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## NICE, NEH?

I'm not a fan of giving each issue of CCA a theme as this can often lead to a one-dimensional, blinkered and (unless you are into the chosen theme) boring read. But every now and then we unwittingly seem to follow a theme, and it only becomes apparent as I sit down to write this very column. June 2019 is one such issue. But thankfully the overriding theme is not one make or model, but rather Knysna.

I started the theme rolling by celebrating 60 years of Mini with a 1 400km road trip to the Southern Cape in a '67 Mini Cooper S. My destination was Knysna Motor Show, then the Value in the Classic Car Market Conference just up the road near Brenton, and finally the Simola Hillclimb. Each of these events are, of course, covered in this issue.

Not wanting to be left out, Graeme Hurst packed his bags into a Porsche 911SC and travelled along the N2 to join in the Knysna fun. There he caught up with Anton Vlok and his motorsport memorabilia before meeting South African Grand Prix ace and world championship point scorer Neville Lederle.

Together, Graeme and I explored the roads and passes throughout the area in our motoring icons. We tagged along with the Austin-Healey Club on a lunch run up and

over Outeniqua Pass, spotted the Bentley tour near Oudtshoorn and popped into the numerous workshops and sales facilities that support CCA and the classic niche. The week between the show and the Hillclimb is a magical time in Knysna and a must-do. With the Hillclimb done, I headed back to Gauteng while Graeme blasted up towards Oudtshoorn and homeward along Route 62 – he covers his jaunt along this rewarding road in this month's issue, too.

Thankfully, the geographical balance was partially restored: Mike Monk contributes stories on a Bentley R Type and 1948 Chevrolet 3100 Pick-up from the Cape Town area, Sivan Goren goes late '80s/early '90s with the rather odd, but cult, BMW Z1 up in Johannesburg and Roger Houghton talks 50 years of Mitsubishi from the capital. I add to the Gauteng percentage with a look into the German-derived Ford P7 20M and Triumph Bonneville T120 (yes, there's some German in this British icon).

Thanks to the readers' letters we do quite well in filling in some of the other provinces – the Free State, KZN and Eastern Cape crack the nod here.

We hope you enjoy.

**Stuart**



## FUN ON THE GIRO

FMM was recently approached by the CIAO Club South Africa (Classic Italian Automobile Owners) to participate in the inaugural Giro dei Vigneti (lap of the Vineyards). The event was the initiative of Sonja-Liesel Theron out of a promise made to friend and CIAO founder Nick Pryce before, sadly, he passed away. The idea was to take only Italian cars on a journey through some of the Cape Winelands where great roads, stunning views, fantastic food, genuine fellowship and fine accommodation were the order of the day. It was all about enjoying the journey as a 'family' group. The tour started at FMM with all the style and glamour of any European event. Participants were asked to dress in the period of their car so there was a strong '60s and '70s vibe.

Taking part were an Alfa Romeo 1750 GTV, Ferrari 365 GT/4, Ferrari Mondial T, a pair of Ferrari 360s, Ferrari California, Ferrari Mondial Quattrovalvole, Dino 308 GT4, Fiat 1200 Spider, Lamborghini 400GT and a Maserati GranSport Spider together with FMM's Lorenzo Farella in FMM's Alfa Romeo Montreal, and curator Wayne Harley on the sole motorcycle, a Ducati 900 Mike Hailwood replica. The Cape Alfa Romeo club turned up in support and Crossley & Webb also sent along a few cars including a stunning De Tomaso Mangusta.

On Day 1, after meeting up and having lunch, entrants had a brief look at FMM's PlaasPad before an Italian wine tasting at the L'Ormarins Estate's Terra

del Capo tasting room. Then the Giro began in earnest and over the next eight days the route took in the Bainskloof Pass, Du Toitskloof Pass, Franschhoek Pass, Tradouw Pass, Theron's Pass and Michell's Pass with stay-overs at De Leeuwenhof Estate, Hermanus Guest House, Jan Harmgat Country House, Karoo Hotel Village and Saronsberg Vineyard Cottages.

The Giro dei Vigneti proved to be a motoring and culinary experience that was thoroughly enjoyed by all.



## SLOT CAR CHAMPIONSHIP

At the May meeting of the FMM Slot Car Championship season, Mark Venske returned to winning ways in the Formula Carrera category with his BMW M4 DTM, edging out April's winner Jon Lederle's Audi RS5 DTM by a single lap. Mark set the fastest lap of the event in the process. Wayne Harley borrowed a BMW M4 DTM and finished third a further lap down with Martin Lourens's Ford GT close on the Beemer's tail. Jon still heads the championship log with 46 points followed by Mark on 44 and Thys Roux (Mercedes AMG GT3) on 42.

In the Formula FMM category for non-magnetic cars, Martin Lourens took the honours with his Audi and registered the fastest lap. He finished one lap ahead of the battling duo of Jackie van Wyk (Alfa Romeo Tipo 33) and Jon Lederle (Porsche 908).

Jackie leads the log with 30 points with Andre Loedolff (Porsche 956) on 23 and Jon on 21. Formula Libre was won by Franklin Smit with his son Boelie second, both with Ford Mustangs, and Leon Theron (BMW 320i) third. Franklin leads the championship with eleven points from Thys Roux (Maserati MC Trofeo) on nine and Boelie on eight.



## BENTLEY GENTLY

The Centenary Vintage Bentley Tour had over 20 cars entered that represented a large portion of the early cars that are still in SA. The Franschhoek Motor Museum is always busy around this time of year but could not pass up the opportunity of sending a car along to celebrate an important milestone in the history of Bentley, one of the world's most prestigious brands. FMM decided to enter its 1953 R Type, a beautiful and graceful saloon ideally suited for a run up the Garden Route and being part of the Bentley Centenary Display at the Knysna Motor Show, prior to taking part in the tour to Oudtshoorn. "The camaraderie on this event was fantastic," said FMM curator Wayne Harley, "with old friendships being rekindled plus some new ones made along the way. And valuable information was exchanged at every chance."



## 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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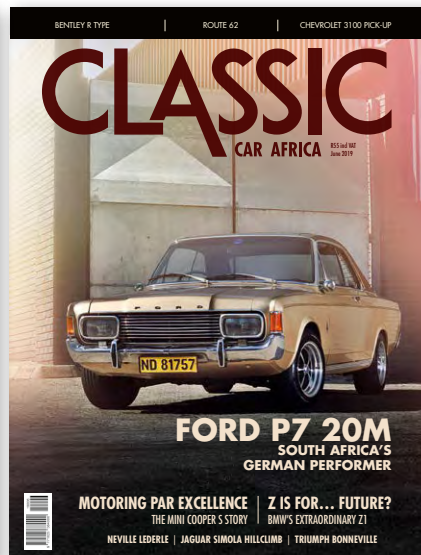
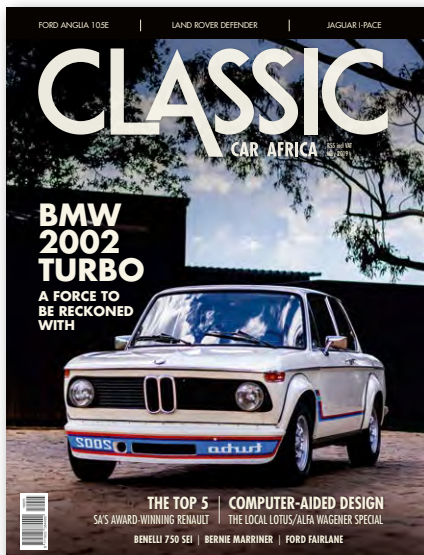
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**R 150 000**



1954 Triumph TR2  
A rare and sort after  
model. This is build  
number 54 off the Motor  
Assemblies production  
line in Durban.

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1958 Austen Healey Frog  
Eye This is a project car, with  
it's original motor and  
gear-box which still needs  
to be fitted. The Interior and  
body work has been redone

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# COOL TEMPERATURE, COOL CLASSICS

With winter approaching, there is no slowing down or going into hibernation at Dino's – our state-of-the-art equipment ensures that the level of finish and quality doesn't drop with the mercury. And that's a good thing considering the number of cars lined up and waiting to be moved into the classic shop. This is now possible with a handful of recent projects having been completed and driven or wheeled out

of the delivery bay by the clients – a stunning Triumph TR5, a pair of air-cooled Kombis, a Beetle and fastback Mustang spring to mind. As you'll see below, there are two more ready for collection and a couple of others will join these in the coming weeks – perfect timing here in Gauteng as the sunny autumn and winter days are made for classic car cruising.



Alfa Romeo's Berlina series is really taking off with classic car owners. This one is in very good condition but has a few minor issues that the new owner wants touched up. The engine needs some work, so while it is out we are going to tackle the engine bay.



The end is in sight for our own BMW 3.0CSi. It's all new, with body and paintwork redone, reupholstered seats, dash and carpet refurbishment and any damaged exterior trim or lights replaced. We've imported engine bay stickers and now await the engine.



It's been a relatively long job on the Datsun 260Z with numerous parts needing to be imported. Rust has been cut out, metal replaced and fit sorted out. And now it gets its final paint before the customer takes it to assemble.



This, a Pontiac Grand Prix, is one awesome bit of 1980s America and is in for some plastic surgery. The rubber/plastic bumpers have not aged as well as the rest of the car and have cracked extensively. We are repairing and filling these before painting to match the existing bodywork.



You might remember this Dodge Polara from a few months back. It was reasonably solid but needed some fresh metal and dent repair. We then shot this bright yellow. Well, it sat a bit while we waited for the masses of chrome work to be redone. But here it is, ready to rock.



This Chevrolet Chevelle has had some panels replaced by a previous shop, but there was heaps of rotten metal which we removed and replaced. Only the bonnet was imported; the rest of the replacement parts were made locally. It's now ready for the paint booth.



This Mercedes-Benz Pagoda had more filler on it than you can believe. We removed this, cut out rotten metal, beat it into shape and remade the floors – these were covered in sound-deadening material to hide the rot. Paint is next and the owner has gone for Nardo Grey.



This rare BMW 3.0CSL has lived a hard life – if the panel damage is anything to go by. A UK import, it also has a lot of the dreaded tin worm. We are cutting this out and replacing with newly made sections. Thankfully the aluminium doors, bonnet and boot aren't too bad.



Following a full bare-metal strip-down and minor rust repair work, the interior and trim on this BMW 3.0CSL were tidied up and refitted. The choice to stay with the original silver colour was the right one. It's ready for collection and is sure to pull crowds wherever it goes.

# 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](http://www.classiccarafrika.com)) please submit details, along with an image or two, to [stuart@classiccarafrika.com](mailto:stuart@classiccarafrika.com).

## JUNE

01	POMC Mampoor 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 <sup>st</sup> Saturday of the month	Classic Motorcycle Club of Natal – Bluff, Durban	3 <sup>rd</sup> Sunday of the month	Piston Ring – Modderfontein, Johannesburg
1 <sup>st</sup> Sunday of the month	Classic Motorcycle Club Johannesburg – Germiston, Johannesburg	Last Sunday of the month	Vintage and Veteran Club – Athol Oaklands, Johannesburg
2 <sup>nd</sup> 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 <sup>nd</sup> Sunday of the month	Pretoria Old Motor Club – Silverton, Pretoria	Last Sunday of the month	The Crankhandle Club – Wynberg, Cape Town
3 <sup>rd</sup> 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](mailto:philros@telkomsa.net).





# SHINE BRIGHT

The Stars of Sandstone heritage festival near Ficksburg in the Free State once again shone brightly. Despite inclement weather over the first few days, the 10-day show was once again brilliantly supported. **Roger Houghton** took in some of the nostalgic action.

This show continues to amaze with the level of excellence in terms of exhibits, layout, ambience and activation opportunities. Variety is impressive with participants enjoying everything from a ride in a pukka ox-wagon drawn by huge Afrikaner oxen to travelling in military convoys and riding in carriages pulled by beautifully restored steam locomotives.

There were several classic cars and motorcycles on display in one of the halls, while the visiting Triumph and Lotus car clubs, among others,

added further variety. The highlight for many people was the afternoon Sound of Thunder display by a variety of tanks and armoured vehicles.

However, for the photographers nothing beats the Mountain Wanderer Trip, which is the sunset train ride around the full circuit of the narrow-gauge rail network, totalling 26 kilometres. Not only does the train pass vast fields of blooming cosmos flowers (the sunflowers were not yet in bloom), but driving alongside the train for photo opportunities were a variety of vehicles from a 1939 BSA, Ford Model A with 'dickie seat' and Ford Model T bakkie to a coal-burning steam-powered 1939 Sentinel truck, accompanied by the drone above from an airborne formation made up of a Harvard, Tiger Moth and pair of Chipmunks.



