-plus pages certainly makes one understand why the mid-range medium saloon – with a spec spanning the needs of a Berlin taxi driver to families and board directors – was so spectacularly successful, with close on 2.7 million built. It also lends credence to the book's sub-title: 'The finest saloon car of the 20th Century?'

Of course, that's a bold claim but in the case of the venerable 123 it's justifiable. Or so I reckon after a recent search to help 26-year-old mate Marcel source one showed just how prolific the model is, despite local production ending 33 years ago. Marcel's quest for a 123 as a daily drive was fuelled by his frustration at the cost of finance – and inevitable depreciation – on a modern hatch. That and a soft spot for 1980s cars (and fond memories of the BMW 5 Series that his grandfather owned) got him thinking about switching to a 'youngtimer'.

However, thoughts of rekindling his youth with another 518i soon evaporated after a trawl through Gumtree: there was only one respectable example out there but a few subsequent close-up shots from the owner revealed severe rot. But, in a similar price bracket (R30-R40k), the search result listed plenty of old Mercs. Some not so old in fact, such as a few 124s and early C-Class, although test drives of both didn't push any of Marcel's buttons: the 124 felt like an out-of-date modern Benz and the C180 he

couldn't get comfortable in (being a body builder). The W123s listed, on the other hand, appealed for the model's classic lines and capacious cabin.

What's more, the sheer number for sale spoke volumes for the quality they offer. Naturally, they aren't all mint. Far from it actually; the very build quality that became so synonymous with the three-pointed star means that many a 123 survived on a shoestring long after its contemporaries were sent to the breaker yard. And that's not just here in SA, as anyone who's travelled around North Africa will attest; countries like Morocco and Egypt have loads of million-plus-mile 123s in service as taxis!

Back here in Cape Town, prices on Gumtree started at around R20k for rough 200s with inter-galactic mileages, often with a set of rusty roof racks if owned by a surfer dude. At the other end of the retail spectrum, we found low-mileage (typically with less than 200 000km) near-to-one-family-owned 230Es at around four to five times that money. And in between there was a pool of relatively tidy examples with prices tempered slightly for manual 200s without aircon. And the degree of rust, of course. Sadly, the 123's longevity (the first ones are now over 40 years old) means they've had decades of exposure to the weather and here in the Cape that's a problem, as Marcel and I soon realised after viewing an '85 200 auto in Kommetjie.

It was advertised as a 'one-owner' car but was being sold by a home-based dealer. Not always a bad thing, but the trouble was the 'dealer' had given the car a blowover after repairing the rust it had acquired from a lifetime of being garaged in Simon's Town. What's more, he was cagey about the respray until we pointed out the powdery evidence in the drain channels.

A shame, really, as the interior was mint, making the 120k-plus odometer reading entirely believable.

It was a similar story with an upcountry 230E auto on offer for R45k on a sales forecourt along Voortrekker Road. Fair value but a recent respray had been done on the cheap and a lot of the trim was loose as a result. And the doors didn't make that famous Mercedes 'thunk' upon closing. That alone was enough to refuse an offer of a test drive.

A stop by a dedicated marque dealer revealed some more pristine examples but they were more collector cars. Certainly, that's what the next keeper of the pristine, one-owner, 56k-miles-from-new '78 300D that was on offer would have needed to be to justify the R170k price tag!

Like most of the other sales floor fare, the 300D had been sourced from a small town in a dry province. And that's how a smart cream example came Marcel's way after he put word out with a former boss from his home town of Oudtshoorn and was offered an '84 230E which has spent most of its life in Graaff-Reinet.

With 274k on the clock it's not exactly low mileage (although by Moroccan standards it's barely run in) but the interior is near mint. Being a manual made it 10K cheaper than an auto example and adds to the fun behind the wheel; Merc's 2.3-litre four-pot was good for just over 100kW when new and makes for an entertaining drive in manual guise.

That's what Marcel reckons, anyway, after recently taking 'Fritz' around Killarney at a local Mercedes Club track day. A young classic enthusiast endeared enough over his daily drive to name it and enjoy it on a track day? Can't say I've heard of that happening with a modern hatchback... 📍

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42 000km. Red with cream Daytona seats. Fender badges. Yellow calipers. FSH. Concours condition.
R1 599 990



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37 000km. Yellow with black. Yellow stitching. Lifting kit. Glass back. Full service history.
R1 699 990



2007 LAMBORGHINI GALLARDO SPIDER
32 000km. 5-litre version with E-Gear. Navy with cream leather interior. Service history.
R1 899 990



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2008 FERRARI 599 GTB
10 000km. Red with black Daytona seats. Fender badges. Carbon inserts. PDC. FSH. Must be seen.
R3 299 990



1995 PORSCHE 993 CARRERA 4 COUPE
100 000km. Teal with grey leather. 6-speed manual. FSH. Excellent condition. Last of the air-cooled.
R1 249 990



1972 PORSCHE 911E COUPE
103 000km. Tangerine with black. RHD Sportomatic. Just had R300k restoration. Real collectors buy.
R2 149 990



1996 PORSCHE 993 4S
68 000km. White with black. FSH. Very rare. 993 widebody prices are on the rise. Must be seen.
R2 149 990



1996 PORSCHE 993 4S
66 000km. Wide body. Silver with black interior
R2 149 990



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SCRATCHING ◦ THE ITCHES ◦

By Gavin Foster



I've had it for about ten years now – a little metal badge, about 26mm in diameter with what looks like a very old-fashioned motorcycle and rider recessed into it.

The bike is black, the non-metallic metal used is a dirty grey colour, and there's a recessed 5mm-wide red border around the rim. There are some raised letters on the back saying 'Verkehrsverbot für Krafträder' that translates from German as 'Traffic Forbidden for Motorcycles'.

A friend who found it in a junk shop bought it for me, but neither of us could figure out why anybody would want what appeared to be a miniature road sign hostile to bikers attached to their scarf or jacket. Google searches at the time revealed nothing, but the Internet has grown immensely in the last decade, and when I punched in a few key words recently, all was revealed! My friend's gift to me was more appropriate than either of us realised. I love motorcycles, and I love history – especially military history – and the

little badge scratched all my itches at once. It's actually a memento of the Nazi tyranny imposed by Adolf Hitler and his gang of thugs between 1933 and 1945. There's another article on them elsewhere in this magazine.

Winterhilfswerk des Deutschen Volkes (Winter Relief of the German People), or WHW for short, was formed in 1931 by the then German government, but only commenced operating in 1933, when Adolf Hitler, who had just come into power, hijacked it. Its slogan, 'None Shall Starve or Freeze' is ironic when you consider how many German youths died on the icy Eastern Front fighting against Russia, and how many civilians were left homeless after the Allied air forces waged war in a manner never seen before, just a decade later. The WHW campaign ran in the coldest months from October to March every year, and every German citizen was encouraged to donate to it rather than give directly to beggars. Occasional weekends were dedicated to various Nazi organisations, each with its own *Abzeichen*, or badges to peddle to donors. All sorts of token mementoes were manufactured from wood, glass, paper, metal and plastic, for example. There were more than 8 000 such items produced for this, most of them only available for a few

days, and loyal citizens were encouraged to collect all of them.

So far this is all Rah-Rah and Jolly Hockey-Sticks stuff, but the Nazis weren't very good at being kind and generous. Local Nazi officials and organisations like the Hitler Youth kept a sharp eye open and reported people who didn't have the latest baubles displayed prominently on their front doors or pinned to their clothing – something like the 'I GIVE TO THE SPCA' bumper stickers we have today. Lists of names of the niggardly were published in newspapers, and some even lost their jobs for being non-community focused. Visiting American journalist Lothrop Stoddard wrote in 1939 of the brown-shirted storm troopers who circulated amongst crowds with red-painted collection boxes in every town. "You cannot sit in a restaurant or beer hall without, sooner or later, a pair of them working their way through the place rattling their canisters continuously in the faces of customers... People buy tiny badges to show they have contributed – badges good only for that particular campaign."

My little motorcycle badge or *Abzeichen* was part of a traffic sign series issued to encourage people to donate to the 'Day of the German Police' campaign in February 1941. There were at least a dozen other road-sign badges issued. How mine ended up in a Durban junk shop will unfortunately remain a mystery forever. **G**

A friend who found it in a junk shop bought it for me, but neither of us could figure out why anybody would want what appeared to be a miniature road sign hostile to bikers attached to their scarf or jacket

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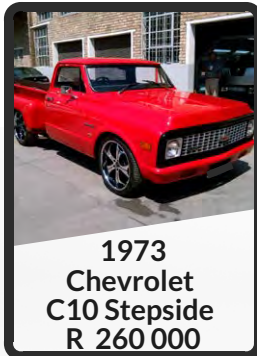
1997
Birkin 7
1600cc Ford Kent
R 175 000



1966
Ford
Cortina MK1
R 250 000



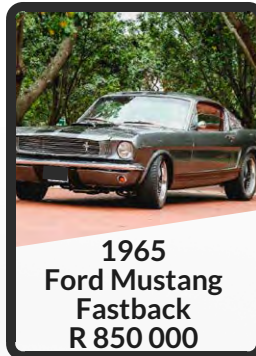
1970
Ford
Escort MK1
R 250 000



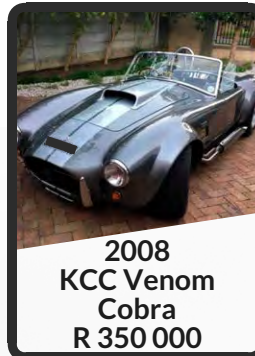
1973
Chevrolet
C10 Stepside
R 260 000



1967
Mercury
Cougar 302
R 265 000



1965
Ford Mustang
Fastback
R 850 000



2008
KCC Venom
Cobra
R 350 000



1966
Ford
Galaxie 390
R 120 000



1977
Ford F100
(67 000 km)
R 195 000



1965
Jaguar
E-Type Series 1
R 1 800 000



1958
Cadillac
Sedan
R 699 000



1961
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SYRINGA SPA

Hi Stuart, as one of the first competitors at the off-road scene at Syringa Spa, I think it would be very interesting and informative to get the full history and development of the off-road scene at Syringa Spa into the magazine. My ex-business partner Ian Bell was involved in developing the facility with then-owner Derrick Lucas, and I can put you in touch with him. It would be great to get a full run-down on Syringa Spa and the off-road car competition scene in those days.

**Kind Regards,
Jurgen Kirsch**

Hi Jurgen, thank you so much for pointing me in the right direction regarding Syringa Spa. The off-road scene is another aspect of our proud motoring history that I would love to chronicle. I will be in touch with you and Ian for memories of the mud and dust flinging. Syringa Spa seems like a logical point to kick off and then perhaps we can look into the likes of the Roof of Africa. Perhaps by churning up the old memories we might be able to uncover some of the older locally built cars which participated.

It's a very exciting development, thank you.

Stuart

**SOUTH AFRICAN EXPORT**

Hello Stuart, I am on holiday in South Africa from the UK and have bought a copy of your great magazine. My 1966 Mk2 Jaguar 3.8 was a knock-down car made in South Africa. I have tried very hard to find out where it was made and any history of the factory but I have not been able to find any information. Can you give me a lead on where to look, or is there any published information that you know of?

**Best regards,
Bob Spencer**

Hope South Africa is treating you well, Bob. I'm glad to hear that you stumbled across, and enjoyed, our magazine. Historian Ryno Verster is probably your best bet when it comes to British car production details so I will forward you his details. In the meantime, Graeme Hurst has given me this:

"Your Mk2 was one of around 2 000 CKD Mk2s built in SA. As far as I know, all were built here at CDA (Car Distributors Assembly) – an assembly plant in East London that later became the Mercedes factory it is today. After the Mk2, Jaguar production moved to Blackheath, Leyland's (or BMC as it was then) plant outside Cape Town. Ryno will know more on CDA and Blackheath and also about the dealers where they were sold (Robbs Motors in Cape Town being the main one). Your car should

have a red or blue CDA plate riveted to the inner wing – I think the offside wing. Presumably you've asked Jaguar Heritage for any build details? I've not done it for a Jaguar but recently learned that records for Austin-Healey CKD cars exist (but at British Motor Heritage) although the records are light on detail and don't record the colour of the car which was specified here – CDA was likely the same."

Please keep us in the loop as to any further information you find.

Stuart

ADMIRING KOOS

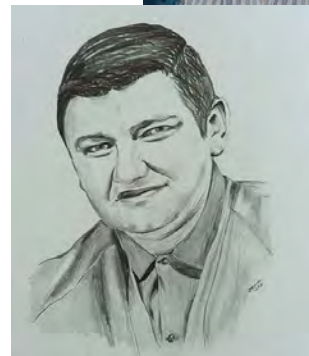
Hi Stuart, thanks for the excellent articles about Koos Swanepoel. I've admired him from a young age, and remember him racing the Lotus Cortina and winning the 1964 SA Saloon Car Championship. I had a long conversation with him in the pits during the 2015 Passion for Speed meeting at Killarney where he was telling me about his race in the Elva Porsche. I thought it fitting to send you two portraits I did of him. The one in pencil was done in 1973, and the one in watercolour was a commission I did last year. Koos was a very nice and approachable person who has left a great legacy. Keep up the good work!

**Regards,
Johan Rabe**

Good to hear from you again, John. I never met Koos but from what I have heard about him, Graeme captured his humility and dedication very well. The portraits you have put together are a wonderful tribute to the man who was a hero for so many.

Thank you.

Stuart



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HANNING ABOUT

Hi, I was chatting to Andre Loubser the other evening and he mentioned that he thought he saw an article on John and Hazel Hanning some time ago in one of your magazines. If this is so, could you please let me know which edition carried the article? John lived and raced in SA from the mid-1950s to the mid-'60s. My interest is that I worked with/for John as a youngster and would like to send any article that may be in existence to his daughters, who both live in the USA.

Regards,
Tim Le Feuvre

Hi Tim, we could well have published an article on the Hannings in previous editions of Classic Car Africa. I will pull out my collection of back issues and page through and hopefully there is a duplicate copy I can post off to you. If not, I will scan and mail to you for forwarding on to the family. I presume that John Hanning was behind



the Hanning Jaguar, which I last saw race in the 1990s during a historic event (pictured chasing the Protea Triumph at Zwartkops). If this is the case, the good news is that it is currently undergoing a comprehensive rebuild here in Johannesburg

and should be back on track in the not-too-distant future. I will forward you the restorer's contact details as I am sure the family would like to see the car as it is today.

Stuart



AN ALPINE TIGER

Hi there, on page 70 of the December issue there is an image showing Koos Swanepoel racing a Triumph TR. In the same image is that a Sunbeam Tiger or Alpine?

Thanks,
Mike Barter

Good spotting, Mike. I am taking a bit of a flyer here but think it is an Alpine. This is based on the belief that the photograph given to us was correctly captioned as 1958 and that the V8-powered Tiger only launched in 1964. But let's see if any readers remember the car.

All the best.
Stuart

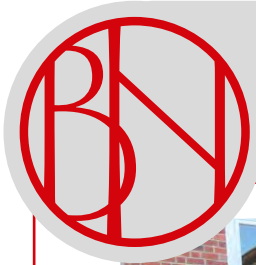
BACK ISSUES

Good day all, thank you for a super magazine. I was, however, not able to purchase the January 2019 issue anywhere. The outlets where I usually buy the magazine were unable to give information regarding the unavailability. Can you please inform me whether the magazine is still available and if CNA Cape Gate will be a distribution point? Thanking you in advance.

Regards,
Johan Ludick

Good news, Johan, the magazine is still available and should be stocked at CNA Cape Gate. With the festive season getting in the way of work, we leave the December issue on shelf for two months. This extended time saw a number of outlets selling out of this issue. The issue which hit the shelf at the beginning of February is labelled as January/February 2019 and will be replaced by this issue you are reading now from the beginning of March. Should you not find the issue you are missing, we do keep back issues and will be able to pop one into the post for you.

Thanks for the support, and sorry to have given you a scare.
Stuart



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REMAKING MEMORIES

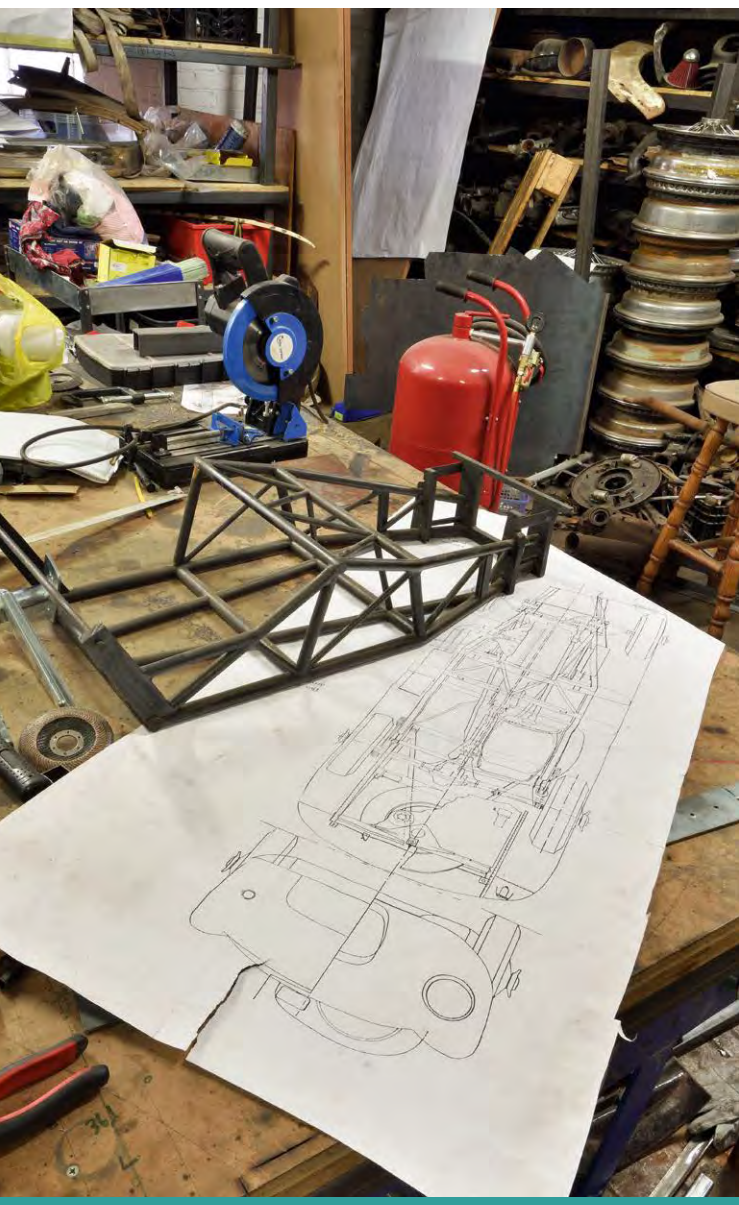




As a youngster cruising the streets of Joburg's northern suburbs during the late '90s, **Stuart Grant** kept his eyes peeled for classic cars parked up side roads, behind garden walls or silhouetted under car covers. But it was while en route to college in Greenside that he stumbled across something of a mecca for the cars he desired. Situated at the top of 1st Avenue, Linden, he found Viv's Motors.

