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CONTENTS

— CARS BIKES PEOPLE AFRICA —

MAY 2019

- 03 **GET OUT AND GROW**
Editor's point of view
- 10 **CLASSIC CALENDAR**
Upcoming classic events
- 10 **NEWS & EVENTS**
All the latest from the classic scene
- 14 **MORE THAN THE FORD MAN**
Remembering the greats – Bernie Marriner
- 16 **THE HURST SHIFTER**
Polishing the passion
- 18 **BACKSEAT DRIVER –
A FEMALE PERSPECTIVE**
Third wheel
- 22 **LETTERS**
Have your say
- 26 **CARBS & COFFEE**
Lambert Racing
- 32 **COMPUTER-AIDED DESIGN**
Wagener Special
- 38 **THE TOP 5**
SA's Renault 5
- 44 **LIFE IN THE FAIRLANE**
1965 family Ford Fairlane
- 50 **DRIVING IT HOME**
BMW 2002 Turbo
- 56 **SHEER OFF-ROADING PLEASURE**
Land Rover Defender 90 County 2.8i
- 62 **A DIFFERENT ANGLE**
Ford Anglia 105E
- 68 **BUILDING A LEGEND**
BMW 530MLE restoration
- 72 **BEEN THERE, DONE THAT**
DJ Classic Motorcycle Rally 2019
- 74 **THE SIX-SHOOTER**
Benelli 750 Sei
- 78 **THE GREAT ESCAPE**
Two-stroke engines – Part 2
- 80 **LOVE, HATE & A FORD V8**
Bonnie & Clyde
- 86 **SAY WATT?**
Jaguar I-PACE and electrifying classics
- 90 **SPREADING THE LOVE**
Angela's Picnic
- 93 **TOO MANY?**
CCA Project Cars
- 96 **GEARBOX**
Classified adverts



No. 100 of 105

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GET OUT & GROW

The classic car niche is bigger than we think, and thanks to car owners using their machines, it is growing all the time. This point was brought home during the recent Angela's Picnic (see the pictures on page 88) when, here in Johannesburg, approximately 750 classics filled a field. Let's do some maths: 750 cars with two or three occupants means that about 1 800 people could have arrived in a classic. We'll minus a few for the lone rangers and the microcar gang. So we'll conservatively estimate 1 300 peeps – and I'd double this number with spectators. Not bad for a casual Sunday morning out and the best way to expose new eyes to the hobby.

It shows the love and fascination our community has for classics and nostalgia. And rightly so; we have some exceptional vintage machinery and a history of motoring that we can be extremely proud of. It's for this reason that we can keep the pages here flowing with South African-relevant content so easily.

I'm not just talking about the obvious stuff like Perana, Chevy CanAm or BMW333i, though. Ever heard of a South African production Land Rover Defender with a 2.8-litre BMW straight-six engine? Or how about a Lotus Esprit chassis driven by an Alfa

Romeo engine, clothed in a beautiful hand-built body and called the Wagener? Graeme Hurst had, and covers both these in this issue.

There's more local in the form of an update on BMW South Africa's restoration of a motorsport homologation-inspired 530MLE and a look at the humble Renault 5 – manufactured just south of Durban, it had some of our own special features and was judged by international Renault auditors as the best Renault 5 in the world.

Mike Monk celebrates 60 years of the Ford Anglia, which although is an international event, corresponds with the start of production here in Port Elizabeth, and there's a nostalgic feature about a family Ford Fairlane.

For some international flavour, Sivan Goren delves into the true-life story of outlaws Bonnie and Clyde, whose vehicle of choice was a Ford V8, while I climb behind the wheel of a wicked BMW 2002 Turbo.

For the two-wheelers, Roger Houghton reviews the 2019 DJ Run, arguably SA's oldest running motorsport event, and we look at one of the best sounding bikes of all time – the six-cylinder Benelli 750 Sei.

Of course, there's the regular news and events calendar as well as our favourite, your letters. Keep them coming and keep those classics out and about over the winter months.

Stuart

17TH CENTURY SEDAN RESTORATION

One of FMM's more unusual and lesser known historical items is a sedan chair believed to be from the 17th century. Its origins are not known, but it was acquired by the Heidelberg Motor Museum from the Van Rijn collection, before the museum's move to Franschhoek, where it has been kept on display in FMM's boardroom. The chair recently underwent a restoration by experienced painting conservator Angela Zehnder, who was amazed at its condition. "The exterior paintings have been retouched in small places in the past," says Angela, "but it is in an incredibly original state." The glasswork is unmarked and the leather-covered roof and the interior fabric are still in excellent condition. Traces of cigarette smoke are still noticeable on the woodwork but the frame is generally sound, with only the door's upper hinges slightly skew.

FMM would like to know if anyone can shed any light on this valuable artefact's provenance. The crest on the rear panel and the painted scenes may give a clue. One observer has suggested that the nautical scenes, the crown and the flags might indicate a naval theme – the English and Scottish navies were combined in 1707. FMM would appreciate any further suggestions.



SLOT CAR CHAMPIONSHIP

At the April meeting of the FMM Slot Car Championship season, Jon Lederle took the honours in the Formula Carrera class with the Audi RS5 DTM ahead of Thys Roux with his Mercedes AMG GT3. Mike Monk was third with his Ford Zakspeed Capri while Martin Lourens clocked the fastest lap of the class on his way to fourth place with his Mercedes AMG GT3. This Carrera slot car-based formula is proving to be highly competitive; preparation and concentration are key to achieving consistently quick lap times. After three rounds, Jon and Thys share the log lead with 34 points each, followed by Jackie van Wyk (Audi RS5 DTM) on 31, then Tertius van Wyk (Porsche 911 RSR), Mark Venske (BMW M4 DTM) and Phil Monk (Audi RS5 DTM) next up with 30 points apiece.

In the Formula FMM category, which is for non-magnetised cars, Jon Lederle capped a good night's racing by covering 50 laps to finish first with his Porsche 908. Jackie van Wyk was second on 49 laps with his Alfa Romeo Tipo 33 and Mike Monk put in the fastest lap of the class on the way to finishing third on 48 laps with his Mercedes CLK DTM. Just four laps covered the top five finishers. After two rounds, Jackie leads the log with 19 points, followed by Andre Loedolff (Porsche 956) with 14 and Jon with 11.

A WHOLE NEW DISPLAY LINE-UP

Now that all the display halls have been upgraded with a new humidifier and air-conditioning systems along with redecorating and memorabilia exhibits, a whole new chronological display line-up of vehicles has been introduced. Starting with Hall A, the 20 vehicles on show start with a 1903 Ford Model A and move through to a 1934 Mercedes-Benz 21-200. Hall B's 20 cars begin with a 1935 Austro-Daimler Bergmeister and move on to a 1959 Auto Union 100S. Hall C commences with a 1960 DKW Munga and concludes with a 1976 Mercedes-Benz 280S. A walk through the halls takes you through 73 years of automotive development.

As for Hall D, this is dedicated to performance cars ranging from a 1939 Peugeot Hillclimb Special through a number of Aston Martin, Chevrolet, DeLorean, Ferrari, Honda, Mazda, Mercedes-Benz and Porsche sports cars up to a 2016 Alfa Romeo 4C. In addition, a couple of FMM's single-seater race cars from the likes of a 1972 Team Gunston Formula 2 Chevron B25, the ex-Jody Scheckter 1974 Tyrrell-Ford Formula 1 and ex-Ian Scheckter 1978 Formula Atlantic March 78B will be on show.

The new layout is not to be missed.



WHERE, WHAT TIMES AND HOW MUCH

The Franschhoek Motor Museum is situated on the L'Ormarins Estate along the R45 in the Franschhoek Valley in the Western Cape. Visiting is currently by appointment only – phone (021) 874 9002 to make a reservation. Opening hours are Monday to Friday 10h00 to 17h00 (last admittance 16h00), Saturday and Sunday 10h00 to 16h00 (last admittance 15h00). The museum is open on most public holidays except Christmas Day and Good Friday. Admission prices are R80 adults, R60 pensioners and motor club members (with membership ID), R40 children (ages 3-12). Guided tours are available upon request at no charge. An on-site deli offers refreshments and a selection of wines produced by Anthonij Rupert Wyne. (NB: Motorcycles and buses larger than 23-seaters should park at Anthonij Rupert Wyne from where visitors will be transported to and from the museum by charabanc.)



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KNYSNA CLASSIC, SPORTS & VINTAGE CAR MUSEUM

Having been dedicated to the sale of Classic, Sports and Vintage Cars and Pick-ups for 8 years, House of Classic & Sports Cars' premises on the N2 (Main Road) are being revamped and re-modelled into a Museum to accommodate approx. 80 Museum vehicles dating from the 1920's to the present day, PLUS a further 30 available for sale. Locals and visitors from all over the world will be able to view the cars, while collectors and enthusiasts will have the opportunity to buy or sell a vehicle. If you're passing through Knysna, please call in to see what's on offer. Browse... ask questions... and enjoy going down Memory Lane!



1975 Alfa Romeo GT Junior – R250 000



1957 MGA Roadster – R450 000



1948 Ford Deluxe Sedan – R185 000



1960 Ford Fairlane 500 – R245 000



1958 Mercedes Benz Ponton – R885 000



1996 Toyota Supra Mk4 – R480 000



1983 Alfa Romeo Spider – R180 000



1973 Triumph TR6 – R380 000



1951 MG TD Roadster – R295 000



1998 Ford Ranchero XR6 – R150 000



1965 Pontiac Parisienne Convertible – R550 000



1954 Chevrolet 3100 – R280 000

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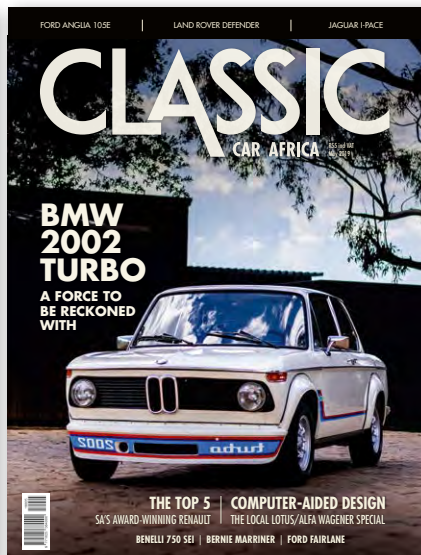
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Classic Car Africa is the only dedicated historic motoring magazine in the country. From racing, to personalities, to some of the most special vehicles ever produced, we are continually unearthing great stories, illustrating them with a mixture of old photos and new, and helping bring back the memories of

motoring times gone by. Whether your heart flutters for pre-war engineering, or brute-force muscle, gentle drives in scenic places or screaming tyres and a whiff of Castrol R, we have something in every issue that will appeal. Subscribe, and never miss another issue.

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126 000 km



R125 000

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an immaculate condition
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appreciated



R 550 000



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A matching numbers
car.
Need to be seen to be
appreciated.

R 595 000



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SMALL THINGS COUNT

The difference between a good classic and an exceptional one is in the detail. Panel and paint quality are of the utmost importance, but so too are the smaller things. We encourage clients to look at this when tackling a restoration. Things like the correct rubbers, upholstery grain and beadings are key, and while it might seem expensive at the time, will pay off in

the long run. The same must be said when buying a stripped project car. With boxes of parts, it's difficult to know what is missing. But take your time and research the make and model so you know what details it should have. Become an expert in the marque. Just a few missing small items can slow the build process, add cost to the project and hurt the motivation.



It's moments like this that make it all worth the effort. This Mustang took hours of labour, with almost every panel having the rot cut out and replaced with newly shaped metal. The customer chose the most beautiful shade of green. It's ready for them to assemble.



In between clients' jobs we've squeezed some time in on our own BMW 3.0CSI. All the exterior trim is fitted and the redone carpets, dash and seats look fantastic. The engine rebuild is nearing completion and then we'll return the legend to the road.



The Datsun 260Z has been sitting for a month or so while we waited for some imported replacement parts. The headlight surrounds were the final delivery. Rust and gremlins have been removed and we are fitting the final touches before priming and painting.



After having some rust removed and body imperfections corrected, the Triumph TR has received its final coat. The client delivered a restored chassis and we are fitting the wing beadings and chassis to body rubbers as per the book. He'll then take it home to finish.



Another air-cooled VW to go through the process. This one needed the usual removal of rust and making of new metal panels. It has now been primed and is waiting at the doors of the spray booth. It will be assembled by Generation Old School.



A new addition to the workshop, this Chevrolet Chevelle has had some panels replaced by a previous shop, but we've taken over. There's still heaps of rotten metal, which we are removing and making new. Except for the bonnet, this is too far gone so will be imported.



One of the biggest jobs of the year, this Mercedes SL had plenty of damage hidden by filler. The top half is complete and now we are redoing the floors, which were covered in sound-deadening material to hide the rot. We've made new floors from scratch.



When this Kombi came in it didn't look too bad, but when we removed filler that was around 10mm thick from the roof, it revealed a structure that looked more like a doily than metal. We sourced a second-hand roof, repaired this and then grafted it onto the VW Kombi. This meant lots of bracing and careful cutting in order not to damage or warp the topless shell. The surgery has gone well and it's now getting more minor issues fixed.



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.

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 Mampoer 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

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

SAVVA VETERAN & VINTAGE TOUR

The Model T Ford Club of South Africa will host the 2019 SAVVA Veteran & Vintage Tour that takes place in the Eastern Free State region from 21 to 25 September. The tour sees entrants taking on an approximately 650km route in the district and kicks off with the annual Bethlehem Old Car Show. Competing cars must have been manufactured before 31 December 1930. For more information contact Philip Kuschke at philros@telkomsa.net.



RACE A TRAIN

If you own a pre-1945 vehicle then diarise the June 22 Great Train Race event now. 2019 is the fourth running of the event that pays tribute to the race between Woolf Barnato's Speed Six Bentley and the Blue Train that ran between Monte Carlo and Calais in 1930. The South African tribute, hosted jointly by the VVC and Club of South Africa, sees cars heading out from the Jack Taylor Airfield in Krugersdorp and heading for Magaliesburg, running as closely to the train tracks as possible. Period aircraft join in the fun and various spots along the way provide for amazing photography as all three types of machinery blast past. For more information visit www.vintageandveteranclub.co.za.



BMW SPEEDSTER CAUGHT

A rather odd-looking BMW M1 land speed record car has been found, 25 years after going into hiding, and is now heading for auction. Harald Ertl, a respected racing driver of the era, rebuilt the car in a joint venture with BP. It saw twin turbochargers bolted on and several bodywork refinements made to create a 410 horsepower weapon, supposedly good enough to reach 301.4km/h in October 1981. Unfortunately, no documentation of this record has been produced since the car was unearthed and less than six months after the supposed record was broken, Ertl was killed in a plane crash and the car began its inactive life. It went through a few dealers until 1993, when it seemingly fell off the planet. It was recently found in a garage in the UK and is being touted as the rarest of all M1s. It is looking to break records at an upcoming Coys auction.

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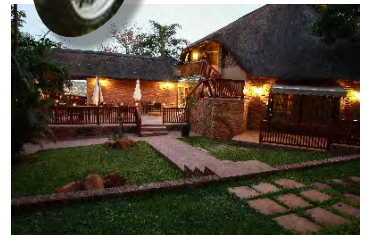
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ASTON MARTIN HONOURS ZAGATO 100

With the upcoming centenary celebrations for world-renowned Italian design house Zagato on the go, Aston Martin has released the first detailed renderings of the new DBS GT Zagato, the second half of the remarkable DBZ Centenary Collection. Created to celebrate the centenary of the legendary Zagato signature, the DBZ Centenary Collection is a unique project that pays tribute to an icon of the past and creates a classic of the future. This unique collaboration extends a remarkable creative partnership spanning almost 60 years. One that has consistently generated bold and breathtakingly exciting designs, the latest of which is the DBS GT Zagato.

Taking Aston Martin's most potent series production car – the acclaimed DBS Superleggera – as its starting point, the DBS GT Zagato embodies the next evolution in Aston Martin Zagato design language. Inspired by the voluptuous shapes that previously dressed the original DB4 GT Zagato, Aston Martin and Zagato's designers have worked hard to conjure a similarly evocative design language. And yes, it has that iconic double-bubble roof.

Paired to the build run of 19 DB4 GT Zagato Continuations, the DBS GT Zagato will only be available as part of the £6m DBZ Centenary Collection, thereby becoming one of the rarest and most coveted of all the modern-era Aston Martin Zagatos.



SOUTH AFRICAN BOOK SALE

Classic Car Africa has managed to secure a handful of extra copies of *PROTEA – The Story of an African Car* by Ian Schwartz and Greg Mills's *Saloons, Bars and Boykies* books.

Mills covers the much-loved saloon car racing scene with input from motoring historians and photographers Robert Young and David Pearson, while Schwartz puts together the definitive story on South Africa's first production sports car. The quality of both publications is outstanding and the images simply mind-blowing. Limited numbers are available, with the Protea offering selling at R300 per copy and *Saloons, Bars and Boykies* for R550 each. Collection in Johannesburg or for R99 extra we will send them counter-to-counter through PostNet. For more information and to order, email stuart@classiccarafrika.com.

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MORE THAN THE FORD MAN

Mention the name Bernie Marriner and memories of his dominating career as Ford Competitions Manager during the 1970s will trigger for most. But he was more than just a Ford man. He spent time running Opel and VW/Audi Motorsport, was a dab hand at flying aircraft and excelled on track in both two- and four-wheeled formats.



Bernie Marriner as Ford Team Manager (image: www.motoprint.co.za/Roger Swann).



Avanti Racing Team Studebaker Lark leads Volvo 122S at Kyalami (image: CCA/Robert Young).



Bernie on the 500cc Norton (image: CCA/Ken MacLeod).

Bernie was a top rider and competed on the national circuits in the late '50s and early 1960s. His first success came in Uitenhage in 1957 when he rode a 500cc Ariel Red Hunter home. He upped the game at a St Albans meeting in 1959 when, mounted on a Matchless G45 500cc, he finished first, second and third in three different handicap races. The Matchless was a borrowed machine but like his younger brother Brian (Tiny), he acquired a Norton soon thereafter. The pair stuck with Nortons and in 1963, while riding the brand, wrote their names into the history books as the first South African brother pairing to race at the Isle of Mann TT.

Mike Hailwood (MV Agusta) scooped the Senior TT honours, while Bernie impressed with 28th place. Tiny, following mechanical issues, rode in 33rd in the Junior TT, which was won by Jim Redman on the iconic Honda Four. Bernie received a bronze replica prize and both brothers were awarded Springbok colours. Back home, 1964 was Bernie's two-wheeled year – he won the Dickie Dale Memorial Trophy, the Border Championship and the South African 500cc Championship.

He earned a second set of Springbok colours, retired from bike racing and took up car competition. Tiny took over Bernie's 500cc Norton and secured the Border Championship in 1965.

Bernie's move to cars was not his first foray into four-wheeled racing, having spearheaded the Port Elizabeth oval track stock car scene in 1959 with a 1938 Ford. But long-circuit saloon car racing was something a little different and he made this debut at the 1964 Van Riebeeck Trophy at Killarney – his weapon of choice a 5.7-litre Studebaker Lark which, under the banner 'Avanti Racing Team Studebaker', he muscled home in third place.

He continued with the Lark on circuit over the coming years and dovetailed this with rallying a Ford. In 1973, he took up the role as Ford Competitions Manager and delivered handsomely – in 1976, Jan Hettema and Stuart Pegg nabbed the driver and navigator titles for Ford, then Sarel van der Merwe added a further six rally driver titles to the list and Frans Boshoff nabbed four championships calling

the pace notes. Under Bernie's watch Sarel also won the 1977 South African Group 1 circuit racing title.

In 1984, he moved across to the newly formed Opel Competitions Department, again as manager, and Opel soon rose to power in the production saloon car circuit formats. He held the same position at Volkswagen/Audi Motorsport from mid-1987. With Bernie in charge, Glyn Hall scooped the national rally driver's championship in a Golf and two South African saloon car titles went to Terry Moss.