## SHINE, SHOW, BUY & SELL

Concours d'Elegance Durban, which takes place at the Durban Country Club on 27/28 July, is taking it up a notch with the inclusion of the Vintage Motors auction and calling on enthusiasts with vintage, classic and modern classic vehicles to take part. For more information, contact [admin@vintagemotors.co.za](mailto:admin@vintagemotors.co.za). Concours d'Elegance Durban looks set to host 200 of the most elegant collectors' cars competing for the 'Best of Show' and you can take part by registering at [www.concoursdurban.co.za](http://www.concoursdurban.co.za).

## 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 departing 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](http://www.vintageandveteranclub.co.za).



# WINTER DRIVING

Dropping temperatures can create challenges for drivers, such as frost on the roads in the mornings, more mist and driving with the sun in your eyes. There are ways to combat these challenges by simply making a few changes to your driving. The managing director of MasterDrive, **Eugene Herbert**, provides some tips.

## — SUNRISE AND SUNSET —

- MasterDrive recommends always driving with your headlights on. If you do not already do so, switch your lights on as soon as you leave.
- Avoid the glare by taking a different route or changing the time that you leave, if possible.
- Raising your seat can also assist with reducing the glare.
- Ensure your windscreen is clean inside and out as the glare can severely reduce visibility when the windscreen is dirty.
- Polarised sunglasses help when driving in the glare.
- Lower your visor well ahead of time so that you are not suddenly blinded.
- Slow down. Always change your driving speed to suit the conditions, not only the speed limit.

## — FROST AND ICE —

- Before winter arrives, top up your anti-freeze and check that your tyres are properly inflated throughout the season.
- Increase your following distances.
- Brake more cautiously.
- Go around corners more slowly.
- Do not use cruise control when the roads are slippery.
- Drive with extra caution in parts of South Africa where roads can become icy, especially in places where ice tends to develop, such as under bridges.
- If you do lose control, do not panic but gradually slow down.
- Steer in the direction of the skid.

## — MIST —

- If possible, avoid areas that are prone to mist.
- Do not switch your lights on to bright as this will reflect off the mist and reduce your visibility even more.
- Use fog lights or low beams.
- Avoid using your emergency lights when you are moving. Someone may think that you are stationary when you are not.
- Avoid sudden lane changes or erratic driving.
- Do not pull over unless you can get well off the road and then switch on your emergency lights.







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## MODEL REBUILD

British model David Gandy has fulfilled a life-long ambition by completing the restoration of a 65-year-old original Jaguar XK120. The original car, which was discovered under a bush in California, was registered in 1954 as a standard left-hand-drive model but was taken to the UK for a 2700-hour restoration to Gandy's specification by the team at Jaguar Classic in Warwickshire, UK.

"Having driven a Jaguar XK120 at Mille Miglia in 2013 and 2014, I knew that I wanted to own one of these incredibly special cars. Completing the restoration has been an extraordinary experience and now being out here and finally seeing it complete against the backdrop of St Tropez is pretty amazing. We've taken inspiration from the most successful XK120s in Jaguar's history and combined its historical features with some modern-day design elements. It's been a passion project and a real labour of love, working with the Jaguar Classic team," said Gandy.

Every step of the design and restoration, for both the exterior and interior of the vehicle, was created in collaboration between Gandy and the Jaguar Classic team. Taking inspiration from the original XK120 Lightweight model, Gandy's ambition for the vehicle was to recondition the iconic Jaguar with modern upgrades to make it 'ready to race' in popular classic car events.



## FESTIVAL OF MOTORING



The Festival of Motoring presented by WesBank makes its annual return, for the fourth year, to the Kyalami Grand Prix Circuit from 22 to 25 August 2019. Usually a three-day affair, the 2019 edition sees an extra day added on for even more enjoyment. Visitors will experience an interactive showcase of both active and static content including supercars, classic cars and historic and modern motorsport activities, as well as exhibits by leading aftermarket and accessory companies. The event will be filled with interactive and fun activities like kids' zones, a braai area and much more, making it a perfect family outing. Tickets are officially available for purchase on [www.howler.co.za](http://www.howler.co.za). Keep a lookout for future ticket giveaways on the WesBank website and social platforms.

## THE ENDLESS SUMMER

The winter weather getting you down? Then head for Scottburgh Classic Car Show on 28 July and take in the warmer KwaZulu-Natal South Coast climate with your classic. If you are based up north, why not join in the fun of the Durban Dash on the way down? Cars will leave Randburg on Friday 5 July with an overnight stop in Newcastle and then on to Scottburgh for a further two nights. The route runs on the old Durban road, seeing a day-one distance of 372km and 449km on the second day. The entry fee of R500 per vehicle will get you a rally plate, printed route schedule, GPS route file and entry to the show, with a percentage going to a charity of the Scottburgh Classic Car Show's choice. Various accommodation packages are available to suit all budgets. For more information, contact Roger at Classic Car Events on [roger@afriod.co.za](mailto:roger@afriod.co.za).





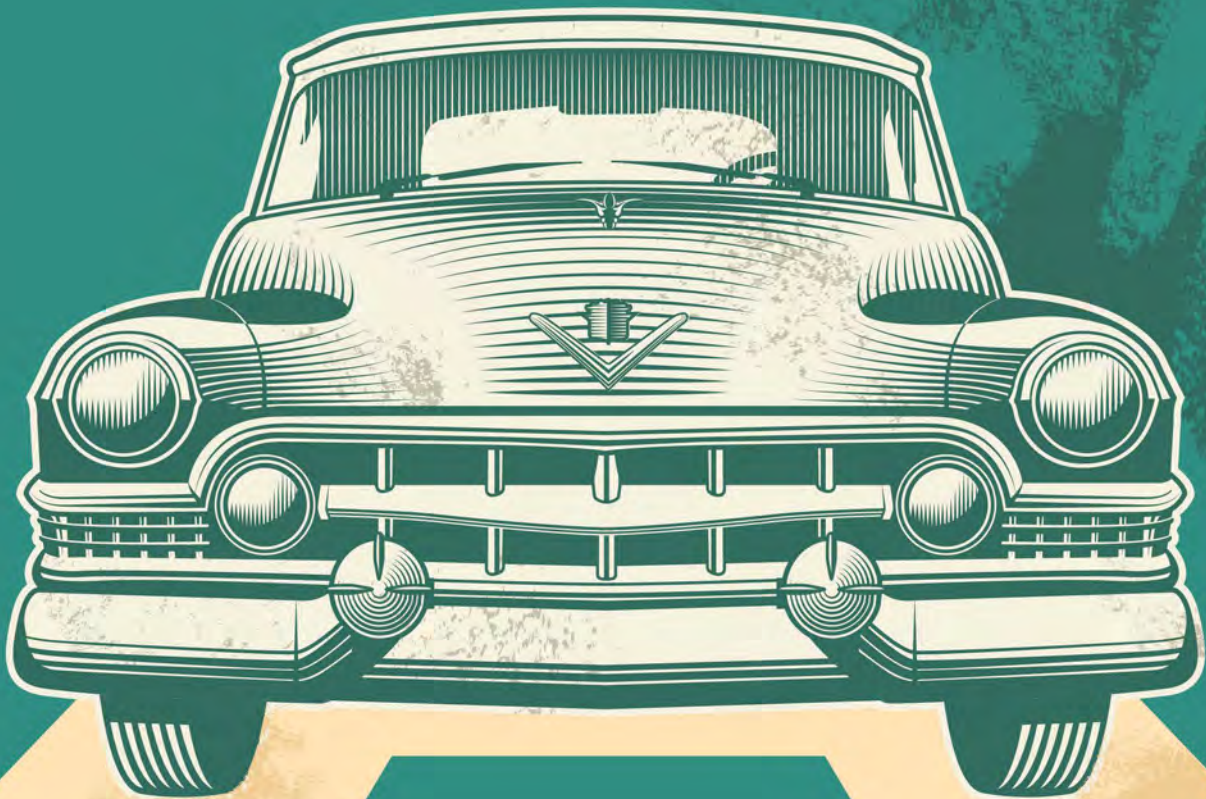


Join us for 4th Annual Coffee & Cars gathering to be held at  
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Date: Sunday 21 July • Time: 08h30 – 11h00

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# PONTIAC HEADS KNYSNA SHOW

An extremely rare 1958 Pontiac Bonneville coupé was adjudged Best Overall Car on Display at the 2019 Knysna Motor Show, held at the Knysna High School sports fields on April 28. It was a huge achievement for owner Kobus Mostert, as this year's show had attracted an extremely high standard of invited cars, among them no less than five Mercedes-Benz 300 SL models from the 1950s, the biggest single gathering of these iconic sports cars yet seen in South Africa.

Winner of the Best Old Car Trophy category was a hugely popular choice, with the emphasis on 'huge'. The sight of John White manhandling the 1928 Bentley 4½ Litre into position in front of the podium brought to mind Ettore Bugatti's famous remark about these giant 1920s British sports racers resembling 'flying lorries'. Trophy for Best Classic Car went to a 1957 Mercedes-Benz 300 SL, owned by Rick Garret and shown by Andre du Toit. It was one of five SLs that gathered in Knysna, also backed up by 10 Mercedes-Benz 190 SLs from the same era.

Other impressive gatherings at the show included an excellent display of Morgans celebrating the marque's 110<sup>th</sup> birthday and a selection of pristine original Mini derivatives. In anticipation of Mini's 60<sup>th</sup> birthday, which takes place later this year, three Cooper S-spec models from the 1960s were driven from Johannesburg to Knysna to join a similar

Mini grouping from Cape Town and the other marvellous Minis on the field. The level of originality of these cars was particularly impressive, paying tribute to the show's philosophy of keeping display cars on an invitation-only basis.

On the two-wheel front, The Motorcycle Room Trophy produced a somewhat surprising winner this year in the form of the unusual customised modern BMW 1200 RS adventure bike, built to a level of showroom excellence by Wilderness custom bike builder Corrie Venter. This award was judged by visitors to this year's Knysna Motor Show. The Piet Mass Trophy exhibitors' award is particularly prized as the winner represents the best motorcycle as adjudged by fellow competitors. The winner here was again an unusual machine, the little-known Sherco 300 trials bike customised with a WWII theme by Knysna's Gavin Venter.

The key elements of this year's show were the diversity of cars and motorcycles on display, and the level of presentation. The Garden Route Motor Club, which once again ran an excellently organised event, was particularly keen to showcase modern iconic machinery as well as cars and motorcycles that dated back more than 100 years.

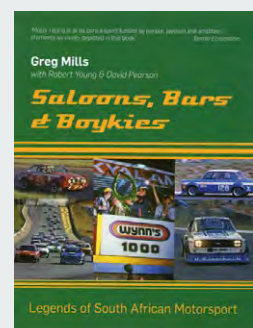
The Knysna Motor Show is a one-day annual event and this year's display was the eighth running of the show. The event next year will take place on Sunday, 3 May.



## BOOK YOURS

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 & 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 for R300 per copy and *Saloons, Bars & Boykies* at 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](mailto:stuart@classiccarafrika.com).







## NISSAN Z ANNIVERSARY EDITION

April saw the unveiling of the 2020 Nissan 370Z 50<sup>th</sup> Anniversary Edition in New York – the same city where the original Datsun 240Z made its US debut half a century ago. It pays homage to the #46 BRE (Brock Racing Enterprises) Datsun 240Z that won multiple SCCA National Championships with John Morton behind the wheel.

“It’s no secret that the Datsun 240Z started the ball rolling for Japanese sports cars in the US,” said Ivan Espinosa, Nissan’s corporate vice president of global product strategy and planning. “Almost as well known in Z history is how Peter Brock’s competition-tuned 240Z changed the American motorsports landscape. After the BRE 240Z debuted in 1970, Nissan/Datsun became one of the most successful companies in American motorsports – with thousands of victories over the past five decades.”

The Nissan 370Z 50<sup>th</sup> Anniversary Edition will be available in four trim levels: the base model, Sport, Sport Touring and the 370Z NISMO. The 370Z Sport model is the foundation for the 50<sup>th</sup> Anniversary model,

as it represents the true enthusiast spirit of the original. The exterior mimics the livery of the original BRE race car and is available in two different paint schemes: white with red accents, or silver with black accents. Key BRE design cues include the two signature stripes on the side of the car and the painted boot, bonnet, side mirrors and A-pillars in the accent colour (red for the white car and black for the silver car). Along the side of the car, a thin line runs from the headlight to the rear glass, culminating in a small triangle inspired by the C-pillar of the Datsun 240Z. The package also includes 50<sup>th</sup> Anniversary identification on the front bumper, anniversary rear badging and special 19-inch alloy wheels with red accents.

At the heart will be Nissan’s famed 3.7-litre V6 engine that is good for 332hp and 270 foot pounds of torque. A seven-speed auto is on hand but for the purist there’s a close-ratio, six-speed manual gearbox that features a synchronised downshift rev-matching system for the ultimate blip.