The workshop and sales lot were packed with classics but a Valiant Barracuda drew me in like a moth to a flame – I blame the expansive curved rear window for my fascination. It was a thing of beauty and I wanted it badly. So badly that I went to talk to proprietor Viv Hart with every intention of swapping my daily-drive 1969 BMW 2002 for it. It wasn't to be though as the car – which had just been tidied up – was already sold. I later sold the 2002, bought a Golf, sold the Golf, bought a Ford Capri, sold the Capri and then bought another 2002... and although a Barracuda has never made it into my hands, a decade or two later the desire is still there.

From that day, for the two or so years of college, Viv's became a weekly stop for some good old-fashioned tyre kicking. Cars that excited me and remain imprinted in my brain include a Fiat X19 with Dallara body kit, a Mini GTS and a wire-wheeled MG B. With my diploma completed, I moved on and stopped frequenting the area. A year or two later, a night club opened in Bond Street, Randburg and soon became my regular Monday night haunt. It was while on the 'jol' that I spotted a stand full of classics and realised that Viv had moved on too. British cars dominated, but the likes of a Maserati Bi-Turbo and some 1930s and '40s Americana added some flair.



As a kid, Viv moved from Zambia to SA with his family and took up residence at the Meerdal resort south of Johannesburg. His neighbour was none other than Willie Hepburn, who at the time had a black-and-gold Morris Minor that would double as a road car and an oval racer at Wembley Stadium – of course Viv tagged along to

race meetings and got hooked on motoring. He completed his first car rebuild before the age of 15 and then qualified as a fitter and turner (doing his time at Eskom). From there it was off for some military service, where he was stationed at the 61 Base workshop in Pretoria, honing his mechanical skills on a myriad of 'boer maak 'n plan' projects. Memorable jobs included revamping Centurion tanks and finding a suitable engine replacement for the water-cooled Panhard scout car – Ford's V6 was tried first but didn't work well with the electronically controlled gearbox, and the solution came in the form of the famed Chevrolet 2.5-litre four-cylinder.

It was his time playing with tanks that helped him source a new crank for the Supermarine Spitfire that used to grace our 1980s air shows too.

His own weapon of choice was a Renault R8, which not only did road duty but also raced at the likes of Kyalami and at a track in Isando. Like so many other motorsport enthusiasts, he would have to drive to the track, unbolt the standard carb and fit something more trick. And then, at the end of the day, he would undo it all and fit the regular bits for the drive home.

Following the army, Viv set up a sewing machine shop – which thanks to its Husqvarna agency also saw a number of bikes passing through its doors. Next was a full-time move to the motoring game and Viv's Motors opened up a workshop

From there it was off for some military service, where he was stationed at the 61 Base workshop in Pretoria, honing his mechanical skills on a myriad of 'boer maak 'n plan' projects



in Fairlands, making use of one of the workshops at the Zenex garage at the crest of what we now call Beyers Naudé Drive. The other workshop on the site was used by well-known motor industry stalwart Jeff Osborn to prepare his own race Minis. Besides the usual servicing and restoring of cars, Viv set about building and racing a motorcycle-engined Formula M. But although he proved competitive, he had to throw in the motorsport towel following an accident that saw him break his arm in something like eleven places.

With the garage expanding, Viv's Motors moved shop to the Linden premises (luckily, as a few days after vacating a stray bus ploughed through his old shop!) where he had a mechanical and bodywork facility, as well as a used car sales lot. Next stop

was the Engen at the corner of Rabie and Republic Roads, then, needing more space, to the Bond Street facility. With the focus shifting more towards restoration, he sought out a bigger workshop area in the form of the current Vale Avenue location.

Today, Viv's Motors specialises in the restoration and servicing of British classics – with so many Jaguars (out of the 40-odd cars all except a Land Rover and MG A Coupé were cats) it could easily be mistaken for a 1960s Jaguar production line.

With five dedicated staff members Viv's Motors services, rebuilds and recommissions classics. The front section is chock-a-block with projects and while bodywork is now outsourced, the wire harness making is all done in-house. Work your way through the whack of cars into the

back room and the magic continues: in one corner there's a restoration-ready Jaguar XK 120 OTS and in the other a freshly pulled fibreglass body replicating the Jaguar C-Type racers that had such success at the likes of Le Mans. John Herbert and Wayne McCurrie hold station here, not only in the process of welding up chassis for a planned run of C-Type replicas but also handling the refurbishment of the wooden trim so prolific on the type of British cars being restored at Viv's.

After forty years in the game, Viv's Motors is still a fascinating operation and continues to keep some of Britain's finest exports lapping up the South African scenery in classic style. Thankfully for my bank balance and garage space there was not a Valiant in sight... 🇬🇧

NO MINOR ACHIEVEMENT



AEMENT



A stop at the Fish River Canyon in Namibia.

There's no shortage of suitable vehicles to tackle a trans-continental crossing of our magnificent continent... from trusty classic Land-Rovers to seven-figure Land Cruisers, there's an option to suit most pockets. But the more comfortable and expensive the four-wheel drive you have the keys to, the less entertaining the adventure you're likely to have. So reckons **Graeme Hurst** after he met up with Laura Morrison shortly after she drove from Scotland to Cape Town in aid of charity. In a Morris Minor.

Pictures: Graeme Hurst and Laura Morrison

With all the explosive political and state capture-related drama dominating our national news lately, you'd imagine there'd be stiff competition when it comes to a news item topping online stats, like the number of times it's been shared. And no doubt there is, but when the content relates to one woman's remarkable efforts to cross Africa in a 60-year-old classic car all in the name of charity, it seems our politicians must take a back seat.

Certainly, that's what happened when News 24 covered New Zealander Laura Morrison's recent arrival in Cape Town in a 1958 Morris Minor 1000, some 26 000km and seven and half months after she left Aberdeen in Scotland. "The editorial team sent me a synopsis of the stats after they ran a news piece and it was the most shared news item in the following 24 hours," says Laura, who completed the trip to raise funds for New Zealand's Cancer Society.

The online article was published a few days after Laura's little Morris rolled into the Mother City on January 12th after a journey that took in 16 countries and raised more than \$30 000 (NZ) through donations. It was inspired by Laura's love of Africa (she was born in Zambia before moving to New Zealand at 13) and a desire to fulfil an ambition that her late father Neil had to make the same trip before he sadly succumbed to cancer.

"It was always one of my dad's dreams to drive from his birth city of Aberdeen all the way through Africa to Cape Town," explains Laura, who took the Minor over from her dad a decade or so ago, naming the car 'Charlie' after her grandfather. "He had an identical one in Aberdeen when my dad was a boy, which is why Dad bought the Morris 15 years ago."

Laura's no stranger to our shores, or indeed much of Africa, having worked as an overland tour guide and dive master – among many other roles – but until the start of her trip she didn't have much experience driving classic cars long distance, or even Charlie for that matter. "The furthest I'd been with him was about three hours out of Picton, where I live in New Zealand," she jokes.

Evidently that trip was enough for Laura to have complete faith in Charlie's ability. Although the Morris was thoroughly checked over by an MG expert in New Zealand (who insisted Laura carry a Haynes Manual and a set of Whitworth spanners), a journey



Laura with Charlie in Cape Town.



Sunrise at Kariba Dam, Zimbabwe.



Charlie getting his clutch replaced in Ethiopia.



Arriving in Botswana.

of such a magnitude is still quite a gamble in an old car. But perhaps more surprising (and what makes the journey even more remarkable) is that Charlie is almost stock standard, barring an alternator conversion to power an aftermarket cooling fan. That's right, Laura drove nearly half way around the world in a car boasting single-circuit drum brakes and lever-arm dampers all round... along with a standard 30-litre fuel tank. No need for a roll bar, sump guard and beefed-up suspension!

In truth, the Morris's standard specification added to its humble disposition, which generated affection by the bucketload wherever it went. Locals from all walks of life were utterly smitten with the car and willing to bend over backwards at times. "Like the day when I broke down eight times and got towed by eight different cars! I don't think I was ever at the side of the road for more than five minutes before someone stopped," recalls Laura.

That was in the middle of Ethiopia but – to rewind – her trip kicked off in March last year when she had Charlie shipped from Auckland, New Zealand to the UK in preparation for her departure from Aberdeen on June 1st, the day of her dad's passing two years before. Laura's route

took her through England, France and on to Spain where Charlie was loaded on a cargo ship bound for Alexandria in Egypt. After clearing Egyptian customs, she had to drive solo from Alexandria to Cairo, where a friend joined her for the stint south to Khartoum in Sudan.

From there, another mate flew in from New Zealand to ride shotgun all the way through Ethiopia and Kenya to Dar es Salaam in Tanzania. After that Laura was back on her own as she made tracks for Malawi and Zambia, before crossing Kariba Dam into Zimbabwe and going on to Harare. By then, word of her epic journey had spread (she made regular posts on social media to fuel her fundraising efforts) and two friends from Down Under flew into Cape Town and drove up to meet up with her. "They bought a Golf after they landed and then drove it a thousand kilometres a day to meet up with me. And neither of them had ever driven a manual before!"

The two-car convoy then headed for Maun in Botswana where they stayed to see in the new year. After that, Laura was again driving solo and made tracks for Namibia, taking in Windhoek and Swakopmund before crossing into South Africa. After overnighting in Springbok,

she was met 80km out of Cape Town by a fine turnout from the Morris Minor Club, keen to chaperone her for the last leg of her adventure. That was in mid-January, after a journey that was nearly double her planned 15 000km route.

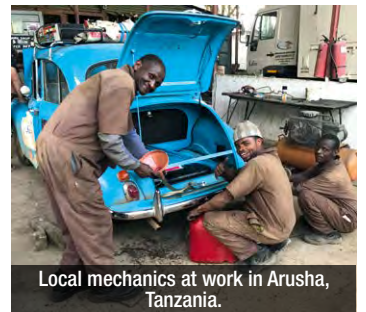
So how did she settle on the route? "Ideally I'd have liked to have gone through Morocco and driven across to Egypt but going through Libya is just not an option these days," says Laura. Plotting a course through Southern Europe and the Middle East wasn't viable either – that would've entailed traversing Syria – hence her decision to ship Charlie direct to Alexandria.

There's no shortage of negative feedback from travellers who've driven in Egypt, and indeed Laura learned that many trans-Africa travellers opt to skip the country by shipping their car from Saudi Arabia to Sudan. But Egypt was a country she was determined to cross in order to be true to the 'trans-Africa' intention of the journey. And anyway, any concerns about Egyptian hostility and bureaucracy soon evaporated once she met the locals, who couldn't have been more hospitable.

She had the same experience in Sudan, a country she admits to being particularly apprehensive about visiting. "Only because



Crossing the Tropic of Capricorn in Namibia.



Local mechanics at work in Arusha, Tanzania.

there's so little information available about it, yet the people were so friendly," recalls Laura. Having an unusual car and being sensitive to local cultures – Laura and her travelling companion wore the light cotton *galabeya* favoured in the Nile valley – quite possibly had a hand in the warm reception she received. "We'd pull up in this ridiculous car and the locals would see our dress and just be stoked!"

From there it was down to Ethiopia where the route took Charlie into lofty terrain, which left him struggling with the altitude. "We crossed into Ethiopia and hit the hills outside Addis and he just wouldn't have any of it," explains Laura, who at one point struggled to get the Morris out of a gorge. "There's a steep gorge which drops from 2 100m to like 700m. We got to the bottom easily and then it took an hour to get up in first gear as Charlie had absolutely no power. There was no way I could stop going up as he couldn't pull away on even the tiniest incline. When we got to the top we were like, 'This car is unstoppable!'"

To make matters worse, Charlie was afflicted by a tendency to cut out for a few minutes at times. That was the day that resulted him being on the end of a tow rope umpteen times as Laura and her friend

made a beeline for Addis Ababa.

The roadside generosity extended to mechanics in nearby villages, who often downed tools to assist – often in unusual places and with unconventional approaches. "I remember we pulled into a tiny village in Ethiopia at one point doing like 15mph and asked if there were any mechanics, and people pointed to these guys working under some trees with hardly any tools." Charlie had been running intermittently yet, rather oddly, the local spannermen fingered the clutch as the problem. "The next thing I knew, the seats were out and the gearbox was next to the car while one guy lay underneath with his head through the floor!"

The spare clutch plate Laura had in the boot was installed before they turned their attention to the Minor's carburettor. Although Laura was eventually on her way with Charlie all in one piece, the intermittent running issue would persist along the route. "We'd do 150km and then it would give problems and we'd have to explain it all over again to the next person."

Salvation came when a garage proprietor in Kenya

cannibalised the remains of a Mini he had at the back of his workshop for a replacement SU unit, which appeared to cure the problem and also tempered Charlie's appetite for petrol. "On the old carburettor I was getting around 210km on a tank, but with the new one the range extended to 280km."

And it wasn't just local mechanics who took an interest in Charlie: the Chief of Police in Marsabit came to meet Laura after he'd seen her pass through the border a few days earlier. "He came to ensure we had everything we needed and has since become my biggest fan!"

She then headed to Tanzania where further mechanical drama ensued. "About 16km from the border I heard a massive bang and Charlie lost power. I opened the

Charlie was afflicted by a tendency to cut out for a few minutes at times. That was the day that resulted him being on the end of a tow rope umpteen times as Laura and her friend made a beeline for Addis Ababa



bonnet to find the distributor had come loose, spun around and ripped off the leads. That was the one day I really thought the trip was over." A call to the same chap who'd replaced the carburettor in Nairobi saw Laura back on the road. "He sent one of his guys down with the distributor off the same Mini he had in his shop to meet us."

The immense goodwill that buoyed Laura following the various breakdowns extended to the periods when Charlie was running well. Often too well, as she recalls from her time in Tanzania. "I got five speeding tickets in one day. They clock you and then send your photos to the cops 10km down the road, and if you're 1km/h over the limit you get stopped again," explains Laura, who became convinced the law appeared to be conspired in the interests of revenue collection. "When you get five speeding tickets in a day in a Morris Minor you just know the system's not right!" Thankfully she

got out of four of them, after the officers involved each time fell for Charlie's charms. "One guy stopped me and just started laughing as he walked around the car... in fact, he never said a word!"

Zambia was next on the itinerary and it was quite an emotional part of the journey as Laura stopped in the town of Mufulira for photo calls in front of the hospital she was born in. She also made a turn at some of the places her dad frequented while he and the family were based there for his work at a local copper mine.

From there she had intended to set course for Botswana but decided to detour via Zimbabwe to see friends. She hadn't banked on arriving in the teeth of the fuel crisis but, again, the incredible generosity of the locals came to the rescue. "I blogged about my plan to visit Zimbabwe and my concern about getting fuel and then, as I crossed over the border at Kariba, I got a

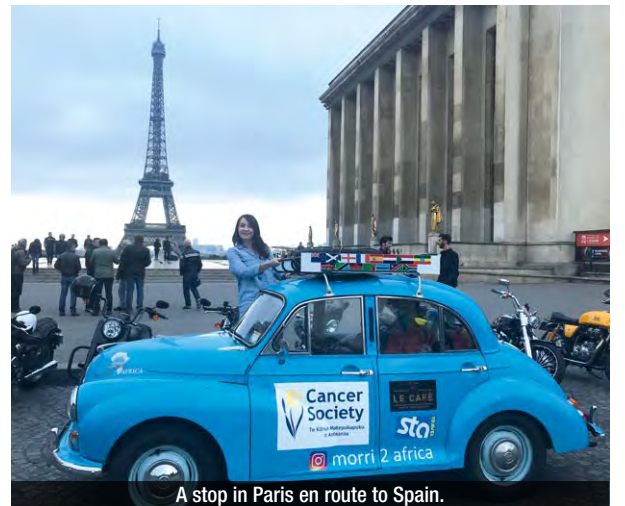
WhatsApp message from some guy I'd never met saying, 'Don't worry, my boss says we have fuel for you!'"

And it wasn't just fuel: as with the previous East African countries she'd passed through, strangers offered accommodation too as news of Laura's epic adventure preceded her on her travels. As a result, the further south she drove, the less she came to rely on camp sites or hostels, the latter having been her preference for her time in Egypt and Sudan.

After Zimbabwe, the Morris made tracks for Botswana and Namibia before crossing our border, as Laura headed for Cape Town to fulfil her dad's dream. But her journey didn't end there. The warm welcome by the Morris Minor Club – who were thrilled to see the little Alec Issigonis-designed icon rise so admirably to the challenge – was followed by a thorough service for Charlie by club stalwart Paul Hoffman. He replaced



Outside Buckingham Palace in London.



A stop in Paris en route to Spain.