Away from the track and rally stages Bernie held station as president of the South African Rally Commission in 1999, was a flying instructor who was an active member of the Algoa Flying Club and even flew vintage planes. Bernie passed away in Port Elizabeth in April 2001. **G**

The pair stuck with Nortons and in 1963, while riding the brand, wrote their names into the history books as the first South African brother pairing to race at the Isle of Mann TT



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POLISHING THE PASSION

CCA's March issue featured a throwback-style photo of a young editor Stuart and his brother nattily attired as racing drivers in the back of their dad's TR3 at the 1980 National Concours d'Elegance. The snap from the family album got **Graeme Hurst** reminiscing about his own early petrolhead years, centred around his late father Peter's efforts to raise the bar on the local concours scene.



The world of concours is a bit of a divisive topic in classic circles. While some owners participate passionately in a bid to boost the contents of their trophy cabinet, others prefer to ditch the tin of polish and use their cars. I'm more in the latter camp but only because of the proliferation of 'chequebook' cars that scooped up the honours at overseas events I've attended in recent years; events with cars entered by people wealthy enough to farm out work to skilled restorers.

I guess the proliferation of that type of entry reflects just how advanced the classic car restoration industry is these days, which is no bad thing. But rewind to the early '80s and our local concours stars were typically the fruit of many a late night in a home garage.

One of my earliest memories of one such star was the absolutely stunning Austin-Healey 100/6 that scooped Best of Show at the 1981 National Classic Car Concours d'Elegance. Owner Dave McQueen – a graphic designer by day – had spent four and half years restoring it after an ex-girlfriend wrote it off. Finished in a gorgeous metallic-green-over-Old-English-White combo, the Big Healey looked way better than when it rolled out of Blackheath. That same show saw another one of Donald Healey's creations make an impression: Ben Gerber (now a world-class marque professional restorer) drove his work-in-progress 3000 Mk1 minus bodywork across

the judging ramp; such was the standard of the restoration of the parts of the car you wouldn't ordinarily see!

That year our family 100/6 was on display for the first time, fresh out of a two-year restoration in my dad's hands. The event was also a first for his involvement as show organiser, having taken on the mantle when he joined the Austin-Healey Club which staged the annual event. It was the start of a run of four concours he put together but the last to be held at the Benoni Town Hall: for '82 he convinced the event sponsors to fund a dedicated hall at the old Milner Park showgrounds. An enclosed space gave clubs the opportunity to decorate their stands, which upped the ante – particularly with the Healey Club's efforts to replicate a 1950s Earls Court show stand, complete with a wide banner adorned with BMC rosettes on either end!

A school mate and I had jobs as runners at the show, ferrying the completed score cards to the chief judge's desk. Being on and off the stands was a chance to admire the exquisite beauty of the entries. Campbell Miller's Triumph TR4 – a serial winner since the National Classic Car Concours began back in '78 and a car which he single-handedly restored from a near-total wreck – was a standout, as was Don Steenkamp's magnificent E-Type Roadster.

Recently the subject of a partial rebuild in Don's hands, the E was already quite a star, having been clocked by a Randburg 'speed kop' while *The Star's* Geoff Dalglish was at the wheel. The Coventry beauty took joint first prize that year, along with Jimmy Moggridge's MGA, a car which he'd owned from new but which he'd stripped down to every last nut and bolt to prepare

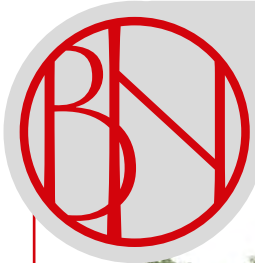
for a rebuild that would bring home plenty of silverware.

A year on, the concours was again held at Milner Park – this time for the entire weekend – and with a vastly bigger turnout after word of the event's success had spread to the Aston Martin Owners' and Corvette Clubs, along with BMW Club SA and SEFAC, which had some delicious Maranello fare on display, including a Daytona that was utterly captivating to my 13-year-old petrolhead palate. But it couldn't hold a candle to the ex-Bobby Olthoff AC Cobra fielded by the Historic Racing Car Register. It thrilled show goers with regular 'firings' that, thanks to the 289's unsilenced side pipes, were so loud the concrete balcony above the show vibrated for a few seconds afterwards!

A year on, the wick was turned up even further when the concours was staged at the new Nasrec show grounds, with the clubs raising the bar after organisers funded bespoke carpeting for each stand. Only things unravelled when the MG club stipulated theirs had to be laid out to emulate the design of the British flag, with the carpet installer and club chairman coming close to blows over the accuracy of the intricate Union Jack pattern as club members burnt the midnight oil to make the show's opening.

It was a spectacular event, but by then my dad and others felt it had maybe become a bit overwhelming and needed to be complemented with a more relaxed cars-in-the-park style gathering. One without the stress of having your car judged and preparing stands. And that's how the annual Delta Park event (later renamed Angela's Picnic) came about. Thirty years on and, despite the lack of a competitive element, it's still an unbeatable annual event for admiring the incredible skills so often wielded in home garages here in SA. 🇷🇸

But rewind to the early '80s and our local concours stars were typically the fruit of many a late night in a home garage



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THIRD WHEEL

By Racey Lacey

Dear Abby,
I have this problem with my guy. Don't get me wrong: it's not that he's cheating on me. It's just that there is another love in his life. Well, there are a few, actually. A whole garage full, in fact...

I have a partner who is committed for life. Not to me in this case, but to cars – though hopefully I am part of the package too. And it's not like I can really complain because the cars came long before me, after all. Plus, there is room for all of us... well, mostly. (Ok, not really, but the fact that there is only a single garage barely large enough to fit Kate Moss after a bowl of pasta, along with a tiny bit of narrow driveway, doesn't seem to in any way prevent the presence of *at least* two old cars at any given time – mostly in various states of disassembly – in addition to our daily cars.)

I reckon that cars – classic cars in particular – are a lot like babies. They leak, they're noisy, cost copious amounts of money and require constant attention. But despite all this, their 'parents' are ridiculously proud and protective of their dribbly and

I reckon that cars – classic cars in particular – are a lot like babies. They leak, they're noisy, cost copious amounts of money and require constant attention

bad-smelling inanimate offspring and are oblivious to any faults, seeing nothing but beauty and perfection. Take my guy. Like a proud new dad, he snaps photos of his 'babies' at every opportunity and against every conceivable backdrop ("Here's my car outside the butcher", "This is when I stopped for coffee in Parkhurst") and will pull out his phone and present anyone who shows even the slightest bit of interest (read: random person off the street) with a montage of images of his brood, his eyes misting emotionally as he swipes through his virtual automobile album while the hapless bystander politely stifles a yawn.

Our holiday photos resemble car brochures because attempts by any humans to be part of these vehicular portraits result in an irritated wave of the arm – "Can you please move a little to the right? A bit more? Perfect!" – until just the car remains in the frame. Snapshots of 'Renault on Robinson Pass' or 'Peugeot in Parys' abound, not to mention a multitude of dashboard/bonnet shots with only a carefully posed hand allowed in the picture, holding the steering wheel in a loving-yet-manly-and-suitably-casual manner, like a teenage boy with his arm draped over his chick's shoulders. Instead of food going cold at restaurants as the perfect Instagram-worthy snap is composed, there will be artsy shots of an out-of-focus craft beer or cappuccino in the foreground

while the car, ostensibly parked nearby so we can "keep an eye on it", fills the background of the carefully composed shot in all its rusty glory.

So no, we don't have a lot of framed happy-couple photos around the house, but despite what Facebook says, photos aren't everything in a relationship, right? At least after a long day at work, there is the opportunity to connect over a nice, relaxed meal and catch up. Except that dinnertime in our household is like the movie *Groundhog Day* (though perhaps with fewer groundhogs) in that it plays out in exactly the same way every time. It goes something like this:

Me (shouting from the kitchen): Food's ready!

Him (voice muffled from under the car): Coming now!

Ten minutes later:

Me (standing on the patio): Food's getting cold!

Him (grunting while screwing/spannering/heaving something): Just give me two minutes!

Twenty minutes later:

Me (hurling congealed food into puzzled-looking dog's bowl): #@&%!!!!

But listen, it's not all bad. Despite the piles of motoring magazines dating back to 1971 all over the house, random bits of car paraphernalia resembling medieval torture instruments lying around and countless cold dinners, I would never trade him in for another model. His cars, though, are another story... **📷**



1968 Jaguar E Type S2 4.2 FHC
Opalescent Silver Grey with Ox Blood interior, Matching numbers with Heritage Certificate, painted wire wheels with 2 eared spinners, Moto Lita Steering wheel, 3 year, ground up restoration. **R1,650,000**



1987 Mercedes Benz SL300
LHD, 42,000 miles from new, 2 owner car from new, new soft top, immaculate condition. **POA**



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



1963 VW Karmann Ghia Coupe
Matching numbers, original car with owners manual. **R265,000**



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



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



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



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



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



1984 Mercedes Benz 500SL
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1947 MG TC
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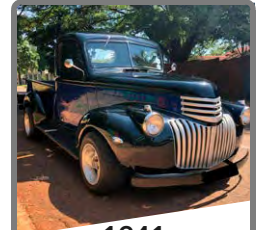
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Cadillac
Coupe de Ville
R 1 200 000



1981
Toyota Land
Cruiser BJ42
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1941
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Pickup
R 300 000



1968
Chevrolet
C10 Pickup
R 250 000



1978
Alfa Spider
2000 RHD
R 245 000



1958
Cadillac
Sedan De Ville
R 650 000



1946
Ford V8
Super Deluxe
R 220 000



1964
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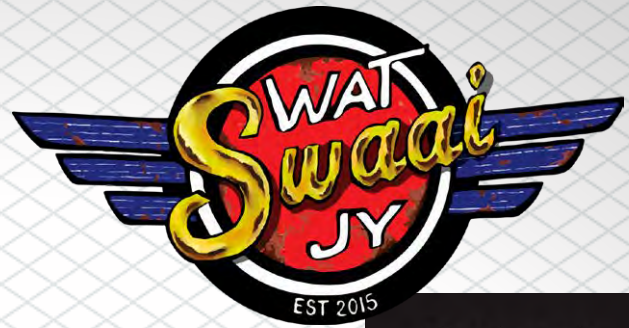
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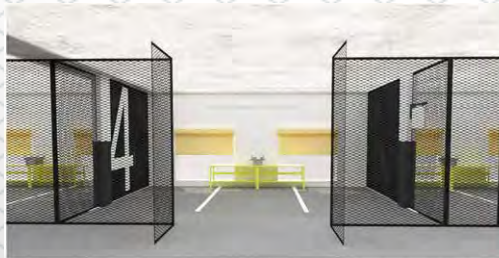
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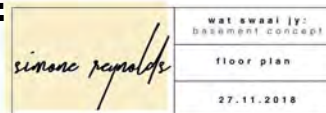
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MORE ON THE HANNING JAGUAR

Dear Stuart, further to the mention of the Hanning Jaguar on page 24 of the March 2019 issue, the sports car body on the Hanning Jaguar (the car was originally a single seater which raced at the East London Grand Prix in 1960) came from GSM's Bob van Niekerk.

In 1962, I wrote to Bob van Niekerk (I was just out of school) enquiring about buying a Dart body for a Ford Special I was building. Bob was very kind and replied that they did not sell Dart bodies but complete cars. He did however add that they had a fibreglass sports car body based on an Austin-Healey template which I could have for £100 (R200 then). This was too expensive for me, and how would I get this body from Cape Town to Johannesburg? I believe it is this body which John Hanning bought and fitted to his by then obsolete Hanning Jaguar. South Africa changed to the 1.5-litre National single seaters in 1962. Interesting, a one-off super special with a great history.

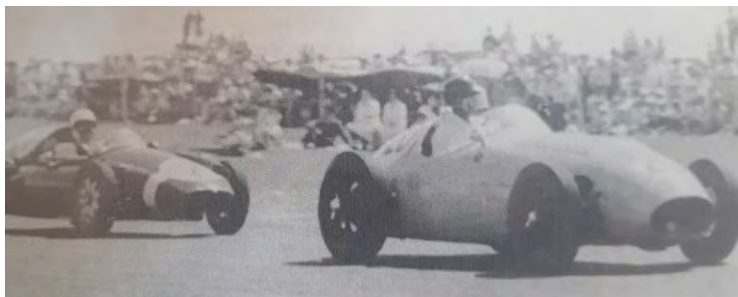
As an aside, when I was in high school there was a very attractive young girl who virtually promised me the world if I would take her to the school matric dance (Roosevelt High) in a white Volvo 544! Well,

that never happened. I was a part-time chicken farmer in Fairlands and made £30 per year. With £115 in my Post Office account, just where would I find the £700 or so to buy a white Volvo 544? I did not even have a driver's licence – not that it really mattered; Fairlands and the greater part of Northcliff was very rural. This imaginative request shows that 60 years ago the Volvo had romantic appeal.

**Regards,
Peter du Toit**

Hi Peter, she clearly had good taste and was up to date on fashionable performance motoring. Thank you for adding to the Hanning story, it is one that we will be following up with an article as soon as the restoration is complete. I have managed to find images of the car in both single seater and sports car body format – in both guises it is an extremely good-looking machine. I am trying to get as much information as possible on the car, so please could any readers with images, information or memories email me at stuart@classiccarafrika.com.

Stuart



LIGHTING THE WAY

Hi Stuart, whilst reading the last few editions of your great magazine, I couldn't help but notice that there seems to be one make that has fallen under the radar. Here I am referring to the Sunbeam marque, a division of the Rootes Group.

Being a Sunbeam man, I am referring to the Rapier, having previously owned two Rapiers and an Alpine. Currently I own a 1958 Series II Rapier. The Rapier was launched in 1955 and enjoyed quite an enviable sporting history in various rallies overseas – the Monte Carlo being one.

The Alpine was launched in 1959 – this year is its 60th anniversary. The Alpine did not reach the sporting height as its predecessor the Talbot Alpine did in the hands of Stirling

Moss and Sheila van Damme. The Tiger was launched in 1964 and in the hands of the glamorous Rosemary Smith achieved quite a few successes in the rally world.

Currently there are two Tigers raced in Killarney, Cape Town and an Alpine campaigned by a young man on the country's circuits.

**Thanks a lot,
Harry Boys**

Hi Harry, apologies for neglecting the Sunbeam products over the years. Spurred on by this, there are plans afoot for a feature on the Alpine in an upcoming issue and you had me chasing down what I think was a Rapier in the traffic the other day. I didn't manage to catch the car but

it has me thinking that it is time to do a 1950s British saloon car shootout between the likes of the Rapier, Singer Gazelle, Hillman Minx, Riley One-Point-Five and Wolseley 1500. So I'm on the hunt for cars of this ilk and a stretch of mountain pass that resembles the Monte Carlo Rally where these people carriers shone.

As you mention, there are a few Tigers and an Alpine competing in historic racing here who fly the Sunbeam flag high with impressive results. And the more senior race fans will well remember Dirk Marais in his indecently quick Tiger at the old Kyalami.

Thank you for flicking the switch and turning the lights on for us, Sunbeam will not be forgotten.

Stuart

WHEN DREAMS COME TRUE

Dear Stuart, with two articles on Wayne Taylor in consecutive issues, I think it is appropriate to reflect on some of the early days on Wayne's ladder of success.

The year was 1970 and every young East London boy with an inkling of petrol in his veins had aspirations of becoming the next Jody Scheckter; having won the 1969 Driver to Europe prize, Jody had just moved to the UK and started his meteoric rise up the ranks that would culminate in him winning the 1979 F1 title for Ferrari.

Wayne was no exception and he prompted me, as his Metalwork Master at Selborne College, to embark on a 'Build-a-Kart Project'. At the time I owned a kart with a Commet 88 engine which I housed (illegally) in the metalwork room. In spite of the strict curriculum we had to follow, Wayne spent more time ogling the kart than paying attention to the projects that fell within the syllabus.

With the help of Ken Estment, a renowned kart builder, the 'Build-a-Kart Project' kicked off with Wayne being one of the two interested parties. For the sake of brevity I will not comment on the build details, save to say that Wayne kept me running at



quite a pace. From the outset it was clear where this young man's mind was. His parents immediately showed interest and his mom told me that Wayne wanted to follow in Jody's footsteps. Most people thought it was a pipe dream but Wayne proved them wrong. He followed through and mastered his dream.

It is then a just reward for a young protégé to be crowned in the SA Hall of fame, next to his idol, Jody Scheckter.

Regards,
Arno (GOM) van der Westhuizen

Hello Arno, what a brilliant story. I only wish my teachers had snuck a kart into class and then set up a programme to build one – I might have listened a bit more regularly. I can, however, blame Wayne for sparking my love for Group C racing cars – pasted to the wall across from my bed 25 or so years back was a Swiftsure-sponsored Porsche 956 poster that showed a pilot with a big 'W' graphic on the side of his helmet.

Thanks for the memories and support.
Stuart

HOW TIME FLIES

Hi Stuart, I have just read the article about Hitler's Mercedes-Benzes in the March issue of CCA, a very interesting piece. I got the attached picture from, I think, a *Huisgenoot* magazine from the 1960s, and it was described as a Mercedes-Benz that Hitler gave to Eva Braun – it looks almost like a 540 K Roadster. Unfortunately, I cannot recall any further details – but this was a long time ago.

I also enjoyed the article on Wayne Taylor. Whilst working at BP I met Wayne and Shelley as we were one of his sponsors. They are great, down-to-earth folk. How time flies! Keep up the good work you are doing for us as readers.

Regards,
J. Chris Pretorius

Yes, I agree JB, time sure flies. When this letter got me thinking about my Wayne Taylor poster and replying to your letter, I almost wrote "A few years back I had a poster" and then I started counting and realised that



'few' was more like 25 years! I'll pass the magazine article image on to Gavin Foster, who wrote the feature on cars that Hitler used, and see if he has any more information or can confirm if it is a 540 K Roadster.

Stuart

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LOOKALIKE E-TYPE

Hi Stuart, I read your magazine and drooled over the E-Type Jag with which I have had a love affair for many a year. Enzo Ferrari did say it was the most beautiful car ever! I think he was right. However, just have a peek at the Alfa Romeos in the attachments. It makes one think...

Another great magazine this month.

**Warm regards,
Tony Campbell**

Hi Tony, wow, these images got the better of me and had me googling the Alfa Romeo, which I now know is a 1900 C52 'Disco Volante' with roof added for some aerodynamic tests.

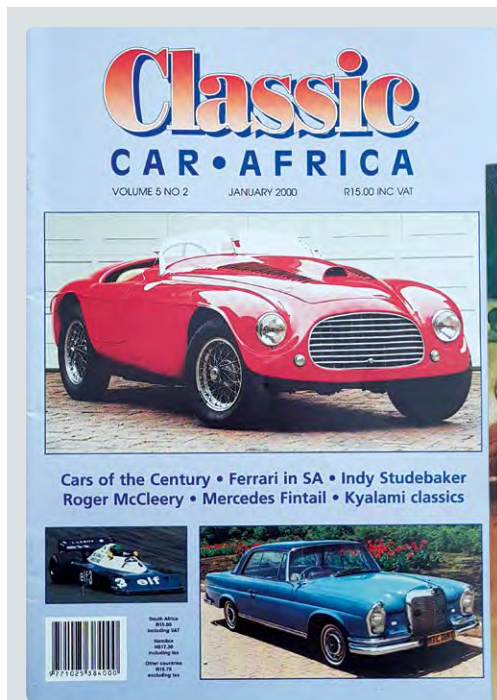
The similarity between the coupé version of the Alfa and the Jaguar E-Type are amazing. I'm not brave enough to suggest that Sir William Lyons



used the Alfa as inspiration but as it was built in 1953 and Jaguar's concept for the E in '57, it could be plausible. I'll stick my neck out though and say that to my non-aerodynamic or stylish eye

the Jaguar proportions are a bit more refined and better looking.