### ALFAS @ THE MALL

Gauteng Alfisti gather round: Mall of Africa has confirmed that the 2019 Concorso d’ell Afrique will take place on the grounds of the shopping centre on Saturday 8 June. If you have an Alfa Romeo that you’d like to enter, please contact [pwilliams@wol.co.za](mailto:pwilliams@wol.co.za) and if not, diarise that date to go and see some of the brand’s finest offerings.



# ON THE RAMP

In 1952, with his schooldays behind him, **Jake Venter** was indentured as an automotive apprentice at Norton Motors in Cape Town. They were the distributing agents for the Nuffield Group (Morris, Wolseley, Riley, MG and Morris Commercial trucks) as well as Oldsmobile cars.

I spent most of my first year washing parts in a paraffin tray, jacking a car up and putting it on stands, and fetching parts from the spares department.

During the rest of my apprenticeship I helped my mechanic, a very kind English-hating Welshman, with anything from the constant decoke-and-grind-valves jobs that are no longer required these days, to engine overhauls that were sometimes needed at mileages as low as 30 000 (48 280km) on the British engines.

Initially, I loved the British cars. I loved the classical looks – the wooden dashboards on the Wolseleys, Rileys and the MGs – but that opinion changed when I started to work on them. It became obvious that the designers of British cars did not regard ease of maintenance as important and that endurance testing was just a waste of money to them. Here are a few memories of the cars I often worked on.

## MORRIS EIGHT (1935 to 1948)

The pre-war Morrisies were mechanical disasters. The Eight's 918cc side-valve engine developed so little power that they could only get up the steep ramp to the third floor workshop in bottom gear if the engine was in a tip-top condition. If it needed new distributor points, plugs and valve gear adjustment or a decoke, or if the clutch was slipping, the breakdown truck had to tow the car into the shop. The rear axle drive shafts tended to snap at fairly low mileages. Most owners got annoyed when they discovered that we wanted to replace the shaft on the other side as well as the broken one. If they did not follow this advice, however, they found out that it broke soon afterwards

I loved the classical looks – the wooden dashboards on the Wolseleys, Rileys and the MGs – but that opinion changed when I started to work on them

because it flexed more than a new one. The steering boxes had a tendency of developing lots of play quite early on in their short lives so that you could not easily drive in a straight line.

## MORRIS TEN (1938 to 1948)

These were slightly bigger than the Eights and had a more powerful 1140cc overhead-valve engine. They had the same drawbacks as the smaller model, but could almost always get up the ramp.

## MORRIS MINOR (1948 to 1971)

The Morris Minor was a radical departure from previous British small cars. It was equipped with independent torsion-bar front suspension, a unit-construction body, smaller wheels than the earlier cars and rack-and-pinion steering. The first series models (1948 to 1953) were fitted with a slightly modified version of the side-valve engine from the Eight. The car still couldn't get up the ramp easily. Our workshop saw a few side-valve Minors fitted with British-made overhead-valve conversions. They were considerably faster and quieter than the later Morris 1000s that appeared after the Nuffield Group sealed their fate by joining Austin to become the British Motor Corporation. These Minors had Austin-built 803cc overhead-valve A-series engines designed for the Austin A30. The car could now get up the ramp even if one of the spark plugs was dead, but during the early years of production some engines needed to be overhauled at very low mileages. The Minor was most likely the first small British car that was designed for cruising at 80 to 85km/h on a freeway for the whole day without overheating, whereas the older models were only designed to be used for pottering down country lanes.

## MORRIS OXFORD (1948 to 1971)

The new Morris Oxford was essentially a larger version



of the Minor. It also featured torsion bar suspension, rack-and-pinion steering and a unit-construction body. Strangely enough, the first series did not get the overhead-valve engine from the Ten but a new 1476cc side-valve unit that was not particularly smooth. The four-speed gearbox had a column gear change mechanism that perfectly illustrated why no modern car is fitted with such a contraption.

## MORRIS SIX (1948 to 1953)

This was a stretched version of the Oxford, fitted with a 2215cc six-cylinder single overhead camshaft engine. The camshaft was driven from the crankshaft via a vertical shaft fitted with helical gears at each end. The cast-iron cylinder head required two people to lift off the cylinder block and the engine was so difficult to work on that a decarbonisation and valve grind took twice as long to complete than most other engines.

## OLDSMOBILE

Okay, so it's not British, but working (or the lack of working) on Oldsmobiles showed me just how fragile the Brits were. Built by General Motors as the 'poor man's Cadillac', the Oldsmobiles were typical American cars of the period. They rolled like a Citroën 2CV on the corners and were equipped with steering that required five turns to go from lock to lock, with the result that you had very little chance to correct a skid. Some people put a knob on the steering wheel to make fast rotation easier. The overhead-valve V8 Oldsmobile Rocket 88, introduced in 1949, is often regarded as the first American muscle car. Its performance in a straight line was exceptional for the time and I fell in love with it... for a short while. I seldom saw an open engine because they were long-lasting and reliable.

Next month I'll tackle more models from the Brits and, you guessed it, a few more negative aspects of how they were built. 📌





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# AROUND THE WORLD AT 80 YEARS

One of the benefits of being a classic car journalist is the chance to get up close to (and occasionally drive) some incredible cars. But for **Graeme Hurst** the profession has provided a whole lot more: friendships with simply unforgettable characters who have the keys to some of those cars. Heidi Hetzer, who famously drove around the world in a 1930 Hudson when she was in her late 70s (see *CCA* October 2016) and more recently completed a solo 30 000km trans-Africa journey, is one such character. This month, Graeme takes a look at the life of this legendary classic car owner, racer and enthusiast who passed away over Easter at her home in Berlin. She was 81 and had returned from Cape Town just days before.

“**W**here is your notebook and where is your Dictaphone? You say you are a journalist but you don't have these things?” It's a response which still makes me chuckle as it was the opening line to a friendship with an enormously colourful personality. One who caught my attention when I spotted her changing a tyre on a vintage car at a Crankhandle Club meeting back in August 2016. Dressed in a white period driver's overall, Heidi Hetzer had just moments before boldly relieved a group of dithering men of their tyre levers before proceeding to deftly part the rubber from the car's ancient rim.

The manoeuvre intrigued me enough to ask who this was – most Crankhandle wives (from what I'd seen) never so much as picked up a spanner. “Her name's Heidi and she's driving around the world in a Hudson” was the reply from a club member. “She's just driven across

South America and her car's being shipped from Argentina.” Knowing that she was hardly in the first flush of youth (Heidi was then 79), I felt compelled to find out more before venturing over to ask if I could feature her trip... which elicited the memorable response in an unintentionally abrupt, German way.

After explaining that I meant once her car had arrived in Cape Town, she softened and agreed that she prefers to be featured with ‘Hudo’, as she affectionately called the Hudson. By then, Heidi had been on the road for just over two years and driven across Asia, Australia, New Zealand and both North and South America. Her trip began shortly after she retired from running her 150-person-strong Opel dealership and was inspired by a childhood hero, Clärenore Stinnes, the first woman to circumnavigate the world in a motorcar.

That was back in 1929 in an Adler. And although Clärenore never crossed Africa, Heidi felt her attempt at emulating

the intrepid adventurer's experience 80+ years on wouldn't be complete without at least taking in Southern Africa. Hence her arrival here. And the arrival of Hudo at the harbour a few days later when Heidi rang one evening, offering to meet up before she planned to leave the Mother City.

We rendezvoused outside the German consulate but – unimpressed by the backdrop – I convinced her to drive Hudo up Signal Hill to get the ‘money shot’ in front of Table Mountain. Heidi obliged, but as we hit Kloof Nek in rush hour, made it clear that this wasn't turning out to be as quick as I'd inferred. (Ja, ja... you journalists are all the same – it's always ‘just 10 minutes’.)

But the slow pace highlighted something that would result in a twist of fate: Hudo's huge straight-eight engine sounded like it had a bucketful of bolts flying around in the crankcase as we chugged up the hill. I'd been around enough pre-war cars to know that their engines are usually impressively quiet.





Sadly, my observation was correct as just a few days on, Hudo's engine ran two big-end bearings while Heidi was still in Cape Town. And although the misfortune delayed Heidi's plans, the time needed to have a spare engine flown in and installed – along with other much-needed repairs – gave me and many other local classic enthusiasts a chance to get to know and love this inspiring adventurer.

The extent of her adventures soon became apparent to me as days turned into weeks (and indeed months), plenty of time for those who assisted her to appreciate just how deep Heidi's passion for cars was and how broad her experiences were ever since she trained as an auto mechanic under her car dealer father. That training saw her complete an apprenticeship in the USA before later starting a car hire business in her native Berlin.

When her father unexpectedly passed away in the late 1960s, she took over his dealership and raced motorcycles as a hobby. That evolved into four-wheel events and Heidi became quite a professional motorsport celebrity. Highlights of her racing career included completing the gruelling La Carrera Panamericana and the Mille Miglia – both of which she competed in four times. Meanwhile, her success in business afforded her the opportunity to amass an enviable car collection which included a rare Hispano-Suiza H6.

That's real Pebble Beach fare and although Heidi made plenty of friends in those circles, she was very down to earth and hands-on, as was evident from the broken Gucci handbag she repurposed as a tool bag! And with her efforts to pilot Hudo around the globe; when the spokes

in his wooden wheels shrank in the heat as she negotiated Australia's famous Nullarbor Straight, she removed the wheels and soaked them in a tub of water each night so the wood would swell up. Then, when she was faced with paying exorbitant cargo fees to have the Hudson trucked over the Chilean border (after the engine packed in), she took Hudo off the truck, dropped the sump and removed the two offending conrods so he could be driven using the remaining six cylinders over the border. All this by a then-79-year-old, *nogal!*

Fast-forward a few months to the days after her departure from Cape Town and she had the Hudson's sump off again, this time to clear a blocked oil pathway on the engine's splash-fed lubrication system. By then, Hudo was powered by the replacement engine while the one that ran its big ends was rebuilt by Basticks Engine Rebuilders and kept here as a back-up.

Getting that vast side-valve engine rebuilt and attending to other issues (such as a cracked exhaust manifold) saw many an hour of amusement for me as I witnessed Heidi's daily interactions with the world around her. And apart from some fascinating and often philosophical observations about life in general, it was her playful nature that made an impression as she delighted in making theatre out of life's small encounters and dressing the part. That year's Oily Rag participants will no doubt recall her donning a period race helmet when navigating for me... an event on which she managed to get us completely lost (I joked that she could get herself around the world but couldn't get us from Franschoek to Cape Town).

Heidi was equally theatrical when it came to her plans. After leaving Cape Town in early 2017, she and Hudo sailed for Spain from where she drove to Berlin to complete her 85 000km round-the-world trip. That was in late March and her arrival at the city's Brandenburg Gate was timed so she could prepare for her 80<sup>th</sup> birthday celebrations that June at a nearby castle.

The planning for that began months before while she was still on her travels and saw Heidi contemplate several ideas for the big bash, including (as I witnessed one morning when she shared the contents of an email before we made a trip to Basticks) the possibility of buying a jetpack made by a man she'd met in New Zealand. This purchase was being considered as she fancied the idea of launching herself over the castle walls to make a surprise 'entry' to her birthday party!

Sadly, health and safety concerns at the venue clipped Heidi's wings but the sheer novelty of wanting to be propelled by jetpack at the age of 80 is what springs to mind when I think of her now. She was truly the most memorable automotive character I've encountered. RIP Heidi. 🇺🇸

**That's real Pebble Beach fare and although Heidi made plenty of friends in those circles, she was very down to earth and hands-on, as was evident from the broken Gucci handbag she repurposed as a tool bag!**

**SO CLOSE**

Hi Stuart, great reply from Eugene Birkholtz in identifying the models in the picture I sent. However, he did not achieve seven out of seven and got one wrong. The Somerset he mentioned is actually an Austin Hereford, big brother to the Somerset. I attach a picture of these two together so you can see the difference – very close – the Hereford on the left in the picture is larger and fatter than the Somerset and has a narrower grille. Its engine capacity was also larger, I think, 2.1-litre compared to the 1200 of the Somerset.

I also attach another seven cars to identify, all around the same era as the first lot I sent. I look forward to see if they can be identified.

Regards,  
Zack Lombard

*Thanks for clearing that up, Zack – I, together with Google made the same mistake as Eugene. Thanks for the second batch of models to identify; I will get on trying to make head and tail. Motul Lubricants has offered a classic lifestyle T-shirt to the first reader sending a mail with all the correct answers. I'll be in touch with you to verify the models.*

Stuart

**COURAGE & DEDICATION**

FJ Smit is a young man who joined the MG Youth Racing Programme in 2014, aged 12. He was unable to reach the pedals and, unable to drive, he spannered on the cars and prepared them for other programme participants to race.

Three years in, his legs had grown suitably long enough to get behind the wheel and onto the track, where it soon became apparent that he had natural talent and delivered some quick lap times. He doubled his MG spannering time with some F400 karting and took the championship honours in his first full year. This dedication earned him a race seat in the Youth Programme's MGA where the now 16-year-old continued to impress.