Charlie's clutch and rear springs. Just as well, as Laura hit the road a few days later for her final leg – 2 400km to Maun in northern Botswana (where she's decided to settle permanently) in just three days!

Did she have any favourite countries? Laura's so moved by the incredible kindness extended to her along the entire journey that she's reluctant to single out favourites, however it's clear from reading her blogs that Sudan and Zimbabwe left a mark. Sudan, as it was "the polar opposite of what I had expected – the people were just so friendly" and Zimbabwe, where she was left in awe of how positive the locals are despite the dire economic conditions they have to put up with. "The people are just so amazing, and I was like, 'How can you be like this after all you've had to endure?'"

And were there times she thought she wouldn't make it? Absolutely. The day she visited Dune 45 outside Swakopmund

was one. In fact, it was one of the most gruelling distance-wise on the entire trip. "It was a 350km drive that took ten and half hours, but the road hadn't been graded in years and the corrugations were just relentless. Charlie had no rear suspension left by this point and I just thought, when is this going to end?" recalls Laura, who reckons she came close to crying out of sheer frustration.

But days like those had an upside when it came to the whole reason for her trip. "When there were tough days, the donations to the Cancer Society would boom after I posted stuff on social media. I remember joking that we needed to start stabbing some tyres to raise even more!"

And it's Laura's charity efforts that really stand out. Driving an

unmodified 60-year-old Morris Minor half way across the world to fulfil a dream her father had is an enormous and admirable achievement in itself, but to raise over R320 000 in aid of charity in the process almost beggars belief. It's no wonder she topped the news upon arrival, state capture and all. 🇷🇵

Check out morri2africa.com to support Laura's fundraising efforts.

The warm welcome by the Morris Minor Club – who were thrilled to see the little Alec Issigonis-designed icon rise so admirably to the challenge – was followed by a thorough service for Charlie by club stalwart Paul Hoffman



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AUCTION AT THE CONCOURS D'ELEGANCE DURBAN 2019



We are proud to announce that Vintage Motors will be hosting its very first auction at the prestigious Concours d' Elegance Durban, taking place at the Durban Country club on 27 and 28 July 2019. Viewings will take place on Saturday, 27th 2019 between 11:00 – 16:00. The auction will commence on Sunday, 28 July 2019 between 13:00 – 17:00.

Expect vehicles from across SA, from entry level to high end vintage/classic as well as modern classic vehicles on offer. We are calling all Motoring enthusiasts from Durban as well as across the country to participate with us, in Vintage Motors very first Auction at the Concours d' Elegance Durban. We are looking for vintage/classic and modern classic vehicles to put up at auction ranging from entry level to more exclusive, higher end cars. It will allow everyone an opportunity to buy a vehicle at Concours no matter what your budget may be.

In collaboration with Intercity Towing and Open Road carriers, who have gracefully offered reduced transport rates, we are able to receive vehicles from across South Africa, allowing everyone the chance to participate.

Space is limited so make sure to register today at:

www.concoursdurban.co.za

Should you have any questions, feel free to email us at:

admin@vintagemotors.co.za







POWERFUL CLIMBER

Range Rover: the chosen vehicle for city pavement parking, tender meetings, and royal weddings. But, as **Stuart Grant** finds out with a drive of a beautifully original 1979 model, the big Brit is at the sharp end when it comes to off-roading and introduced the idea that one can off-road in luxury.

Photos by Mike Schmucker



For many people, heading off the beaten path is all about roughing and toughing it... but why? Surely the more the comfort and ease of use, the better? Although perhaps not intentional, this is what the Rover Company spawned when, in 1951, it started planning a model that could do the hard work on a farm in the week and then, with just a quick wash, double as a comfortable family car on weekends. The result, under

This is what the Rover Company spawned when, in 1951, it started planning a model that could do the hard work on a farm in the week and then, with just a quick wash, double as a comfortable family car on weekends

the guidance of Gordon Bashford, was the Rover P4-based two-wheel-drive 'Road Rover' project. In '58 the idea was parked, and remained so until 1966, when Bashford and fellow engineer Spen King cracked the nod to once again look into a multi-purpose vehicle a level up from a traditional Land Rover in terms of road usage.

It was a closely guarded secret, with prototypes given the name 'Velar' (development engineer Geof Miller used this as a decoy for registering pre-production prototypes). Derived from the Italian word *velare*, meaning to 'veil' or 'cover', the first 26 mock-ups even wore Velar badges.

Form ever follows function – the line from American architect Louis Sullivan that is often misquoted as 'form follows function' – implies that the style of design should reflect

its purpose. So what better way to design a machine with purpose at the core than for the engineers to set about making a body by banging it out of steel and aluminium before sending it off to the styling department? The engineers' handiwork saw a shape with very little front and rear overhang, slab sides and square sections knocked into the front corners of the bonnet (known as Castilians, like the rook on a chessboard) – the perfect engineering solution to the problem of knowing the perimeter of your vehicle when off-roading.

Prototype roof pillars were left black (supposedly to save on painting) but gave the roof a floating look, which went on to be a notable styling cue on later Range Rovers. Vertical black door handles, made large enough and with plenty of room behind them that allowed hard workers to open the doors without removing their thick gloves, were clever and again became symbolic. The tail gate, which opens in two halves



(with the top operating like a hatchback and the lower a traditional bakkie tail gate) took its dimensions from the need to load hay bales and a sheep or two. And the interior was designed so one could easily hose out any muck left by the livestock.

With the basics knocked out by the engineering team the styling team, headed by David Bache, immediately felt that the vehicle looked as it should and simply tarted up a few details like grille and headlight treatment, before declaring it good to go in 1969. Now known as the Range Rover, a real multi-purpose machine and the first to offer permanent four-wheel drive, it was launched in 1970 to massive acclaim. It even made it into the Louvre in Paris as an 'exemplary work of industrial design'... not bad for a bunch of engineers.

South Africa waited close on a decade for the Range Rover's arrival, but when it did, the cars proudly sported 'Built in South Africa' plates in the engine bay – once again

assembled by Leyland's Blackheath plant in the Cape alongside Rover and Jaguar. *Car* magazine announced its arrival in October '79 and in February 1980 tested one of these Range Rovers with raised bonnet lettering which, like our second-owner test vehicle, indicates it was a '79 car (from 1980 the nose wore flat decals). Clearly bowled over by it, they opened with the line: "There are a good many capable four-wheel-drive vehicles but there is only one Range Rover!" Probably because no other 4x4 tested had ever topped 150km/h – and done it in such a comfortable, cocooned environment. Local cars were all built to the highest specification available, with thick carpeting (laid over the original rubber mats and easy to remove for cleaning) and side-supported individual front seats decked out in fashionable herringbone-finished upholstery. To let passengers in or out of the rear seating area, the front seats tip and slide from a lever on either side, the inertia-reel seatbelts

retract into the seat rather than against the bodywork, and door handles can be found at both the rear and front of the armrests. Air conditioning was also standard fitment, as was a heated rear windscreen, and for that harsh South African climate there was subtle glass tinting. One more thing – the exposed tool/jack housing area in the back-right part of the boot on early Range Rovers was hastily fitted with a fabric cover when, it is rumoured, the Queen's Corgis got covered in grease.

All very high-end and car-like, and even on our 40-year-old test unit, this theme continues to the ride – it is firm, comfortable and free of major body roll. On the rough stuff it soaks up the bumps and climbs over serious obstacles with minimal effort, and the directness of the power-assisted steering is a revelation. Front suspension is of live-axle layout and features coil springs and cast-iron forward arms, while the rear sees a live axle kept under control with trailing arms and coil springs with gas-



filled self-levelling shocks that automatically adjust ride height depending on load weight. There's 43cm of wheel travel, with each axle able to operate independently of the other and for safe off-road practice, dual steering linkages and brake lines are fitted, along with heavy-duty guards covering the sump and petrol tank.

At the heart of the matter is a 3528cc V8 lump fed by a pair of Zenith Stromberg carburettors. If you'd asked me if the car was carb or fuel-injected before I looked under the hood, I'd have bet on injection because the V8 burst into life with less than half a click of the key or stab of the loud

pedal. Clutch action is light and car-like, but finding a gear on the long-throw wand takes some getting used to – not that it matters much as I'd bet you could pull off in any of the four gears, with 250Nm of torque available from 2500rpm. There's a handy locking hand-throttle under the dash that also takes advantage of the low rpm torque to keep the 1 724kg hulk trundling on the ups and downs while on a game drive.

To cope with the harsher South African climate, our Range Rovers got a pair of electric cooling fans in addition to the standard viscous unit; to stop any strain on the system the pair were set up to come on one after the other. Other function-driven niceties included an auxiliary power point, complete with multi-wired adapter to power additional electrical camping equipment, and a collar with filter gauze that extends out from the fuel filler pipe for when you're using a jerry can to top up the 82-litre tank. So just how thirsty is the luxurious off-roader? Surprisingly it's not that bad when

compared to the rest of the 4x4 clan, with a drinking rate of about 13.5 litres per 100km of 93-octane juice – the low-compression ratio of 8.13:1 found on early models was built with this low-octane rating in mind.

The early 1980s saw the addition of a four-door model to the Range Rover line-up and the offerings evolved into what we see today, but to the aficionados the original series two-door V8 is the one to have. It is, after all, the vehicle that combined class leading off-road ability and hardworking skills with the comfort and driveability of a luxury sedan or wagon. If you were a brain surgeon operating Monday to Friday but living for the weekend jaunt to your remote fly-fishing spot, Range Rover was – and still is – what you want. It'd look the part at a gala dinner and even on the school run.

All this style and versatility would have cost you R18 400 in 1980. That was double the cost of a six-cylinder Land Rover but similar to a manual Mercedes-Benz 280E, so the way I see it, you'd have saved a decent amount of cash and prime garage space by just splashing out on the vehicle that does the jobs of both those cars. **C**

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Mercedes-Benz / 500SEC

1985 // R289,000.00

*** 21,600.00 EURO (Condition 2)



Mercedes-Benz / SL600

1996 // R495,000.00

*** 34,000.00 EURO (Condition 1)



Mercedes-Benz / 280CE Coupe

1982 // R295,000.00

*** 17,000.00 EURO (Condition 2)



Mercedes-Benz / 280SE 3.5 Coupe

1971 // R1,950,000.00

*** 112,000.00 EURO (Condition 2)



Jaguar / E-TYPE 5.3I V12 Auto

1974 // R 2,400,000.00

*** 110,000.00 EURO (Condition 2)



Datsun / 280ZX Auto

1982 // R250,000.00

*** 18,000.00 EURO (Condition 2)



Mercedes-Benz / SL320 (W129)

1995 // R470,000.00

*** 31,900.00 EURO (Condition 1)



Ford / Mustang GT350 (Replica)

1965 // R1,050,000.00

***price based on restoration & demand



PORSCHE / 911 TURBO

1980 // R 1,850 000.00

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SWEDE SPOT

How many of us have bought and sold cars in our past that we wish we still owned now? Not necessarily because of their value today, because cars that were once simply popular models are now considered classics, but more for sentimental or nostalgic reasons. For sure, going back in time and finding a replacement is seldom a cheap exercise, but what price do you place on reliving fond memories? It can be done, as Capetonian Vic Scher discovered.

Words and Pictures: Mike Monk



After finishing his education, Vic went to the UK in 1961 and lived and worked in the East End of London during which time he bought and fell in love with an Austin-Healey. But upon his return to Cape Town in 1964, at age 19, he bought a light green Volvo Sport for £3 000 – the ‘Beetle-back’ Volvo – which made a lasting impression on him. This is a little surprising given that a few years later he set up Broadway Motor Spares close to

Cape Town airport, a business that quickly blossomed and led to an ongoing affinity with all manner of American muscle, of which more later.


After he retired, Vic long held a desire to find another Volvo PV544 Sport to help keep him occupied and, together with his son Matthew, he kept looking around. A couple of years ago, they eventually found a B18 version advertised for sale in Greyton on Gumtree, but they were too late. However, the seller mentioned that he had

But upon his return to Cape Town in 1964, at age 19, he bought a light green Volvo Sport for £3 000 – the ‘Beetle-back’ Volvo – which made a lasting impression on him

VOLVO

wins again

SWEEPS FIRST THREE PLACES IN 10 HOUR ENDURANCE RACE



Volvo, the sensational Swedish-built family sports car, has added another win to its ever growing list of conquests on the world's toughest auto competitions. Volvo's latest victory came Saturday, August 2, with the running in Lime Rock, Connecticut, of the Little Le Mans endurance race for imported sedans. Just as they did last year, the Volvo entries swept the field 1-2-3, further establishing Volvo as the performance and endurance leader among imported family cars.

Here is additional proof that no matter what the contest—speed, endurance, or economy—Volvo is a consistent winner. Already this year Volvo led its class in the arduous Pikes Peak hill climb in Colorado, won the grueling Monte Carlo Alpine Run, the nerve wracking 2,000 mile Tulip Rally in Holland, the Swedish Mobilgas Economy Run, and famous Royal Swedish Auto Club "Race to the Midnight Sun."

Drive Volvo, compare it with any car in its price range, and you'll see why they say "One Try—and You'll Buy."



Volvo Distributing, Inc., 110 Hudson Terrace, Englewood Cliffs, New Jersey • Swedish Motor Import, Inc., 1801 Milam St., Houston 2, Texas
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a B16 model that he was prepared to sell, and a deal was struck for R25 000 – which included two spare engines and gearboxes. Talk about a successful bargain hunt, and Vic's dream was fulfilled.

Volvo was founded in 1927 in Torshälla in Gothenburg, Sweden, when two former employees of the SKF, Assar Gabriëlsson and Gustaf Larson, began to make automobiles with backing from the world-famous bearing company. Volvo, which comes from the Latin word *volvere* meaning to 'roll' or 'rotate', was initially a registered SKF trade name but

became a car brand in its own right in 1926, and the first car – the ÖV4 – rolled off the assembly line on 14 April 1927. Gabriëlsson was the company's managing director and Larson the technical manager.

The PV Volvos were a series of two-door cars built from 1947 through to 1965. It was first shown in 1944 at a show in Stockholm to a Swedish population keen to get mobile, but a post-war shortage of raw materials led to the delay of mass-production start-up. Built tough to withstand the country's harsh winters and generally loose-surfaced

roads, the two-door design had a split windscreen and was designated PV444. It featured a 1414cc, three-bearing, push-rod, four-cylinder engine developing 40hp (30kW) at 3800rpm, a three-speed gearbox, 6-volt electrics, independent front suspension and hydraulic brakes. Two years later, the model became a PV445, with the Spicer rear axle and single-piece propshaft replaced with an ENV Hypoid unit and a two-piece propshaft. Semaphore indicators –

trafficators – were fitted to the A-pillars.

Over the next six years there were steady developments, including improvements to the instrument panel, steering wheel, heater and door locks. A single-pane rear window was adopted. The rear lamps moved from the fenders to the body and 15-inch road wheels replaced 16-inchers, with the spare mounted vertically in the boot rather than under the floor. A Duett estate car was launched in 1953.

Along with cosmetic bodywork changes, in 1956 more powerful engines were offered: the single Zenith carburettor version producing 51hp (38kW) at 4500rpm and the twin-SU carb set-up delivering 70hp (52kW) at 5500. In 1957 the engine was enlarged to 1583cc with consequent increases in power outputs, 60hp (45kW) in 4500rpm in single-carb guise (B16A), and 85hp (63kW) at 5500 with twin carburettors (B16B) – good for 90mph (145km/h). A four-speed gearbox was also available.

In 1958, the car was renamed PV544 and received a single-pane windscreen, a bigger rear window, improved instrumentation including a ribbon-type speedometer, and the handbrake was moved from under the fascia to between the front seats. Again, there

Volvo PVs had been fitted with laminated windscreen glass from the beginning and the company took another step forward with vehicle safety when, in 1959, seatbelts were offered as an option, which later became standard fitment – a world first that rapidly became the norm



were a few minor changes to the light units. Volvo PVs had been fitted with laminated windscreen glass from the beginning and the company took another step forward with vehicle safety when, in 1959, seatbelts were offered as an option, which later became standard fitment – a world first that rapidly became the norm.

1960 was the last year of the B16 PV544s and for the following year a five-bearing 1778cc engine (B18) was fitted, which had been developed for the P1800 sports coupé – Simon Templar’s transport in *The Saint* TV series. And electrics switched to 12 volts at last.

Vic enjoys ‘social driving’ his 1960 B16 Sport – all Sport models had twin-carburettor engines – that he has now owned for a couple of years. Like all PVs that were made, it is left-hand drive, and exudes a patina of being used but not abused. The white bodywork is in sound condition – there is a rear mudflap missing and a front indicator light is damaged; minor details that are to be replaced with the right parts once located. The two-tone interior is also in good condition, with only the rear bench cushion upholstered in the wrong colour material – again, something that will be corrected in due course.

Despite the relatively modest mechanical specification, the PVs excelled in motorsport, particularly in such events as the Liege-Rome-Liege or Marathon de la Route. Gunnar Andersson competed internationally in his own car and after finishing third in the 1957 Acropolis Rally, he was hired by Volvo and became European Champion in 1958. Later, Tom Trana won the British RAC Rally in 1963 and ‘64 but one of the most memorable victories was recorded by Joginder and his brother Jashwant Singh in the 1965 Kenyan East Coronation Safari in a year-old works ex-ecce car that had covered over 42 000 miles – 67 000 kilometres!

Incidentally, from 1956 the PV earned itself a solid reputation in the USA, the company’s main target export market. In fact, the car’s looks are often likened to some pre-war American styling. In 1963 Volvo began producing the 544 at its new Canadian Dartmouth/Halifax plant, the first Volvo plant to be located outside of Sweden.

Uncomplicated, reliable and comfortable, there is something of an understated charisma about the PV Volvos. Vic still enjoys the car’s sporty persona, which is nothing like

the performance of a surfeit of American muscle cars that he owned while running his spare parts business. A treasured album is full of photos of the many Ford Mustangs, Pontiac Firebirds and Chev Camaros he had – not to mention a T-bucket – and in later years a Chev Lumina Ute. While all this was going on, he was hired to do some movie stunt driving – and modelling men’s clothes for Hepworths.