*Thanks for making us think.
Stuart*



MERC FINTAIL RACERS

Hi Stuart, good to see you at VVC last month. Further to our chat about Mercedes-Benz Fintails, I'd like to correct a note in the April issue of CCA that mentions the works team pulled out of competition following the 1955 Le Mans tragedy.

The 300SE Fintail was raced by the firm up to 1967, when it was replaced with the 300SEL W109 6.3. A year later, Mercedes-Benz withdrew from the sport and AMG took over with the 300SE W109 6.9. You'll find more information on works Fintail racing and rallying in an article I wrote in Volume 5 Number 2 of *Classic Car Africa* in January 2000.

Locally Errol Kobus raced one back in the day, and in more

recent times Grant Viljoen competed with a 230S.

**CCA greetings,
Basil Chassoulas**

Thanks Basil, great to hear from one of our founding authors. I managed to find the article in the January 2000 issue and read it with great interest, thank you.

As far as I know, Grant's Fintail racer is now with another enthusiast and he is currently building another race car – a Mercedes-Benz again, but not a Fintail...

Stuart

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RACING SPIRIT

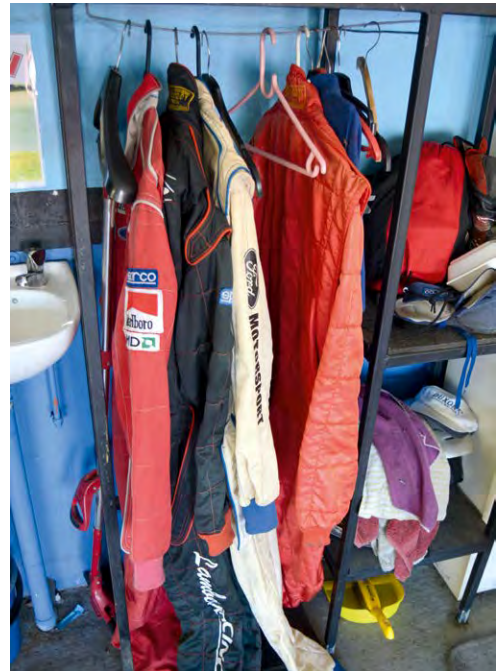
Motor racing is expensive, but a family-driven team in Cape Town proves that participation is achievable – successfully – without it costing a fortune.

Words and pictures: Mike Monk

Every entrance ticket and race programme will state that 'Motor racing is dangerous', which it is. But as levels of driver, car, circuit and spectator safety have risen dramatically, so too has the cost of participation, especially for the vast majority of enthusiasts who simply want to race on a budget and challenge their ability. The days of self-preparation, drive/trailer to the track, take part then trek back home again – with an 'away' event often entailing sleeping in the tow/race car – are nowadays the stuff of legends. Having the desire is one thing and being blessed with the basic talent another, but generally it is the amount of ambition in proportion to the size of the bank account

that probably most determines whether or not a dream can be turned into reality.

Simply taking part is the start and it can be done on a reasonable budget, as one Killarney-based team proves. Generally speaking, commercialism and heightened levels of competition have raised the chequered flag to giddy heights, leaving grassroots involvement – which, as in practically any sporting code, is essential for survival – struggling. Karting is an ideal nursery for aspiring racers, but when it comes to main circuit racing, fortunately there are several formulae that offer the 'man in the street' an opportunity to compete against like-minded individuals in a controlled environment. And it is at



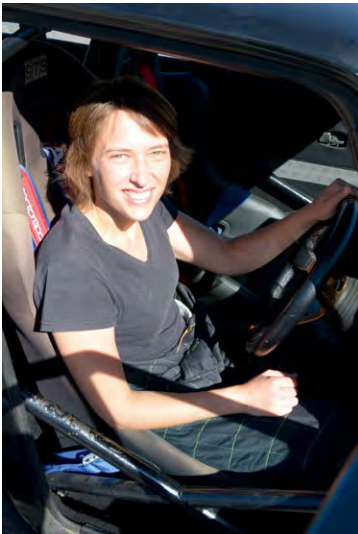
this level that Lambert Racing's expertise shines through.

Most circuits around the country offer 'clubmans' and/or 'classic car' racing events that are part of both local and national championship series. Depending on the size of the entry, the races are run either separately or together and open the door to a wide variety of cars. There are slight differences in permissible modifications, which in all cases are limited in order to enhance safety and restrict costs. But competition is strong, there are classes within each championship that allow for more than the overall winner to win a title, and for the most part a spirit of camaraderie exists that is valuable for the sport's

continued existence. Newcomers are encouraged to learn from others and not be afraid to ask questions, and take on any sage advice being proffered.

Lambert Racing provides a foundation for enthusiasts from all walks of life to get behind the wheel of a race car, learn about preparation and race craft, be competitive and share the highs and lows that all competitive sports provide, with support from everyone involved. Most of Lambert Racing's team members compete in the Classic, Fine Cars and Clubmans categories, with a couple of Formula Supercar entries included for good

Lambert Racing provides a foundation for enthusiasts from all walks of life to get behind the wheel of a race car



measure. In the past, cars have also been entered in the GTi Challenge and single-seater Formula Libre. Arnold is primarily a Ford man and is often referred to as Arnold 'Ford' Lambert, but these days most of the team cars are VWs because "they are easier to maintain and parts are cheaper and more readily available".

Arnold, whose father, James, used to race a Ford Anglia in the late '60s/early '70s, is patriarch of the team and is following in his father's footsteps. Together with close friend Essie de Vries, he learnt to prepare and race cars, starting with the Anglia in 1991, since when the team has owned 112 cars... Other than learning mechanics at Oude Molen Technical High School, Arnold's proficiency is the kind of self-taught, hands-on, trial-and-error learning curve that is priceless in the nitty-gritty art of race car preparation.

Occupying the far end of the Cape Town circuit's pit lane since 2006, the door always seems to be open, revealing a steady

stream of activity as anything up to 10 cars are stored, prepared or repaired for their respective competitions, with everyone chipping in with a helping hand whenever necessary. There is nothing flash or excessive in the pit garage, but all the basic tools and equipment are at hand. Anything that goes wrong but is readily repairable can be dealt with on-site, a distinct bonus on race days when the unexpected can – and will – happen. For instance, willing hands with the ability to replace a head gasket or reset wheel alignment between qualifying and racing, or even between heats, help maximise participation.

Apart from the Anglia, Arnold's personal stable comprises a VW Jetta, Ford Capri, Ford Taunus 20M and a VW Beetle. He has one Classics and four Fine Cars championship titles to his credit and this year is on a hat-trick in the latter category, which he hopes will be the swansong of his racing career. Next year he plans to retire in order to concentrate on managing all the team cars. Arnold's eldest son, Jaco, is following in his father's tyre tracks and is constantly busy working on all of the cars.

Arnold's proficiency is the kind of self-taught, hands-on, trial-and-error learning curve that is priceless in the nitty-gritty art of race car preparation



He still manages to race a VW Jetta and an Opel Supercar. Jaco has won Classics, Fine Cars and Formula Libre championships during the 17 years he has been racing. His younger brother Dewald campaigns a Ford Cortina Mk2 but is more of a motorcycle man and takes pride in his custom Harley-Davidson. Oh, and Jaco's daughter Lianie joins in the fun, too; granddad Arnold is busy building her a kiddie car...

The rest of Lambert Racing – some cars are owned by the team, others belong to the drivers – consists of last year's Cape Oval Circuit Champion Melanie Cook with her VW Fox, ex-Superkart champion George Schutte and his VW Golf, Martin Bensch with his Opel Supercar and Porsche 944, Natasha Tischendorf in her second season of racing in a VW Fox, Francois du Bois and his Ford Fiesta and Leyland Mini, Gilberto Nobrega and his VW Fox, and Jonathan Gunn with his Ford Escort Mk1, VW Scirocco and Ford Anglia. Gunn is another ex-karter who was awarded Western Province colours in the sport.

Inside the team's pit area, one end wall is decorated with the Paint Chemistry

logo, Lambert Racing's only sponsor. The Maitland-based hardware specialists provide some basic financial support to the team for race days. Other than that, team members are free to engage their own personal sponsors and they all have a variety of minor backers, but in essence most are self-funded. A race meeting costs in the region of R2 500 for entry fees, fuel and incidentals. Tyres are an as-and-when cost factor, but a set can last for as long as a full season.

At a Saturday practice session for an upcoming Power Series meeting at Killarney, it was encouraging and a pleasure to watch Lambert Racing in action, a family spirit pervading throughout the whole operation. Not only was everyone helping each other – other competitors called in for assistance, which was readily given. The concept is successful; eight championship titles bear testimony to the team's diligence. It is the likes of these unsung heroes that help keep motorsport alive. **C**

Not only was everyone helping each other – other competitors called in for assistance, which was readily given

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COMPUTER- AIDED

DESIGN

The desire for many a petrolhead to build his (or her) own car has been around ever since Karl Benz did exactly that with his 1886 Patent-Motorwagen, the world's first automobile. And while many admirable creations have since been completed with varying degrees of success, arguably few are as accomplished in looks as this pretty Wagener special. In fact, its lines are so captivating that it could pass for a one-off by a Milanese coachbuilder rather than the fruits of one man's efforts in an Epping workshop nearly 50 years ago, reckons **Graeme Hurst**.



A few years back there was joke going around online about the definition of heaven... a place where the cooks are French, the police are British, the lovers are Italian, and everything is organised by the Germans. Conversely, hell is where the cooks are British, the police are French, the lovers German and the world is run by Italians!

It's always good for a laugh over a few beers, but I'd argue that a cut-down version could apply when it comes to building your dream car: one, say, styled and powered by the Italians, with the British taking care of the chassis and the Germans screwing it all together? And that's kind of what one Capetonian did back in 1970 to create his 'dream car'.

The late Phillip Wagener (who I'm assuming from the name had German

heritage) was a trained millwright who served out his apprenticeship on the railways in the 1940s and who later set up his own engineering business in the industrial area of Epping, in Cape Town. He was, by all accounts, also an out-and-out motorhead who built up an MG-lookalike sportster by cutting up and modifying a humble Hillman before re-bodying a Riley 9 in his youth. A full restoration of a Peugeot 203 followed, and all that kept him busy in the 1950s and '60s. But by early 1970, he decided he wanted to design and build his own car after evidently (according to an article about his creation that was published in *TECHNICAR* two years later) pulling out of a deal to buy a BMW 2002tii as it was too expensive.

Instead, he decided to kick-start his dream and focused his attention on acquiring the remains of a Lotus Elan that had succumbed to fire, which he would name after himself. For sale for R650 which – according to that same article – he later realised was too much, the Lotus was effectively just a rolling chassis, the engine and gearbox having been sold off separately. No surprise really; back then a Lotus twin-cam engine was a desirable piece of kit – especially to owners of Mk1 Cortinas!

Evidently Phillip wasn't too

fussed about that because the Lotus's chassis was the most attractive bit, as he mentioned to *TECHNICAR*: "I had planned to build the entire car but realised that this chassis would save a great deal of time and trouble and I knew that the end result would be satisfactory. There is no car with roadholding like a Lotus..."

The Wagener's history file has a 3D sketch by Phillip showing the style he had in mind from the outset and how the proposed metal might be married to the remains of Colin Chapman's creation. But, before that happened, the Elan's famous fabricated 'backbone' chassis had to be lengthened by six inches to accommodate Phillip's choice of power unit: an Alfa Giulia Ti's 1600cc twin-cam engine and five-speed gearbox, with the latter being wider at the rear than the four-speed unit that the donor Elan had.

The chassis was further adapted to create a suitable floorpan for the Wagener, with 16-gauge steel triangular sections as sills left and right, and sheets of fabricated aluminium of the same gauge for the actual floors. Rather intriguingly, these came from the cabinet of a scrapped main frame computer that his wife acquired for the princely sum of R25. Phillip would later use drilled aluminium from the same computer's cooling components as the base for his bespoke seats... all of which gives some

Instead, he decided to kick-start his dream and focused his attention on acquiring the remains of a Lotus Elan that had succumbed to fire, which he would name after himself



idea of just how colossal computer hardware was back then!

But before clothing the body, Phillip – who was a lofty 6ft 4in in stature – took a practical approach to determining the car’s dimensions, as he recalled in an interview with *Fine Cars* magazine back in 1988: he sat on a cushion on his lounge floor and got into a comfortable driving position before asking his wife (armed with a dressmaker’s tape measure, *noga!*) to measure the distance from his bottom to the top of his head and then to the end of his feet. After that, he set about applying those metrics to his design to finalise the rather Italian-looking shape he had in mind.

Like most custom one-offs, the lines of the car hung off the shape of the front and rear windscreens, which needed to come from a production car to avoid the enormous cost of moulding something suitable. He elected to use a front screen from an Opel Kadett, while a Renault 16 was relieved of its tailgate glass for the rear item (not that you’d know looking at the car, so integrated is the result). The side glass in the car is bespoke, with the wind-up windows in the doors moulded to Phillip’s design and the fixed items behind the B-pillars crafted from Perspex.

The body itself was fabricated in a Superleggera-like fashion, with 18-gauge aluminium sheets over an 18-gauge 3/4-inch

square tube substructure. And the panels he crafted for the job – with the results butt-welded together after he completed an argon welding course to acquire the necessary skills. Mindful of the need to minimise weight to ensure the handling of the Lotus chassis wasn’t compromised, he opted to bond a layer of fibreglass matting to the underside of the bonnet and boot lids to strengthen these items.

To finish the car off he selected bits from existing cars, with the rear lights coming from a Hillman and the flip-up front units from a Ford Capri. Intriguingly these – in the interests of avoiding the notoriously unreliable vacuum arrangement on the Elan – are operated by a handbrake lever attached to a cable.

There’s a lot of borrowed brightware too, with the external door handles coming from a Peugeot 403 (and the window mechanisms inside the doors from a later 404), while the rear bumper will ring a bell with Alfa 1750 GTV owners. Inside, the headlining was adapted from an Austin 1100 but the seats and vinyl-covered dashboard (also made from aluminium salvaged from the computer) containing an array of period Smiths instruments were to his own design.

There was some further parts bin raiding under the bonnet, with a remote air cleaner

off a Dodge V8 and an electric motor off an aircraft driving the cooling fan, which sits against a Triumph Herald radiator – as is the case in an Elan. Most of those modifications were done to reduce the bonnet line over the Alfa engine, which is relatively tall thanks to the twin-cam cylinder head.

Phillip first sketched his design in June 1970 and the build took just 18 months, with the car finished in the same lustrous crimson hue he’d favoured for his 203. When he later retired to Nature’s Valley, the Wagener went along and remained in use until his passing in 2010. After that it was bought by a collector in Cape Town from whose estate well-known classic car enthusiast and historic racer, Dave Alexander, acquired the coupé.

As many local historic racers will know, Dave is quite a Lotus aficionado, with two Elans in his garage, along with an Elise and a Six replica – which he campaigns at Simola Hillclimb. Then there’s his other track favourite, an Eleven, and a Type 47, which is under restoration. He’s also keen on specials, so when he heard that there was one based on Lotus bits potentially for sale in Cape Town, his intrigue got the better of him and he paid the then (now late) owner’s son a visit to inspect the car. “I immediately noticed the Elan-style knock-on wheels and when I put my head underneath the car, I



could see the central chassis and swing arm rear end – it was all pure Lotus,” recalls Dave.

The Wagener came Dave’s way recently and his only tinkering on it to date has been to adjust the driving position by moving the driver’s seat forward to suit his frame rather than its creator’s. That exercise necessitated dismantling the seat base to narrow it and the work was a chance to experience the precision of Phillip Wagener’s skills first hand. “Generally, when you get a car and start pulling it apart you think, oh bugger, this guy’s bodged this or bodged that or whatever it is, but everything I’ve pulled apart is just beautifully constructed,” adds Dave.

Seeing the Wagener up close is a chance

to appreciate just how good that railways apprenticeship must have been and how much of a natural aptitude Phillip clearly had for working with metal. Particularly when it came to clothing his creation, as it’s the Maserati Ghibli-like lines of this coupé that are so compelling when you first lay eyes on it.

There’s a delicious delicacy in the styling that comes thanks to the subtlety of its curves and the crisp detailing to its edges, particularly around the front and rear – along with the distinct waistline. That’s all testimony to the quality of the construction; the panel gaps are beautifully consistent, and great care was taken to

extend that precision to details such as the window frames, which were custom-made from scratch and finished to fit flush with the bodywork. The car also appears entirely symmetrical, which is admirable given that there’s no mention of forming the panels over a wooden buck in the traditional coach-building manner.

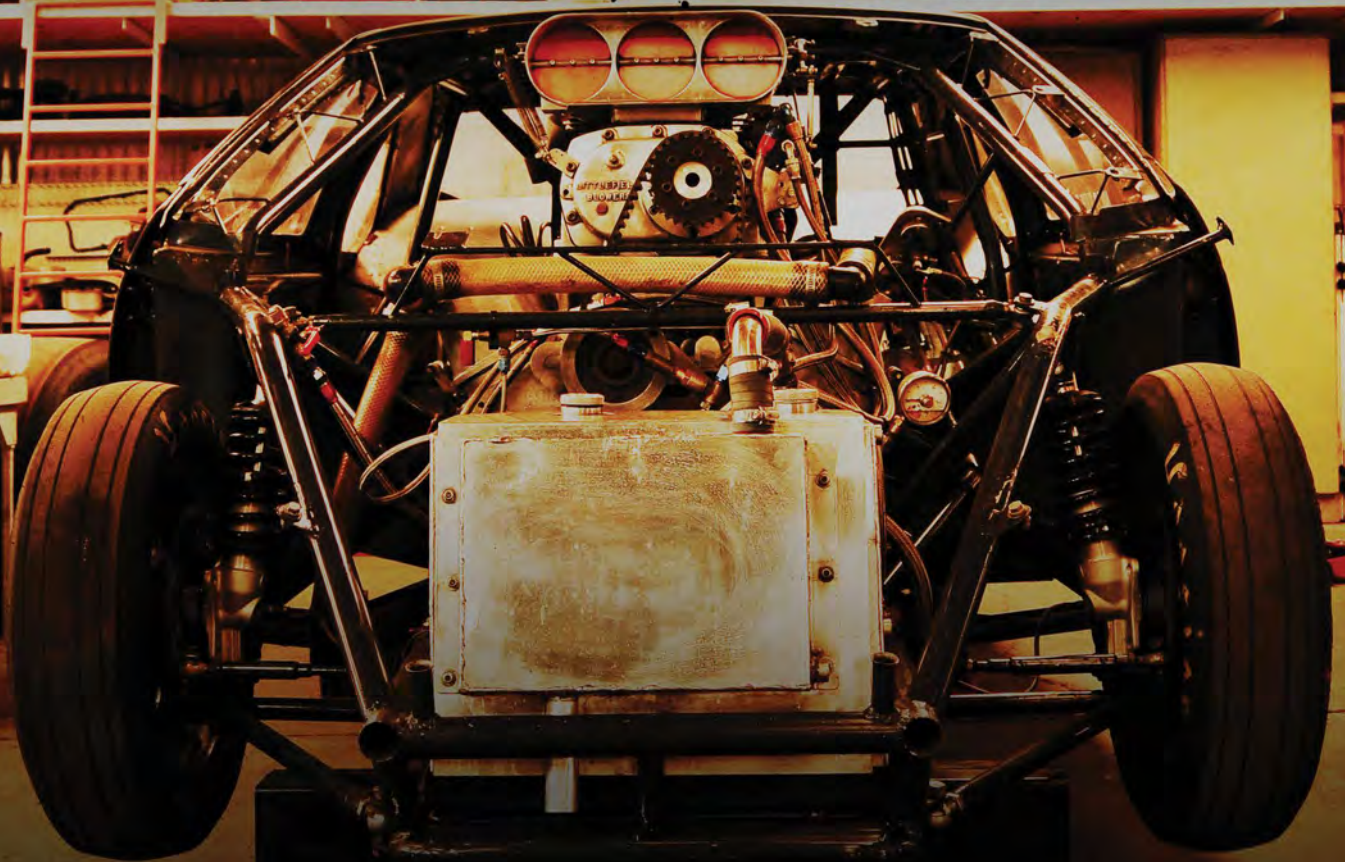
On the road the Wagener has the handling, and indeed performance, to match its exotic looks. That’s no surprise really, given that it’s

based on a largely unaltered chassis from an Elan (a car that’s almost a benchmark on the handling front), but the Wagener’s longer wheelbase does soften the Elan’s usual exceptionally crisp manners. The added weight of metal versus fibreglass on the Wagener probably has a hand in that although – again according to *TECHNICAR* – that’s only 90lbs, which is impressive considering the car’s added length and the switch in construction material. Where it differs noticeably from the Elan, however, is in the charisma generated by the Alfa engine, which offers better mid-range torque and less throaty backchat than the more highly-strung Lotus unit.