Disaster then struck when FJ was knocked off his moped by a car skipping a stop street and his pelvis, leg and ankle were smashed into a fire hydrant. He spent three weeks in ICU with damage so severe that his leg was amputated at the ankle. Following numerous operations, his leg was then shortened to below the knee. As one can imagine, the costs were massive and his medical aid funds dried up.

In a true display of 'the right classic spirit', the MG Club has indicated its willingness to assist with covering financial shortfalls to do with a prosthesis, rehabilitation and other medical costs. But that's not all, folks...

FJ is not one to be held back and the plan is to be on the track later this year. He's already been practising driving in his dad's car and doing countless hours of climbing in and out the vehicle fast enough to satisfy the MSA requirements. Unfortunately, this is not the only hard task that FJ still needs to conquer; there's a bit more cash needed, too. So we appeal to other MG Car Clubs and racing clubs and members to chip in and assist in raising the additional R60 000 for the dream to be realised.

Those wanting to help please contact CCA editor Stuart Grant at [stuart@classiccarafrika.com](mailto:stuart@classiccarafrika.com) for further details.

Thank you,  
Cameron McLeod

*Hi Cameron, thanks for the update on FJ. We are more than happy to support this cause and hope to see him back on track soon. With this in mind, we will keep publishing updates leading up to the big day and of course carry out a full post-race report on how FJ and the MG go.*

Stuart





## HANNING AROUND

Hi Stuart, the scanned pages in the attachment were found in my father's photo albums and files. I have the black-and-white pics! It outlines his take on what is believed to be the body that ended up on the Hanning car.

It shows the body in production at Blackheath and also being raced at Killarney with MGA/Austin running gear. It is possible, in light of Peter du Toit's letter in the May 2019 issue, that the fibreglass 'skins' may have been produced at GSM and then assembled at the Blackheath plant. It may be on that basis that GSM knew of the body after instructions had been issued to my father to 'cut it up'. Also, Colonel John Berryman was the sales director of BMC at the time and he was apparently very friendly with Hanning. I still have the nose badge of the car!

See you soon, keep well.

**Robin Clarke**

*Hi Robin, thanks for the extra information and direct link to the Blackheath details. The amount of correspondence and imagery that has come in for the Hanning has been amazing and shows just how knowledgeable the local classic car fraternity is. I'll combine all this information with the article on the Hanning that appeared in one of the first issues of CCA and put something together to print – if all goes to plan with the rebuild, it might be perfect timing for the relaunch.*

**Stuart**



Subject: Fibre Glass Body

Amendment.

The BODY was initiated by myself as an unofficial exercise in Fibre Glass. The programme was executed in the BMC Blackheath Plant maintenance workshop. A damaged Austin Healey body was considered ideal as a "BUCK" for the exercise and the A.C. Cobra Front styling was copied for the plaster model on the Healey body. When the Fibreglass skins were completed, it was a simple exercise to fit them to a surplus Austin Healey 100 chassis found in the Blackheath Yard. The Austin Healey chassis and the Fibreglass body was then built up as a complete car using surplus Austin Healey hardware and a MG A engine ex the factory racing Austin A50 was fitted, together with Austin A90 running gear.

The car participated in one club race at Killarney. The presence of this unofficial car at Killarney, came to the notice of the Managing Director at Blackheath, who regrettably instructed that it be dismantled to avoid any conjecture of such a model being produced by BMC.

It is believed that the Austin Healey Chassis and the Fibreglass body was donated to **John Hanning**.

Ralph Clarke.

## HANNING AUSTIN MARTIN

Hi Stuart, you recently mentioned John Hanning's Austin Martin in your magazine. In the early sixties I took a photo of John's Austin Martin at Fisantekraal where he raced. I can recall him racing this car at Killarney as well and was very impressed with the car. I attach the photo which I took of the car.

Sincerely,

**Ronnie Grace**

*Lovely picture, Ronnie, thank you. I will add this to the growing collection of Hanning information and as mentioned in the reply to Robin Clarke's mail, will soon put all the details together and try to dot the i's and cross the t's on this tale.*

**Stuart**



## MAGICAL MORRIS

Hello Stuart, the article 'Morris through Africa' in your March 2019 issue has reminded and prompted me to write to you about the 'well-used' Morris Traveller I acquired in the late '60s.

The car was previously owned by a magician with the name of 'The Great Fakiro' and was decorated on all panels with paintings of him swallowing swords and light bulbs and doing all sorts of magical tricks. As an amateur spray painter, I attempted to cover up the artwork but the more coats of paint I applied, the more the images reappeared – scary stuff! While doing this and cleaning out the inside of the car, I came across a service label (the type that the garage used to place on the inside of the door frame) from a Shell Garage in Cairo with a mileage of just under 100 000 miles. After driving the vehicle for a few months it was stolen, but three weeks later it was returned to exactly the same spot it was stolen from. Maybe The Great Fakiro did his magic and had the car returned to its rightful owner.

Love your magazine.

Kind regards,

**Boet Le Roux**

*Hi Boet, what a magical story. Glad the Traveller came home to roost. What happened to the car in later years? I wonder if it is still around somewhere and whether or not 'The Great Fakiro' paint job was ever covered up. Considering its original owner's occupation and the difficulties of cross-continent travel in the 1960s, one can only imagine that the stories the wagon could tell would be legendary. If you happen to find an image, please send a copy on to us. Thanks for the support.*

**Stuart**

## DESIGNER FAME

Dear Stuart, an article related to the induction of a new member to the South African Hall of Fame in the April 2019 issue of CCA encouraged me to do some digging. Scanning the website showed that one of the criteria for nomination to this entity is contributors born in South Africa. I was surprised when I could not find Gordon Murray's name on the list. Maybe I missed his name or his selection is in process. Just to update readers: under his watch 22 Formula 1 cars (that participated in races) were designed. He also designed the McLaren F1 road car and was honoured with a CBE (Commander of the British Empire) during 2018.

Thank you for providing us with a magazine comparable to world-class magazines. The only frustration that I have with CCA is that captions are missing below photographs.

Kind regards,  
Tian van Niekerk

*A very interesting point, Tian, thank you. I was also unable to find mention of Gordon Murray but agree that as someone whose success inspires us to dream, he would be a worthy name on the list. I am not sure how the inductee process works but would assume nominations from the public or motorsport body would not go unnoticed. The website lists categories for Car Designer (Rory Byrne is on this list) and Motorsport (Jody Scheckter, Sarel van der*



*Merwe and Wayne Taylor hold honours) so either would be suitable sections. I will follow up with the contact details given for the South African Hall of Fame and see if the masses need to get voting. The captions are something we are continuously working on but unfortunately we don't always have the correct information and are loath to publish anything that we are not 100% certain is accurate. As always, we encourage readers to submit any additional information that we may have missed and will endeavour to include it in future issues.*

Stuart

## GSM EXPORTS

Hi Stuart, I produced some 1/43<sup>rd</sup> scale models for the Dart and Flamingo for their 50<sup>th</sup> anniversary celebrations a while back. When some of these models were offered on eBay, a few were bought by a Gary Lowndale in the USA. I have included his email which shows his quest to track down all of the Deltas sold in the USA and Canada. I think this will be of interest to GSM and other SA car enthusiasts. Sadly, I have no more GSM models for sale.

Kind regards,  
John Rabe

*Beautiful models, John. It's a pity you don't have any more in stock as I would be a buyer for sure. I was not aware that the Dart/Delta was sold stateside back in the day. Going by the picture of Gary in his car it is interesting to note that the cars remained right-hand drive – this and the reference to the name Delta presumably means that they were exported from the UK and not South Africa. I know of one Dart that used to race Historics locally and left when its owner moved to America – last I heard he still uses it in competition over there. Let's see if any readers can shed some light on how many GSMs made it across the pond in period.*

*Thanks for keeping the interest alive.*

Stuart



From: "Gary Lowndale" <[redacted]>  
To: [redacted]  
Sent: 06 October 2012 04:01 PM  
Subject: Re: GSM Models

John,  
Thank you for the prompt reply. I acquired my first GSM Delta in 1973. Not knowing what it was at the time, we were thrilled to learn through research that it was one of the factory lightweight race cars and had held track records in D Production over a span of five years. I preserved the car for many years and traded it for a Turner Climax two years ago. The new owner restored the Delta and recently entered it into the Monterey Historic Car Races this summer wearing its original Dunston Blue and white stripes livery.  
After acquiring our first Delta, I became obsessed with tracking down all of the original five GSM deltas which were imported through Delta Detroit. Eventually I was able to acquire all five of the original USA cars, two right hand drive race cars and three left hand drive street models with two of which with racing history. One of the Delta cars I currently have is and all original car with only 12,000 miles on the clock. It even has some of the original tires. One other delta that I have is the original 1981 New York Auto Show car which introduced the GSM Delta to the USA. It was originally turquoise with white leather interior.  
I then took on the task of tracking down the five Canadian cars which were imported through Toronto. I was able to locate four of those cars and to acquire two of them, one of which was a right hand drive race car. The others were left hand drive. Along the way I located a Flamingo, a GSM Dart, and a German GSM Delta which were also in North America. That comprises all of the GSM's which I am aware of in North America.  
I have much research materials, letters, photo's, race results and other materials on the history of the GSM delta in America. I have interviewed original owners and drivers. One of the cars I own was raced by Mark Donohue when he and Roger Penske were racing Elva Counters in the early 1960's. I would be very interested in a model race car painted dark blue with twin white stripes to commemorate the original lightweight race delta that started my interest in GSM's. I am also interested in a yellow Flamingo model. Let me know if that would be possible.

I was thrilled to get the red model race car. My second Delta acquired was originally a red car. The model is superb.

Best Regards  
Gary Lowndale

Original Message

To: glowndale <[redacted]>  
Sent: Sat, Oct 6, 2012 1:48 am  
Subject: GSM Models

Dear Gary,

It's fantastic to make contact with an owner of Deltas in the USA. I attended the 1999 Nine Hour Race won by the Dart-Climax and have had an affection for GSM since. How many Delta's have survived over there? Is there a club. I have noted the occasional entry in historic events in Vintage Motorsport magazine. Wow, to have three of the real cars!

I scratch built the Dart for the 2007 Fiftieth Anniversary and am currently working on my last four bodies. One has been used for the first Dart which raced on 1 January 1958. Another has been painted pale blue to recreate Bob van Niekerk's first Delta campaigned in the UK. I intend incorporating these in sets of two together with a Flamingo Twin-Cam and Bob's "one off" Flamingo V8 as a tribute to the original makers.

The remaining two bodysheils (one is a "flathosed" first series" - the other a second series with the raised intake) can be built to order.

Don't know if you checked the Flamingos I listed. I still have some of these models for sale in various colours (US\$150). The Twin-Cam racing versions and V8 are more expensive as modification is necessary. Photos are available.

Look forward to hearing from you.





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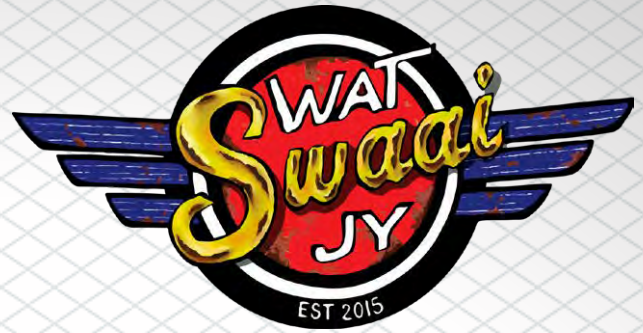