Disc brakes became available in 1964, along with ventilated wheels, but the PV544 ceased production in 1965, with around 440 000 having been built. The Duett carried on for another four years before the curtain finally came down on a model that did so much to promote Volvo – and Sweden – in the post-war period. Given the motoring muscle in his veins, that a modest 59-year-old Volvo is Vic’s classic transport of choice says a lot for the sporty Swede. 🇸🇪

Like all PVs that were made, it is left-hand drive, and exudes a patina of being used but not abused

A PORSCHE



BY ANY OTHER NAME...



Over the years, for various reasons, certain manufacturers have chosen to get into bed with one other. The resulting 'love child' is often sneered at and not accepted as a true heir by marque purists – at least not initially. A perfect example would be the 1967-74 mid-engined Dino, powered by a V6 engine designed by Ferrari but built by Fiat. It wasn't just the Italians who were mixing it up, though. In the late '60s, two Germans decided to get a little bit closer. The result? The Porsche (or is it VW?) 914. **Sivan Goren** tries to get her head around the details.

Photography by Douglas Abbot



The 914's predecessor, the Porsche 912, had become fairly pricey and the firm needed a new model that was cheaper. But it wasn't just the need to keep costs down; huge demand for the strong-selling 911 had also created production constraints at the Porsche plant

As far as couples go, this one seemed like a match made in heaven. Both firms were German – so 10 points already on the compatibility meter

in Zuffenhausen. All this made it inevitable that Porsche would seek a partner to share the load for the new sporty-yet-not-too-pricey model... and who better than VW, the firm Porsche had already been working with for years in development?

As far as couples go, this one seemed like a match made in heaven. Both firms were German – so 10 points already on the compatibility meter. But each had qualities that brought something to the partnership: VW had volume production down to a tee and Porsche was the master of sports car engineering. And what was each looking for in a

partner? Essentially, VW wanted a sportier offering to replace the somewhat long-in-the-tooth Karmann-Ghia sports coupé, while Porsche needed a cost-effective-yet-still-sporty replacement for its 912. So far, so good.

So Ferry Porsche, son of Ferdinand Porsche and head honcho of Porsche, got on the horn with Heinz Nordhoff, head of VW, and asked for a meeting to discuss a joint venture of sorts. A verbal agreement was reached, and they shook on it – as gentlemen do. The idea was that Porsche would design the car – named the 914 – using a large number of off-the-shelf parts from both manufacturers, and VW would build it. There would be two versions: the



914/4 would use the 1.7-litre fuel-injected flat-four of the VW 411, and the 914/6 would get a 2-litre carburettor-equipped flat-six Porsche engine.

Originally, it was planned to sell the 914/4 as a VW and the 914/6 as a Porsche but then, on 12 April 1968, something happened that neither party anticipated – and which threw the proverbial spanner in the works – Heinz Nordhoff died. Unfortunately, his successor, Kurt Lotz, didn't want to honour the gentleman's agreement between Nordhoff and Porsche and wasn't keen for the new car to be marketed under the Porsche name. An agreement was finally reached: in Europe, the car would be badged the VW-Porsche 914. A Volkswagen-Porsche

joint venture called Volkswagen of America would handle export of the cars to the States, where both versions were badged and sold as Porsches.

The styling of the new model was a crucial element because it couldn't look like existing VW or Porsche models. Furthermore, it had to be contemporary but allow for a mid-engined layout. Why a mid-engined layout, you ask? Well, Porsche believed it would create comparisons between the successes of its mid-engined racing cars and the qualities of its production cars. But also, in the mid-'60s, mid-engine design was

beginning to look like the way forward for production sports cars. All this is well and good, I hear you say, but we all know there are drawbacks to this layout. With nimble handling and even front-rear weight

Unfortunately, his successor, Kurt Lotz, didn't want to honour the gentleman's agreement between Nordhoff and Porsche and wasn't keen for the new car to be marketed under the Porsche name



distribution, the mid-engined car is perfectly suited for the track – but it doesn't make for the most practical road car. While a racing driver might not mind noise, vibration, heat and limited over-the-shoulder vision, ordinary drivers expecting quality and comfort would not be quite so forgiving. Then there's the fact that a 'middle' is more difficult and expensive to engineer and build. None of this seemed to matter too much to manufacturers at the time, apparently,

When the car was launched, the media lambasted it with reviews ranging from mediocre at best to absolutely dreadful

because this engine layout was dominating tracks – and trickling into showrooms as a result. And the 914 was no exception.

Design of the new model began in 1966, with Heinrich Klie and Ferry's son Butzi at the helm of the design team and on 11 September 1969, it was unveiled at the Frankfurt Motor Show. The 914 was a compact, light-weight two-seater roadster with a targa-type roof. Power was channelled to the rear wheels through a five-speed manual gearbox and suspension was fully independent. Anti-roll bars firmed up the cornering response and four-wheel disc brakes were used. The

car had two – yes, two! – boots and funky pop-up headlights.

In 1969, production of the 914/4 models began at the Karmann plant in Osnabrück. The plant would also send 914 bodies to Zuffenhausen for Porsche to slot its engine into and turn into the six-cylinder 914-6. When the car was launched, the media lambasted it with reviews ranging from mediocre at best to absolutely dreadful. Maybe this was the motoring media being snobs about the car's somewhat confused parentage, because despite some issues, the 914 really wasn't bad. Its handling was superb, and it was pretty comfortable for a sports car... and did I mention the luggage space?

Here is what the main gripes were about. The VW 1.7-litre engine in the 914/4, good



for 80hp (59kW), was decidedly lacklustre. Despite weighing only 907kg, the car took around 13 seconds to reach 100km/h. Another complaint by reviewers was the terrible gear linkage. The upside? The price was right, and as a result, sales of the 914/4 were good. The 914/6, on the other hand, got much better reviews as far as performance, but its price is what eventually killed it.

To understand why, let's rewind a bit to when Kurt Lotz stepped into the picture. Nordhoff and Ferry Porsche had agreed on the price of the 914-6 bodies that would be supplied to Porsche for final assembly, but when Kurt Lotz took Nordhoff's place and knew nothing of the deal, VW wound up charging more for the 914-6 bodies than

Porsche had budgeted. Lotz's thinking was that VW had all rights to the model, and no incentive to share it with Porsche if they would not share in tooling expenses. As a result, the price of the chassis went up hugely, and the 914/6 ended up costing only a bit less than the 911T, Porsche's next lowest priced car. As a result, only 3 351 of these were produced and the 914/6 was discontinued in 1972.

The 914-4, however, continued to improve and as it did, the media began to change their opinion of the car. In 1973, a new 2-litre engine – a VW engine that had been redesigned by Porsche engineers – was introduced

along with a new transmission. This finally solved the gear linkage problems and the reviews were glowing. Not only did performance improve, so did comfort – and sales.

1976 was the last year for the 914 and by the end of production, a total of 115 596 four-cylinder 914s had been built. Amazingly, the little mixed-breed 914/4 became Porsche's top seller, outselling even the mighty, thoroughbred 911. 📌

This finally solved the gear linkage problems and the reviews were glowing. Not only did performance improve, so did comfort – and sales

BREAKING THE MOULD



After umpteen bouts of near-bankruptcy, Jaguar is on a roll thanks to investment, vision and outstanding products. And the enthusiasts are right behind the brand with a booming classic industry, not only focusing on the sporting greats like the XK and E-Type but also the luxury sedan S-Type and XJ offerings. **Stuart Grant** gets behind the wheel of a new Jaguar XJ50, a limited-edition offering that celebrates five decades of the XJ with all the traits synonymous with the badge – grace, space and pace.

Photography by Mike Schmucker





Yes, that's right, the XJ has hit the fifty mark. It was unveiled at the 1968 Paris Motor Show in XJ6 guise and off the bat showed the forward-thinking approach that set Jaguar's luxury sedan apart from the rest and elevated it up a few notches. It was the vision of Sir William Lyons; an idea to combine the sporting prowess of the compact MkII saloon with the luxuriousness of the 420G (Mk10) Jaguars, thereby reducing the confusion and number of Jaguar models

It was the vision of Sir William Lyons; an idea to combine the sporting prowess of the compact MkII saloon with the luxuriousness of the 420G (Mk10) Jaguars

on offer at the time. This, added to the fact that Jaguar was considering replacing the E-Type with a four-seater GT, meant that the car which was referred to as project number XJ14 was extremely important, and Lyons was involved on all levels. He oversaw the styling, which initially saw a two-door version with E-Type aesthetics on the drawing board, but this quickly progressed to a four-door for practicality reasons. The long E-Type front was also chopped somewhat, the grille reworked with vertical and horizontal bars, and four headlights fitted for a dominant look.

In the mechanical department Bob Knight took control, modifying the existing Jaguar rear independent set-up that he'd penned previously to find the best possible

compromise between ride comfort and sporting handling while also employing a revolutionary anti-dive front suspension set-up. Noise and vibration, or the removal of it, was another consideration and this was accomplished admirably by rubber-mounting the sub-frames to the all-new monocoque body. Leading technology continued in the form of rack-and-pinion steering (the first Jaguar to feature this), dual servo-operated disc brakes all round and specially developed low and wide Dunlop radial rubber. And as for the engine: the 4.2-litre six-cylinder – although a V12 was initially the plan, and the engine bay catered for this with ample space.

The result was nothing short of revolutionary, with the four-door, leather-and-wood-trimmed Jaguar good for over 180km/h and delivering a quiet, comfortable but confident handling ride at a relatively



affordable price – perhaps the only other British car that could really claim to be on a par came from Rolls-Royce and sold for triple the amount.

There was not much better for arriving at a red carpet event or blasting through the long open roads of the Karoo in style, comfort and luxury. This pleasure would have set you back R6 181 in 1969, and despite being launched in the final quarter, 187 buyers felt it was worth splashing out on. The pricing remained the same for '70, and 876 buyers endured a waiting list for the 4.2 models. There was, however, another XJ6 on offer in the form of the 2.8-litre version which retailed at R5 334 – 480 shoppers snatched these up that year.

These were CKD (complete knocked-down) kits assembled at Leykor's Blackheath plant outside Cape Town and the 4.2 became the most expensive car assembled in SA at

the time – the Mercedes-Benz W108 280SE came in close at R6 055 in 1970. With a sub-10-second 0-100km/h sprint (in manual 4.2 guise), effortless cruising, class and a touch of sportiness, the cost didn't seem to deter the public and between 1969 and '74, just over 6 500 XJ6s were sold before the second-series XJ arrived.

This new version saw the 2.8-litre option dropped from the line-up and could be distinguished by a revised 'shallower' front grille, higher bumper and the Series 1's central gauge cluster and switch gear replaced by air conditioning (standard) and ventilation controls. Keeping at the forefront of the technological game, electric windows were added, and all these niceties somewhat justified the R9 950 price tag. If you wanted more there was also an Executive model Series II, which cost R10 950 and came with wool upholstery,

cruise control and inertia-reel seatbelts. The Series II marched on locally until 1981, when local assembly ceased.

The XJ only made an appearance again two years later with introduction of the imported Series III, which with some Pininfarina magic managed to cleverly modernise the XJ appearance and keep it relevant without losing the iconic aesthetic. Series III sold through to the tail end of '87 in South Africa, when a 3.6-litre was fitted to another revised body design. This version sold into 1990, when the 3.6 was swapped out in favour of the slightly restyled 4-litre XJ40, which in turn gave way to what we refer to as the X300, X308, X350 and then X358, which rolled out in various periods into 2009. While these generation X models had seen the issuing in of new technology and were more than just facelifts, they all piggy-backed heavily on the aesthetic made



so iconic by the Series I and II Jaguar XJ.

All that changed with the introduction of the current model (X251) when it launched in 2009. It, like the very first XJ, was revolutionary and became this by completely breaking ties with traditional design thought. Unlike the XJ40 and its immediate followers, the new XJ is no pastiche clinging on to the original look, and it broke the mould as the XJ6 boldly did in '68.

Led by Ian Callum (who was 14 when he saw the 1968 XJ6), the Jaguar design team threw all notions of what an XJ 'should' look like out the window and created a swooping coupé profile that delivers a slippery drag coefficient of 0.29. Inside the cabin it's a modern wonderland, with all the gadgetry one would expect from a luxury sedan, but it does doff its cap to the opulence seen before with an abundance of leather and wood grain – which is said to have

been inspired by the lavishness of classic wooden-hulled speed boats. The metal gear-shift paddles aft the steering wheel and the knurled aluminium DriveSelect control (that's where you choose Drive, Park, Reverse etc) are particular favourites, exuding that must-have XJ combination of sport and class.

In XJ50 guise the cabin is accented with an anniversary logo embossed in the centre armrest and a commemorative plaque in the walnut veneer which wraps around the base of the windscreen. Of course, it has all the tech stuff like 8-inch touchscreen driver interface, backward- and forward-facing cameras, CD/DVD, radio, digital or analogue TV, Bluetooth connectivity and auxiliary inputs for devices from iPods to smart phones too. Seats are swathed in soft-grain diamond-quilted leather with Jaguar Leapers embossed in the headrests, and the front row features 18-way electric adjustment and five massage programmes as standard.

External colour options on the special edition are limited to Rosello Red, Loire Blue, Santorini Black and Fuji White, and it sees unique exterior enhancements such as Autobiography-style front and

rear bumpers, 19-inch split seven-spoke wheels, black grille mesh and special XJ50 badges on the boot lid and fender side vents, as well as branded treadplates in the front door sills illuminated with XJ50 logos.

The XJ50 is sold in South Africa in both standard- and long-wheelbase guises, and power comes exclusively from a 221kW 3.0-litre V6 turbodiesel engine. Gone are the days of noisy diesels, and once fired up I barely noticed the power unit was running. But running it was, as a prod of the accelerator proved. Although I didn't pull out the old trailing-wheel test equipment that would befit a classic publication or the satellite-operated items above my technical level, the brisk acceleration and performance was notable. Despite being the biggest, most luxurious model in Jaguar's range, the XJ can't escape its sports-saloon heritage with its self-levelling rear air suspension once again matching sporting intentions with superb luxurious comfort.

Fifty years on, the Jaguar XJ has once again broken the mould, proving that a true Jaguar luxury saloon isn't about retro styling but rather getting the core values of grace, space and pace just right.

The new Jaguar XJ50 is available in South Africa now and is priced from R1 815 000 for standard wheelbase and R1 921 200 for long wheelbase. **C**

Led by Ian Callum (who was 14 when he saw the 1968 XJ6), the Jaguar design team threw all notions of what an XJ 'should' look like out the window and created a swooping coupé profile



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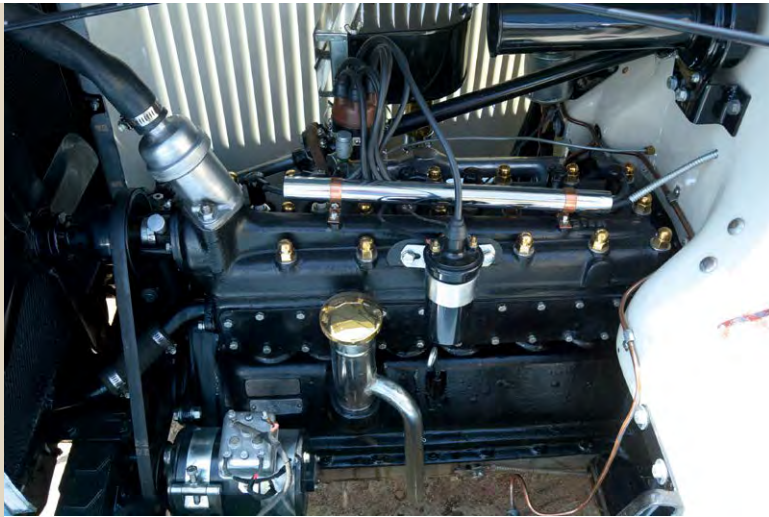
AN UNSUNG HERO

Ever since Mercedes-Benz automobiles first appeared in 1926, generally speaking they have all played a part in establishing the company's enviable reputation, and each is usually readily identifiable. The Mercedes-Benz W21, however, is something of an enigma in the company's heritage because it was only produced for three years, from 1933 to 1936, and the model's records were lost – along with many other documents – when the Mercedes-Benz archive in Mannheim was destroyed during WWII. **Mike and Wendy Monk** look into the model that helped establish Mercedes-Benz's presence in South Africa.

The car was actually called the Mercedes-Benz 200 – or Typ(e) 200 – but retrospectively it is commonly referred to as the W21 to avoid confusion with many other later Mercedes-Benzes that carried the '200' badge.

The (W21) 200 was launched at the International Motor and Motorcycle Show in Berlin in February 1933, along with the (W18) 290 and (W22) 380. It was the second of chief designer and ex-Benz & Cie CEO Hans Nibel's new models that would form the mainstay of Mercedes-Benz production in the difficult Depression years of the mid-1930s. The car was fundamentally a slightly larger, more powerful replacement of the (W15) 170, which itself had only appeared in October 1931. (A four-cylinder W136 170V

continued in production and was Mercedes-Benz's top seller until 1953.) The wheelbase was lengthened by 100mm over the W15's to 2 700mm, and the engine was a development of the 170's inline, six-cylinder. Increasing the bore by 5mm took capacity from 1692cc to 1961cc, which helped raise peak power by 8hp to 40hp (30kW) at 3600rpm, and produce 112Nm of torque at a lowly 1100. The gearbox was effectively a three-speed plus overdrive unit (third gear 1:1, top gear 0.73:1) with synchromesh on the top two ratios, which helped realise a top speed of 98km/h. Hydraulic drum brakes were fitted all round. Solid disc wheels were shod with 5.25/5.5x18-inch tyres. The front axle was suspended on transversely mounted upper and lower leaf springs, with swing axles and coil springs at the rear.