Power-wise its similar (118bhp), but that’s after Phillip rebuilt the all-aluminium four-pot to Sprint specification at the time. Its performance is also enhanced with a bespoke free-flow exhaust system to Dave’s design, which ends in a pair of centrally located tailpipes at the back. Like so many other details on the car, that adds to the Wagener’s thoroughbred feel. A thoroughbred that looks convincing enough to be mistaken for something out of a studio at Pininfarina or Bertone in the early 1970s. Only with the handling of a British icon and the build quality of something German. **Q**

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THE TOP 5

If you'd bought a Renault 5 in South Africa in 1979, you could've claimed to have the best example in the world. This was no made up intoxicated pub-talk bragging – it was fact, direct from Renault of France, and judged on specification, quality of build and lack of warranty issues. Judging by the number of good examples of the fashionable hatch still around today, **Stuart Grant** believes that this award was more than just propaganda and marketing tricks.

The mid- to late 1960s saw Renault riding a popularity crest in the South African market, with the nippy R8/10 family saloons firm favourites. At the core of this success was the fact that Renault had a good, cost-effective and reliable product, as well as dealership back-up and support. Oh yes, and there were the giant-killing race and rally results with the likes of Geoff Mortimer, Scamp Porter, Jody Scheckter and others at the wheel that helped the brand building. But this wasn't enough to keep Renault at the sharp end of the sales figures through the early 1970s, and although the 12 and 17 were not bad cars, sales couldn't keep up with the competition due in a large part to pricing. In 1972, a 1289cc Renault 12 would have set you back R2 277, while a Ford Escort 1300L cost R1 883. That year, 1 456 of the Renaults sold versus 2 170



of the 1297cc Escorts. Add in another 820 1098cc Escort 1100s and you'd see 2 990 Ford Escorts. A betting man would have ignored these two though and opted for something from the Land of the Rising Sun – maybe a more powerful 1600 Datsun which, although R208 more than the French offering, delivered double the punch (4 075 buyers agreed).

The world of cars changed somewhat toward the latter half of 1973, when the fuel crisis hit. Small, cheap, practical and efficient cars became the rage, but there was more to making a successful mid-'70s car than just these mentioned traits. Vehicle manufacturers had to make cars that were fun to drive *and* fashionable. Volkswagen led the way here with the Golf, but the likes

of Alfa Romeo snapped at its heels with the Sud. There's a pattern or formula that these cars stuck to religiously, and one that differentiated them from the popular cars that preceded them – we are talking the contemporary-styled, compact, front-wheel-drive hatchback.

At the time, Renault had the front-wheel-drive and hatchback formula covered in the form of the 16 TS but being essentially just an updated version of the 1966 Renault 16, it was far from 1975-hip in the aesthetic department. Thankfully, France knows a thing or two about fashion (and cars) and announced the smaller, nipplier, more stylish Renault 5 to South Africa in October 1975. A handful of French-built cars were imported to act as prototypes in the setting up of a production facility at Motor Assemblies in Prospectron, just south of Durban (Renault Africa was a sister company to Toyota South Africa under the Wesco Group). One of these imports was handed to *CAR* magazine in November 1975, who in between road testing

carried out a public opinion survey and got as many people to drive the car as possible.

Their first bit of info came out of the blue when a "lass with long golden tresses and an unabashed manner" strolled up and asked where and when she could buy one and much it cost. It turned out she'd driven one overseas and was so smitten with it that she promised if it ever came to SA, she would buy one.

Test subject number one was a young female medical technology student who owned an Anglia. She found the Renault 5 fun to drive but said steering was heavy (probably due to the FWD) and although the gear lever was a bit of a stretch, she loved the shift smoothness and light clutch action.

Tester number two was a young company director who clearly knew a thing or two about cars and had somewhat sophisticated taste. He reckoned the car was smart, neat and modern in looks but for some reason found the lack of visible door handles irritating. He also found the headroom a bit on the minimal side and said of the interior: "The car has the usual French idiosyncrasies as far as switches

Thankfully, France knows a thing or two about fashion (and cars) and announced the smaller, nipplier, more stylish Renault 5 to South Africa in October 1975



and other instrumentation is concerned.”

Executives, secretaries, sales reps and a doctor... had I read a bit further I wouldn't be surprised if the butcher, baker and candlestick maker got a word in too. Descriptions like “smart”, “neat”, “smooth control”, “plenty of character”, “ugly but appealing”, “plenty of pep”, “decidedly fun car” and “solid and cheeky” flowed but there was one that was common across the board: it was too expensive for what you got.

Fashion is a funny thing though. Despite the grumbles, the 1300cc Renault 5 went on sale at R3 275 and by the end of 1976, just over 3 500 trendsetters were driving the coolest of cars. By 1979 the 10 000 mark was reached, and this marched on to nearly 36 000 by close of play in 1985. In defence of the buyers, the units sold were made here and as we mentioned, were best in the world in terms of quality and specification.

South Africa's KZN plant, which had a R7.3 million investment injection, was up against Renault 5 factories in France, Spain, Belgium, Mexico, Morocco, Ivory Coast, Portugal and Indonesia in the

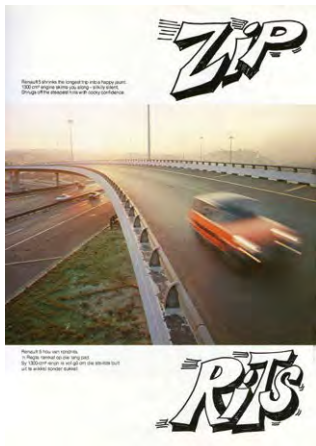
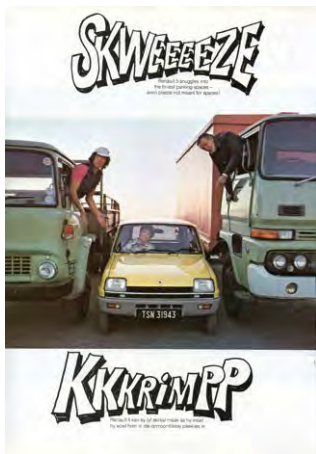
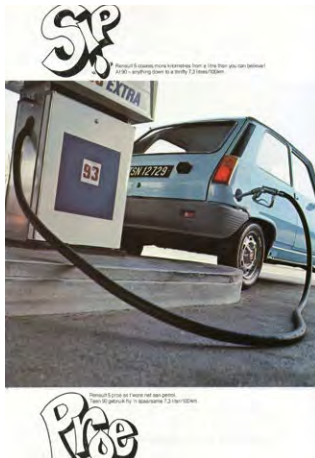
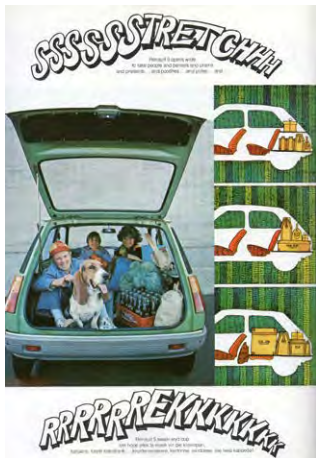
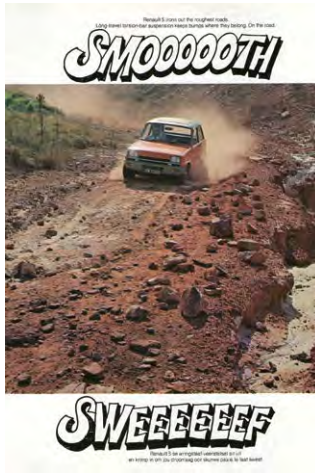
auditing race. South Africa was awarded best manufacturing quality in 1977, '78 and '79, with the latter setting the highest ever standard recorded for any Renault production anywhere on the globe.

15 cars were churned out per day, which thanks to local body pressings and engine manufacturer at Motor Assemblies saw the local content percentage reach 67. The local 5 also had numerous South African-only features when compared to the internationals. We got a suspended roof lining with felt insulation backing, fully carpeted floor and boot, trimmed interior pillars, larger-capacity radiator, bigger rear and heftier anti-roll bar. Complaints about heavy steering were remedied in '79 by reducing the castor angle by 7 degrees; this was accomplished by designing new upper and lower suspension arms, steering links, steering knuckle and anti-roll bar. In the highest spec (TS), the buyers could justify the price to their mates by pointing out that the improved seat comfort levels were further enhanced by genuine wool inserts, and this

luxurious item was carried across to other bits of the cabin. A trip meter (very fancy, I know) found its way into the binnacle, alongside a rev counter, halogen headlights, fancy radio console, inertia-reel seatbelts, hinged rear side windows and heated rear window with wiper.

In 1982, the ultimate of the South African production Renault 5s, the 1400 TS, was released. It added a grand on to the price but also increased the capacity to 1397cc and slapped an extra gear into the box. At R7 775 it was R85 cheaper than the FWD Ford Escort 1300L and, despite being 6kW less than the Escort in the power game,

South Africa was awarded best manufacturing quality in 1977, '78 and '79, with the latter setting the highest ever standard recorded for any Renault production anywhere on the globe



competed admirably in the 0-100km/h race with a 15.8 sprint against the Escort's 15.5 – likely thanks to it tipping the scales at 62kg less than the 906kg Ford. On the open road the Renault again held its own, recording 148km/h in fifth gear against the Ford's 154km/h in fourth. While the TS couldn't match the bigger-capacity performance hatches like the Golf GTI, Ford XR3 or Opel Kadett GTE, it didn't play in the same price range as these either. It found the middle ground, offering the sporting details and finish at the same price and economy as that of a plain jane hatch from the competitors.

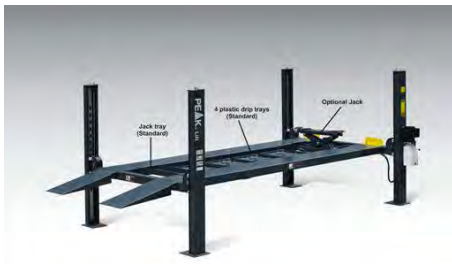
Advertising material was spot on with a campaign that began with: "The Fantastique Elastique Renault 5" and then went through the car's virtues. SSSSSTRETCHHHH: opens wide to take people and parcels and prams and presents... and pooches... and... SKWEEEEEZE showed it snuggling into the tiniest parking space. SIP was for the thrifty fuel consumption. ZIP for the engine that skims along, silky silent, and shrugs off the steepest hills with cocky confidence. WHIP was for the Renault 5 nipping around the tightest corners with the front-wheel drive and low, wide radials keeping it sure-footed in wet or dry, on dirt or on tar.

The locally built Renault 5 re-established the marque's good standing with the South African public with quality, specification, a 170-strong dealer footprint, heaps of fun-loving driving, economy and, eventually, competitive pricing. 🇷🇵



BACK TO THE FUTURE

During the latter half of the 1970s, Renault used the 5 as a test bench for future technologies. The one was a collaboration with an electrical company where the engine was tossed in favour of an electric motor. And the other, a project undertaken in Durban, saw three stainless-steel Renault 5s made in a collaboration between Motor Assemblies and Southern Cross Steel. If you were at the 1979 Rand Show, you might recall seeing a silver (raw stainless steel) 5 badged with SS graphics. Electricity and stainless steel in 1979... imagine if 'Doc' Brown and Marty McFly had known this earlier – the DeLorean DMC might not have become as famous as it did.



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

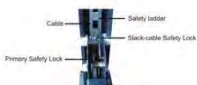
- 8,000 LB. Capacity
- PEAK exclusive hidden safety locks and manual single-point release device
- Double S shape columns to increase the columns strength
- Commercial double safety locks
- Skid proof diamond platform
- Standard configuration: Plastic drip trays (4 pcs), Jack tray (1 pc), four steel wheel stops
- Flexible design: Power side column can be installed at each corner 220V or 110V single phase power unit. Designed portable, it can be moved easily by using the optional caster kits
- 5-year structure, 2-year hydraulic warranty



EXCLUSIVE FEATURE Double S shape column



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



EXCLUSIVE FEATURE Commercial double safety locks



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

- 8,000 LB. Capacity
- PEAK exclusive hidden safety lock and manual single-point release device
- Double S shape columns to increase the columns strength
- Commercial double safety locks
- Skid proof diamond platform
- Standard configuration: Plastic drip trays (4 pcs), Jack tray (1 pc), four steel wheel stops
- Flexible design as model 408-P. Power side columns can be installed at each corner 220V or 110V single phase power unit. Designed portable, it can be moved easily by using the optional caster kits
- 5-year structure, 2-year hydraulic warranty



SPECIFICATIONS

Model	Capacity (Lbs)	Platform Size (L x W)	Platform Height (in)	Clearance (in)	Overall Height (in)	Platform Depth (in)	Platform Width (in)	Max. Weight (Lbs)	Max. Height (in)
408-P	8,000	52 1/2 x 52 1/2	20 1/2	20 1/2	40 1/2	20 1/2	52 1/2	11,000	11,000
409-P	8,000	52 1/2 x 52 1/2	20 1/2	20 1/2	40 1/2	20 1/2	52 1/2	11,000	11,000
409-HP	8,000	52 1/2 x 52 1/2	20 1/2	20 1/2	40 1/2	20 1/2	52 1/2	11,000	11,000

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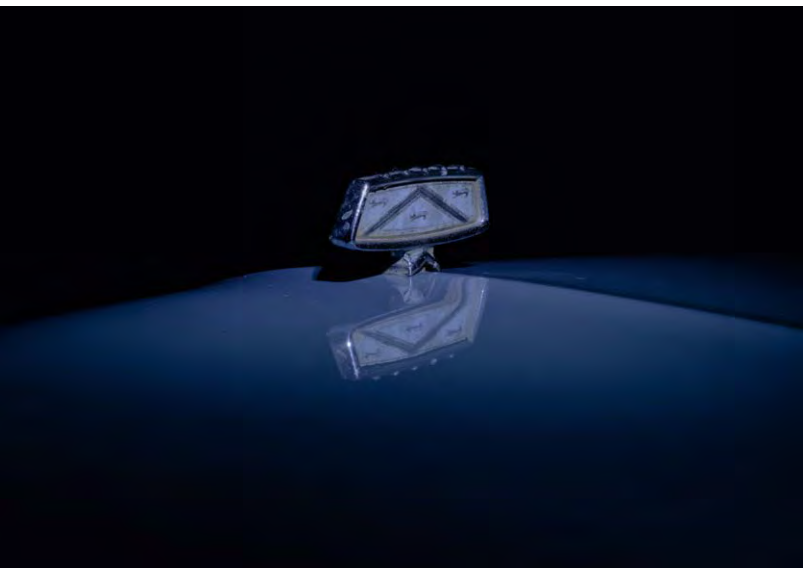
LIFE IN THE FAIRLANE



Michelle Hambly-Grobler is well known on the Cape Town scene for her collection and Porsche brand obsession. Her classic motoring fascination stems from time spent in cars with her family, so it's no wonder that when a pristine example of the car that started it all came up for sale, she snapped it up in a heartbeat. But it's not a Porsche. In fact, with a heaving great V8 mounted in the front and weighing in at close on 1 400kg, it is the polar opposite – a 1965 Ford Fairlane.

Photos by Douglas Abbot





How can someone so hooked on the cars of Stuttgart fall so head-over-heels for an American/Australian hunk of iron? Simple... it's all about the memories. Michelle remembers first seeing the huge grey Fairlane and marvelling at the red interior. It was huge, and the rear seat swallowed up four kids with ease. It made for the perfect holiday car, which saw the family most often hitting the long road either

to Ceres or Oudtshoorn to visit both sets of grandparents. They'd always leave early in the morning to avoid the traffic and the heat and stop off at the most beautiful picnic spots along the way – mom made the best sandwiches, which were complemented by boiled eggs and boerewors.

Although the rear seat dimensions were vast, the usual squabbles over who sat window-side, who was in whose space or “you’re breathing on me” were guaranteed.

This was tolerated for a bit before her dad, who was 6 foot 5 and had long arms, would reach back and smack whoever was in the firing range. This was not always effective and a few kays later the long arm of the law would yank the closest backseat occupant over the bench seat to assume the

position between both parents for the rest of the trip – this was usually Michelle’s brother, as he was the youngest and smallest.

And then there was the music. No road trip is complete without it. As Michelle recalls, these were made by her parents’ favourites like Engelbert Humperdinck, Neil Diamond and her mom’s favourite, Joe Dolan. The songs were played off 8-track tapes, which her parents would pull from a box. The sight of the massive tapes coming out the box, and the anticipation of not knowing what dad had chosen was – together with the words of every song by Mr Humperdinck – etched into the kids’ minds for good.

Back home the love for cars continued, with Michelle’s dad always tinkering, fiddling or fixing vehicles in his garage. He was pedantic, and with car washes being a rarity back then, would wash the Fairlane himself.

It made for the perfect holiday car, which saw the family most often hitting the long road either to Ceres or Oudtshoorn to visit both sets of grandparents



When Michelle was tall enough, he handed her a bucket of soapy water and sponge to share the load of such a large machine. The job came with plenty of instructions: always wash the car from the top down, open all the doors, bonnet and boot lid, and ensure everything is properly dry afterwards.

The apprenticeship went well, and Michelle was promised the Australian-built Fairlane as her 18th birthday present. As the time came near, she pictured having the most amazing time with her friends, cruising around Sea Point and Clifton in the huge car. But it wasn't to be: just three weeks before her 18th, the car was crashed. Her father, a freemason, was driving back from a lodge meeting just outside Wellington when the brakes failed. Unable to stop the hunk of metal, he aimed it at a concrete bollard. The impact was severe – so much so that the

engine moved and pushed the dashboard back. But because parts to repair it had to be imported, it proved too expensive to fix and the Fairlane moved into the second phase of its life as a stock car racer at Goodwood oval.

Michelle was devastated. She cried for days and didn't talk to her dad for almost two weeks – despite the fact that he had a broken arm and his friends, who were in the car at the time, suffered injuries to their legs, hips and ankles.

Time heals and Michelle moved on, but when her husband found a magnificent Fairlane 8 or 9 years ago, she got a belated 18th birthday present and the memories flooded in.

Michelle got the Fairlane from

its second owner, Gunter Drotchie, who found it living very comfortably in a barn in Bredasdorp, a beautiful town in the wheat-growing district. The owner, a farmer, used it to drive to church each Sunday. And that was it. It was a dirt road from the homestead to the road into the town and to the most beautiful NG Kerk in the area. Each time he left his house, he'd remove

Each time he left his house, he'd remove the hubcaps and put them into the boot, fearing that the vibrations on the dirt road would lead to their disappearance or damage



the hubcaps and put them into the boot, fearing that the vibrations on the dirt road would lead to their disappearance or damage. On reaching the tar road, he'd pull over and gently bang all four caps back onto the black steel rims so that the car looked pristine for church. After the service, he'd head back home but stop to remove the hubcaps and stick them into the boot before driving the gravel stage. When Drotchie first viewed the Fairlane, the black steel wheels stood out like sore thumbs and he asked the farmer where they'd gone. The farmer, taking umbrage, opened the boot to reveal a quartet of gleaming hubcaps lying safely on a blanket.