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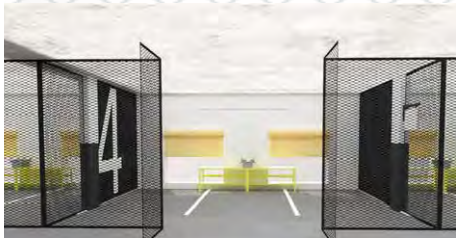
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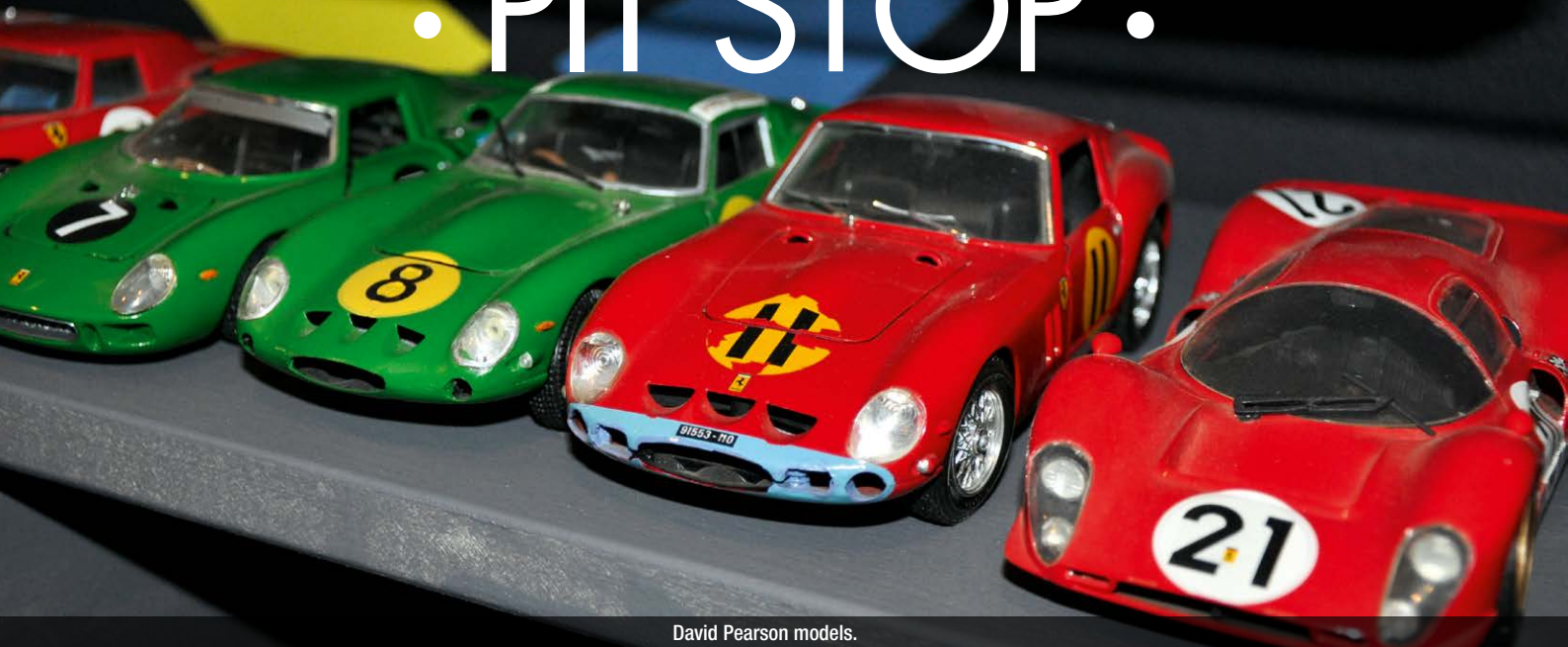


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# THE FINAL PIT STOP.



David Pearson models.

With the 9 Hour, Castrol 1000, WesBank Modifieds – not to mention 20 Kyalami SA Grand Prix – and off-road events like the Roof of Africa, South Africa has a brilliant and enviable motorsport history. But while it's revered, there aren't many places where it's commemorated. Except for the Vlokken Grott Collection, that is. **Graeme Hurst** met up with one Knysna-based racing enthusiast who has set out to preserve and celebrate the country's rich motorsport legacy.

**T**here's a frustration that many of today's racing enthusiasts share about our racing history or, more specifically, about the people who made it: namely that a lot of what happened hasn't been passed on. Of course, it wasn't intentional; many of our drivers were simply living in the moment, flat-out building and racing cars – usually on a shoestring. But that's what sparked a passion for celebrating our racing history in Anton Vlok who, as a youngster, yearned to know more about his dad Willie's racing career.

"He was a club racer in the late 1950s and 1960s, racing a Ford 100E Prefect and then later a 1000cc Anglia. He also rallied an Alfa Giulia and took part in the '72 9 Hour with Jan Hetteema in a BDA Escort (they came 7<sup>th</sup> and 1<sup>st</sup> on Index – Ed) but never really shared his memories with me," says

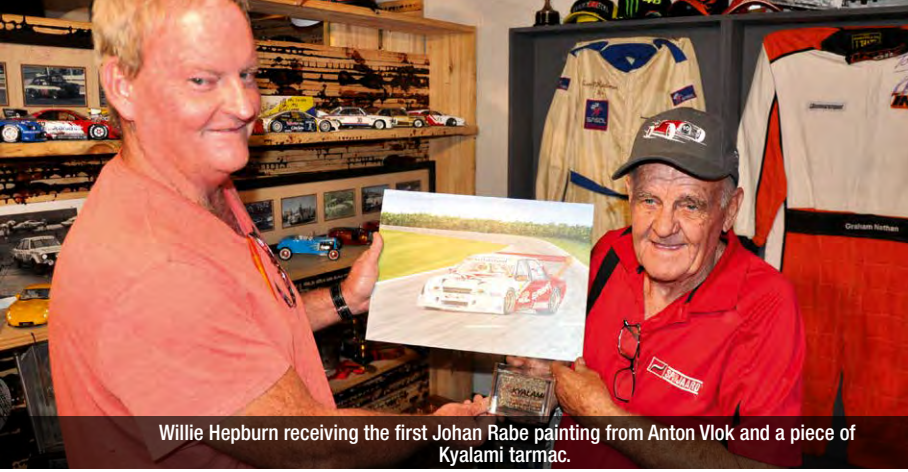
Anton from his dedicated private collection of racing heritage. "I became aware that information gets lost and felt it was important to preserve the past by collecting anything racing-related I could find... and it snowballed from there!"

Snowballed indeed: enter the 80m<sup>2</sup> unit he uses in Knysna's industrial area to display the items and your senses are swamped with the sheer density and variety of it all. Dozens of 1:18 models, signs and racing overalls vie for your attention against everything from old pistons, bits of bodywork and racing flags to race programmes, trophies and autographed prints. It's a staggering and wonderfully intimate Aladdin's cave of motoring ephemera that could only be the product of a deeply passionate racing aficionado. One that started out with a love of models.

"I've always been into models – I think they're absolutely beautiful – but for me what's special is to have a model of a car that you saw race... that gives it way more

But that's what sparked a passion for celebrating our racing history in Anton Vlok who, as a youngster, yearned to know more about his dad Willie's racing career





Willie Hepburn receiving the first Johan Rabe painting from Anton Vlok and a piece of Kyalami tarmac.



1:18 model of Willie Vlok and Jan Hetteema's 9 Hour BDA Escort.



Franco Scribante's overall.

meaning than just a model of a Bugatti Veyron or whatever," explains Anton, who amassed a huge collection of 1:18-scale models of racing cars, many of which he's bought to order, having been specially finished to reflect the correct livery of a particular race car. A model of the Ford Escort BDA – complete with iconic STP stickers – that his dad Willie raced in the 9 Hour is one such model, built by Homemade Models. Another favourite on display is the ex-Willment Racing 427 Galaxie that Bobby Olthoff drove.

Anton had a much larger collection but sold many – including a rare 1:10 of a GT40 to Franco Scribante – to fund the build of a Ford Anglia racer. "It's a tribute car to reflect the one my dad raced." Parting with models is sad but it paid off. "I sold a 1:18 of a Rotary Mazda 787B that won Le Mans to buy a seat for the Anglia." To make up for the loss, Anton set about collecting racing material – anything people were willing to part with. But he didn't do

it from a distance. "I got the stuff by going to racetracks and meeting the drivers and getting to know them. Once they saw my passion they would offer me things they had back at home and put me in touch with other drivers and mechanics," explains Anton. "And then suddenly everyone was involved."

And Anton soon started getting a lot of 'stuff'! Old expired race overalls were some of the first to come his way. Many are free of scars, but some tell a story; like the one Franco Scribante had to be cut out of when he had an epic accident at turn three at Zwartkops.

To incentivise drivers to part with the items, Anton often offers them an original art work of their car by Johan Rabe and has the driver sign prints that are sold to raise funds for the collection.

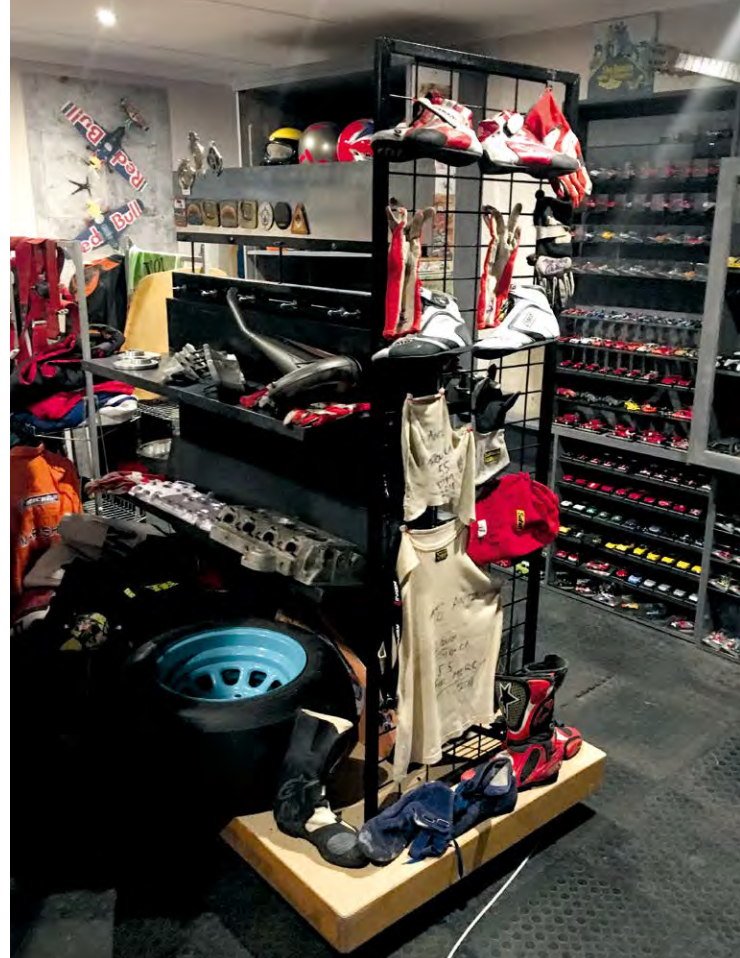
There are also overalls (and more) from marshals. "Blackie Swart was the Deputy Chief Marshal at Kyalami and I got his overalls from the Panasonic and Yellow

Many are free of scars, but some tell a story; like the one Franco Scribante had to be cut out of when he had an epic accident at turn three at Zwartkops





Ex-Andrew Cave BDA crankshaft and Basil Green Perana tappet cover.



Pages GPs plus all his trophies.” Kyalami features heavily in the collection, with a complete set of marshals’ flags pinned to the roof. “They came in a bag and were used in the F1 days,” explains Anton, who’s also got a section of the track’s tarmac on display. Another Kyalami-related item is a headlight cover (still smeared with dirt and bugs from the track) from one of the circuit’s most famous cars: the mighty Rothmans Porsche 956 which Jochen Mass and Jacky Ickx campaigned in the 1982 9 Hour.

Anton’s keen on helmets too, with several originals on display including the pair that Sarel van der Merwe and Franz Boshoff wore in their 1978 RAC Rally Escort. Complete with scratches and headset brackets, it takes pride of place alongside ‘tribute’ examples; ones he has finished in the livery of a famous driver’s best-known car and then had autographed. He also has prints of paintings of famous cars – like

Willie Hepburn’s ex-WesBank Modifieds Opel Rekord – on show as well as parts such as bent conrods and blown pistons from some of those cars.

The stash of parts extends to a crankshaft from a BDA engine – donated by ‘Mr BDA’ and Ford Motorsport workshop head, the

late Andrew Cave – and a tappet cover from a Basil Green crossflow Ford. There are also a few random items on the shelves, like a brand-new (still with its factory protective wax) cylinder head from a 1948 flathead Ford. “I bought it off an elderly mechanic in Heidelberg when he closed his garage,” explains Anton.

Other highlights include various trophies; there’s one from the ‘63 9 Hour for (amusingly) the first car home in the R2 350-R2 500 group, and a vast set from the more recent Passion of Speed series at Zwartkops. Happily, the Vlokken Grott Collection now also boasts a vast collection of racing models, many of them in 1:43 as “they’re cheaper to buy and take up less space”. They’re not all out of a box, though: well-known photographer David Pearson recently gifted his entire (lifetime’s) collection of hand-built plastic models when he was downsizing and Anton was delighted to see that the line-up includes a full set of 9 Hour legend David Piper’s Ferraris!

It’s that sort of generosity that’s helped Anton assemble this astonishing collection and further his aim of preserving our rich motorsport past. If you have (or know of someone who has) a racing-related item that needs a home, then contact Anton via Whatsapp (only please) on: 071 328 6217. 📞

It’s that sort of generosity that’s helped Anton assemble this astonishing collection and further his aim of preserving our rich motorsport past





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# ADVANCED DESIGN

Chevrolet's first post-war pick-up model range was America's No.1 and its trend-setting design lends itself to customising. **Mike Monk** gets behind the wheel of a bow tie-wearing build that features a skeleton of a messenger and a heart from Down Under.