Mercedes-Benz's presence in South Africa only really got going when imports began arriving in the wake of Minister of Transport Oswald Pirow's visit to Germany in 1933

Initially, the choice of body styles was limited. There was a four-door saloon, a torpedo-bodied Tourenwagen, a range-topping Convertible C model and a two-seat roadster. But the W21's slightly angular looks and squat radiator were considered to lack the 'prestigious appearance of its predecessor', so in February 1934 a significant revamp took place. Along with a subtle reshaping of the radiator, a 350mm longer wheelbase chassis was introduced and the model range increased to include a six-seater Pullman Limousine (saloon), a Pullman Landaulet and a longer Tourenwagen to complement a more streamlined four-door Limousine, and no less than three different cabriolets, listed respectively as the Cabriolet A, Cabriolet B and Cabriolet D. Top speed of the heavier long-wheelbase derivatives dropped

to around 95km/h. As an aside, the space inside the Pullman Limousine made it especially suitable for use as a taxi, and later this model served as the basis for developing a special Kraftdroschke (taxi cab) version.

In 1935, changes included larger dials in the instrument panel, a reinforced frame and a stiffer front end with a metal bulkhead to combat body vibration. Most body variants were lowered, too. In addition, the range of bodies was augmented by three new long-wheelbase variants, while a 4/5-seater four-door saloon met the demand for increasing customer requests for more space. Topping all this (excuse the pun), roof options abounded: a standard-wheelbase saloon was available with either a retractable roof made in Sindelfingen or a sliding roof manufactured by Happich. The long-wheelbase saloon could be ordered with a sliding roof from Happich or Webasto, while the Pullman saloon was



available with a standard or special-version Webasto sliding roof.

Mercedes-Benz's presence in South Africa only really got going when imports began arriving in the wake of Minister of Transport Oswald Pirow's visit to Germany in 1933. The Franschoek Motor Museum's recently restored W21 is a 1934 Cabriolet B, and thus benefits from the longer wheelbase that allowed for spare wheels to be housed in the fenders on both sides close to the exposed indicator arms. It was originally acquired by the Rembrandt Tabakvervaardigingskorporasie from Dr J van S S Lochner of Rustenburg on 6 June 1979 for R7 500 before it became part of the Heidelberg Motor Museum, which, in turn, was the foundation of FMM's collection.

It is a graceful design, and the pale blue and cream paintwork simply adds to the overall appearance. Chrome-plated headlamps are mounted on a stabiliser bar between the front fenders, and other

brightwork consists of the chrome-plated radiator grille and waist-high, full-length chrome strips along the sides. The windscreen and side glass have chrome surrounds too, and it is a pity that there has to be a slim B-pillar that precludes the cabrio being 'pillarless'. The running boards have rubber inserts and, in what is a generally well-proportioned profile, only the exterior-hinged boot – which is secured by two side latches – looks slightly out of scale, but is nevertheless functional.

Open the rear-hinged doors and inside is the expected combination of leather, wood veneer, chrome and quality carpeting. Seats are comfortable and offer fore-aft adjustment – not always a given in the period. The large, four-spoke steering wheel with full horn ring fronts the elegant dashboard, which has a lidded glovebox at each end. A central black-faced instrument cluster houses matching dials for a clock, speedometer (calibrated in mph in this

right-hand model) and fuel and oil gauges, along with the necessary switchgear. The windscreen glass is hinged at the top and can be opened for through-flow ventilation.

Releasing catches of the top corners of the windscreen frame releases the black fabric roof. As was the method of the day, the exterior chromed hinges at the rear sides of the hood resemble those of a perambulator, and are as stylish as they are functional. The back window is narrow but relatively deep, which does allow reasonable rearward vision – non-existent when the roof is folded.

A stop-cock for the fuel line from the gravity feed tank lies under the dashboard. Open up the main line valve (there is a separate one for reserve), twist and push the key for ignition, press the floor-mounted starter button and the motor kicks into life. It is a smooth-running motor with a pleasing exhaust note, but as customers were to discover, it lacks muscle so stately



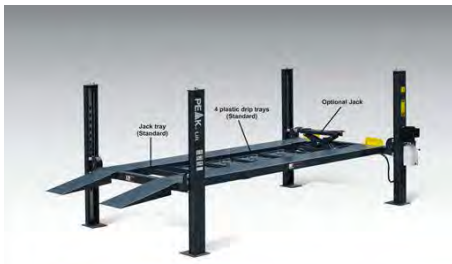
For 1936, the model's final year, three new body variants were unveiled in February, one of which was a standard-wheelbase two-door saloon that was significantly more modern in appearance than its four-door counterpart

progress is the order of the day. The gear shift is a wiggle-woggle affair with top offset to the right, but its action gets better with familiarisation. Ride is comfortable, and the steering is only hard work at parking speeds: the turning circle is 11.8 metres. But the *pièce de résistance*, if you will, of driving a Mercedes such as this, is looking over the tapering bonnet at the three-pointed star atop the grille – a sight for aiming at the horizon. An idealistic concept maybe, but why not...?

For 1936, the model's final year, three new body variants were unveiled in February, one of which was a standard-wheelbase two-door saloon

that was significantly more modern in appearance than its four-door counterpart. In June, Mercedes-Benz announced the option of a more powerful 2229cc (54hp/40kW) engine, principally to answer criticism of the car's leisurely performance in long-bodied form, although production of all derivatives was progressively halted by the end of the year. Total production of the standard-wheelbase model was 9 281, while the long-wheelbase model reached 6 341 units.

The W21's production life was short-lived, but the model evolved in many ways and certainly contributed to Mercedes-Benz establishing itself as a premium automaker in the pre-war years, a legacy that was built upon when peace was re-established. 📌



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- 5-year structure, 2-year hydraulic warranty



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Commercial double safety locks

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- 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
- 5-year structure, 2-year hydraulic warranty



SPECIFICATIONS

Model	Capacity (Lbs)	Height (mm)	Width (mm)	Depth (mm)	Clearance (mm)	Platform Size (mm)	Platform Height (mm)	Max. Height (mm)	Max. Weight (kg)
408-P	3,500	2,000	1,200	1,200	100	1,200 x 1,200	1,200	2,200	1,200
409-P	4,000	2,000	1,200	1,200	100	1,200 x 1,200	1,200	2,200	1,200
409-HP	4,000	2,000	1,200	1,200	100	1,200 x 1,200	1,200	2,200	1,200

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HEAVY DUTY

John Myers – well-known for developing the country's first car, the Protea – enjoyed a hugely rich and varied automotive career which included a stint selling and servicing Volvo trucks in the 1970s. Compared to his antics tuning and racing cars which *CCA* has covered in previous issues, his involvement with trucks may seem rather ordinary but, as **Graeme Hurst** found out after stumbling across a file of photos in John's archive, his time representing the commercial products of the famous Swedish brand on our soil was far from it.

John's relationship with Volvo began when he took up a sales position with the Lawson Motors Group in the early 1960s after Protea production ceased. Lawsons were the agents for Renault and Volvo in South Africa and John sold and raced both. His exploits behind the wheel of the Swedish product saw him campaign cars in the Kyalami 9-Hour – a PV544 privately and then a 122S Amazon with Lawson backing.

Of course, that was 'weekend fun' as John's day job was shifting new cars from the company's smart Braamfontein

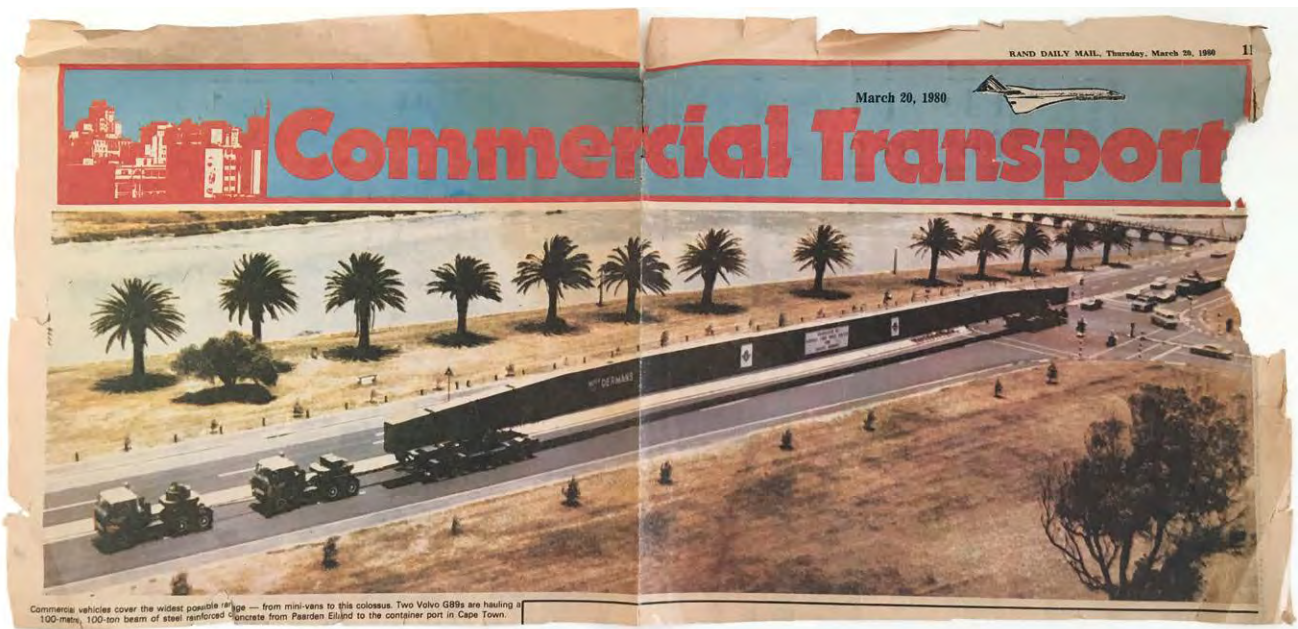
showroom and, later, its outfit on the mine dump on the south side of the city. After enjoying success on the sales floor, John was later promoted to service manager for Lawson's car division by which time Amazon production had given way to the 140 and 164 series.

The group's vehicle interests extended to Volvo trucks under its Autodiesels division (which it had established in the early 1950s) but when the Lawson Group lost the Volvo franchise in 1975 owing to a financial crisis brought on by exchange rate deterioration – and Volvo Sweden's discomfort with the Apartheid government – the group

continued to sell, and later even assemble, Volvo trucks and buses under the VSA brand (VSA was short for Volvo South Africa).

Under the new guise, John's role extended to managing both sales and servicing of the trucks, buses and commercial engines before VSA folded in the early 1980s. When VSA started up, the company had a network of 60 dealers across the country but had to operate on a skeleton staff until it was again trading in the black. As a result, John's role back then meant he was exposed to a wide variety of the company's operations. *CCA* picked out a few for him to elaborate on.





Moving a 100m-long container gantry & Volvo truck with gantry

This dramatic pic headed up the *Rand Daily Mail's* Commercial Transport pages on March 20th, 1980. It shows a 100-metre, 100-tonne beam being hauled by a pair of Volvo G89 trucks past Milnerton lagoon just outside Cape Town. The massive steel-reinforced concrete beam was on its way from Paarden Eiland to the container port in the city, where it would form part of an overhead gantry. "They had two special wheel blocks – one at the front and

one at the back. Each one could steer and they had a man on each with a walkie talkie to coordinate things," explains John, who adds that the dramatic *Rand Daily Mail* photo came by chance. "There was some photography bloke who happened to be driving past and he slammed on brakes and went on to the roof of a nearby block of flats with his camera, only his lens wasn't wide enough, so he ended up taking two photographs which they had to put together."



Radar testing at Kyalami

One of the more unusual truck-related experiences in John's time with VSA was a call to provide a truck to test the legality of a radar speed gun. "One of the radar operators at Jan Smuts Airport (*now OR Tambo – Ed*) was caught for speeding and he took the traffic department to court over it as he – being in the profession – didn't believe that radar technology was accurate enough," recalls John. "And the judge decided that the AA had to conduct a test at Kyalami. They asked someone to bring a motorbike and another to bring a VW Golf and I had to take a truck. They did various tests with a radar gun and a gatsometer and discovered that the biggest vehicle was bouncing its speed onto the smaller vehicles." The test meant that radar had to be dropped but size wasn't the only issue behind that decision. "They found that if you put silver paper in the hubcaps or put your windscreen wipers on you could bugger up the radar."

Truck hauling mine equipment

When a colossal ore bucket from an open-cast mine out on the East Rand needed to be brought in for repairs, Volvo was up for the task, as this shot from downtown Johannesburg shows. John recalls the experience as being quite harrowing. "It was like towing a block of flats. The shovel was on a set of tracks and and if they didn't get rolling it would lift the whole bloody truck up!" (Check out the size of that humble TJ-plated Corolla to get an idea of the scale!)





Lawson's Autodiesels

A shot of one of Lawson's range-toppers: a Volvo G89 Turbo 6, the same model used to pull the container port gantry. It's pictured outside one of the dealers that fell under VSA when Lawson's lost the Volvo franchise, something John reckons was down to poor accounting. "The secretary thought he was the bee's knees, but he wasn't. He used to change the bank account to different banks and juggle things so he only had to pay Volvo in Sweden twice a year for the CKD units. It worked until there was a sudden deterioration in the exchange rate and 'boom'... instead of owing six million Rand, we suddenly owed bloody 12 million!"

Lawson Group Sales and Service

The Lawson group moved to a new sales and service outfit on the mine dump – a motor city area on the south side of Johannesburg – in the early 1970s. "The whole block was rented by Volvo. One side was the car workshop and the other the truck workshop," recalls John, who used to monitor the brand's progress in the country. "I used to go to Pretoria to the census department every so often and they would tell me how many Volvos were registered in various parts of the country. I think the highest figure was 29 000 but they could also tell me where the cars were registered and as the years went on we noticed that that Volvos were increasingly being bought by people in the less exclusive parts of town."



Lawson Group Aeroplane

A sign of how buoyant Volvo sales had been: a photo of company founder Wilfred Lawson (on the right) with the pilot of his private aircraft. John recalls that 'old man Lawson' also had a personal driver, as he wasn't able to drive owing to problems with his hips, and that his investments in real estate added to the company's undoing when the Rand depreciated. "He had been skimming all profits on the car side and buying bloody great buildings like the one we operated from in Braamfontein. He added more storeys onto it and then a revolving restaurant on the top. And then built an extra huge block of offices opposite. He also bought the Sydney Clows building, which was useless as the workshop was on the second floor, so we had to have a huge lift to get the cars up there."

Corobrik skid pan

One of the more memorable days during John's time at VSA: testing the handling of a fully loaded truck on a skid pan. The truck is from Coronation Bricks (or Corobrik as it became) and the test is to examine the performance of a tag axle – an extra 'free wheel' axle that was added to increase the truck's load (it's visible as the front axle that's out of alignment in this pic). "It could be cranked into position and the idea was that you could have it down to take the weight when the truck was loaded and if you came back empty you could lift it up to reduce drag," explains John, who organised the skid pan test in Durban and reckons it was an industry first. "I don't think any other trucks had that at the time."



Performance demonstration

Volvo was always keen to see the ability of its products demonstrated. In this case, the sheer tractive effort of one of its trucks was on show as it pulled a giant backhoe-cum-digger-type machine, complete with its hoe in position for furrow work! The photo was taken at Baragwanath Airfield in Johannesburg and John recalls the event as just one of several PR stunts, with another involving pulling a bulldozer. In this case, the strength of that tow cable is particularly impressive!

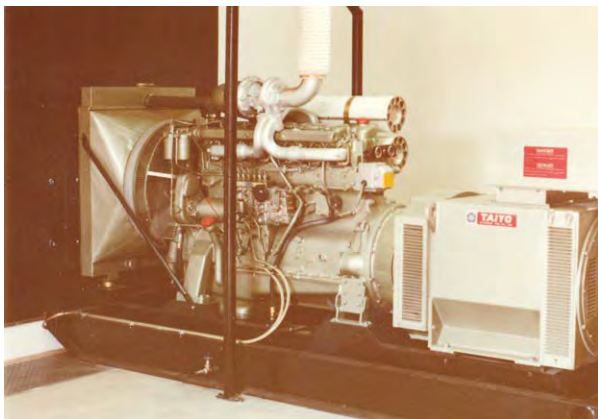
Truck assembly, Durban

VSA had a truck assembly outfit in Durban that started up once the company had settled its debts with Volvo. "When we became square with Volvo again we started to import trucks in CKD form and had them assembled in Pietermaritzburg by International Harvester – a big American concern – but we found we were often being side-slipped; they kept putting their trucks in and so ours were taking ages to come off the line, so we switched to Sauro for a while but when that didn't work out we set up our own assembly shop in Durban."



Buses for General Tyres in Mozambique

VSA bought a bus assembly plant in Isando, where it produced a range of buses. Most were for airport use (in two sections joined by a concertina) but it did a range of luxury tour buses and more conventional models such as this one. "I managed to sell two of these to General Tyres, who wanted them to transport workers to one of their plants in Mozambique," explains John, who recalls bartering some seafood in the deal during delivery. "I took along some scale models of our buses and trucks and came back with a huge box of prawns on an ice pack." The trip back was made in a Volvo 164 saloon, the performance of which got John into trouble at the time. "The road was empty, and I was feeling very pleased as I had two bank-guaranteed cheques for the buses. Someone passed me and I gave chase until I came over a hill and, boom... there's a cop taking speed readings this way and that. 240 bucks – I still remember that he put the ticket under the windscreen wiper. That took the smile off my face!"