So you'll understand Michelle's panic

Today you'll often see Michelle and her family cruising Cape Town in the Fairlane with Johnny Cash songs playing (not an 8-track this time, but the quality of a modern can't be overlooked)

the day she drove through the glen down to Clifton and one of these pristine hubcaps flew off the Fairlane. With a *clink-clink-clink* she saw it roll off the road and down the mountain. As quick as a flash she managed to find a parking – no easy feat with tiny parking bays and a massive Ford – and her husband, who'd witnessed the ejection from the passenger side of the bench seat, ran back and slid down the embankment. Moments later, he returned with the flying saucer, which thanks to landing on a bed of pine needles came away from the event largely unscathed.

Today you'll often see Michelle and her family cruising Cape Town in the Fairlane with Johnny Cash songs playing (not an 8-track this time, but the quality of a modern can't be overlooked). Cars and music – there are not many better ways to relive childhood memories... perhaps just the sarmies and boiled eggs need to be added.

The '65 Fairlane came with the tried-and-tested 260 cubic-inch 'blue top' V8 and was good for reaching a top speed of 100mph – perfect for those long trips to

Oudtshoorn or Ceres. And if Michelle's dad had given it some welly leaving a picnic spot, the family would have completed a 0-60mph sprint in 12 seconds and done the quarter mile in 18.3. Cruising at 60mph is where the car excelled though, delivering an impressively low interior decibel reading, as well as decent fuel economy for the time with 20.8 miles per gallon (that's 11.3 litres/100km in today's language).

Road testers claimed the suspension (independent with coil springs and stabiliser at the front and beam axle with leaf springs at the rear) to be stable at high speed and that it rode the corrugations and rough stuff with aplomb. Servo-assisted drums all round were said to bring the car to a stop cleanly but they did suffer from heat build-up and fade following extended use – perhaps the reason for Michelle's dad's crash.

CAR magazine summarised the '65 Fairlane as "a car with masculine good looks and no slouch on the open road: a fair representative of the well-bred cars which in recent years have restored the world prestige of the North American motor industry". We'd add that it has now also restored many fond family memories – and will continue to for years to come. **C**



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DRIVING IT HOME

BMW's 2002 carried on the brand's resurgence that started with the arrival of the 1960s Neue Klasse (New Class) saloons – think of the 1500, 1800 and 2000 four-door models here. However, the '02' part of the badge (standing for two-door) showed its real difference. This immediately elevated the range up the sporting list and set the 'sheer driving pleasure' wheels in motion – a theme which has continued with the Bavarian giant's saloons ever since. But, as **Stuart Grant** finds out, the firm really drove home the fact that the 02 held the top spot in the class by fitting 1 672 units with a turbocharger and adding a liberal sprinkling of flared arches, graphics, aero accessories and interior go-faster goodies.

Images by **Douglas Abbot**





A 2002 Turbo looks aggressive – yes, the reverse ‘Turbo’ script on the front air-dam’s sole purpose is to frighten mirror watchers out of the fast lane on the autobahn – but treat it with respect and it is remarkably docile. Get heavy on the loud pedal and hit the 4000rpm mark midway through a corner, though, and there’s a good chance you’ll be

Get heavy on the loud pedal and hit the 4000rpm mark midway through a corner, though, and there’s a good chance you’ll be reversing off the road at rapid speed

reversing off the road at rapid speed. It’s the ultimate Jekyll-and-Hyde car, with Dr Jekyll operating below 4500 and Hyde punching hard above it. It’s for this reason that it’s estimated that less than 50% of the original cars made survive today, and as far as we know just two exist in South Africa.

For those who have been in a 2002, the cabin space will be familiar. There’s that brilliant sitting-in-a-fishbowl feeling brought on by the pillarless doors and narrow posts. The dash is simple, flat and uncluttered, and the lack of occupant-facing ventilation is another 2002 trait that the Turbo didn’t escape. Seating is good for four adults, but the driver sits on the wrong (left) side; all Turbos were like this as the steering box on right-hand-drive cars didn’t allow for fitment of the turbocharger. A keen

eye will spot a 250km/h (or 150mph) speedo and red instrument surround, and then fixate on the additional gauge pod strapped onto the side of the binnacle – housing a clock and dial for boost, of course. Bucket seats are way more supportive than those of the regular 02’s and the thick-rimmed, three-spoke steering wheel is a lot racier.

Except for a KKK turbocharger, the view under the hood was not much different from that of the Kugelfischer fuel-injected 2002Tii being sold at the time. At the pair’s core is the same 1990cc four-cylinder engine but in the Turbo, compression ratio was substantially lower at 6.9:1. This becomes evident when firing up a 2002 Turbo. It’s all very docile, even disappointing. Pull off gently and it feels like a detuned Tii. But keep the gas going, and as the exhaust gases produced start spinning the turbo, all hell (and the rear-wheel traction) breaks



loose as 170bhp at 5800rpm and 243Nm at 4000rpm are unleashed. Manage the wheelspin and 60mph will come up in 6.6 seconds; find enough courage to keep pushing and you'll hit the 130mph (around 210km/h) max – that was Porsche 911 territory when the BMW was launched in 1973. The 2002 Turbo could well have been a faster sprinter if a taller final drive had been fitted to make it more user-friendly.

Use it as a daily by keeping that additional gauge in the white sector and do not, I repeat do NOT, let the needle climb into the red in a fit of road rage. If it does, hold on tight and pray there's no sudden cloud burst. Use it as a weekend toy and you'll want to get the needle into the red because the acceleration is addictive... but be advised that to eliminate the dreaded turbo-lag, it's best to keep the needle hovering near the red while swapping between the four cogs – the ratio

spacing and beating the synchro means this is not the easiest thing to accomplish. Get it all right and not only does this make Mr Hyde slightly more predictable, but the forward surge and thrust back into the seat is addictive.

How does the old saying go? There's no power without control...

As mentioned, BMW's hotrod was a little unruly but the engineers attempted to deliver some form of control. Larger than normal servo-assisted ventilated front disc brakes were borrowed from the 3.0CS Coupé and bigger rear drums were fitted, as was a front-to-rear brake-balancing valve. Traction was (slightly) improved with a limited-slip differential, beefier anti-roll bars, stiffer adjustable shock absorbers and 5.5J fat 'tekkies'. The floorpan above the rear axle got some more strengthening and, for those times when the enthusiastic driving

took hold, a larger fuel tank was added to the recipe.

It all came together well, and road tests indicate that the nose-heavy saloon would naturally understeer but with the abundance of power could be coaxed into neutral or oversteer mode instantly, and that the worm-and-roller steering was up to the task of managing this with exceptional accuracy, light weight and feel.

When unveiled at the Frankfurt Motor Show in September 1973, the 2002 caused quite a stir – or is that whirr? – for two reasons. Big news was the claim of being the world's first turbocharged production car, while the other publicity came from controversy surrounding its styling: the fastened-on arches, deep front spoiler and reverse 'Turbo' script had a German safety and speed activist group and parliamentarian, who deemed the car too



aggressive for road use, up in arms. This was somewhat remedied by the removal of the front text before series production began in January 1974.

Turbocharging was a known thing but in production car terms it was in its infancy – so much so that the 02 version was touted as the world’s first turbocharged production car. This in itself is very debatable, with the 1962/63 launch of the Chevrolet Corvair Monza and Oldsmobile Jetfire passenger cars somehow flying below the European radar. Whatever the case, turbos were not new to BMW’s motorsport division.

As the 1960s drew to a close, BMW’s saloon car racing programme started suffering against newer competition with

more modern technology. The trusted 2-litre had been developed to make 130 horses, but more was needed. Initially an increase in capacity seemed like the only option but this meant using Siamese cylinder bores which, fearing reliability issues, chief engine designer Alex von Falkenhausen blocked. The fitment of a six-cylinder was considered, but engine bay dimensions saw this idea scratched from the list. With no other option, the idea of a force-fed 2002 race car project arose. In 1969, the works entries with 270hp on tap did well enough on track (winning the European Touring Car Challenge) to inspire Von Falkenhausen to start working on a turbocharged engine for a 2002 road car. But it wasn’t as simple as bolting on the unit and took until mid-’73 to make it road-usable and reliable.

In one fell swoop the 2002 Turbo flew up the four-seater sporting saloon class, blowing away the likes of the Fiat 124 Coupé, Ford Escort RS2000 and Alfa Romeo 2000GTV in performance. It came at a cost though – double that of a regular 2002Tii and the mentioned

competitors, but still 30% cheaper than the only four-seater that could really compete with it, Porsche’s 911.

Despite being a show- and heart-stopper, sales of the 2002 Turbo were slow from the get-go thanks to a case of terrible timing – the fuel crisis hit a month after launch and all performance cars fell out of favour. BMW couldn’t shake the image of being a heavy drinker and, as a result, didn’t bother to subject the Turbo to the stringent emission-control tests required to retail it in the USA or spend cash developing it in right-hand drive.

Turbo production came to an end in December 1974 and left the normally aspirated versions to soldier on for another year, before the all-new BMW 3 Series was released. Force-feeding wasn’t totally shelved, and BMW kept its hand in the game building the same M10-based turbo engine into a Formula 1 World Championship-winning unit (Nelson Piquet/Brabham 1983). A quick glance at the current crop of new cars, BMW included, and you’ll see many are now turbocharged. Perhaps the 2002 Turbo was just too far ahead of the curve and the rest lagged behind... 🏁

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The original Land Rover fathered the off-road automotive industry as we know it and remained in production for close on 70 years. A remarkable run which saw its basic format largely unchanged, apart from a series of engine changes in an ongoing quest for efficiency and enhanced performance. Only the latter phrase was never really part of the Land Rover lexicon... until the engineers at our local factory shoe-horned in one of Bavaria's finest, says **Graeme Hurst**.

I'd like to have been a fly on the wall at a few board meetings in the automotive history. Meetings which were unprecedented owing to their displays of sheer incredulity at recent news. Like the one held at Ferrari the day after Ford snatched a 1-2-3 victory at Le Mans in June 1966 with its GT40 – this after Enzo had famously refused to sell his company to Henry Ford so it could win the coveted endurance race. Or the one at Jaguar after *Goldfinger* premiered in September 1964 – just months after the Coventry carmaker refused a request by Eon Productions for an E-Type, the director's first choice for 007's wheels.

Another is the board gathering at BMW in Munich shortly after it acquired Land Rover back in 1994. No sooner had the ink dried on the corporate paperwork for the purchase of a company making a veritable dinosaur of a motor car, than BMW's head honchos got a fax from the South African Rosslyn plant detailing a Land Rover boasting BMW six-cylinder power from the range-topper in the company's 3 Series sedan.

Yes, you read that correctly... a then near-50-year-old off-road vehicle with a body fabricated with a sheet metal press and held together with rivets was running around with the company's state-of-the-art, multi-valve six-cylinder engine

Mein Gott, the fear of the impending brand taint must have been enough to have management choking on their bratwurst!



6 000 miles away on the other side of the world. *Mein Gott*, the fear of the impending brand taint must have been enough to have management choking on their bratwurst!

Truth is, the South African BMW operation had a bit of a reputation for surprises, having a penchant for re-engine-eering cars in an act of ongoing brinkmanship with the mothership back in Bavaria. First there was the 745i. When Munich said it wasn't coming in right-hand drive as their turbo application fouled the steering box in that configuration, engineers at Rosslyn reacted by shoe-horning the M1's M88 engine into the shell of a standard 7 Series to create our own version that reigned supreme in Group 1. Then, when BMW HQ created the four-cylinder M3, its engineering peers over here delivered the mighty 333i with an extra two cylinders. And then there was the 325iS – a mix of an M3 chassis and Alpina-tuned 2.7-litre engine.

It was probably clear by then that BMW's South African outfit had no shortage of talent on the engineering front. It also had an ability to judge the market; unlike the 745i and 333i, its latest prodigy would go further

than just minimum homologation numbers when it came to production volume. Indeed, what started out as a three-week engineering project before management back in Munich got wind of anything ended up being an exciting and unique chapter in Land Rover's colourful history.

The 2.8i Defender story began just after BMW had moved production from the ageing Blackheath plant in the Western Cape up to Rosslyn, shortly after the corporate acquisition. At that stage, the model was offered in diesel and petrol format here in SA. The latter meant Rover's 3.5-litre V8, which had been in service since 1983. That all-alloy engine – the design of which was bought back in the 1960s from Buick in the US – had also powered three generations of both Rover and Land Rover's premium product, the Range Rover.

But, although it was remarkably versatile in application (in 5-litre form it was later the grunt behind the TVR Griffith 500 over in the UK), it was particularly thirsty when installed in the Land Rover. A lack of aerodynamics and the sheer heft of the Landy's chassis-based design was responsible for its

drinking habit, particularly when covering long distances by owners here in SA.

The V8 engine also felt underpowered in our local conditions. Especially to the likes of Mike Dawson (the product development manager in the early 1990s), as BMW's Rob Gearing recalls. "Mike was a keen diver and outdoor guy at the time, and he had the idea of putting in the 2.8i after complaints about the V8 being heavy on fuel and not particularly awesome when it came to power. He was also familiar with the 333i, 325iS and 745i projects that came out of the engineering development building."

The 2.8i was known as the M52 engine in factory parlance. At the time, it was one of BMW's shining stars, powering the company's then new 328i as well as the 5 Series and 7 Series saloons, and was much talked about in the industry because of its variable valve timing technology (known as VANOS), which widened the straight-six engine's torque band. In output metrics it was good for 142kW at 5300rpm with an impressive 280Nm of torque at 3950rpm. Back then the figures made for heady reading by V8 Land Rover owners who only



enjoyed 100kW from the dual-carb 3.5-litre unit, although that was in part due to Land Rover's deliberate use of a low-compression specification that was more suitable for fuel quality in third-world markets.

Although the Defender had a suitably generous enough engine bay to accommodate the unit, it wasn't actually Dawson's prime choice for the transplant. "His initial thinking was to put it into a Discovery, as that was a more refined vehicle," explains Rob. "We built and ran one and it had really good fuel economy, but there was a lot of pushback from Solihull. They were finding every reason not to do that." With the Defender being assembled at Rosslyn for the local market (unlike the Discovery which was a full import), the idea of a transplant was easier to pull off without resistance from Land Rover or BMW overseas, and Dawson's team in product development soon had a few prototypes up and running. The project was made easier by the fact that BMW SA was assembling the M52 engine, which meant it had a supply of them; commandeering a batch from Munich might've been trickier.

The switch wasn't all plain sailing as an adaptor housing to mate the BMW engine to Land Rover's 380 gearbox had to be designed and cast. A lot of the clutch parts – including the slave cylinder – came off the 2.5-litre Diesel Range Rover, while items like the pilot bearing in the crankshaft had to be specifically machined to mate an engine using metric dimensions to a gearbox boasting (typically post-war) imperial measures – a sign of just how much of a juxtaposition the marriage of engine and car was back then. Other adaptations included the installation of a bespoke Lucas engine management system in place of BMW's Siemens item, along with reconfigurations of the engine cooling and air intake systems, plus the relocation of ancillaries such as the air-con pump.

Also getting attention was the gearing of the Land Rover's transfer box, which had to be adapted to suit the M52 engine's character in 'closed-throttle' conditions, as Rob further recalls. "The inherent problem was that the M52 was a high-efficiency engine,

but the downside was that it didn't have engine braking ability for the real low-range, walking-down-a-mountain type driving. It just couldn't match the V8's ability on that front." The development team compensated for that to a large degree by opting for a shorter transfer box ratio. "I think it was 1:6 in place of the V8 and Diesel's 1:2, which improved things. But it was only really an issue in maximum conditions."

All in, the project took around 18 months before the 2.8i model was launched in 1997, in both three-door '90' and traditional five-door '110' configurations. The time to market would've been quicker if it weren't for BMW's stringent road-test regime. "BMW ownership meant a lot of sign off. The company was really rigorous about that compared to Land

The switch wasn't all plain sailing as an adaptor housing to mate the BMW engine to Land Rover's 380 gearbox had to be designed and cast



Rover,” recalls Rob. “We also shipped a few to Munich and there was a lot of NVH (Noise Vibration Harshness) testing conducted at Gerotek. In total we covered around 80-100 000km, which took time.”

It was worth the wait, however, with *CAR* magazine calling it the ‘hot-rodder’s 4x4’ when its editorial team got the keys to a 90 version in July 1998. No surprise, really, when you consider they clocked a 0-100km/h time at 9.3 seconds – for an all-wheel-drive, chassis-based vehicle complete with solid axles! That number was almost half what the outgoing V8 Landy achieved at the hands of *CAR*’s testers in March 1990. Back then the V8 version could only muster 134km/h at full lick but in 2.8i ‘90’ form it hit 169km/h, and even that number was capped, as Rob recalls. “It saw over 170km/h on test, but we had to limit it as the Land Rover got quite nervous at high speed.”

Those numbers would’ve startled the

Those numbers would’ve startled the Landy’s original designers, brothers Maurice and Spencer Wilks, had they been around today

Landy’s original designers, brothers Maurice and Spencer Wilks, had they been around today. When they famously sketched out a design for an all-purpose vehicle with the capability of the American Willys Jeep more than 70 years ago in the sand on a beach in Wales, they could never have envisioned this pairing. Or even the fact that their design would remain so recognisable when the transplant took place in the mid-1990s.

And it’s the recognition that made it well-loved enough back then for BMW to bank on a market for their prodigy; Maurice and Spencer would’ve felt right at home if either one had stood on the foot plate to hoist himself up and behind the wheel of this 2.8i. Despite the use of plastic to locate instruments and minor controls, the old-fashioned, sit-up-and-beg driving position is unchanged. Ditto the signature lever-operated horizontal air flaps and the fold-down sideways benches in the rear – and indeed the external hinges on the doors. Sure, there have been additions over the years, such as the knee-level 1970s-style air conditioning vents, but a few minutes behind the wheel will have you entertained by the farcical lack of ergonomics. Of course, that’s what makes a Landy so endearing. Turn the ignition key

and the emotions continue as you hear the distinct sound of the BMW ‘6’. It’s a noise that becomes increasingly addictive the more you prod the throttle and feel the resultant surge that’s incongruous with the Landy’s traditional willing-but-lumbering character.

A few miles behind the wheel is enough to demonstrate just how well engineered the ‘transplant’ was in terms of ability; the 2.8i Defender feels utterly capable for all your typical normal on- and off-road conditions, both here and abroad. Except it was only available locally as Land Rover wasn’t set up for export in those days and, any case, the main assembly plant in Solihull was flat out producing diesel variants for the rest of the world. Even if Land Rover HQ had bought into the concept for UK assembly, the Munich-powered version would’ve got the chop when Ford took over the famous four-wheel-drive brand in 2000.

By then more than 1 300 2.8is had been screwed together for South African buyers. Today they’re highly coveted in both overseas and local markets. Overseas owners thrilled by the chance to drive something that offers unrivalled performance and local owners who bask in having the keys to a piece of SA motoring history that had jaws dropping in Bavaria all those years ago. 🇿🇦

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A DIFFERENT ANGLE

Starting 80 years ago, the entry-level Anglia was a pillar of strength in Ford Europe's post-war history. When the fourth-generation model arrived 20 years later, its looks were quite a surprise. **Mike Monk** celebrates 60 years of the Anglia we all know, the 105E.





Designed and manufactured by Ford UK, when the entry-level Anglia appeared in October 1939, just one month after Great Britain had declared war on Germany, it was the smallest model in the company's range. It was simple and cheap – a forerunner of what we would call an entry-level model today – and was a foundation stone in the company's success in the post-war years.