**W**hen Chevrolet introduced its new pick-up range on 28 June 1947, it was not just America's first all-new post-war light truck, it was General Motors' first all-new post-war design. Dubbed Advance-Design – the GMC equivalent was called New Design – its styling featured a bigger, spacious (8-inch/203mm wider, 7-inch/178mm longer) fully welded three-person cab, a rear-hinged bonnet, integrated headlights, column gear shift, fully adjustable bench seat, through-flow cab ventilation, in-dash radio option and a horizontal, rather than vertical, grille. Initial design sketches and clay mock-ups existed in Harley Earl's GM Styling Studio from 1942 – Luther W Stier could also have been involved – but who was actually responsible for the final Advance-Design shape is unknown. Other manufacturers soon followed the groundbreaking look with more comfortable three-abreast seating, so the Chevy's impact on the local industry is well worth reviewing.

Because trucks were built throughout the war, their body dies were worn out by the time VJ Day arrived, so replacement generally took precedence over new passenger car production at most leading American manufacturers. Succeeding the AK-Series, the Advance-Design Chevys were built on GM's A-platform and offered with half-, three-quarter- and one-tonne payloads, the latter in both short- (2 946mm) and long-wheelbase (3 181mm). Generally designated ThriftMasters, these light-duty pick-up trucks were badged 3100, 3600 and 3800, respectively. Similarly designed heavy-duty 1½- and 2-tonne Chevy Trucks were called LoadMasters. Production was to take place in no less than 10 facilities spread across Michigan, New York, Missouri, California, Georgia, Ohio, Maryland and Wisconsin.

Power was provided by GM's 216.5ci (3548cc) overhead-valve straight-six engine that developed 90hp (67kW) and 174 ft.lb (236Nm) of torque. For the 3100 and 3600, a three-speed gearbox was standard with



a four-speed optional; the four-speed was standard on the 3800. Initially, the gear lever was mounted on the floor, but from 1948 a column shifter was introduced to further increase passenger space.

Spur Steak Ranch owner Eugene Nolan has been fascinated with cars since his school days. His father was a DIY motorist and Eugene simply enjoyed being involved with whatever running maintenance tasks were on the go, an archetypal grounding for any latter-day petrolhead. Nothing exotic – Eugene’s spanner skills began with his

father’s VW Beetle, and his first car was a Hillman Vogue Station Wagon. But as time passed by, his tastes changed and turned to more classic and custom cars leading up to his current pair, a 1967 Ford Mustang and a 1948 Chev 3100 pick-up, the vehicle featured here.

Finding a '48 Chevy pick-up in SA is not so easy and when Eugene saw this one advertised in Johannesburg five years ago for R15 000, he closed the deal without hesitating, even though there was a lot of work to be done – it was a bare-bones rolling chassis and cab. So began the substantial task of sourcing a powertrain, glass, grille, lights, running boards, trim and all the other parts necessary to bring the Chevy back to life. Many parts were imported but, interestingly, the load

bed was produced in SA, the replica panels supplied in kit form, just requiring welding together to create the 'bak'. Eugene made the load bed floor from planks of mahogany, each separated with metal skid strips to replicate the original, and side railings were fitted to match.

The engine and transmission came from an unusual and unexpected donor – a 1994 Ford Courier, no less, that had been fitted with a 308ci (5044cc) 125kW Holden (née Chevrolet) V8 and TriMatic autobox. A custom four-outlet, big-bore exhaust system, the tailpipes grouped together centrally below the drop-down tailgate, was developed and under-bonnet wiring was rerouted out of sight. Bucket seats came from a Chevy Lumina SS. Electrics were upgraded to 12-volt, and a full complement of instrumentation – gauges for revs, speed, oil pressure, coolant temp, volts and fuel – was laid out across the dash.

Finding a '48 Chevy pick-up in SA is not so easy and when Eugene saw this one advertised in Johannesburg five years ago for R15 000, he closed the deal without hesitating





Repainted in purple Plastidip, the Chevy looked the part and was seen at a few local Cape Town shows until Eugene decided 18 months ago that it needed an overhaul, particularly the chassis.

So the Chevy was given a body-off strip-down and the decision was taken to rebuild it on the Courier's chassis that, fortuitously, was close enough to the Chevy's wheelbase to not present a problem. Eugene spent up to four hours a day on the rebuild, doing all the work himself. The suspension was left alone but the body was lowered on the frame to give a more ground-hugging appearance. Spacers were fitted to push the widened steel wheels further out in the wheel wells, helping to create a four-square stance. Full chrome wheel trims are fitted, and tyres are 265/50R15 Hercules H/P 4000. The autobox was replaced with a Turbo Hydramatic 350 three-speed. Finally, the

body was repainted in a more conventional two-pack matt green. Other than routine gasket replacement, the V8 was left untouched save for a fresh coat of engine paint and chrome plating of certain parts.

The end result is a distinctive but not overt, fuss-free custom pick-up that looks, sounds and goes like a street rod should. The widened track and offset wheels limit manoeuvrability but the Chevy moves along with effortless ease. The cab really is spacious, comfortably accommodating the Courier's chairs. That it runs on one of Ol' Henry's chassis is, well, unusual to say the least, but it is not obvious and the fact that it still looks every inch a '48 is really all that matters. The Aussie-built engine merely illustrates how big and widespread the GM family is. There is a small amount of detail work still to be carried out to bring the Chevy up to showroom standard, and it will continue to appear at classic car

events around the Cape.

Throughout the production life of the Advance-Design series of pick-ups – 1947 to 1955 – Chevrolet trucks were America's top sellers. Only detail changes were made during the pick-up's lifespan, the most radical being in 1950 when hydraulic dampers replaced the previous lever-arm shock absorbers, and in 1954 when the engine was upgraded to 235ci (3851cc), a single-pane windscreen was adopted, and Hydramatic transmission was made available as an option. That these models lend themselves to customising was not lost on GM – it was the inspiration behind the radical Chevrolet SSR (Super Sport Roadster) built between 2003 and 2006, and the HHR (Heritage High Roof) built from 2006 to 2011. Eugene has kept a rare Chevy on the road in an imaginative and personalised way, a unique blend of custom and classic car preservation. **G**

# A TRIBUTE TO BURTON KINSEY

In the lead-up to the 50<sup>th</sup> DJ Commemorative Run to be held in 2020, we will on occasion be running archive material published in early issues of *CCA* which relates to the original event. The first, by **Ken McLeod**, looks at the 1933 winner – Burton Kinsey.



**T**he last link with one of the most significant eras in South African motorcycle racing, the original Durban-Johannesburg races held from 1913 to 1936, ended on 26 January 2002 with the death of Burton Kinsey at the age of 90. His death at his Munster home came a few months after he and his wife, Kay, had celebrated their 60<sup>th</sup> wedding anniversary.

Kinsey, the last surviving winner of the world-famous race, was just 21 when he took the honours in 1933 in 6 hours 54 minutes and 50 seconds at 58.27mph on a 500cc OHV twin-port BSA, not only to break the distance and race records, but to become the youngest winner.

By that stage Kinsey was already a seasoned, and brave, competitor in this grueling 403-mile race, regarded as one of the world's toughest motorcycle races. Only the 300-mile Durban-Ladysmith-Durban race, completed in one day instead of the two for the DJ, was considered tougher.

He had made his debut in the DJ in 1930, finishing fourth overall and winning the 250cc class on a BSA. Later that year, he was seventh overall and again the 250cc class winner in the Natal 100,

the last race in its original format of racing from Durban to Pietermaritzburg and back along the main road.

Kinsey showed his bravery in the DJ the following year when, after crashing and breaking his arm near Ladysmith when he was forced off the road on a blind corner by a car, he continued for the remaining 43 miles on the pot-holed, rutted road to the overnight stop at Newcastle, where the officials forced him to withdraw. "I cried, I was just a boy," he recalled later.

The next year he was seventh overall and second in the 250cc class in the DJ, on an OHC BSA. His win in 1933 established him firmly in the annals of South African motorcycle racing, and although he never again reached such heights, he remained a top-liner.

In 1934, he was sixth overall and second in the 500cc class in the DJ, which was hit by a hailstorm in the Natal Midlands, again on a BSA. Then, on an OHC Norton, he finished seventh overall and third in the 350cc class in the Kimberley 100, which ended in clouds of dust.

On a streaming wet Prince George circuit at East London in 1935, he retired while leading the South African Junior TT on a Norton, but was fourth overall and first 500cc rider home on a side-valve Norton in

both the DJ and the First Durban (Jubilee) Grand Prix races on the Bluff circuit.

His career ended with the demise of 'his' race, the DJ, in 1936. He was 10<sup>th</sup> overall and 5<sup>th</sup> 500cc rider home on a Norton. Jock Leyden described Kinsey's ability: "Young he certainly was, but those who knew Kinsey well could see he was a natural; well-balanced in every way and with an ice-cool brain in every situation. Pencil-slim in build, he rode the rough roads with a grace that was almost uncanny."

Much of Kinsey's success came in club hillclimbs and grass-track races at Clairwood's 'Brooklands' and Durban's Curries Fountain tracks. They included victory in the 1931 Killerby Cup Knockout Hillclimb with an outright record at Schefferman's Hill, New Germany and a second in the 1932 NMCC hillclimb championship, both on an AJS, as well as a second with fastest time in the grandiosely named 1933 NMCC South African Scramble at Schefferman's Farm, when motocross was still in embryo form, on the BSA.

He and Kay retired to Munster on the South Coast where, despite near blindness, he played bowls with the aid of a home-made torch and walkie-talkie. He was in the winning fours in the 1986 Lower South Coast championships. **☐**



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Back in the March 2019 issue, **Stuart Grant** doffed his cap to 60 years of the mighty Mini with a look at a 1275E variant, one of the last versions made at South Africa's Blackheath production plant. But when the chance came to join in the 60<sup>th</sup> celebrations at the Knysna Motor Show, he teamed up with a trio of Mini'Formance-prepared cars on an epic 2 500km road trip in the big daddy of locally assembled Minis – a 1967 Cooper S.

I know what you are thinking... a Mini isn't exactly a Gran Tourer made for swallowing up the kilometres. But hey, in the 1960s many a family would have holidayed in similar cars (probably not even as fancy as a Cooper S), so who was I to complain? And besides, it promised to be an adventure.

At 6am on Friday, following some choking of the twin 1¼-inch SU carburettors, I arrived at the starting point – the Grasmere One-stop. Soon I was joined by a cream race-prepped Cooper S sporting a very cross-sounding crossflow 7-port aluminum head and twin Weber carbs, an 1100cc MG Midget and a MkII 1000 that was freshly built to 1275cc Cooper S-spec and enjoying its run-in drive. In true economy-run style, all the cars were filled to one click on the automatic stop, so fuel consumption could be measured. In the case of the Cooper S pairing, this meant adding juice to both the left- and right-side tanks.

As the autumn sun rose, we set off for Bloemfontein. The Cooper S pairing, fitted with longer 3.1:1 diff ratio, proved the most comfortable at the speed limit but word from the owner of the MkII was that the standard 3.44:1 was not overly busy and more than up to the task of highway cruiser. The Midget also seemed up to the task – that was until 30 kilometres from Bloem, when it rolled to a stop... it seems a 25-litre tank is just not large enough. But this was not entirely unexpected, and a Jerry can in the boot had been pre-loaded with 10 litres.





What this little delay brought to the fore was that everyone seemed to have an emotional connection with the Mini – almost every car that shot past hooted, trucks honked and the occupants waved. Nearby road workers came up and started up a conversation by calling me ‘Mr Bean’ – a name that was shouted at us in almost every town we passed through or stopped in thereafter. Although clearly unaware of the differences between a Cooper S and Mr Bean’s ride, this showed the global appeal of the Mini and, of course, Rowan Atkinson’s onscreen character.

Back on track, we ambled into a filling station in Bloem. Again, first click was the

rule and the calculations had all four of us sitting between 7.5 and 7.7 litres per 100km. If you do a trip in an old banger like these, be prepared for the paparazzi – petrol attendants and other travellers whip out the cell phone cameras and ask a million questions. And you know there’s something on the go in the classic world when you stumble across other classics at each stop en route. Here it was a Sunbeam Rapier that the driver had bought the day before in Pretoria and was heading for Knysna before taking it home to Pringle Bay in the Western Cape. The petrol attendants also mentioned seeing a pair of old race cars strapped onto some trailers heading the same way.

From Bloem the dual carriageway became sporadic, with overtaking lanes the order of the day. The A-series-powered gang impressed, all able to pull past trucks, buses and other cars with ease and without the need for stirring the gear levers. Colesburg was the next stop and also where

we spotted the next classic: one of only a dozen or so South African-made Fiat 131 racing homologation specials that was being towed down to the show and would be staying on for the week to take part in the Jaguar Simola Hillclimb.