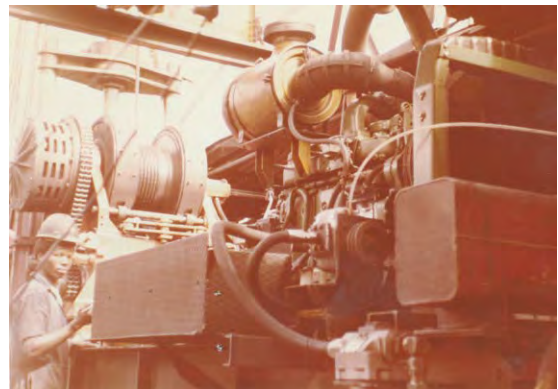


Generator backups for buildings

When VSA was established, John had to take over the servicing of Volvo industrial engines – huge turbo diesels – most of which were used to power generators. "There was a law that if a building was over six storeys then it had to have a backup generator," recalls John. "The trouble was most of our clients didn't even know where they were and I often had to stand on the street and look for an exhaust pipe to find them!" The Langham Hotel was one such example and when John eventually located the generator, it turned out to be buried under a pile of old carpets. "It was meant to be run for 20 minutes once a month."

Volvo-powered drilling rigs

John's plant servicing role extended to generators used to power drilling derricks in the mining industry. "Companies like Anglo American would give me a list of map references to track them down and these things would always be way out in the bundu, far from decent roads. The first time I came to one it was completely covered in mud and I could hardly get near the damn thing, but then I learned that they used to pump mud down the hole to cool the drill bit," explains John, who recalls being impressed with the accuracy of the operation which involved a 20ft drill bit. "They could tell by the load on the generator whether it was going straight in or starting to deflect."



Volvo safety

In 1977 (a year after VSA unofficially took over Volvo sales), John was sent to the factory in Torslanda, Sweden, to learn more about the company's products and its innovation on the safety front – something the Swedish carmaker prided itself in. John's visit included a demonstration of an impact bumper design (pictured on a 300 series sedan). "It used a series of springs underneath to allow it to absorb any movement in a shunt and I remember wondering why they hadn't come up with it before!" He also recalls seeing a film of previous safety tests, including one showing how strong their seat belts were. "They reckoned that if you put your car into a spin, your weight could effectively increase to three tonnes and to prove that a Volvo's belts were up to the job, they hung two Volvo Amazons by a seat belt and then they built a set of stairs and got an elephant to stand on the roof of one of them!" 🐘



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— FÜHRER'S FANCIES —

Most classic car buffs know a little about Adolf Hitler's influence on the development of the Volkswagen Beetle, and his love of Mercedes-Benz products was so passionate as to remove any doubt that he knew a good car when he saw it. He also provided state funding for both Mercedes-Benz and Audi in 1930s motorsport because he believed the competition would make them both better for the good of Germany, and he loved car shows. **Gavin Foster** asks if he was a petrolhead in the same way that we are?



There have been numerous reports over the years about Mercedes-Benz limousines – some armoured – purporting to have been ‘owned’ by Hitler popping up for sale, but there’s very little evidence of him personally ever buying or owning any car. It’s not even clear whether he ever drove one.

He didn't have cash, though, and offered the potential royalties of *Mein Kampf* as surety on some sort of a loan agreement

Once Hitler moved into the political arena in 1919, at the age of 30, he rapidly accumulated power and reportedly had access to a red Mercedes which he either drove or in which he was driven to the abortive 1923 Beer Hall Putsch that earned him a jail term for treason the following year. He didn't waste the eight months he served of the five-year sentence, writing the first volume of *Mein Kampf*. On 13 September that year he also wrote to Jakob Werlin, the Mercedes-Benz representative in Munich, saying that he wanted to buy a new car. He didn't have cash, though, and

offered the potential royalties of *Mein Kampf* as surety on some sort of a loan agreement. “The hardest thing for me at the moment lies in the fact that the biggest payment for my work is not expected until the middle of December,” he complained.

According to Robert Klara in his excellent book, *The Devil's Mercedes: The Bizarre and Disturbing Adventures of Hitler's Limousine in America* which I've quoted extensively here, the cash-strapped National Socialist Party eventually picked up the tab. Werlin personally is reported to have delivered the brand-new car to Hitler upon his release from prison just before Christmas, and according to some versions of the story



drove him away in it. The two became good friends and Werlin became Hitler's go-to guy at the German automaker from then on, until the Führer's suicide on 30 April 1945 brought the war to an end a week later.

Despite the lack of any evidence of Hitler driving, there are thousands of photographs of him posing next to Mercedes-Benz cars, standing in the front of open-topped Mercedes-Benz 770 Grosser Offener Tourenwagens giving the fascist salute, and inspecting prototype Volkswagen Beetles before the start of the war. But behind the wheel? Not a thing, in text or images. Hitler preferred to be driven, and became very close to his carefully chosen official

drivers, possibly because he felt more comfortable talking to them than to those close to him in the Nazi party. He'd arrange packed lunches for them and while they drove he'd sit alongside them in the front of the car with a map, talking with them for hours. He claimed that his drivers were his best friends, and they probably were about as close to him as it was possible for anybody to get without burning their fingers. They were loyal, they were respectful, they were generally not very bright, they knew when to talk and when to shut up, and with them he could relax and probably

pick up important tidbits about the state of the party and the German nation. Hitler had an astonishingly active mind and more than likely also avoided driving because it would have been unsafe to do so while he had so many other things to think about.

Adolf Hitler was particularly partial to

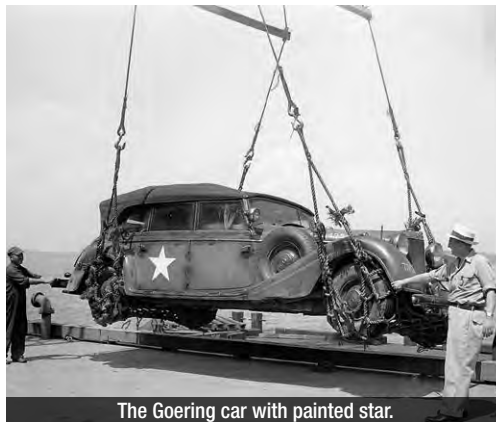
He'd arrange packed lunches for them and while they drove he'd sit alongside them in the front of the car with a map, talking with them for hours



Grosser 107 from 1930.



Hitler admiring a VW Beetle.



The Goering car with painted star.



Hitler and Goering.

the Mercedes-Benz Grosser 700K W150 limousine, a brutally impressive open-topped monster measuring six metres in length and weighing 3.9 tonnes without any plate armour and bulletproof glass, or five tonnes with it. As with all dictators, the impression of unlimited raw power was important to Hitler. In his book, Robert Klara quotes the British military attaché to Berlin in 1938 as describing his experience at a petrol station near Linz in Austria when passed by “two Mercedes-Benzes filled with SS bristling with tommy guns and other lethal weapons... Closely followed by half a dozen supercars containing Hitler and his immediate entourage and bodyguard.” Of such stuff are tyrants made.

While Hitler and other senior party

members – Goering, Goebels, Himmler and company – were entitled to travel in luxury limos, Hitler was the only one who had a small flotilla of cars allocated exclusively to him. The rest used whatever was available in a pool managed by one of Hitler’s early drivers – and one of his favourites – Erich Kempka, whose official title was *Chef des Kraftfahrwesens beim Führer und Reichskanzler*. Klara recounts how, on 30 April 1945, after Hitler shot himself and Eva Braun, Kempka took a phone call instructing him to bring 200 litres of petrol to the Führer’s bunker. Kempka wasn’t going to go out amidst the shellfire to do that, so he turned to the only surviving two of the fleet of 60 limousines that lay half buried under the remains of the collapsed concrete ceiling. He siphoned out the necessary fuel, then helped carry the bodies of Hitler and his wife up to the garden above, where they were soaked with the petrol and set alight. That seems strangely appropriate.

A total of 207 Mercedes-Benz series W107 and W150 Grosser

770 luxury cars were built between 1930 and 1943, including Offener Tourenwagen (open tourers) and a large number of the W150 Series armoured versions specifically for the Reich leadership. They all used the same 7.7-litre eight-cylinder OHV inline engine that was good for 156hp (116kW) in the second-generation naturally aspirated W150 versions built between 1938 and ’43, while the 770K supercharged derivatives produced 230hp (172kW). The cars weren’t featured on Mercedes-Benz pricelists and were built only to order. They were usually sold to heads of state and other dignitaries, and that included 44 built for the Reich leadership. According to Robert Klara, about two dozen of those survived the war and “before long a pack of them were prowling the streets of America, billed as Adolf Hitler’s personal cars.”

Back in the late 1940s, two Mercedes-Benz 770 Grossers – nearly identical armoured open tourers with supercharged engines – arrived in the USA with supposedly solid Nazi pedigrees but no provenance as to who had actually driven them. The first, a 1941 Grosser 770K open

The first, a 1941 Grosser 770K open tourer, was reluctantly accepted as payment for a \$35 000 shipment of car parts and ball bearings



The auction car that failed to reach reserve in 2018.



Hitler before the armoured versions came out.



Victory parade in Berlin.

tourer, was reluctantly accepted as payment for a \$35 000 shipment of car parts and ball bearings from the USA that had already been on the water for two weeks in 1948 when the Swedish buyer belatedly announced he could only pay in risky and unstable Swedish kronor. The debtor told export broker Christopher Janus that he could offer a car to settle the debt, adding that it was in fact Adolph Hitler's personal Mercedes-Benz Grosser open tourer. Janus, after asking a few questions, reluctantly accepted the deal and brought the car to America, where it was for years displayed at shows and shopping malls to raise funds for various charities – Janus calculated that it brought in more than \$1m for good causes in the period that he owned it.

The car proved controversial in post-war America and changed hands often, with various owners over the years finding themselves vilified and even having their lives threatened for promoting Hitler and his Nazis. Of the crowds who came to see Hitler's car some were in awe of its history, some were revolted by the Nazi connection, and others just enjoyed the car

as an example of magnificent engineering. As time passed, though, the issue of provenance raised its head: there was no firm evidence that the Swedish Grosser was in fact ever used by Adolf Hitler. How and why had it ended up in Sweden? Eventually the mystery was solved after the car had been sold numerous times for record prices as having belonged to Adolf Hitler personally. The Grosser, now known as the Mannerheim car, was indeed ordered by Hitler's Reichschancellery, but as a thank-you gift and birthday present for Finland's Field Marshal Carl Gustaf Mannerheim for siding with him in the war against Russia.

Hitler had in fact been in the car twice, when it was used to transport him to and from the airport in Finland when he visited Mannerheim a few months later. By 1944, the pact had dissolved and Mannerheim was elected president of Finland. There was no way in hell that he could be seen swanning about in a car so closely associated with Adolf Hitler, so he tucked it away out of sight before selling it in Sweden when he retired two years later.

The story of the other Mercedes-Benz

770K Grosser Offener Tourenwagen is considerably more interesting. A couple of weeks before the end of the war, American technical sergeant Joseph Jerome Azara spotted an impressive gleaming car on a flatbed railway car in the distance at a place called Laufen in Bavaria while advancing towards Berchtesgaden, where the Führer had built a private retreat, Berghof, with the proceeds of *Mein Kampf*.

Azara came out on top in a skirmish with the four German soldiers who were apparently guarding it, and when he had time to see what a stunning car it was, he and some friends unloaded it and found that it still ran. When the war ended soon afterwards, there was a pretty relaxed atmosphere all round so Azara and his buddies used it as personal transport until a senior officer 'borrowed' the Merc, which had nine bullet holes in the bodywork and cracks in the bulletproof glass from the shootout. The soldiers had earlier provoked that jewel of an eight-cylinder engine into throwing a connecting rod, but that proved not to be too much of an issue. The big cheese Nazis and their wives had all spent



The Hitler car in the Canadian War Museum.



A pair of Mercedes-Benz 770K that Hitler rode in.



Hitler and Goering.



Hitler being driven in the early days.

much time swarming adoringly around Hitler there, and the abandoned car pool and workshop at Berchtesgaden conveniently donated a spare engine. Also, there was a friendly German mechanic who told Azara that the car on the flatbed had belonged to Herman Goering. The Yank soldiers thereupon named it the 'Goering Special'.

The American military at that time had a very relaxed attitude towards what constituted 'souvenirs' rather than plunder – Azara was reported to have already despatched a machine gun to his family back home. When he was finally due to return to the USA, he asked General Daly (who had by then had it painted green with big white stars on the back doors and roof) if he would have it shipped back to him in the USA when he'd done with it. The general agreed, but when it arrived back in the States the government intervened and decided that they needed it to display around the country as Goering's Mercedes-Benz in a fund-raising exercise


to help offset the costs of the war. Sergeant Azara benefited in that he and his buddies got to drive the car and savour the glory of being the guys who'd captured it.

The army cocked up, as they do. With the campaign having two limousines and the roadster all heading in different directions, the knuckleheads who'd just won the biggest war in human history lost track of which car was which and where they were going. There were also questions being asked about the Goering car's provenance but Azara still had some foolish notion that he would get it back when the government was finished with it. That was not to be. At the end of 1946 the army moved the by then rather battered Grosser to a massive military storage facility in Maryland and forgot about it for nearly a decade. According to Klara's well-researched book, the US Army now claims that it has no record of the car ever being there. What is known, though, is that in October 1956 they sold it on a military surplus auction to a car dealer called R.J. Rumble on behalf of a Canadian collector, Herbert O'Connell, for \$2 725. Rumble then spent a further \$5 000 of O'Connell's money restoring it badly, because he had no idea what it had looked like originally.

From there it went to another collector called Claude Pratte,

who in 1969 offered the 'Goering Grosser' to the Canadian War Museum in exchange for a tax credit. The museum leapt at the offer but soon ended up regretting it. With so many Grossers floating around in the USA and Europe, all purporting to have belonged to Hitler or Goering, there was clearly a lot of ducking and diving out there and the museum had been advertising their car – and put it on display – as having once belonged to Hermann Goering without any provenance whatsoever. Embarrassed, they sat on the problem for ten years until 1980, when the museum's librarian, an ascetic and unpopular German called Ludwig Kosche, off his own bat took on the task of finding out the history of the Mercedes.

By comparing all the wartime photographs of the Grosser 770 open tourers he could find with the museum car (as well as some good old fashioned detective work) he identified the car as having been not a pool vehicle that could have been driven by Goering, but a car reserved for the exclusive use of Adolf Hitler for nearly 20 months in 1940-'41. Joe Azara died in 1966 without ever knowing that the car he had captured in Germany was probably the most valuable historic car on earth. His family only found out in 1985.

Another purported ex-Hitler Grosser captured in France during the war failed to reach its reserve of \$7 million at an auction in Arizona a year ago. 

Joe Azara died in 1966 without ever knowing that the car he had captured in Germany was probably the most valuable historic car on earth. His family only found out in 1985

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THE HIGHLANDS





Last year the Toyota Hilux hit the half-century mark and, now in its 8th generation, continues leading the way on the sales charts as not only SA's best-selling bakkie in 2018 but also the number-one selling vehicle altogether, with a whopping 36 666 units. Through reliability, ruggedness and adaptation, what started out as a workhorse has removed the gap between work and play machinery.

Truth be told, the Hilux story doesn't start with Toyota but rather the Japanese commercial vehicle maker Hino Motors. For the second-generation Briska, Toyota partnered with Hino and from 1967, the Hino Briska became the Toyota Briska, with Hino focusing instead on medium- to heavy-duty commercial vehicles. By March '68 the first Toyota Hilux pick-up was delivered in Japan but although conceived by Toyota, it was built at Hino Motors' Hamura Plant.

Hilux increased Toyota's light-duty pick-up range from two to three separate models, joining the existing Corona and Crown units; unlike the Hilux that was designed as a bakkie from the start, the latter were car-based and soon phased out to make a gap between the light commercial stuff and passenger cars.

And the name? A combination of 'high' and 'luxury'.

Construction was bodywork-mounted to a separate chassis with suspension coming from double wishbone/coil springs at the front and rigid axle/leaf springs at the back. Power came from a four-cylinder 1.5-litre petrol engine with a four-speed gearbox operated by a column-shift sending the power to the rear wheels. Within a year, a longer wheelbase model was launched and by '71, a 1.6-litre petrol replaced the 1.5.

In May 1972, the second-generation Hilux was announced and pressed into action. It was basically a remodelled first-generation bakkie but sporting an updated body, with slightly longer wheelbases and more interior comfort. It also received servo-assisted dual brake master cylinders and load-sensing brake-proportioning valves. A column-mounted four-speed manual was the norm, but buyers could spec a floor-



mounted set-up and ditch the three-person bench seating. Early 1975 saw the arrival of a 2.2-litre engine and five-speed manual gearbox but by October that year, this and the 2-litre were phased out with a 1.6 used to meet emission standards.

For the third-generation Hilux of 1978 the key was versatility, and it was said to be designed to offer saloon-like specification and ride comfort. A top-of-the-range Super Deluxe model was introduced, with a cab 90mm longer than standard to greatly increase interior space. This was taken up a notch soon thereafter with the arrival of a full double-cab version – complete with four doors and two rows of seats. This evolution

towards a genuine dual-purpose vehicle stemmed from the American market, where an owner often doubled his working truck (bakkie) as a passenger car and leisure vehicle – the sales literature in Japan read: “Born in Japan, raised in the US”.

This versatility was upped another notch with the introduction of a four-wheel-drive Hilux in late 1979, which borrowed a gearbox transfer case from the 40-series Land Cruiser and mated it to a re-tuned version of the previous 2-litre petrol. A 2.2-litre diesel followed shortly thereafter.

Toyota released the fourth-generation Hilux in November 1983, which was most identifiable by its blistered wheel arches.

Single- and double-cab versions were again available for the two-wheel-drive bakkies; 1.6- or 1.8-litre petrol and 2.2- or 2.4-litre diesel were offered while four-wheel-drive models used either a 2.0-litre petrol or 2.4-litre diesel.

For the rest of the world, September 1988 marked the introduction of the fifth-generation Hilux, with revised bodywork built with the values power, sturdiness and comfort at the core. Not so in South Africa, where the fourth-generation remained in production until 1997 – seemingly because local content laws made it cheaper to continue the production, rather than to retool the plant for the fifth Hilux.