There were essentially four generations of Anglia, but just how did the model name arise? Anglia is the medieval and late-Latin name for England, and the popular belief is that Ford chose it for patriotic reasons

Then in 1959 came the 105E Anglia, quite a radical change in looks from its predecessor, with styling elements borrowed from the 1958 Lincoln Continental

in the wake of war with Germany having just been declared a month before the car was launched. Although the name was readily accepted and popular, in 1968 it was considered an inappropriate name for the 105E's successor, which was going to be a true European car. And so the Escort was born...

Back to the beginning. The Anglia lineage began in 1939 with the E04A that lasted through the war years until 1948 when a facelifted version, the E494A, appeared, which was then Britain's lowest-priced four-wheel car. It stayed in production for four years. During this time, the Anglia and its four-door brother, the Prefect, variously became known as 'sit up and beg' – because of the driving position mimicking a dog sitting up and begging – and 'puddle jumper' – because of the car's upright stance and lively suspension that caused it to hop and skip. Subsequently, puddle jumper Fords have a

cult following in the world of hot rods. As a further aside, from 1946 to 1953 Australia produced its own variations of the car.

While a facelifted Anglia continued for another six years as a Popular 103E – still Britain's lowest-priced car, a completely new, unashamedly 'three-box' 100E was launched in 1953. It retained the 1172cc side-valve motor and three-speed gearbox of the earlier cars, but now with unitary construction; the front suspension featured a new coil spring and telescopic damper arrangement that soon became known as the Macpherson Strut suspension. The leaf-spring live rear axle was another carryover item. A total of 345 841 units were built from 1953 to 1959.

Then in 1959 came the 105E Anglia, quite a radical change in looks from its predecessor, with styling elements borrowed from the 1958 Lincoln Continental – not least the backward-sloping rear window. When the 105E was launched, the gimmick added a new slant on European vehicle design that two years later was used by Ford



again for the Consul Classic and by Citroën for the Ami. But that was it. In the Lincoln application, it was a design requirement to facilitate an opening 'Breezeway' rear window, but for the Anglia it was merely a feature that the marketers claimed would 'keep the window clear in rain'. *(Did it? Please email us your comments – Ed.)*

But the slanted window was not the only Lincoln-influenced styling feature over the outgoing 100E. The headlights wore fashionable eyebrows, while the rear fenders sported tiny fins that carried vertical 'rocket ship' taillights. Oh, and the forward-hinged bonnet was something novel, too. Just because it was cheap and cheerful doesn't mean that the 105E was drab.

It was not only the looks that grabbed attention. The 105E was the platform for a new cast-iron four-cylinder 997cc engine that was to be dubbed the 'Kent' motor. Its oversquare dimensions – bore/stroke 80.97 x 48.41mm – was something of a departure for British-designed engines of the time. With pushrod overhead valves

and independent inlet and exhaust ports, it produced 29kW at 5000rpm and 75Nm of torque at 2700. In 1967, it was reworked to have a crossflow cylinder head and in 1976, a modified version known as Valencia was developed for transverse mounting applications beginning with the Mk1 Fiesta and entry-level Mk3 Escorts. All in all, the engine was produced in seven capacities, ranging from 997 to 1599cc, and the basic design lasted 44 years before it was discontinued. Lotus, Cosworth, Holbay, Vegantune, Hart and Novamotor were among the many respected engine builders who used the Kent block as a basis.

Not only was the engine a step up in sophistication, the 105E was the first British Ford to have a four-speed gearbox, which had synchromesh on the top three ratios.

There were two saloon models initially, the Standard – which was recognised by its

lack of chrome work, small, painted grille and very basic interior equipment – and the Deluxe, which boasted chrome side strips, rear light surrounds and wheel trims, a full-width chrome grille, a glove box lid and twin sun visors. Windscreen wipers were now operated by an electric motor, unlike the notoriously inadequate vacuum-operated items of the earlier cars. The car was an instant hit. In 1960, the first full year of production, 191 752 Anglias left Ford's Dagenham plant, setting a new production-volume record for the company. In 1961, 5- and 7-cwt (roughly quarter and one-third

The car was an instant hit. In 1960, the first full year of production, 191 752 Anglias left Ford's Dagenham plant, setting a new production-volume record for the company



metric ton, respectively) van versions were added, and although they shared some front body panels, they were structurally quite different from the saloons.

British *Motor* magazine tested a car in 1959 and recorded a top speed of 118.8km/h, a 0-96km/h time of 26.9 seconds and a fuel consumption figure of 6.86 litres/100km. In April 1960, South Africa's *CAR* magazine achieved 117.5km/h, 26.6 seconds and 6.39 litres/100km in a Deluxe road test – remarkably similar figures.

The car featured here is a 1967 Deluxe that was donated by Miss AM de Bruyn of Pretoria to the Heidelberg Motor Museum in August 1997. The Heidelberg collection was the foundation of the Franschoek Motor Museum and the car has been left in its totally original and unrestored condition. Slight differences in shade of the pale green lower body colour – the roof is a contrasting beige – suggest there may have been some repair work carried out in its life, but there is no obvious sign of accident damage.

It does one good to occasionally have the opportunity to drive something that is

as honest as the day it was built, as this car proved. Naturally the paintwork lacks its original lustre, but it still looks distinctive. Anglias were only ever two-door vehicles, and while all-round panel fit is not perfect, everything opens and closes without strain. Apart from some wear on the outer top edge of the driver's seat, the body colour-matching vinyl upholstery is still in good condition. The cabin is light and airy and there is a minimum of creature comforts – a single courtesy light above the rear-view mirror, opening rear side windows and, er, that's it, really. This car has a period bullet-shaped racing mirror mounted on the driver's door, and the whip aerial indicates a radio was fitted at some time. A stylish isosceles trapezoid instrument panel (yes, really) houses an 80mph speedo, fuel and temperature gauges, plus warning lights for oil, generator, main beam and indicators.

Starting up, there is nothing distinctive about the engine note and getting underway is effortless. As already indicated, performance is not the car's strong point, but the gearing quickly gets the car up to cruising speed, where it thrums along contentedly. This car is surprisingly rattle-free. The large, thin-rim, plastic (Bakelite?) two-spoke steering wheel is light in operation and the 105E goes and handles without any fuss or drama. Arched front fenders point the way ahead.

In 1962, a more upmarket 123E Anglia Super was added to the line-up, and featured twin chrome side strips, contrasting colour roof

and side flash and improved interior trim, including carpet in place of rubber matting. It was powered by an 1198cc version of the Kent engine and the gearbox now had synchro on all four forward gears.

The 105E was introduced to South Africa in 1960. Yearly sales were steady and reached a peak of 3 266 in 1965, the year before the Super model was added to the line-up, when combined sales totalled 4 534. Interestingly, Anglias were assembled locally for a while after production had ended in Britain.

Anglias also helped put Ford on the motorsport map. In October 1962, Tony and Michael Brookes led a team who took an Anglia 105E fitted with the £13 Ford Performance Kit to Monthéry Autodrome near Paris, and over seven days and nights and 20 000km captured six International Class G World Records, averaging 83.47mph (134.3km/h). Such was the Anglia's strength and durability, the car only needed tyre changes throughout the record-breaking run. Anglias took part in numerous races and rallies overseas, and in 1966 John Fitzpatrick won the British Saloon Car Championship. In South Africa, driving his Broadspeed-spec car, Gordon Briggs is perhaps the best-known exponent of Anglia prowess; his front-wheel-in-the-air cornering style was legendary.

A total of 1 594 486 Anglias had been produced before the Mk1 Escort took over as Ford's entry-level car in 1968. Simple, safe and significant in the history of affordable motoring, it is easy to understand why Anglias were so popular. 📌

In South Africa, driving his Broadspeed-spec car, Gordon Briggs is perhaps the best-known exponent of Anglia prowess; his front-wheel-in-the-air cornering style was legendary

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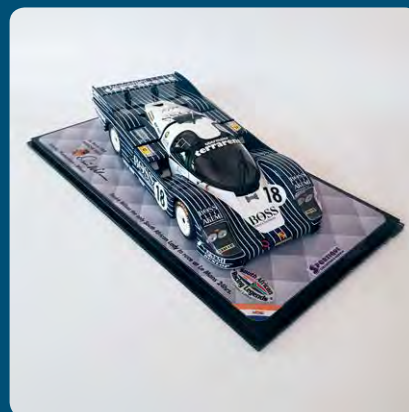
Sportique Collectable Models has released the first batch of models that make up its limited-edition South African Racing Legends series. Each of the quality 1/18th models is mounted on a base that not only gives details of the event or championship that the car participated in but is also signed by the local legend who piloted the machine in period.



PORSCHE 917/10
VASEK RACING
JODY SCHECKTER
CAN-AM MOSPORT 1973
MODEL BY MINICHAMPS
1:18 SCALE
R4 000



PORSCHE 962C
LEYTON HOUSE
GEORGE FOUCHE
LE MANS 24 HOUR 1987
MODEL BY NOREV
1:18 SCALE
R4 000



PORSCHE 956 1
HUGO BOSS
DESIRÉ WILSON
LE MANS 24 HOUR 1983
MODEL BY MINICHAMPS
1:18 SCALE
R3 500



FORD ESCORT KOLBENSCHMIDT

SAREL VAN DER MERWE

1980 SA MANUFACTURER CHALLENGE

1:18 SCALE

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BUILDING A LEGEND



In the December 2018 issue we hinted at the #BMW530MLE project which, as those who follow the tag on social media will know, pertains to the restoration of one of only a handful of remaining BMW 530MLE road cars. On completion, the car will form part of a growing collection of locally made machines in BMW South Africa's collection. **Stuart Grant** tagged along to Custom Restorations in Vereeniging who, thanks to their experience in classic BMW refurbishment, will be carrying out the work.

First stop, though, was to Redline Repairs & Custom Centre, where we were greeted by number 100 – yes, the car BMW is restoring is the 100th of 110 first-generation 530MLEs. Popped up on a trolley, it was decked out in grey primer and despite needing a lot more hours on the bodywork before paint can be applied, it looked heaps better than it did when we rolled it out at Midvaal for a photoshoot late last year. Having spent a decade or two out in the open, the dreaded tin worm had taken hold in numerous areas and this has been cut out and replaced with new metal – while making sure to keep as much of the original structure as possible in order to retain historical authenticity.

Authenticity and preservation are the key to the build, and BMW SA is pulling out all the stops here – even roping in retired Rosslyn plant staff members who had a hand in building the cars in period. For this visit Walter Mahlangu and Jacob Matabane, who worked in paint and parts departments at Rosslyn for a combined total of 82 years, joined in on



the action and were called upon to apply an initial layer of primer to the shell.

From the panel shop it was off to Custom Restorations, where we were not only treated to an insane number of classic BMWs being worked on but also a sight that would make any restorer go weak at the knees: laid out on a white sheet were a whole lot of brand-new parts for the MLE. These came from BMW Germany and while a few have been remanufactured, the vast majority were 'new old stock' that has been carefully stored by the parts department for decades – the rear taillight cluster even shows its 1973 manufacture date!

As we stood there, somewhat

dumbstruck, Misters Mahlangu and Matabane picked up the fresh parts, inspected the quality, gave them the nod of approval and shared stories from the past. You could sense the care they took in their work and that they were proud of the cars they'd had a hand in producing. And proud they should be, as without the work put in there would not have been enough 530MLEs made to enable the model to hit the racetracks in South Africa and become the 'winningest' 5 Series race car.

We've told the MLE story

before but it's so good that a recap never goes amiss. In 1973, BMW's Rosslyn plant became the first BMW production location outside of Germany and from those early days, motorsport became an integral part

These came from BMW Germany and while a few have been remanufactured, the vast majority were 'new old stock' that has been carefully stored by the parts department for decades



of the marketing plan. Homologation rules for racing led to a number of uniquely South African Beemers being developed at the site, with the 530MLE getting this ball rolling.

Weight, or keeping it to a minimum, is a

key factor in developing any race car. This, along with squeezing out some extra horses, was the focus of the planned 5 Series racer programme. Local racing driver Alain Lavoipierre and Paul Peach spearheaded

the project, and BMW Motorsport Germany chief whip Jochen Neerpasch and tuning ace Herbert Schnitzer were called upon. A pair of E12 525s saw the fitment of a tweaked 3-litre motor and many lightening modifications in Germany before a complete unbadged car was shipped to South Africa, where F1 ace Gunnar Nilsson carried out testing at Kyalami. Despite not

running cleanly it showed potential, posting a 1 minute 39 second lap time.

Schnitzer arrived in South Africa and, with many hands on deck, took just three and a half weeks to build a pair of race cars using locally made body shells, while BMW SA set up facilities to complete the minimum of 100 road cars needed to allow the newly badged BMW 530 to race. Although never officially badged 'MLE' (Motorsport Limited/Lightweight Edition), these homologation specials were soon referred to as BMW 530MLEs.

On debut at the Republic Day Trophy race in June 1976, the BMW 530 motors pumped out 202kW at 6500rpm and 318Nm of torque at 5500rpm, which combined with the lightness to see a top speed of 235km/h. In the hands of Eddie Keizan, Alain Lavoipierre

In the hands of Eddie Keizan, Alain Lavoipierre and Paddy Driver, the MLEs went on to win national championships in 1976, '77 and '78, with Keizan dominating the 1977 edition of The Star Modified Championship, winning 15 of the 17 races



and Paddy Driver, the MLEs went on to win national championships in 1976, '77 and '78, with Keizan dominating the 1977 edition of The Star Modified Championship, winning 15 of the 17 races.

Endurance events showed up the BMW's quality and pace combination, with a 1-2 in class for the 1976 Wynn's 1000 at Kyalami. Eddie Keizan and Ian Scheckter drove their MLE to fifth overall and first in class, while Alain Lavoipierre and Tony Martin finished eighth overall and second in class.

Lavoipierre and Martin upped the game in the 1977 Wynn's 1000, bringing the 530 home in fourth overall and first in class. For 1978, the larger engined 535i was on track but Paddy Driver and Mike Hailwood continued in the endurance event with a 530 – the two iconic motorcycle racers finished

the gruelling 1 000km race in eighth place overall and third in class. In 1979, the famed Kyalami endurance race was dominated by sports cars like the BMW M1 procars, but unbelievably Phillip Booysen and Geoff Goddard finished third overall in a 530 ahead of some sports cars – the first saloon home. Jorge Koechlin von Stein and Leon Walger brought the second BMW 530MLE across the line in seventh place (the fourth saloon).

With the ever-changing motorsport rules allowing for newer models to enter the fray, the two BMW 530 race cars were sold off. One went to Phillip Booysen and the other to Chris Clegg. Booysen went on to share his car with Geoff Goddard on occasion before putting it into storage. The Clegg car was purchased by Peter Kaye-Eddie who, in 1979, took advantage of

rule changes and swapped out the 3-litre motor for the larger 3.5-litre as fitted to the road-going BMW 535. Robbi Smith raced this car until the Kaye-Eddie team sold it to fund the build of a BMW 333i for use in the WesBank Modified series. The new owner sadly wrote off this 530 while drag racing. The Booysen car was later purchased by Kaye-Eddie and it, like the BMW SA road car, is currently being restored to its former glory. Oh yes, BMW's road number 100, was also owned by Peter Kaye-Eddie at a stage.

Of the road cars made only five are accounted for today. Follow #BMW530MLE for build updates and stories about the personalities who added so much to this high-paced chapter of BMW South Africa's history. 🏁

BEEN THERE, DONE THAT

By Roger Houghton



Experience was certainly a telling factor in the 2019 DJ Run for classic motorcycles, staged for the 106th time between Durban and Johannesburg in March, with former victors taking the top three places – plus another two ex-winners in the top 10. Gavin Walton notched up his fourth overall win, while three-time winner Martin Davis was second and Kevin Robertson, a seven-time champion, was third.

There were 54 finishers from an original field of 79, although, in true DJ spirit, several riders who suffered mechanical mishaps repaired their bikes and rode to the finish at the Classic Motorcycle Club's clubhouse in Germiston.

This historic event commemorates the annual motorcycle road race between Durban and Johannesburg, which took place from 1913 to 1936 before the authorities banned racing on public roads. Since 1971, the DJ Run has been staged as a regularity trial between the two cities, usually pretty close to the original route, with competitors now having to ride at set average speeds instead of racing. Qualifying motorcycles must have been manufactured before 1937.

Gavin Walton, who won in 2009, 2017 and 2018 and has now completed a hat-trick of wins, once again rode his reliable 1936 500cc AJS. He had the lowest score of 179 points on the first day and second lowest error at control points on the second day with 71 points, for a total of 250 points. Walton, who rode his first DJ in 2005, also won the 2019 Pre-DJ Run, the precursor to the main

event that was held a few weeks previously.

Martin Davis, who had a total of 352 points and the lowest score of 53 points on the second day, was mounted on a 1930 500cc Sunbeam, while Velocette enthusiast Kevin Robertson rode a 1936 MSS model and had a score of 395 points.

Robertson, who is now 82 years old, collected the award for competing in the most DJ Runs, with a total of 29 since he took part in his first DJ in 1985. The first of his seven DJ wins came in 1990. Robertson also organised the DJ as clerk of the course for five years in addition to competing, so has been actively involved with this event for 34 years consecutively! An amazing record.

Nine of the 16 first-time riders qualified as official finishers. Peter Gillespie, who provided bikes for his two sons and two visitors from the United States, finished 28th overall on his 1920 ABC Sopwith, and

won the award for the oldest motorcycle to complete the course. His two sons, Tim and Alex, did not qualify as finishers, but enjoyed their first attempt at this famous event and rode into the finish, as did the two Americans, Mark Ward and Houston patrolman Gary Gilmore, who placed 49th and 50th respectively.

Generally, there was satisfaction from competitors regarding the organisation of the event, headed up by clerk of the course Larina MacGregor, who was filling this demanding post for the second year and has already agreed to organise the 2020 event. The winner, Gavin Walton, was particularly praiseworthy of her efforts, saying that she'd had a consultative meeting with several of the experienced riders after last year's event and was able to make a number of important improvements for the running of the 2019 DJ. **G**

2019 DJ RUN RESULTS

POS	RIDER	MOTORCYCLE	PENALTIES
1.	Gavin Walton	1936 500cc AJS	250
2.	Martin Davis	1930 500cc Sunbeam	352
3.	Kevin Robertson	1936 500cc Velocette MSS	395
4.	Jaycee van Rooyen	1936 350cc Ariel Red Hunter	439
5.	Geoff Johnson	1928 500cc Sunbeam	457
6.	Mark Broady	1935 350cc Velocette MAC	483
7.	Mike Ward	1932 500cc Norton International	488
8.	Ralph Pitchford	1933 500cc BSA Blue Star	526
9.	Peter Vlietstra	1936 500cc Velocette MSS	548
10.	Martin Kaiser	1935 500cc Sunbeam M9	554

AWARDS

Best woman rider:

Samantha Anderson (1929 500cc AJS)

Best first-time rider:

Derek Marsden (1930 500cc BSA Sloper)

Oldest motorcycle completing course:

Peter Gillespie (1920 400cc ABC Sopwith)

Oldest rider completing course:

Neville Smith (83) (1935 250cc Triumph Tiger)

Youngest rider completing course:

Martin Kaiser (28) (1935 500cc Sunbeam M9)



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SIX- SHOOTER THE SHOOTER

The world of motorcycling in the 1970s was an exciting place; revolutionary bikes were rolling off the lines in both Japan and Europe with astonishing – and literal – pace. Making a mark during this period was no easy feat, but the small Italian outfit Benelli did just that with its 750 Sei, the first production motorcycle to feature a six-cylinder engine. **Stuart Grant** gets to grips with the original six-shooter that car-making ace Alejandro de Tomaso brought to life.