In the fuel-consumption competition, it was down to literally a few millilitres’ difference between all four cars. From Colesburg we split onto the N9, passing by the likes of Noupoot, Nieu-Bethesda and on to our overnight stop in Graaff-Reinet. Accommodation was booked on the way down and somehow we missed the fine print about it being 30km past the historic town, on a farm... which could only be reached by driving along a 6km stretch of dirt road. There was nothing to do but put the Cooper S rally credentials to the test and hit the rough stuff. The quartet excelled. The evening was spent checking over the cars, turning a few chops on the braai and taking in the expansive star-filled sky and sounds of the Karoo.

The morning was fresh, made even more so by a low-lying layer of mist which sat with us for about 140km, all the way to the

Nearby road workers came up and started up a conversation by calling me ‘Mr Bean’ – a name that was shouted at us in almost every town we passed through or stopped in thereafter





Beervlei Dam. Next stop was a *roosterkoek* brunch and fuel top-up in Willowmore before we drove on past Uniondale, down Outeniqua Pass and into George. If you've never driven the N9, do yourself a favour and make it your next road trip. The tarmac is in brilliant condition, there are plenty of awesome mountain passes, the variety of scenery is breathtaking and there are loads of points of interest along the way.

Here are a few facts we stumbled across:

- Graaff-Reinet is the fourth oldest town in South Africa and home to more national monuments than any other town or city in SA. It is noted for its mohair industry and now also boasts a classic car museum and showroom known as Recollection Rides.
- Nieu-Bethesda, based at the foot of the Sneeuberge, is most famous for the Owl House but for motorists, the mountainous road leading into the village is mind-blowing.
- Aberdeen, in the Sarah Baartman District Municipality of the Eastern Cape Province, is home to a plethora of Victorian beauties and is one of the

architectural conservation areas of the Karoo. It's named after Aberdeen in Scotland, birthplace of the Reverend Andrew Murray of Graaff-Reinet. At the town's core is the 1907 NG Kerk, with a spire measuring just over 50m high that is believed to be the tallest in the country. It isn't straight either, leaning 4.5cm one way due to the weight of the tiles on a wooden frame. There's an olive tree to the western side that was grown from a cutting taken from the Garden of Gethsemane in Jerusalem. Another gem is the old post office building, built in 1898 in the Arts and Crafts style. Topped by an octagonal spire (for the MG fans), it was supposedly meant to be constructed in Grahamstown but the builders either mistook Aberdeen for the varsity town or decided they'd travelled far enough.

- Willowmore too is packed with historical significance, and if time permits, it's worth taking these in at a rather more sedate pace than we did – try hitching a ride on the Willow Limo, a kart pulled by some comical donkeys. One of the highlights of the town is the time warp Zaaymans petrol

station, workshop and spares shop. This is a third-generation operation that sports original architecture and is filled with old petrol pumps, parquet flooring and an old Ford tow-truck.

- Uniondale is the next major stop along the route, but before getting here it's worth stopping at the water tap and Beervlei Dam picnic spot. Yes, in the middle of nowhere there's a tap. It is ankle-high but well sign-posted and pours out pure Karoo spring water. The story goes that local farmer Meyer van Rensburg, who was grateful for the water that flowed from a spring on his farm, installed it so that thirsty travellers could sample the goodness. Chances are that when you see the 23.145-square kilometre Beervlei Dam, it will be empty. This is because it was built in 1957 to provide flood absorption and the sediments in the area contain excessive salts, which when stored for long periods results in high water salinity. Any flood water is used as quickly as possible by the downstream irrigators and the reservoir is kept empty for extended periods.





Uniondale has a famous ghost story, and also throws in two route options to the Knysna area. Option one is Prince Alfred's Pass, a scenic road built by iconic pass constructor Thomas Bain between 1860 and 1867. All gravel, it climbs 700 metres in just 14 kilometres, so we thought it best to steer clear in the Minis and headed onto Route 62 and down to George by means of Outeniqua Pass. First built in the late 1940s, it is now a billiard table-smooth tar section with no less than 40 corners and a view over the Montagu Pass. Opened in 1848 following three years of labour by a convict force, this 17km dirt track runs through the Outeniqua mountain range and was used

Like the Cooper offerings, these were CKD units assembled locally but to keep the government's Local Content Programme happy, some unique-to-SA bits were added

as a rally night stage in the 1980s.

From George to destination Knysna is just 60km or so on the N2, however if you are in a classic (and especially one with the dimension and dynamic of a Cooper S) then take a left in town and hit the Seven Passes road. Again, we can thank Mr Bain for this section of motoring heaven, although this time he worked closely with his brother-in-law Adam de Smidt. The 75km route used to operate as the main road between George and Knysna, crosses 10 rivers and seven gorges by means of historic bridges, and winds through dense bush, forest, farms and small settlements.

So there you have it. 1 137km of trouble-free motoring in unbelievable cars and a landscape that can't be beaten. What could be better than that? Driving them home again, of course. And we did just that a week later after watching the 7-port Cooper S compete in the Jaguar Simola Hillclimb.

But enough of the travel writing. What is the Mini Cooper S story in South Africa? Consumers were well aware of the giant-killing attributes of the original Mini following its launch in 1960, but there was more excitement with the launch of the more potent 997cc Austin and Morris Cooper versions in June 1962. These were not, however, manufactured locally but rather assembled by BMC South Africa from CKD kits imported from the UK. Fed by a pair of 1¼-inch SU carbs, claimed figures indicated 55 horses at 6000rpm and 73.3Nm at 3600, which saw a top speed of 135 kays per hour. Discs were fitted at the front and glowing media reports, like that of *CAR* magazine in June 1962, claimed them to be "a motoring experience par excellence".

In April '63, the 997cc Cooper was replaced by a 998cc and going on the records of cars assembled at Blackheath between 1962 and '64, there was a total of 984 of these Coopers put together. For July 1964, the big news was the fading out of the 998 and arrival of the 1071cc Cooper S.





Like the Cooper offerings, these were CKD units assembled locally but to keep the government's Local Content Programme happy, some unique-to-SA bits were added – the most notable being the addition of specially made bucket seats. Owning one of these latest pocket-rockets would have set you back R1 700, R331 more than the 998 Cooper. More often than not you could differentiate a 1071 from the rest of the Mini crowd by the sight of an oil cooler under the hood or twin fuel tanks – however, these tanks were in fact optional extras that many of the buyers opted for. Although the 1071 Cooper S was said to be intended for competition driving, the fact that they were equally at home on the racetrack, doing the daily commute or traversing the countryside meant that sales impressed, with 263 sold over a year's production.

The short run of these can be attributed to the July 1965 arrival of the CKD 1275cc Cooper S, which sold for R35 more than its predecessor. The local bucket seats were again found in the 1275, as was an oil

cooler, and fitment of the twin petrol tanks was now standard. Hydrolastic suspension had just been released, so the 1275 Cooper S benefitted from this more compliant set-up. Also, like the rest of the SA Mini range, it saw the arrival of the Australian door – an external hinged door that kept the quarter vent but replaced the sliding window with a wind-down system.

Knowing a good thing when they saw one, the dealers swooped in and ordered this Cooper S with abandon – evidenced by the fact that it took *CAR* close on four years to get hold of a test unit. (In the end it was supplied not by the manufacturer but by one Johan Basson, an enthusiast-owner who generously offered his Cooper S to *CAR* for a test run). Of course, now with 78 horses and 105Nm on tap and able to clock 154km/h, handle like a go-kart and stop rapidly with the front disc brakes boosted, they raved about it. The only negatives they could throw at it were that a tachometer was not standard fitment and first gear lacked synchromesh.

To tie in with the facelift across the Mini range, the MkII 1275cc Cooper S was released in late 1968. The Australian doors were kept but a more angular grille and larger squared-off taillights were fitted. The SA bucket seats were removed, replaced by standard padded items upholstered with basket weave inserts.

When 1275cc Cooper S production was curtailed four years later with the restructuring of BMC South Africa in Leykor, the total number of both MkI and MkII assembled stopped on 392. With relatively few Cooper S or even Cooper variants being sold in period, they are a rarity on the roads today.

So find one for sale, snap it up and if ever offered the chance to drive one, accept it with both arms wide open – it will be one of the purest and most enthralling forms of driving you can do.

In the end I won the economy race, recording 7.4 litres per 100km – just better than the 7.6 achieved by the rest of the gang... not bad considering we maintained the speed limit for the entire journey. 🏁



# ON THE HILL BUT NOT OVER IT



The annual Simola Hillclimb in Knysna celebrated its tenth anniversary this year over the 3<sup>rd</sup> to the 5<sup>th</sup> of May. The brainchild of three local motorsport enthusiasts who were keen to boost Knysna's economy in the wake of the 2008 global financial crisis, this spectacular motorsport fixture on a 1.9km stretch of public road has gone from a humble weekend gathering for local enthusiasts to a three-day, invitation-only event comprising close on 150 of the country's quickest cars. One that attracts a raft of national and international drivers and more than 16 000 spectators. **Graeme Hurst** caught up with some of this year's participants for the Classic Conquerer title on Classic Car Friday, a few of whom have attended every running of this now iconic event.



### 1971 MGB GT V8 – ANTON ROLLINO

The sight of this dark blue MG in the paddocks brought a smile to many a Simola die-hard who – like most of the classic car community in SA – had winced at the infamous pics of a car transporter going up in flames shortly after the hillclimb two years ago. This MG was one of the cars to be partially destroyed when a V8 Masters racer went up in smoke following an electrical short. That was the 8<sup>th</sup> of May 2017, shortly after Anton had come second in class in the MG, which he inherited from his father eight years ago.

In January this year, he started the restoration so he could return to the hill. “It took 2 months and 23 days of working like dogs to get it done!” says Anton, who left some of the evidence of the fire. “A lot of the rear of the car was burnt but at the front we just wiped the soot off the grille and left it without the badge, which had melted.” Mechanically the MG was largely intact, which was a relief as it was a unique build. “It was a standard MGB that was built up to V8 spec by Willem van der Stoep,” explains Anton, who reckons the MG’s suspension still needs some fine-tuning after the rebuild. “It handled like a drunk leguaan up the hill!”



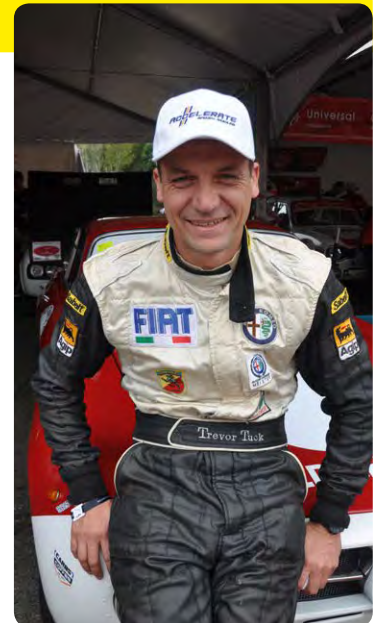
### 1981 OPEL REKORD – WILLIE HEPBURN



One of SA's all-time racing crowd thrillers, Willie Hepburn's mighty Opel Rekord was back at Simola this year at the hands of the legendary racer himself. This 600+bhp beast famously cleaned up the WesBank Modified Championship back in the late '80s and early '90s. Willie – now in his early 70s – built and raced the car himself back then and that's still the case today. “It's not the same motor as I've upgraded it over the years. It's now running 7 litres and it's all home-brewed stuff on it. But the cam is one we used in the WesBank V8s... it's a roller cam and compression is about 14:1,” explains Willie, who was on the spanners himself at the event. He reckons the car's current gearing boosts its ability on the hill. “With the ratios in the Jerico gearbox and a 4.3:1 diff, first gear is good for just over 100mph. It revs to 7500rpm.” Willie and the Opel are regulars on the hill and this year he came third in the Classic Car Conquerer contest with a time of 44.050 seconds, which made him the quickest non-single seater car and put him a full second and a half ahead of Peter van der Spuy's Porsche RSR Turbo. Does he have any best memories with this car? “They're all best memories... but one race that stands out I was when I raced against Sarel in the Audi at Kyalami. It was so hot on that day that I thought was going to pass out. So I was lifting my hand out the window to say I'd had enough and was coming in when I saw him stick out his hand to do the same. So I managed to carry on and won the race.”

### 1969 ALFA ROMEO 1750 GTAm – TREVOR TUCK

The well-known Joburg-based Alfa aficionado wowed the pits with his stunning GTAm replica this year. Based on a 1969 1750 GTV, the project took just 42 days from shell to completed car with Trevor only working after hours to pull it off. “I was lucky to find a left-hand-drive car so it's the correct shell for a GTAm car,” explains Trevor, who has raced a Giulia Ti for many years and done the hillclimb on two previous occasions. His GTAm is a step up in performance thanks to its tweaked 2-litre twin-spark engine. “It's got a cylinder head off a 155, which is also narrow-angle like the originals, and it uses Jenvey heritage fuel injection as I couldn't afford the original stuff,” explains Trevor, who did include some authentic GTAm parts. “It runs an original diff which is an Autodelta unit made from magnesium, so if I break it I'm a goner!”