The sixth generation was launched in 1997, with the biggest change being independent front suspension. The seventh-generation Hilux didn't get off so lightly, with continuous changes and improvements done to not only exceed customer desires but also pass the ever-tightening emission standard requirements – one of these being the new twin-cam 3.0-litre 16-valve D-4D diesel engine that met Euro 4 emissions standards. It was this shape Hilux that the Imperial Toyota team of South Africa entered in the 2012, 2013, 2014 and 2015 Dakar Rallies – Giniel de Villiers achieved third, second, fourth and second in the respective years. Of course,

these are far from a production Hilux set-up, with a tubular chassis, massive suspension travel and a hulking great V8 all clothed in a Hilux silhouette.

Back on the production front, facelifts followed in 2011 and '12 and by the time the 8th and current Hilux was launched in May 2015, over 16 million Hiluxes had hit the play and workplace arenas.

And there's one more proud moment for the Hilux and local Toyota fans: in January, Toyota Gazoo Racing's Nasser Al Attiyah and Mathieu Baumel

brought home their South African-built Toyota Hilux first overall in the 2019 Dakar Rally – the first ever win for Toyota on what is probably the most difficult and testing race on earth. 🏆

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KEEPING IT IN THE FAMILY

East London-born Wayne Taylor, who won the 1986 South African Formula 2 Championship, left SA in 1989 to seek fame and fortune racing internationally. He certainly succeeded and is now by far the most successful South African-born racing driver in history if one excludes 1979 Formula 1 Champion Jody Scheckter, who also came from East London. **Roger Houghton** caught up with Wayne and his sons recently at a function hosted by Graham Duxbury – another former SA F2 Champion and winner of the 1984 Daytona 24-hour race.



Taylor and his two sons, Jordan and Ricky, were in South Africa recently to visit Wayne's mother, who still lives in East London.

Duxbury, who partnered with Sarel van der Merwe and Tony Martin at Daytona, took the opportunity to invite the Taylors to his house in Johannesburg for a get-together with many other people from the local motorsport family.

Not only has 62-year-old Wayne notched up world titles, won many major sports car races globally, competed at Le Mans 13

times (his best placing was fourth in 1987, sharing a Porsche 962 with SA's George Fouche and Austria's Franz Konrad) but he is now also a successful team owner in US sports car racing. Just last month, the Wayne Taylor Racing Cadillac

Dpi-V.R scooped the Rolex Daytona 24-hour race win with two-times F1 Champion Fernando Alonso, Kamui Kobayashi, Renger van der Zande and Jordan Taylor at the wheel. Alonso and Kobayashi are currently members of the Toyota Gazoo Racing World Endurance Championship team, but Daytona is not on the WEC calendar, so they were free to join the team for this event.

Both Wayne's sons, Ricky (29) and Jordan (27), are themselves successful racing drivers, having been members of the famed Corvette Racing Team and taken home wins and titles in numerous championships. For 2019, Jordan continues to race for his father's team, but Ricky has moved across to Team Penske in US sports car racing.

The get-together provided an ideal opportunity for reminiscing about days gone by. I got to know Wayne when he was racing in the South African version of Formula 2. It was known locally as the Sigma Series due to its sponsorship by Sigma Motor

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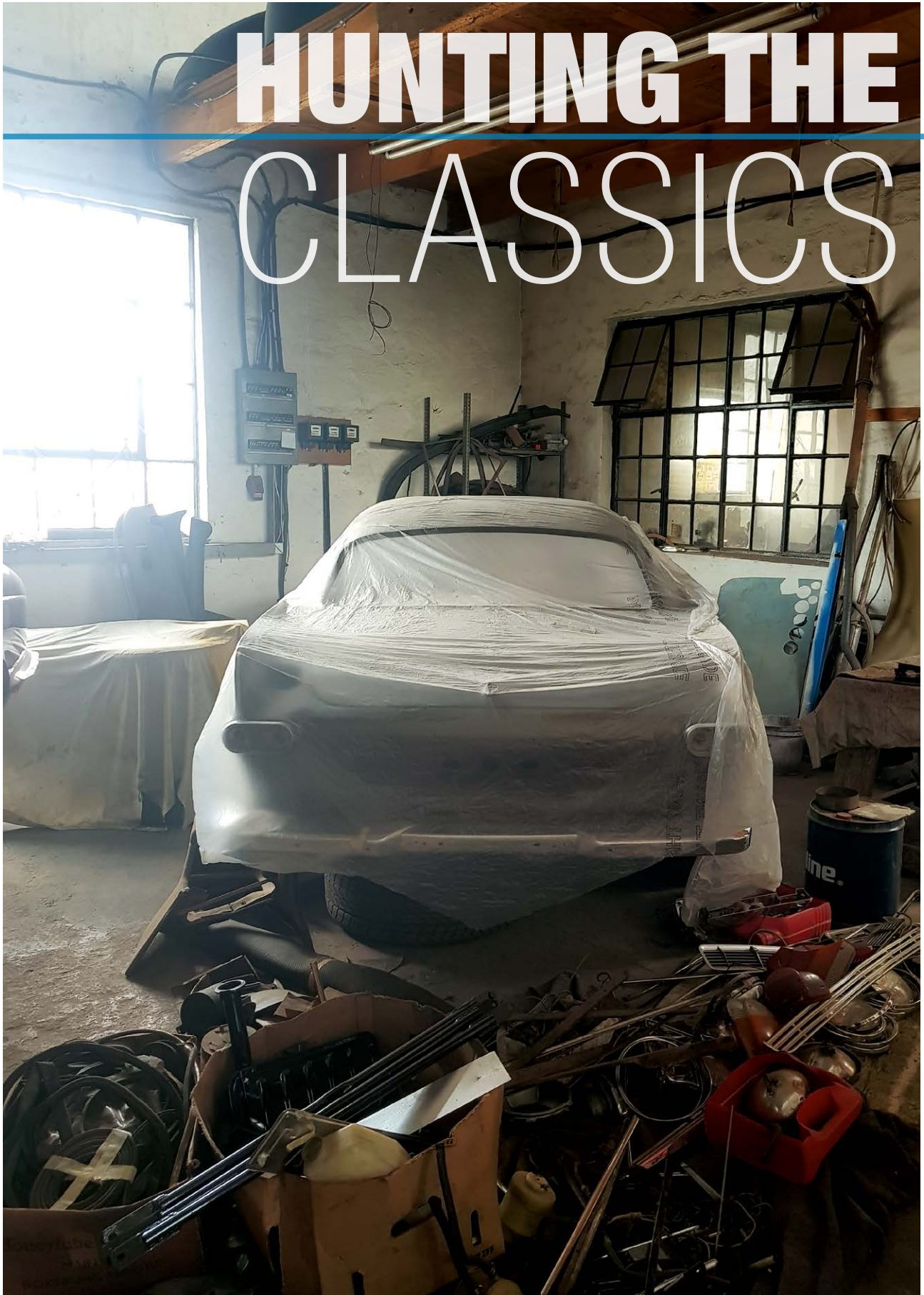
Corporation and the fact that all the cars were powered by Mazda rotary engines. I was working in the Sigma public relations department at the time, so was involved directly in this successful single-seater racing series, which was the brainchild of my boss at the time, former racing driver Dave Clapham.

Memories of Wayne's local exploits are many but two stand out as if they happened yesterday. The first being the launch of a new sponsorship for his car. The product was called Whoosh, an aerator for swimming pools, but as quickly as it was meant to cut down the amount of chlorine used it disappeared from the market. The second was a season-end lunch at a restaurant in Voortrekker Road, Pretoria with another of Wayne's sponsors, Piet 'Baksteen' Fourie, owner of Pretoria Brick and the father of another well-known racing driver, George. Here Piet presented Wayne and his engineer Geoff Hardacre each with a gleaming diamond for winning the Sigma Series championship! 🎉

THE STATS SO FAR

- 1986:** South African Formula 2 Championship.
- 1994:** Exxon World Sports Car Championship.
- 1996:** Daytona 24-hour race winner. Won the Sebring 12-hour race and four sprint races on the way to taking the World Sports Car Driver's Championship as well as the team and manufacturer's titles.
- 1998:** Won prototype class in the Le Mans 24-hour race with a Ferrari 333 and won three sprint races.
- 2005:** Daytona 24-hour race honours, five sprint races victories and the Grand-Am Prototype and team championship.
- 2007:** Established Wayne Taylor Racing with Max Angelelli.
- 2008:** Son Ricky joined the team, took six pole positions and won at Lime Rock. The same year, Jordan won four races in Grand-Am driving a Camaro and scooped the GTE-Pro category win at the Le Mans 24-hour with a factory-entered Chevrolet Corvette.
- 2013:** Jordan won the Grand-Am Driver's Championship in a Corvette as part of Wayne Taylor Racing.
- 2014:** Wayne, Ricky, Jordan and long-time friend Angelelli won the season finale 10-hour race at Road Atlanta.
- 2016:** The team won at Long Beach, Belle Isle, and Austin (Circuit of the Americas).
- 2017:** Wayne did a deal with Cadillac to run its Daytona Prototype International (DPI) project. The car and the team including all the Taylor family were ready to debut in 2017 at the Daytona 24-hour race. Wayne's wife, Shelley, drove the pace car while Ricky and Jordan shared the new racing car with Max Angelelli and four-time NASCAR champion Jeff Gordon (who had just retired from the Hendrick Motor Sport NASCAR team managed by South African Ken Howes). The Caddy won. Ricky and Jordan went on to win the Sebring 12-hour race and the races at Long Beach, Belle Isle in Detroit and at the Circuit of the Americas, which gave them the driver's championship and the team championship.
- 2018:** This was a challenging year for the team but ended on a high note in October with a last lap pass to win the Petit Le Mans at Road Atlanta. The car was driven on this occasion by Jordan Taylor, Renger van der Zande and Ryan Hunter-Reay.
- 2019:** Wayne Taylor Racing Cadillac Dpi-V.R wins Daytona 24-hour race.

HUNTING THE CLASSICS





Johannesburg as we know it today burst into life on 20 September 1886, when Paul Kruger, President of the Republic, declared the newly discovered gold reef open for public digging. Mining camps soon sprung up along the 30-mile long Witwatersrand reef and despite the cut-throat lifestyle, harsh conditions and lack of water, Johannesburg quickly grew into Africa's economic powerhouse and fortunes were made and lost. **Stuart Grant** teamed up with Brian Noik of www.oldcars.co.za to follow the reef in search of another form of gold – classic cars.

Armed with a flask of coffee, some biltong and a tank of gas we headed out west from the CBD. Although the number of closed-down dealerships on Ontdekkers Road indicates that the economic situation is tight, there were still a number of non-franchised dealerships that were worth stopping at. Amidst the modern hatchbacks we soon stumbled across a 1930s Ford, a '70s Chrysler and a pair of BMW 5 Series models (the 1980s 528i still sporting its complete tool kit and the limited-edition '90s 540iM a period-correct car phone).

Losing our way back to the main road, we stumbled across a pre-war rolling chassis under a makeshift carport, but nobody was home to field our questions as to what it was and whether it was under restoration. We

also spotted a patinated DKW station wagon, which a slightly suspicious owner abruptly informed us was not for sale, before warming up a bit and letting us in for a closer look.

The number of panel beating shops in the area also proved to be a good source for classics with notable spots being a Volvo P1800, Alfa Romeo GTV, immaculate 1980s Toyota Hilux and Datsun 160. Clearly the classic passion is a strong one and chatting to those involved opened up more opportunities as we were pointed to a workshop specialising in classic builds. Not only were there some awesome American car and motorcycle examples here but also some incredible memorabilia, such as a General Motors refrigerator

and Chesterfield sign that must have measured in at over five metres wide.

The proprietor of this establishment then pointed us towards another panel shop where the owner builds trick competition rock-crawling 4x4s complete with four-wheel steering, custom-made on-the-fly suspension and turbo-charged methanol-fed power units... just goes to show that we still have serious design and fabrication skills on our doorstep.

Clearly the classic passion is a strong one and chatting to those involved opened up more opportunities as we were pointed to a workshop specialising in classic builds



At only 10 miles or so into the 30-mile reef we had to force ourselves back on the road and continued towards Krugersdorp. While on the road we spotted a Borgward wagon and Clubman Mini being used as commuters and stopped at the side of the road to view a MkII Escort, MkII Mini and VW Beetle for sale on a car lot.

Krugersdorp, although filled with second-hand car brokers, didn't feature as many classics as I had remembered – I suppose it was in about 1996 that I was last in the area actively looking for old cars. If you are looking for a 2000 or so model car, this area is your gold mine. Anyone for a 2000 Audi TT? Is it a future classic? Perhaps, considering that when I was last shopping in the area, a 1980 Ford Escort 1600 Sport was only 16 years old and not much more than a cheap student car, and look at how the collector value of these has taken off today.


From Krugersdorp it was out towards the gold fields of Randfontein and one of

only a handful of mine dumps still standing proudly. Like in Krugersdorp, the majority of dealerships cater for more modern cars and if you are after a white one-tonne bakkie, this is the place to come. From there we looped down towards Soweto, our eyes scanning the plots that lined the route. We spotted a few Cortina bakkies, a Toyota Corona and various tractors before stumbling across a park-and-sell stand with everything from cars, bikes, trucks, buses, earth-moving machines, an ox-wagon and what looked like circus equipment being shown. We spent an hour or so looking at everything, mindful of the fact that everything except the motorcycles was for sale. Want a Mercedes-Benz W108 bakkie conversion, or Ford F150, Volvo 122 or 1960s Datsun pick-up? How about a Chev Firenza, a Pininfarina-styled Wolseley 6/99 or Bedford fire truck? All I wanted was an ex-City of Johannesburg Parks & Recreation Department Suzuki SR250 (which wasn't for sale) and an International Eagle truck, which thankfully wouldn't fit in the garage.

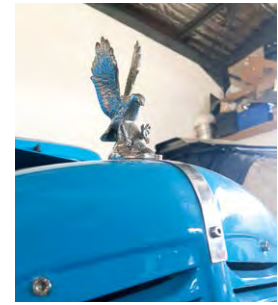
From there it was down towards Lenasia and on to the highway back toward Joburg, where we took the Selby offramp

and trundled through town, marvelling at the fantastic architecture and forgotten signage dating back 50 years or more. Jules Street, probably SA's most famous car dealer strip, was next. But despite being seriously busy, other than a 1980s Chevrolet Camaro, it seems as if Jules is dominated by cheap French cars circa 2007 and up. A quick stop at another workshop revealed a Ford Anglia, Austin-Healey Sprite, Fiat X19, Ferrari GT4 and another Volvo P1800 and then we split towards Primrose. Time was marching on so we skipped past Pure & Cool Roadhouse without buying a milkshake and headed for Germiston.

In 1921, the world's largest gold refinery, the Rand Refinery, was established at Germiston and it is said that 70% of the western world's gold passes through this facility. We were unable to find any gems other than the architecture – a few Sir Herbert Baker buildings and some outstanding Art Deco examples are well worth driving past.

We'd followed the reef but come away without any gold, other than the feeling of just how varied and fantastic the Witwatersrand is. The only thing left to do was to stop at a roadside food stall near Rand Airport for a boerie roll and watch the planes fly in. 

If you are looking for a 2000 or so model car, this area is your gold mine. Anyone for a 2000 Audi TT? Is it a future classic?



THOSE TWENTY-YEAR-OLDS

With it becoming increasingly difficult to find classics on the sales lots, the trend towards what the Europeans term 'youngtimers' is picking up rapidly. Historically speaking, a youngtimer has been regarded as a 1980s or '90s vehicle 25 years old or more, but this is gradually changing as new generations reach driving age. Although these 'old' models often offer bang for your buck, the movement is not necessarily price-driven but rather emotionally driven and therefore the buyers are cut from the same cloth as any classic car fan.

Think of it like this: someone born in 1950 was at a very impressionable age when the Triumph TR3 and MG A were launched in 1955. By the time they reached driving age in 1968, the sporty Triumph and MG were 13 years old and just another car on a used car lot. With a bit of wheeling and dealing and a part-time job, they were within reach financially and our '50s model could drive the car of his childhood dream.

A kid of 1975 first saw the rally-inspired Ford Escort MkII at age 5. Guess who bought one after matriculating in 1993?

Kids of the 1980s go gaga for the mid-'80s Opel Kadett and Golf GTi, Mercedes-Benz W123 and 3 Series BMWs, while the '90s crew are all about BMW's Z3 M-Coupé and

M3, Honda Civic V-Tech, Uno Turbo, Opel Kadett TS and Golf 3 VR6.