Yes, that's right: the man who brought us the likes of the Mangusta and Pantera is responsible for unleashing the acoustic fury that only a six-pot bike with six pipes can produce. Established in 1911, Benelli is one of the oldest Italian bike manufacturers, but the arrival of the Japanese bike competition in the '60s, combined with a large reliance on the American market and perceived old-fashioned image, saw popularity and the bank balance waning. There was a ray of hope in the early 1970s when De Tomaso Industries Inc., owned by Argentinian industrialist Alejandro de Tomaso but based in Italy, purchased SEIMM (Moto Guzzi, Benelli and Maserati). Intent on creating Italy's premier sporting motorcycle company, he set out to create a two-wheeled equivalent of his Pantera (released in 1971) and planned on launching this as a Moto Guzzi.

At the heart of the Pantera strategy was a third party-supplied, simple V8 – Ford, of course. Rumour has it that he applied a similar borrow plan when looking into ways to transform the bike segment and used the four-cylinder Honda CB500 as a base. Only he figured more was needed and stuck two more cylinders into the equation. Controversy surrounds the Honda theory though, with many claiming that De Tomaso was simply following standard design practice and that there are very few, if any, interchangeable parts between the Honda and the De Tomaso lump. Interesting... the bore and stroke of the De Tomaso bike measure in at 56mm by 50.6mm, the single overhead cam is rotated by a central chain, and two-piece connecting rods with plain big ends and the Morse Hy-Vo chain primary drive



are found inside the engine – just like the Honda's four-cylinder CB500.

The extra pots meant that the transversely mounted engine was just over an inch wider than the Honda, but De Tomaso kept the width in check by moving the alternator behind the cylinders. Cooling was handled by air passing through a gap between each cylinder and the six cylinders were fed by a trio of Dell'Orto VHB 24mm carburetors. There was no Japanese in the rest of the kit though, with an Italian-built cradle frame, twin

Brembo disc brakes in front, Marzocchi forks and shocks, and Borrani aluminium rims.

When first shown in 1972 as the Benelli 750 Sei (and not Moto Guzzi), the new engine did the job of showstopper. It promised 96hp at 9000rpm and

claimed a top speed of 210km/h, good enough to put it at the forefront of the performance race and satisfy De Tomaso's requirement by overshadowing the other new Italian models at the time. It was more than just a revolutionary power unit though, with hard-edged, angular styling carried out by Carrozzeria Ghia – another one of De Tomaso's interests. This look, a detour from the curves of other bike makers, set a trend which continued for decades thereafter.

All good for the Benelli then... or not. It took the Benelli almost two years to turn a show bike into a production unit, which saw potential customers getting impatient and moving on to the Japanese machines that had caught up in the performance and styling race. When the Benelli finally made it to the showrooms, sales were slow thanks to a serious price tag and diminutive distribution network. For those who had the

It was more than just a revolutionary power unit though, with hard-edged, angular styling carried out by Carrozzeria Ghia – another one of De Tomaso's interests



patience and bank balance, the reward was class-leading styling, handling and speed, an impressively low-vibration ride and that sound... think a Ferrari V12.

But just 3 200 units were sold between 1974 and '77, when it was replaced by a bored and stroked six-cylinder known as the Benelli 900 Sei. This differed in appearance from the 750 with the six tailpipes changed to a six-into-two set-up and Moto Guzzi Le Mans-borrowed bikini fairing. Fewer than 2 000 of these were made. They were soon given the tag of 'flashbike' which although was supposed to mean rare, fast, expensive, stylish and flashy, could well have summed up the future of Benelli's brief resurgence and hinted at the future. With all the clever technology unfortunately also carrying a reputation for lots of problems, Benelli production was phased out and eventually came to a halt in 1988. The brand merged

fully with Moto Guzzi and the production plants in Pesaro were sold.

An unsuccessful attempt to fire up the brand once again was made in 1989 but it took until 1995, when Andrea Merloni bought the rights to the Benelli brand from De Tomaso, to get it rolling again. He set the design team the task of building a stylish and exclusive bike with a three-cylinder 1000cc at its core. The result was the Tornado Tre 900 launched in 2002, and this was followed by the TNT Roadster a few years on.

Today Benelli is part of the Qjian Jiang Group and sees design ideas being penned in Italy and manufactured in China. The six-shooter Benellis have been relegated to the history books, but with new capital (from car-making giant Geely) and the synergy between Europe and the Far East, a number of bike projects are on the go and gunning for the mass market. **Q**

THE GREAT ESCAPE

In Part 1 of his two-stroke history lesson, **Jake Venter** spoke about Walter Kaaden, who worked under Wernher von Braun (the man in charge of German rocket design and production during WWII). Kaaden combined an expansion chamber in the exhaust pipe, a disc inlet valve and a boost port to almost double the output of two-stroke engines, opening the door to performance capabilities. In what seems more like a fictitious spy tale, the Japanese caught wind of this and soon dominated the story.



Degner escaped to Suzuki.



Degner on an MZ GP motorcycle.

Kaaden was the chief designer at the East German company that produced MZ two-stroke racing and commuting motorcycles, and Ernst Degner, their number-one motorcycle GP racing rider, was responsible for leaking the MZ design secrets to the outside world.

Ernst wanted to escape to the West, and when Suzuki offered him a 'golden hello' of 10 000 pounds (about R3 500 000 in today's money), he defected to the West just after taking part in the 1961 Swedish motorcycle GP. It wasn't easy. He had arranged with a friend to smuggle his wife and two children out of East Germany in

a secret compartment inside a big American car and the moment he heard they were safe, he escaped from his communist minders and ended up at the Suzuki plant in Japan.

Suzuki asked him to help design a new 125cc racing bike that they hoped would develop

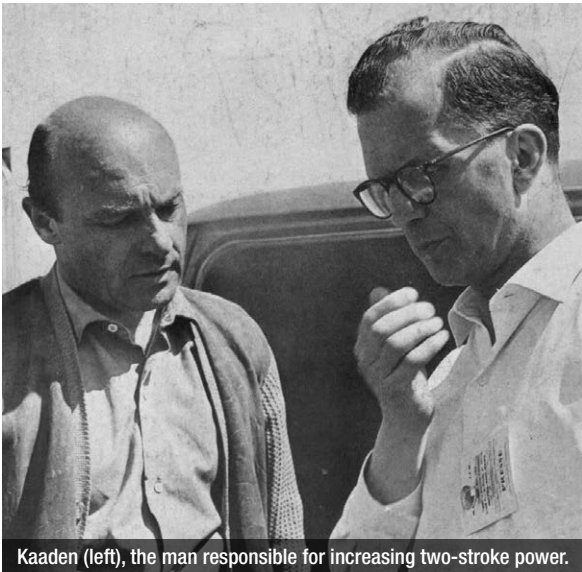
at least 22hp. It turned out to be an exact copy of the MZ single that Ernst raced the previous year, and it developed 24hp. Company president Shunzo Suzuki was ecstatic, and the company started to win races despite the presence of the mighty four-stroke Honda team.

The bike's design secrets were soon leaked, with the result that two-strokes dominated motorcycle racing to such an extent that after 1975 all the world titles were taken by mainly Japanese two-strokes, until the rules were changed in 2001.

Suzuki, Yamaha and Kawasaki then started to produce some wonderful two-stroke road bikes, but Honda stayed with four-strokes until the success of off-roaders like the Yamaha DT 250 created a completely new market niche for two-stroke off-road machines. Yamaha also introduced a throttle-controlled oil pump that eliminated mixing of oil and petrol, and this soon became almost universal.

At present, two-stroke petrol engines are out of favour in most countries because their exhaust products cannot be cleaned up easily and they're less fuel-efficient than similar sized four-strokes. This is due to the

Ernst wanted to escape to the West and when Suzuki offered him a 'golden hello' of 10 000 pounds (about R3 500 000 in today's money) he defected to the West just after taking part in the 1961 Swedish motorcycle GP



Kaaden (left), the man responsible for increasing two-stroke power.



2001 – the last year of two-stroke Moto GPs.



Yamaha DT 250.

THE EXCLUSIVE 2-cycle GM 471 Diesel Engine FOR GREATER ECONOMY AND DURABILITY

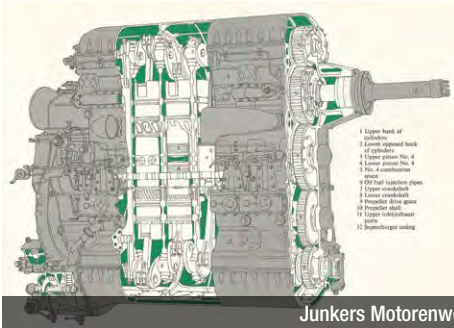
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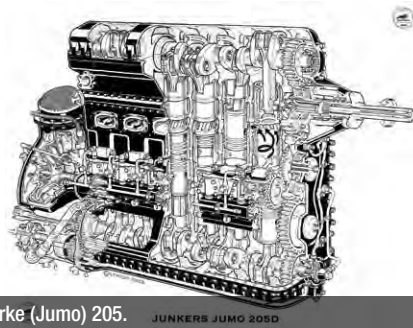
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Gobron-Brillié speed record car.



Junkers Motorenwerke (Jumo) 205.



JUNKERS JUMO 205D



General Motors 71 series.

timing of the inlet and exhaust ports that is fixed by piston movement and cannot prevent some unburnt mixture escaping down the exhaust port.

TWO-STROKE DIESELS

These engines have been in production since 1905, when the Sulzer Company produced the first one, and today most of the latest marine diesels developing more than 60 000kW are two-strokes. All diesels inhale only air, so any escaping air simply helps to scavenge the combustion chamber. This process is aided by having conventional exhaust valves in the cylinder head and intake ports controlled by the position of the pistons. Superchargers are employed to help the scavenging process.

General Motors started producing their famous 71 series of two-stroke diesels in 1938 and production of various models continued until 1995, when they were replaced by four-stroke units. All the 71 series engines had a bore of 108 and a stroke of 127mm, giving a displacement of nearly 71 cubic inches (1.2 litres) per cylinder.

They were available in either left-hand

(for rear transverse-engined buses and boats) or right-hand rotation form with one, two, three, four or six cylinders in-line or six, eight, twelve and sixteen cylinders in V-form. These units were employed in trucks and buses, construction machinery, farm tractors, fishing vessels and military vehicles. After WWII two-stroke diesel trucks were produced by a number of companies, including Foden in England and Nissan in Japan.

OPPOSED-PISTON ENGINES

Most of these operate on the two-stroke principle. Petrol versions are rare, but the first car to exceed 160km/h was a petrol-engined opposed-piston Gobron-Brillié that achieved this feat over a flying kilometre on 17 July 1904. The engine was effectively a vertical in-line twin with two inverted pistons mounted above and driven by a crosshead linked to the crankshaft at the bottom via two long rods.

In 1882, James Atkinson, who is credited with inventing the Atkinson cycle that has now become popular, also built the first opposed-piston engine. It was a four-stroke unit, but the first two-stroke engine

with this layout was built by the German Oechelhäuser Company in 1898. It ran on gas. The first diesel engine with this layout was patented by Raymond Koreyvo in France in 1907, but the firm that really put such engines on the map was the German company Junkers Motorenwerke, better known as Jumo. In the early '30s they began producing an opposed-piston two-stroke aircraft diesel engine, the Jumo 205, in impressive numbers.

The Jumo 205 featured 12 opposing pistons running in six cylinders. The combustion chamber was formed by the space between the pistons, and the crankshafts (one at each end) were geared together. Intake ports were located under the lower pistons (on a vertical engine) and the exhaust ports were under the upper pistons. The lower crankshaft ran 11 degrees behind the upper one, so that the exhaust ports opened and closed before the intake ports to aid scavenging.

The famous British Napier Deltic diesel locomotive is a three-crank version of the Jumo and at present several companies are trying to bring opposed-piston engines back. **G**



LOVE, HATE & A **FORD V8**

The story came to a bloody end on 23 May 1934. But it began a few years before that, during the height of the Depression that swept across the US. At a time when more than 15 million Americans – a quarter of all wage-earning workers – were unemployed, people needed something to believe in. The president at the time, Herbert Hoover, took an apathetic approach and certainly did not provide inspiration – or even attempt to do anything to ‘make America great again’ – and people felt desperate and hopeless. This was more than likely why the story of Bonnie Parker and Clyde Barrow captured the public imagination in the way it did. **Sivan Goren** grabbed a cup of coffee and got stuck in.





It started out like so many stories do: boy meets girl. But the bits after that (boy and girl go on a robbery and murder spree, become outlaws and get mowed down in a hail of bullets) were what made this real-life story sound like something out of a far-fetched movie. In fact, the story of Bonnie and Clyde was eventually made into a film, starring Faye Dunaway and Warren Beatty, in 1967.

But let's start at the beginning.

Bonnie Parker was a regular gal who was born in 1910 Rowena, Texas and grew up in fairly normal circumstances, until her brick-layer father died when she was four. Her mother then moved the family back to her parents' home in an industrial suburb called Cement City, where she worked as a seamstress.

When Bonnie was not even 16, she dropped out of high school and married Roy Thornton, but the marriage did not last long. By the sounds of it, Roy was not a very nice chap; Bonnie allegedly referred to him as a "roaming husband with a roaming mind." He would be gone for long periods of time and when he returned, would invariably be drunk

and abusive. Apart from the fact that he was frequently away, Roy was also not the most law-abiding citizen and he eventually ended up in prison for robbery. Bonnie moved back to her mother's house and after January 1929, she never saw her husband again. (Incidentally, the couple never divorced and weirdly, when Bonnie died, she was still wearing Roy's wedding ring.)

Clyde Barrow had a much poorer upbringing. He was born on 24 March 1909 in Telico, Texas – the sixth of eight children. Clyde's parents were tenant farmers and lived hand to mouth, often not making enough money to feed their children, and Clyde was frequently sent to live with other relatives. Eventually, when Clyde was 12 years old, his parents gave up farming and moved to West Dallas, an urban slum. In the first few months, Clyde's family had to live under their wagon until his father had enough money to buy a tent.

The neighbourhood was a pretty rough one, and it wasn't long before Clyde and his brother Buck began to

The neighbourhood was a pretty rough one, and it wasn't long before Clyde and his brother Buck began to get into trouble for stealing



Former Texas Ranger, Frank Hamer, in front of his Ford V8.



The stash of number plates used by Bonnie and Clyde.



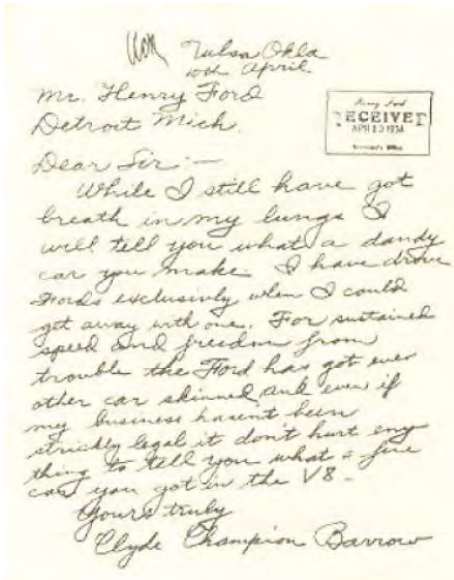
get into trouble for stealing. Clyde was first arrested in 1926, at the age of 17, for vehicle theft when he did not return a car he had rented. Even though the car rental company dropped the charges, Clyde got a criminal record. Then three weeks later, he was arrested again – this time with Buck – for possession of a truckload of stolen turkeys, of all things.

Clyde met Bonnie in January 1930 at a mutual friend's house and that, as they say, was that – from then on, the two were inseparable. But a few weeks after they met, the law caught up with Clyde – he had committed a string of crimes, including cracking safes, robbing shops and stealing cars – and he was sentenced to two years in jail. Bonnie was devastated and, already deeply in love with Clyde, managed to smuggle a gun into the prison. Clyde's escape attempt failed, and he was captured a week later. This time he was sentenced to 14 years of hard labour at Eastham State Farm, where the conditions were brutal and the work relentless. So much so that in 1932, unable to bear it any longer, he chopped off two of his own toes with an axe in the hopes that he would not be able to work. His timing couldn't have been worse... unbeknownst to him, he would be released on parole just six days later. But by that time, he was forever changed. When he was released at the age of just 23, his sister Marie said that "something awful sure must have happened to him in prison because he wasn't the same person when he got out."

Ralph Fuels, a fellow inmate Clyde met at Eastham and with whom he later had criminal dealings, said: "I seen him change from a schoolboy to a rattlesnake. He got real bitter." According to John Neal Phillips, author of *Running With Bonnie and Clyde: The Ten Fast Years of Ralph Fuels*, Clyde's goal in life was not to gain fame or fortune from robbing banks, but to seek revenge against the Texas prison system – and in particular Eastham – for the abuses he suffered while serving time.

Unsurprisingly, when Clyde's foot healed, he began to do what he did best: stealing. Not just because he had little other work experience, but also because jobs were not exactly prolific at the time. He was part of a gang nicknamed The Barrow Gang, which included his brother Buck and Buck's wife Blanche, and Bonnie soon joined them. And so began their lives as outlaws on the road, constantly on the move

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The letter supposedly written by Clyde Barrow to Henry Ford.

and always on the run from the law.

During the next two years, Bonnie and Clyde travelled in various stolen cars from Texas through New Mexico and Oklahoma, to Missouri, Iowa, Ohio, Michigan, Illinois and Indiana, robbing everything from banks, hardware shops and petrol stations. They usually stayed close to the border to aid their getaway, knowing that police could not cross state lines to follow a criminal. During their travels they were captured by police at least twice but escaped each time and continued with their criminal activities. Clyde had several aliases and would also regularly change the stolen car's licence plate. He studied maps and seemed to know all the back roads like the back of his hand, a talent which proved useful during close shaves with the law.

As news came out about the infamous couple, public interest in them began to grow. Upon raiding their hideout, police found several rolls of undeveloped film. When the now-famous photos emerged showing the pair playfully posing and pointing weapons at each other, and one of Clyde kissing Bonnie in an over-the-top movie style, public fascination reached fever pitch. In particular, the picture of Bonnie posing with a cigar clenched between her teeth and a pistol in her hand caused a stir. Here was a woman who was not only part of a gun-toting gang but was – gasp – smoking cigars! The press branded her as a “cigar-smoking gun moll”, though in truth she only smoked cigarettes.

Then, on 29 April 1934, a new character entered the saga – and one that arguably

became the most famous in the whole story: a beautiful, brand-new Ford Fordor V8 sedan that the outlaws stole from newlywed couple Ruth and Jesse Warren. Ford V8s were not new for Bonnie and Clyde; they had stolen several already – in fact, Clyde was a huge fan of the marque in general and apparently attributed his

‘luck’ in getting away to the V8. He loved the car so much that he even sent Henry Ford himself a fan letter, gushing about what “a dandy car” he had made and how “for sustained speed and freedom from trouble the Ford has got ever(y) other car

Clyde had several aliases and would also regularly change the stolen car's licence plate. He studied maps and seemed to know all the back roads like the back of his hand, a talent which proved useful during close shaves with the law

skinned”. Though its authenticity has never been verified, the letter remains on display at the Ford Museum in Michigan.

The final year of the Ford Model B was 1934, but cars of this era became known simply as Fords V8s. A relatively light body

THE GREAT RACE

The Great Race, which began in 1982, is a cross-country car race with the requirement that all the entries are cars manufactured pre-WWII. The route usually goes west to east, with the inaugural race stretching from L.A. to Indianapolis, Indiana. The 1987 race, however, was special for two reasons: the route was extended from Anaheim, California's Disneyland, all the way to Disney World in Orlando, Florida, and one of the entries was the Ford V8 in which Bonnie and Clyde died in 1934.

The bullet holes found on the car were matched with those in pictures to authenticate it, and the car was mechanically restored for the race. The shattered windshield was replaced for safety reasons, and driver Ginni Witherst had the seats temporarily covered to preserve the faded blood stains (can you blame her?)

Though the car didn't win, it is safe to say it was probably the most (in)famous entry ever.