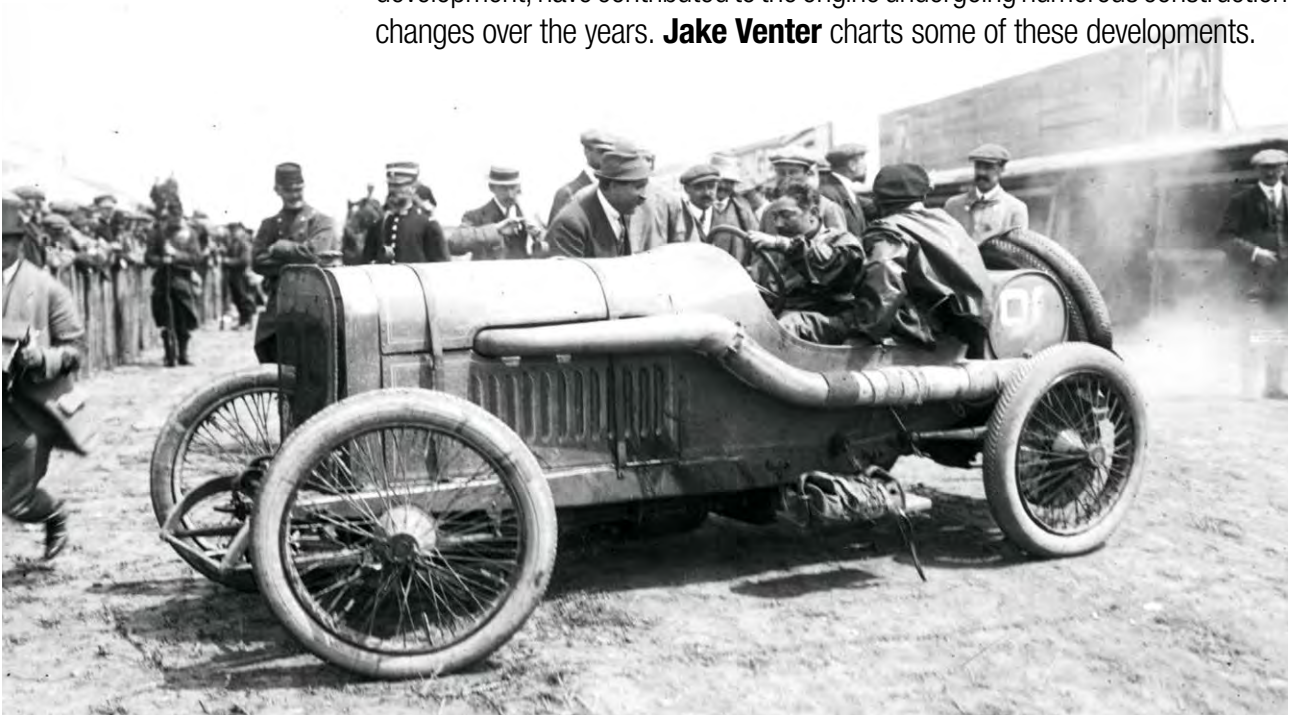
The current stock of new drivers and future car preservationists was born around Y2K (that's the year 2000 to us computer-illiterate types). Adding five years to this means that their motoring impressions started being cemented in 2005.

So what 2005 or so models are now out there ready to become the next 1600 Sport, MG A or Triumph TR? Looking back, it is safe to bet that the higher-performance versions of the models go down best with enthusiasts, so below is our list of ones to watch out for. Pricing is pulled from various online classified sites and not listed at book value.

2006 Audi S4	R80 000 - R150 000
2007 Audi RS4	R185 000 - R250 000
2007 BMW Z4 M Coupé	R230 000 - R310 000
2005 BMW M3	R190 000 - R290 000
2005 Ford Fiesta ST	R60 000 - R100 000
2005 Ford Mondeo ST220	R60 000 - R100 000
2005 Mercedes-Benz C55	R90 000 - R160 000
2007 Renault Clio Sport	R80 000 - R110 000
2007 Volkswagen Polo GTi	R80 000 - R110 000

THE INSIDE STORY

At the heart of the machines we all love and cherish so much is an engine, which for the larger part of history has been an internal combustion unit. But performance, economy and efficiency requirements, as well as material development, have contributed to the engine undergoing numerous construction changes over the years. **Jake Venter** charts some of these developments.



◦ CYLINDER BLOCK AND HEAD ◦

The Ford Model T, produced from 1908 to 1927, was one of the first cars to employ an engine constructed along modern lines. It had a one-piece cast-iron cylinder block plus crankcase with a removable cast-iron cylinder head. This type of construction was a novelty at the time since large complicated castings required a lot of trial and error to get right. It required Henry Ford's inspired leadership to produce such castings at a rate of more than a million per year. The trick

This type of construction was a novelty at the time since large complicated castings required a lot of trial and error to get right. It required Henry Ford's inspired leadership to produce such castings at a rate of more than a million per year

is to design the moulds so that the hot metal can be poured in at openings that will allow the various parts of the casting to cool down at similar rates.

In earlier engines the crankcase and cylinder block were separate, and therefore smaller, castings. Most engines were constructed by bolting cast-iron blocks containing one- or two-cylinder units onto a one-piece aluminium crankcase to create anything from singles to straight-eights. The cylinder heads, containing the combustion chambers, were cast in unit with the blocks. There was no need for a cylinder head gasket, and this avoided many of our modern engine problems. These castings also accommodated the upward-facing vertical valves mounted next to the upright cylinder bores, giving the engines a side-valve layout. The camshaft was mounted inside the crankcase and often operated the valves directly.

By 1925, one-piece cylinder block/crankcase units were the norm, but most cylinder heads were still iron castings. Aluminium cylinder heads only really started becoming commonplace by 1950. Their superior heat-dissipating properties resulted in lower maximum combustion temperatures, and this made an increase in compression ratio possible.

Aluminium cylinder blocks started to appear about 40 years ago. Their adoption is not universal but the weight saving compared to cast iron is a major plus point. Aluminium pistons can't run successfully in aluminium bores so modern designers employ wet (loose-fitting) or dry (pressed-in) cast-iron liners. A number of cylinder bore coatings or treatments are currently in use.

◦ VALVE LAYOUT ◦

Peugeot introduced a twin-overhead-camshaft layout to the world in their 1912 Grand Prix car, but this was regarded as too expensive and complicated for passenger cars. During the '20s, pushrod-operated overhead-valve layouts employing a single

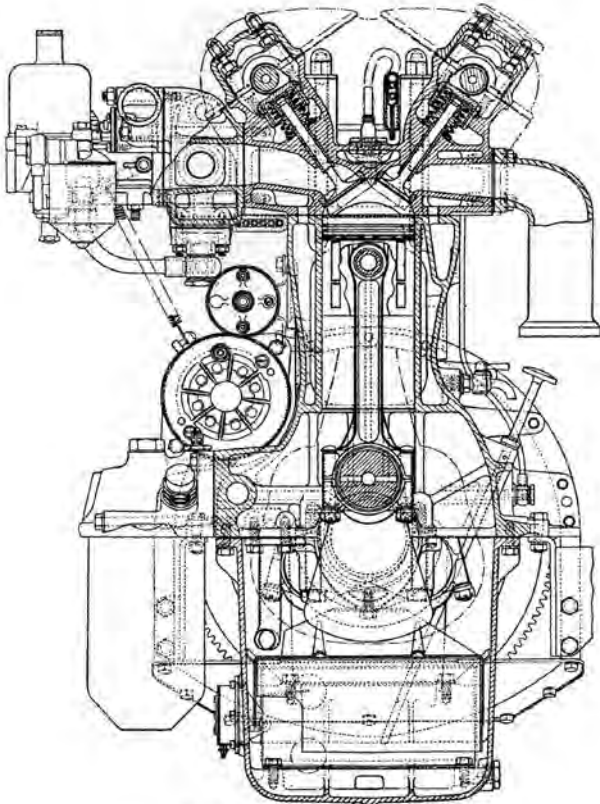


Fig. 3:4. The 3-4 Jaguar engine.

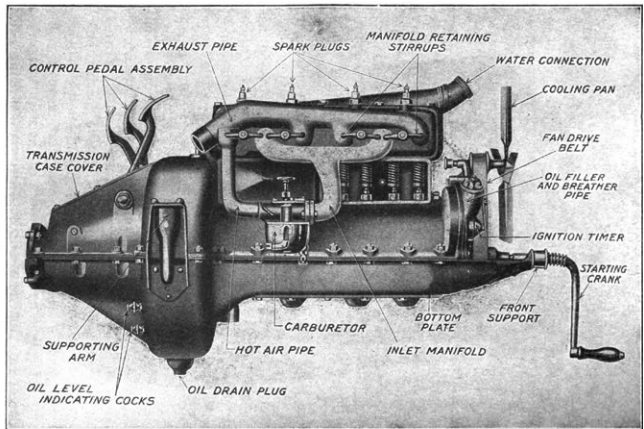
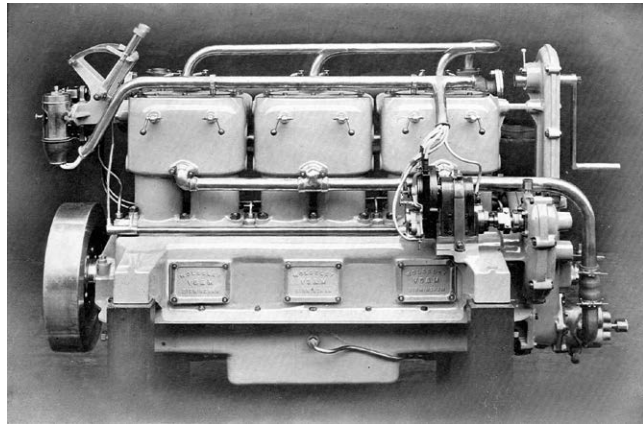


Fig. 8.—Valve Side of the Ford Model T Unit Power Plant Showing Manifolds, Carburetor and Interior of One of the Valve Spring Chambers.

camshaft mounted inside the crankcase started to become popular. This usually led to an upside-down, bathtub-shaped combustion chamber that improved the engine's breathing capability compared to the side-valve layout. The mixture no longer had to turn through 90 degrees to get into the combustion chamber.

During the inter-war years, some sports cars were designed with single-overhead (SOHC) or double-overhead (DOHC) camshaft engines but the humble side-valve and pushrod overhead-valve layout soldiered on because it was relatively cheap to manufacture and easy to service.

The major change to a twin-overhead-camshaft layout, even for family cars, only gathered pace 30 years ago. At present even some diesel engines are equipped with this layout. Both the single- and double-overhead-camshaft layouts are regarded as superior because they facilitate angling the valves away from a vertical position and employing the nearly hemispherical combustion chamber shape that promotes good combustion.

Valves are usually closed by coil springs but Panhard and Honda used little torsion bars on some models while Leyland even employed small semi-elliptic leaf springs on an experimental car engine!

◦ COMPRESSION RATIO ◦

An increase in compression ratio normally leads to an increase in efficiency, as well as power per litre. However, raising the compression ratio leads to an increase in combustion temperature, and this in turn increases the risk that the end-gas (the mixture ahead of the flame front) will combust before the flame gets to it. Such an unwanted detonation causes a shock wave that can destroy engine components. This self-combusting tendency is increased when running on low-octane petrol, but the steady improvement in fuel octane values has made it possible to change compression ratios over the years. The 4:1 compression ratio of the first engines gave way to 5.5:1 after WWI, 6.5:1 in the mid-'30s and 7.5:1 just after WWII. In the last 40 years it has slowly crept up to 12:1 and more.

◦ PISTONS ◦

Cast iron was the initial material of choice for pistons because they ran in cast-iron bores. This means the pistons and the bores were able to expand at similar rates when subjected to high temperatures. The pistons were designed with long skirts to spread the sideways thrust caused by the conrod's sideways motion.

Soon after the end of WWI, aluminium pistons gained popularity because they were lighter. Piston mass is critical because any reduction in mass results in a reduction in the load on the main and big-end bearings. This change was only made after a lot of research because aluminium expands a lot more than cast iron. Various techniques, such as slots in strategic places, or steel inserts inside the piston casting, are employed to curb piston expansion. The last ten years have seen a major reduction in piston skirt length in an effort to decrease piston mass to an absolute minimum.

In the next issue we tackle conrod and crankshaft history. **📌**

FUELLING THE PASSION

– PART 5



The changes to specifications of oils to suit modern engines has been covered in recent issues, and the fact remains that older engines require the original technology and formulations of oils designed around them as they require different additives to the modern engine. Modern oils have left out the all-important ZDDP, which is a top anti-wear lubricant, and other formulations required for older engines. They require mineral oils and not the modern synthetic offerings which are missing original formulations. This all began some thirty years ago in the USA following the advent of their emission controls, and the rest of the world followed suit. These changes did not just stop at the oils, however, but progressed to the fuels as well. What followed was fuels becoming unleaded and leaded fuels fell away. We are all aware by now that leaded fuels are hard to come by and will soon disappear completely from petrol stations in South Africa.

A Castrol lead replacement additive has recently been made available in SA. Known as Castrol Valvemaster, it offers protection against the damaging metal contact between the valves and the soft valve seats. Castrol Valvemaster Plus offers protection to the valves and has an added octane boost to assist engines that require a higher octane, as well reducing the 'pinking' or 'knocking' effects. The need to re-tune ignition systems is also reduced and it protects under all driving conditions and reduces the instances of loss of engine compression. The fuel system is kept clean and it provides an excellent inhibitor and protection against corrosion.

Valvemaster Plus has been subjected to valve seat recession tests by independent test houses in the UK on behalf of the FBHVC (Federation of British Historic vehicle clubs) and was shown to offer the highest level of protection against valve seat recession. Valve seats need to be protected against the adhesion of hard abrasive oxide particles

from the seat onto the valve face resulting in seat abrasion due to the scrubbing of the imbedded particles as the valve moves against its seat. This is caused more by high revolutions than higher temperatures. Valvemaster Plus can raise the fuel octane rating by two octane points.

The dispensing bottle has clear markings indicating the ratio to fuel in litres and is a handy double bottle with the upper portion separated by a one-way valve, allowing for an accurate mix to be poured into the fuel tank. The bottle can then be returned to the glove box or boot for the next fuel stop. This 250ml bottle will treat 250 litres of fuel.

Castrol Valvemaster is compatible with most other commonly used fuel additives but must not be used with sodium additives and can be used in both carburettor and fuel-injection systems, but not in vehicles with catalytic converters.

Castrol Classic is endorsed by the **Federation of British Historic Vehicle Clubs**. A can of the right stuff!

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



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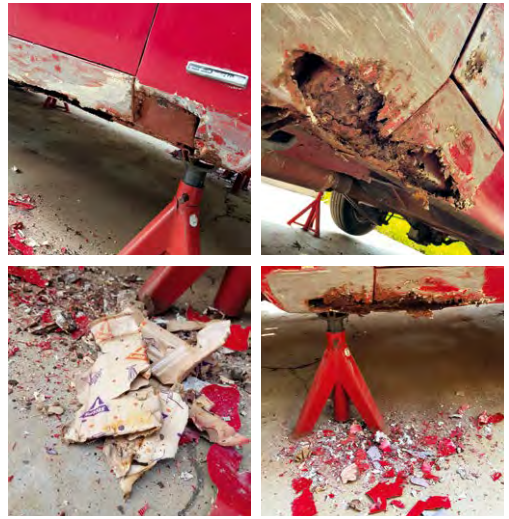
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IN SEARCH OF PRECIOUS METAL

In an attempt to learn some new skills and save a few Rands, **Stuart Grant** decided to strip the paint surrounding visible rust spots on the 1974 Alfa Romeo 1600 Deluxe himself. Once this is done, it will be easier to assess what panel work needs to be done by the professionals, what can be repaired and what needs replacement.



So out came the paint stripper, and the result looks more like an abandoned open-cast mine rather than a source of precious metal. It's often said that Highveld classics don't rust... don't believe this. Both sills are in a bad way, but the left is clearly the Alfa's bad side. And this seems to be a common bad side for South African classics. My theory is that while driving in the rain, the road camber directs water to the left-hand kerb and because we drive on the left, this side of the car does more splashing around. A few leaves end up in the drainage holes, reducing the water's ability to escape and forming compost in the lower extremities of the car's body. Why else does rust favour the left-hand side of our old bangers? Any answers would be appreciated.

So just how bad is it? BAD! The front section of the outer sill is 80% putty (at

least 2mm thick), a polystyrene burger box makes up 15% and some rotten metal the remaining 5. The right-side ratio is 70%, 10% and 20%, respectively. A brief glance at the middle and inner sill structure doesn't give much more of a positive vibe though and will definitely need serious remedial work.

So what is the plan? It is to finish stripping paint around all areas of concern, then get it off to a panel shop to quote on replacing the bad and non-existent metal with new stuff. There are replacement sill sections available overseas but I believe that there are the skills on hand locally to manufacture these correctly.

It was after watching countless videos on YouTube about rusty metal removal and replacement that the idea of trying this at home cropped up but, on second thought, it is perhaps better to learn this skill on the spare set of Renault R10 doors and body parts lying in the back alley. Or maybe it is

best to stay off the Internet and leave those to the professionals too. For now, stripping paint and filler off the panels and tidying up previously over-sprayed and torn rubbers is the safest bet.

It's becoming a long and tiring process and to keep the motivation going, smaller jobs like the rejuvenation of the petrol tank are being sent off from time to time. The tank doesn't appear too bad, with very little muck inside – it's possible that the owner parking the car 14 or so years ago with a full tank helped to keep the corrosion to a minimum.

As for the second project, the Matador Marauder...

Thankfully, this South African-manufactured machine is fibreglass so there's no need to dig for precious clean and solid metal. I can't show much in the way of progress but be sure to check out the April issue as there'll be something exciting to show. 📷

Ray Prando



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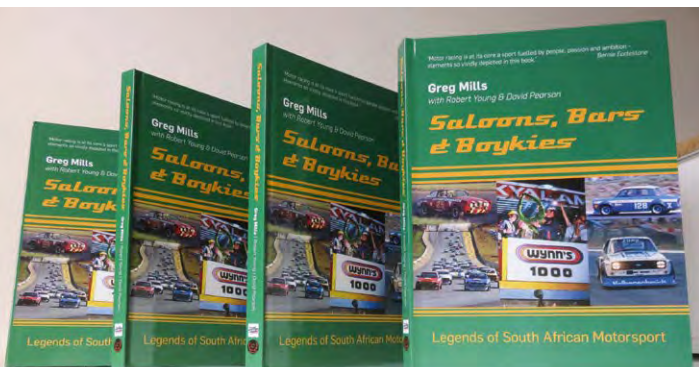
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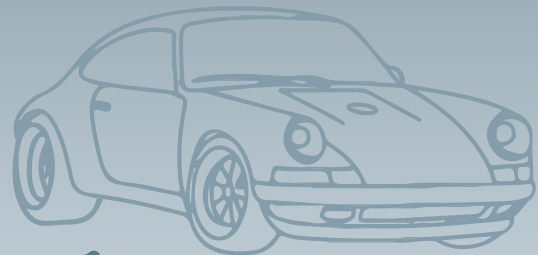


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