The 'Death Car' on display.

powered by a strong engine made this car faster than most cars on the road at the time. The engine was introduced in 1932, when Ford found a way to mass-produce them effectively. It was a flathead V8 with 85 horsepower, good for a top speed of 65mph (around 105km/h), with power going to the rear wheels via a three-speed manual transmission.

The 1934 Ford V8 was very similar to the 1933 models but had been given a few updates for the new model year. The main changes included an additional 10 horsepower and a different type of carburettor; in the previous year, the engine utilised a traditional Ford Lubricator carburettor but 1934 introduced a dual-downdraft Stromberg with a new over/under manifold. This new combination was responsible for the extra grunt, and Ford V8s fast became popular with many of the gangsters of the Public Enemy Era.

Options included a coupé, the Tudor and Fordor (the more common sedans), the Victoria (the luxury model) and the sporty models (Roadster and Phaeton). Each model had standard and deluxe versions. The standard package included just the

basics: adjustable driver's seat and sun visors, dome light, cubby hole and a choice of interior trim. If you, like the Warrens, had splashed out on the deluxe, you got everything the standard model had as well as cowl lights, dual horns, dual taillights, arm rests, cigar lighter and ashtray. A greyhound hood ornament was also an option for that bit of extra class.

Another fan of the Ford V8 was former Texas Ranger Frank Hamer. In February 1934, desperate Texan authorities hired Hamer to track down the deadly duo. Hamer spent weeks driving around Texas, Louisiana and other nearby states trying to find the couple. Plotting their crimes on a map, he realised that they were actually moving in a large circle. Hamer's theory was that in order to catch them, he would need to think exactly as they would. So he immersed himself completely in everything Bonnie and Clyde and became obsessed with minute details – what clothing they might wear or what cigarettes they smoked. He even lived out of his Ford V8 the same way they did. Hamer knew that when the time came, they would not surrender.

On that fateful day in May 1934, Bonnie and Clyde drove their stolen Ford V8 into an ambush of six officers on a rural road in Bienville Parish, Louisiana. Leaving nothing to chance, the police shot over 130 bullets at the car, killing the couple. In a macabre spectacle, the 'Death Car', as it became known, was

towed through the streets with the bodies still inside. Even more unbelievably, frenzied crowds crowded round the car, snatching gruesome keepsakes off the corpses. Although Bonnie and Clyde died together, Bonnie's mother refused to allow them to be buried together, and they were laid to rest in different cemeteries. Their funerals attracted tens of thousands.

The blood-splattered, bullet-riddled car became a grizzly attraction, touring carnivals, amusement parks, flea markets, and state fairs for 30 years. It spent some time in the Museum of Antique Autos in Princeton, Massachusetts and then in the 1970s it moved to a race track in Nevada where people could pay \$1 to sit in it. For several years thereafter it moved from location to location; its current home is a casino in Primm, Nevada, where it is parked next to the main cashier cage. But the car's doors are now tied shut and it stands behind panels of glass, with cheap-looking mannequins dressed like Bonnie and Clyde standing next to the car.

It was a sad end to a beautiful car, but the Ford V8 engine's legacy lived on. The first independently designed and built V8 engine produced by Ford for mass production, it was one of the manufacturer's most important developments and had a 21-year production run – even longer than that of the Ford Model T engine. Not only did it make Ward's list of the 10 best engines of the 20th century, to this day it remains famous in classic car circles, despite the huge variety of other popular V8s that followed. 📌

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SAY WATT?

Believe it or not, electric vehicles are the next big thing in motoring. Last month, Jaguar introduced its I-PACE to South Africa, the first electric vehicle (EV) launched together with a rapid public charging network that makes long-distance travel viable. **Stuart Grant** piled on some I-PACE kilometres both on and off-road, before hunting down some older electric cars with a local story. With improved battery technology and charging networks significantly improving range and performance, the technology is bound to infiltrate the classic car arena.

Every car I've owned has had a free-flow exhaust fitted. I bought an Alfa solely for the sound the twin side-draft carburettors made, and in my Golf days (VW, not the country club) I drilled the airbox to amplify the induction acoustic. I like internal combustion car noises, so I

I bought an Alfa solely for the sound the twin side-draft carburettors made, and in my Golf days (VW, not the country club) I drilled the airbox to amplify the induction acoustic

don't particularly have a desire for classic cars to be silent electric eco-warriors. But I agree that there is a place for them – especially if they can perform at even 50% of the speed and efficiency that the I-PACE delivers.

Let's start with the Jag's range... 470km from a single charge of the 432-pouch cell, 90kWh Lithium-ion battery. Good enough to do Johannesburg to Howick, where drivers could make use of Jaguar Powerway – a network of rapid chargers placed nationwide at various points of convenience such as shopping centres, along common inter-city routes and at every Jaguar Land Rover dealership in South Africa. Here topping up to 80% battery

charge from empty takes just 72 minutes using DC rapid charging (60kW), but if you were in a rush and had taken just 20 minutes to eat your toasted sarmie and slug down a coffee, your I-PACE would be ready for another 100km – enough to finish the trip to Durban.

But we need to shift from the when-the-fuel-light-comes-on-you-stop-for-gas mentality. Charge it at home (a 7.4kW wall box will take the I-PACE from empty to 80% in around 12 hours) and then, whenever possible, top up. At a meeting at the mall – plug it in. Stop for refreshments on the open road – plug it in. The reality is that electric vehicle charging from low or 0% states of charge should be infrequent and EV motoring is a viable emissions-free solution to commuting or travelling – to help with the



planning, the I-PACE dash will not only tell you your power consumption and range but also distances and direction to public charging points.

Electric-powered cars are not all that new, with the first recorded one being that of Robert Anderson around 1832. Popularity rose in the 1870s as the cars become practical in comparison to horse-drawn vehicles and reached a peak at the turn of the century, with a third of all vehicles on the streets of America electric. It made sense with the in-crowd; these horseless carriages were quiet, clean and luxurious. Henry Ford owned three.

But the desire to travel further, changes in the road system, the discovery of cheap crude oil and the arrival of the Model T Ford saw the electric car soon sidelined. Sixty or

so years later, in 1971, the idea of electric cars raised its head again. The petrol price had increased dramatically because of huge demand and there was the cool factor of the first manned vehicle to drive on the moon being electric-powered. This resurgence of electrical thought was further enhanced with the fuel crisis arriving in '73 and both big and small manufacturers jumped onto the electric wagon.

South Africa wasn't left out either and the early 1970s saw a handful of companies looking into this technology. In 1972, Lindsay Saker, in conjunction with Siemens, imported an electrically driven Kombi, the Rand Show of '74 had an Enfield Electric car promoting a Chloride battery and Batrycar (Pty) Ltd were promoting a pollution-free electrically operated car future by showing

off some golf karts. And who can forget their milk and fruit juice being delivered, in exchange for plastic coupons, by a silent milk float?

So why, then, weren't the vehicles in the decades that followed all powered by this cleaner energy? It's probably a bit more complex on the local front with factors like local content laws affecting production, but the major share of the blame can go to battery technology. Back then, to get a vehicle to perform anywhere close to an internal combustion-driven car, the batteries had to be massive. Not only did this take up space but weight was added by the bucketload, and this impacted the speed potential. Battery life was abysmal, and the supporting charging infrastructure wasn't there.



As is evidenced by the I-PACE's range, battery technology has taken serious strides and the installation of charging points has addressed the support issue. There are clever range-optimising technologies like a battery pre-conditioning system that, when plugged in, will automatically manage battery temperature to maximise range ahead of driving away. There's also the choice of either high or low levels of regenerative braking to maximise efficiency and range. When high regenerative mode is selected, it allows the driver to experience intuitive single-pedal driving as the car decelerates when lifting off the accelerator, reducing reliance on the brake pedal when slowing down. A maximum regenerative braking force of 0.4G is achievable. In heavy traffic, the driver can turn off the vehicle's creep to improve comfort. But what about the performance? Banish this worry from the grey matter right now. Simply put, the I-PACE takes off like a cat on a hot tin roof – excuse the pun. There's no car that

has caught me so off guard or impressed as much in this department. Two electric motors – which feature driveshafts passing through the motors themselves for compactness – are placed at each axle, producing a combined figure of 294kW and 696Nm. This means it's all-wheel-drive too, which as we know aids traction on all surfaces, and the I-PACE rockets from zero to 100km/h in just 4.8 seconds. That's sports car-like and stupidly quick, but the real eye-opener is just how instant the power delivery is, and the on-demand overtaking prowess at any speed.

It handles too, thanks to a perfect 50:50 weight distribution and low centre of gravity, with the battery placed low down and centrally between the two axles. Suspension is double-wishbone front and Integral Link rear axle with (optional) air suspension and configurable Adaptive Dynamics – this delivers agile handling and outstanding ride comfort on and off-road – we even did some river crossing.

The I-PACE is truly a remarkable vehicle and one that I encourage any motorist to go and drive. It will change your perspective, that much is guaranteed. What's not guaranteed is whether or not it will become a future classic. Perhaps it, along

with the BMW I3 and the Nissan Leaf will, like the Toyota Prius Hybrid, make it on to the cult status list as the firsts of their generation.

And that brings us to the electrification of old bangers and classics. It's definitely happening already. Overseas there are companies fitting power packs to Beetles, Porsches, Morris Minor, Ferrari 308, Mini, Lancia Fulvia and SL Mercs. Holland is abuzz with converted Citroëns; even Prince Harry and Meghan Markle used an electric E-Type at their wedding. With the increasing network of power supply points and performance not far off petrol power, these are starting to make sense. Your classic 12-cylinder needs an expensive engine rebuild? Why not slot in an expensive (yes, the conversions still cost plenty) electric lump? You'll save on the petrol bill, there will be no oil drops on the garage floor and, with fewer mechanical and serviceable parts, it will save you maintenance costs too. The only downside is you'll miss the sound of those carbs and the exhaust note.

It's a difficult choice where the only solution is to find a classic that should have been designed as a silent machine from the start. A Rolls-Royce would be a candidate, as would the likes of Bentley and Alvis. But the winner has to be a Citroën DS – can you imagine the sci-fi-looking Goddess gliding silently to a red-carpet affair? Magical! 🚗

As is evidenced by the I-PACE's range, battery technology has taken serious strides and the installation of charging points has addressed the support issue

SOUTH AFRICAN ELECTRICIANS

Companies like Electric Vehicles SA in Benoni were not only producing electric forklifts, trolleys, trucks and buses for the mining and industrial sectors as far back as the late 1960s, but also looking into hitting the mainstream with cars. Documents show that for the most part these local firms relied on international parts supply, which was at odds with the government's local content programme and went a long way to make the ideas fade into obscurity. Here are just a few we found at the James Hall Museum of Transport in Johannesburg. We've heard of more, like a bunch of electric Land Rover game viewers, a Puma GT in the Vaal Triangle and someone converting an MG B, but don't know much about these – if anyone does, please let us know.



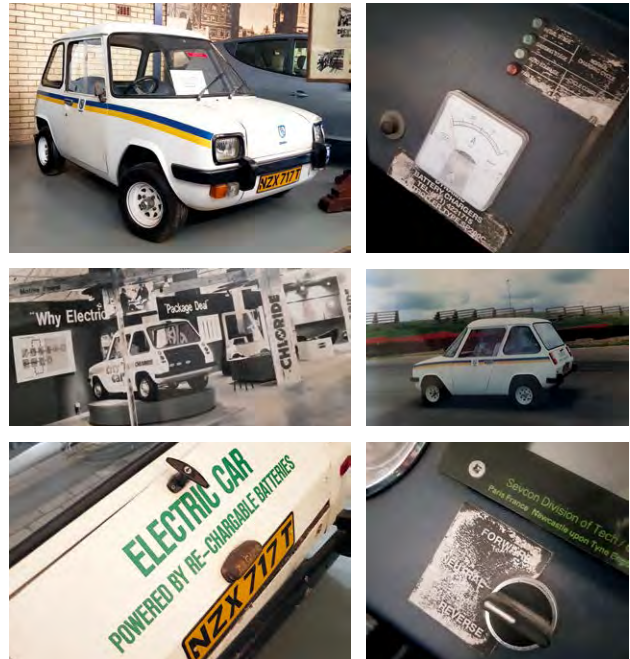
VOLKSWAGEN KOMBI

Imported by Lindsay Saker and Siemens in 1972 to promote the idea of electric vehicles. It was later bought by the CSIR with the intention of further developing the technology and circumventing the fuel embargo to a certain degree.



ENFIELD 8000

A 1974 prototype brought in from the Isle of Wight by Haggie Rand and used to show the virtues of the firm's Chloride battery project. In 1992, a Mr Pollock acquired it for extolling the benefits of electric cars before ESKOM took possession of the Enfield in 1994. ESKOM plans were to use it as a starting point for its own electric car. Tests were carried out at Zwartkops Raceway – top speed came in at 77km/h and range at 64km.



JOULE

An electric five-seat passenger car developed by Optimal Energy, a company based in Cape Town. The 2008 design came from Keith Helfet, best known for the Jaguar XJ220 and the F-Type concept car. It offered a range of 150km with a top speed of 135km/h. Designed to achieve a Euro NCAP 4-star safety rating, it complied with the stringent EU standards but was never released commercially, and in June 2012 the company closed down.



SPREADING THE LOVE



For classic car fans and owners, Delta Park in Johannesburg is the place to be on the first Sunday of April each year. And this year was no different, with the 38th running of Angela's Picnic. By eleven o'clock, organisers had already handed out every one of their 600 show car display cards, but even more cars continued to stream in – the total number of vehicles that eventually filled the scenic park was estimated at around 750. The weather played the game brilliantly too – the rain stayed away, and it was not too hot or cold.

Images by Douglas Abbot

It's a relaxed atmosphere (with no Show & Shine judging) where owners and the general public can stroll the field and admire classic cars of all genres. Entrance is free of charge, which does wonders for our little motoring niche as hordes of dog walkers, runners, cyclists and kids play area-goers, who have no idea of the love and passion we all have for our machines, are exposed to the magic. The astonished looks and number of dropped ice creams that follow the sight of a microcar or vintage tractor trundling around are priceless.

Entering a display vehicle necessitates making a monetary donation, and the proceeds (as in previous years) are handed over by SAMCA to WITS Hospice. The Hospice Association of the Witwatersrand was started in September 1979 by a Johannesburg couple, Stan and Sherley Henen, who first responded to a need

in their community for Hospice care. Today it has more than 150 full-time staff including doctors, nurses, social workers, psychologists and spiritual counsellors, and as a non-profit organisation raises its own funds by means of shops selling donated goods and generous donations from corporates, individuals and events like Angela's Picnic.

Angela's Picnic is named in memory of Angela Heinz, a remarkable lady whose interests included crop sprayers, off-road motorcycles, opera, Morgan cars, rifle shooting and Dobermans. She kept a Rolls-Royce in England, studied fashion in London and haute cuisine in Paris, and was a founder of this uncompetitive picnic in the park to give car owners the chance to expose their special machines to the public. When she passed away from cancer, it was only fitting that the event took on her name. 📍



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TOO MANY?

Progress on the CCA Matador Marauder and Alfa Romeo 1600 DeLuxe has been a bit slow (actually almost non-existent). Life (work) has got in the way of garage time and when there was a free weekend, **Stuart Grant** took a break, choosing to rather attend the classic events that are so plentiful this time of year. And then there's the case of a broken Renault 10 that put a spanner in the works, too.



So the progress... Stripped of all interior, brightwork and glass, the Alfa was loaded onto a flatbed and made its way to Algadine Panel Beaters in Randfontein, where it joins a queue of other Alfas in need of remedial bodywork. When last visited, all the parts had been laid out for damage inspection and stocktake. With a list of what needs replacement made, it will be easier to get hunting for good second-hand items or what to import. I know the inner, middle and outer sills on both flanks are vrot, but together with the bank manager, I am waiting to hear if they are repairable or need to be replaced.

On the Marauder front there isn't much news, other than in the steering wheel department. Again, it's the small jobs

that keep the positivity going and having Speedline Manufacturing in Jozi refresh this item did the job of upliftment brilliantly. So much so that I've shipped the wheel from the second Marauder off for the same treatment. The spare body from this car is on the trailer and just waiting for a free afternoon to deliver it to Exclusive Conversion in Pretoria, who will make a mould and nose to repair the bodged one on our original project.


That's about all, folks.

Unless you want to know about the Renault 10, which I never really planned/wanted to be seen on this project page. I pride myself on having a working classic to drive at least three days a week. And that, until a month or so back, was the Renault. But on a recent trip to see a client across town, I noticed that

it was so down on power that it would battle to pull the skin off a rice pudding. In the mirror I could see some smoke entering the cockpit, wafting its way through the back seat.

Back home, the car was left idling and the engine lid was opened. It quickly became apparent where the smoke was coming from... blue smelly stuff being pumped in big quantities out the tappet cover breather. A compression test confirmed that all was not well. So out came the engine and the strip-down began.

And that's where it is today. One broken ring and damage to the cylinder head – although to be fair to the old tiorrie, the head damage looks like it has been there for years and was probably visible in a previous engine repair but then simply closed up. The amount of silicon sealer used by someone rebuilding the engine in the past is staggering, and blobs of it lying all over the place (even the oil galleries) shows just how dangerous this can be.

The plan is to keep the car at 1100cc, but grind the camshaft and fit new valve springs as per the Alconi specification. There's a manifold to convert to a side-draft Weber, so that might as well happen at this stage. And while messing around, perhaps I'll try my hand at fixing the gearbox oil leak... 

Again, it's the small jobs that keep the positivity going and having Speedline Manufacturing in Jozi refresh this item did the job of upliftment brilliantly

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1968 MGB GT. For sale by elderly owner who has maintained and cared for it for the last 31 years. It is in excellent condition. Positively no rust. SAVVA dated. Purchased in UK by the original owner and imported new to SA. Webasto factory-fitted sunroof. Black interior. For more information contact the owner on 083 784 7334.



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1961 Zwartkops Summer Races	R500
1962 1 st SA Republic Trophy Motor Races Kyalami	R400
1961/62 Springbok Series Rand Grand Prix	R250
1962 Rand Grand Prix	R150
1962 Kyalami 9 Hour	R500
1962 Kyalami Rand Winter Motor Races	R300
1962 Kyalami Rand Spring Motor Races	R300
1963 Kyalami 9 Hour	R500
1965 Kyalami 9 Hour	R500
1965 4 th SA Republic Trophy Motor Races Kyalami	R300
1967 Kyalami 9 Hour	R500
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1971 Kyalami Rand Spring Trophy	R300
1971 Kyalami SCC 25 th Anniversary Races	R300
1972 Kyalami Highveld 100	R300
1972 Kyalami 11 th Republic Day Trophy	R300
1972 Kyalami Rand Winter Trophy	R300
1973 Kyalami 12 th Republic Day Trophy	R300
1976 Kyalami Republic Day Trophy	R300
1976 Grand Prix of South Africa	R500
1978 Hesketh Summer Races	R200
1979 Hesketh Easter Motor Races	R200

Duplicates from a collection so prices are negotiable, and seller is open to swaps for some other cool petronalia. Contact Stuart on 082 921 4583.



Badges

Renault France badge. In as-new condition. R200.
Material Ford badge. It's never been used. R280.
Both are over 50 years old but immaculate. Contact Pete on 084 983 1735.



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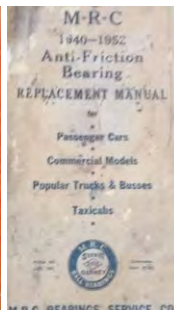
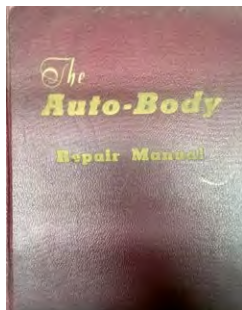


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Handbooks & manuals

1963 Vauxhall Victor owner's handbook
1961 Mini manuals, covering various models including Cooper and Pick-Up
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