### 1970 CHEVRON B19 – FRANCO SCRIBANTE



With its iconic orange Gunston livery, Franco's Chevron B19 needs little introduction. "This is the car that Brian Redman won the 1971 Springbok Series with," explains Franco. Unsurprisingly, the BDG-powered sports car racer is a hillclimb favourite and a weapon of note, having clinched the Classic Conquerer title four times in the last five years. And it only missed the accolade in 2015 as Franco scooped the title with a Porsche Carrera RSR that year. It's also the car that had organisers rewriting the rule book to prohibit any one car from competing in both categories after it took the Classic Conquerer *and* King of the Hill titles in 2014! "We won both that weekend and that's what made them change the rules," muses Franco. "Obviously they never thought that would happen and it's quite nice that a car with this pedigree has got that record." Early morning rain led to Franco skipping the first practice but that didn't stop him delivering some scintillating times with a 42.574 second result in the final, a little off the 41.189 he took to get up the 1.9km hill when he clinched King of the Hill five years ago.

### 1966 VW BEETLE – JAKES CRONJE

The immaculate presentation of Jakes's heavily modified Beetle defies its normal role. "I use it on stage rallies," says Jakes, who opted to swap the air-cooled unit for the engine out of a Golf. "I don't like to do that sort of thing but I didn't have a choice as the original single-port engine only lasted half a stage before it started smoking, and anyway it would've cost too much to restore the car to its former glory," adds Jakes, who bought it as a wreck just 18 months ago. The conversion is a tried-and-tested solution using a 1.4-litre VW engine but with a few tweaks. "It's got a 272-degree cam and Dictator engine management with lovely launch control and makes about 75kW." The gearbox is a standard Beetle unit but he switched to 60-profile tyres to lower the gearing for the hill. "I needed a two-and-a-half gear as third was only good for the top." The car was built by Graham Bishop of GT Motorsport and with engine adaptor plate available as a kit, the only complication with the conversion was finding a home for the radiator in the front, along with an oil cooler on the roof so it wouldn't get clogged with mud from underneath the car.



### 1974 VW SCIROCCO – NICO VAN RENSBURG



Nico is one of a handful of participants who've done every hillclimb, nine of which were in his Scirocco which he prides in being 'old school'. "It's an 1800 and not a 2-litre, and it's on carburettors with an open diff so there's nothing fancy on it," explains Nico, who only campaigns the Scirocco at this event. The little Giorgetto Giugiaro hatchback is well-known in the pits after it rolled on a previous hillclimb. "Eight years ago, I went off at the top of the hill and it went over seven times," adds Nico, who would've been alright until another competitor did the same moments later. "They'd just put the car back on its wheels and it would've been alright, but then a Subaru went off and hit it on a corner," says Nico, who reckons the car is "still a bit skew on that side". His best time on the hill this year was 55.803 seconds, which he says is hard to improve on as the lack of a limited-slip diff means there's a lot of wheelspin off the line.



### 1968 HONDA S800 BARSON SPECIAL – DI DUGMORE

One of the more unusual entries to Simola, Di's Honda would be rare enough to see on our shores in standard form but its tweaks make it unique, as Di's partner Dave Alexander explains. "It was the final special built by Chalenor Barson in the early 1970s. He did 12 cars in all and this was based on two crashed Honda 800s which he welded together." Chalenor changed most of the Honda's mechanicals, including the diminutive Honda engine which he initially replaced with a Ford Kent engine, fuelled by a pair of side-drafts. He used a Capri gearbox to take the power and mated it to his own back end featuring a trailing arm and Panhard rod arrangement. Unsurprisingly, the Kent unit's cast-iron construction detracted from the little Honda's agile road dynamics and so it was later superseded by an all-alloy Mazda unit. "He worked out that a motor out of the then-new rear-wheel-drive Mazda hatchback would fit and so waited until one had crashed to get hold of the engine," explains Dave. A few decades later, Dave and Di rescued the Honda from under a tree in Frank Hall's yard and restored the car cosmetically, the mechanical side remaining as built. This year was the second time Di had the Barson special on the hill, and her best time was 1:07.121. She was part of the Ladies Hillclimb Team and, as the red race number on her car attests, has attended every hillclimb since the event's inception back in 2009. Di has previously raced her well-known Austin-Healey Sprite, as well as a Lotus Elise and Lotus 23.



### 1962 ABARTH 1000TCR REPLICA – ANITA CUSENS

Knysna resident Anita was one of six female drivers to compete as part of the event's Hillclimb Ladies Team, which this year raised more than R26 000 for the Knysna Animal Welfare society. Her Abarth was built by her late father, Jerry Spaans, who raced it at Zwartkops. Anita took it over after he passed away, sadly shortly before he could retire to Knysna. She's since campaigned it annually in his memory, completing five hillclimbs despite getting off to an unreliable start after head gasket failure put paid to her chances first time round. Her affinity for the famous scorpion performance badge runs deep, too. "I have a 2012 Abarth 520 in grey and with the same red squares on the roof," adds Anita, who clocked a best time of 1:08.298 up the 1.9km circuit. The Abarth is only campaigned in this event, but for the rest of the year Anita has plenty of time for practice. She and husband Francis (one of hillclimb's original founders) live on the adjacent farm. "I get to drive the hill just about every week of the year!"





### 1966 JAGUAR E-TYPE – RON HOLLIS

A regular at Simola for the last 9 years, Ron has had the keys to his E-Type coupé for almost three decades, describing the experience behind the wheel as being akin to wearing an old glove that's a perfect fit. A lot of that fit comes from Ron's role as the proprietor of Bodge Engineering in Knysna – a one-stop shop for the mechanical restoration of 1950s and '60s British cars –



and he has massaged the car's XK engine substantially in order to improve the big cat's pace on the hill. "I set up Bodge 9 years ago and since then I've been developing the E-Type's engine. It's got triple 45DCOE Weber carburetors and a big valve head, along with electronic ignition," explains Ron, who had to beef up the E-Type's clutch to racing spec to ensure a clean take-off from the start line. He's also lowered the car's gearing in first and second by installing a gearbox from a MK2 saloon, and all in all the changes have made it incredibly quick – Ron clocked a best time of 57.188 this time – but equally tractable as a road car. "It will pull from 60 all the way to 260km/h in top gear without hesitation," explains Ron, who was this year's recipient of the Spirit of Dave Charlton Award, which recognises an individual's immaculate preparation as well as their all-round enthusiasm and stewardship for the event.

### 1934 RILEY ULSTER IMP – RODNEY GREEN

Rodney is another well-known Simola stalwart, having completed every hillclimb to date and being recognised for his loyalty to the success of the event by being the first recipient of the Spirit of Dave Charlton Award a few years ago. In the past he's campaigned a Bugatti Type 35, a Formula 2 Cooper Bristol, the ex-Spa 6 Hour MGB and the MG TC-based Fatman. This year he was behind the wheel of his 1934 Riley Ulster Imp for the first time at Simola, although he's owned the car for 12 years. "I brought it in from the UK as a pile of parts and built it up with Dickon Daggitt and Dave Alexander," explains Rodney, who's no stranger to Ulster Imps. "I owned another in the early 1990s and did the Mille Miglia and raced it in the UK," adds Rodney, who reckons the Ulster is beautifully engineered. "They were designed to be reliable in long-distance events and all five Rileys entered in the 1934 Le Mans 24 Hours finished the race." His Ulster ran in H7, the class for pre-war cars, achieving a best time of 1:24.741 – not bad considering its age and the



fact it has an 1100cc engine producing 62.5bhp at the flywheel, although he has plans to increase that with an engine swap. "I have a twin-spark Imp engine that I want to install for next year. If I run it on methanol it should be good for around 75bhp."

### 1957 LOTUS 6 REPLICA – DAVE ALEXANDER



Dave Alexander is another well-known Simola enthusiast, having completed every hillclimb to date. Three of those were in his LDS Formula 1 car, in which he achieved a best time of 50 seconds, and he's also campaigned his MGA a few times but this was the first outing for this Lotus enthusiast's Lotus 6. And, much like Anton Rollino's MGB, the Lotus 6's preparation was down to the wire for the event after Dave bought it around 3 months ago as an unfinished project. "It's a replica based on a kit but featuring a few genuine Lotus parts. It was owned by well-known racing driver Clarry Taylor, who put the bare bones of the car together," explains Dave, who opted for a later Kent engine in place of the side-valve or non-crossflow unit a genuine Lotus 6 would have. "My reasoning is that I targeted the hillclimb as an event in which I could enjoy the car so I didn't want to wheeze up the hill with a side-valve engine!" 🏎️

Franco Scribante drove his Cevron B19 into top spot on Classic Car Friday, beating out Andre Bezuidenhout (Lola Formula Atlantic) and Willie Hepburn (Opel Rekord V8).







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# TEUTONIC ORDER

We all know that the likes of the Ford Model T, Model A, Galaxie and Mustang come from the USA, while the UK is responsible for some smaller Fords such as the Anglia, Cortina, Escort and Capri. How many of us think of Ford and Germany in the same sentence though? With a stint behind the wheel of a Germanic Ford 20M made to order in South Africa, **Stuart Grant** now does.

**Photography by Mike Schmucker**





So yes, the sporty looking 20M you see here is of German descent, and together with the smaller-engined 17M variants replaced a succession of family cars known as the Taunus that had been sold from 1957. The Taunus models were named the P3 and P5 – showing them to be the third and fifth German Ford designs created after WWII. The 17M and 20M were the seventh project and took on the P7 number when released in '67. It was at this

stage that Ford opted to drop the Taunus title and replace the badge with either 17M or 20M, depending on the engine derivative. For the first time since the war, Ford of Germany had a German MD, and the theory goes that Max Ueber felt that the longer 'Ford Taunus 17M' title was too much of a mouthful. Logic would say go with 17M to indicate a 1.7-litre vehicle and 20M

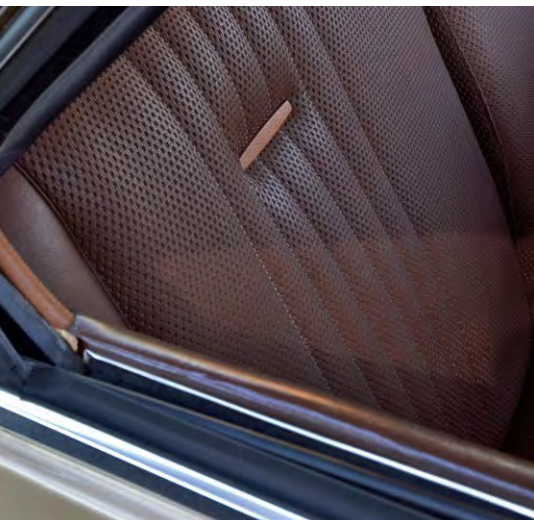
for a 2-litre. Simple... unless you hang on to the 17 and 20 numbers but slot in 2.3-, 2.5-, 2.6- and 3-litre engines of both four- and six-cylinder layout, and then the numbers game gets seriously confusing. It's for this reason that most of us still unofficially refer to the P7 as a Taunus.

To a certain degree, the P7 reflected the styling cues so popular in Western Europe at the time but, although the new body was longer, wider and lower than its predecessor, the car carried over its predecessor's basic underpinnings. It was also longer and wider than the large German family car class-leader, the Opel Rekord, but failed somewhat in the sales department thanks to (if the media was to be believed) the Anglo-American styling not being in line with the spirit of the then-current European marketplace.

In what seems like a move to increase the P7 market share, an unusual decision was made to offer the P7 in right-hand drive – this was not common for German-penned

For the first time since the war, Ford of Germany had a German MD, and the theory goes that Max Ueber felt that the longer 'Ford Taunus 17M' title was too much of a mouthful





Fords at the time. But here's where South Africa stepped up to the plate, and the 17M started rolling off the line in 1968, first in four-door saloon and station wagon format, but soon styling a two-door model aimed squarely at the Opel Rekord Coupé and Ranger Fastback (although South African, the Ranger was essentially an Opel). Just like that South Africans could choose from a trio of similarly priced and styled Germans coupés. The race was on.

Opel went into coupé battle with four-cylinder 2.1- and 2.5-litre lumps and a 2.3-litre 6-pot, while the Ranger opted for the four-cylinder options from GM/Opel. Ford did it a little differently, with a 1996cc V4 initially offered as the 17M, but a year in the 20M was launched with a 2293cc V6, then a 2495cc V6, and finally a 2994cc – that you and I know as the 3-litre Essex V6.

Top gun in the 17M arsenal was the 2000-RS (Rally Sport). This saw the 1996cc V4 tweaked up from 93hp to 113, thanks to

the addition of a Weber 32DIF 4 twin-choke carburettor and high-lift camshaft. This was good enough to reach the 100km/h mark in 14 seconds and cover the ¼ mile in 18.7 seconds, working through the close-ratio four-speed gearbox on to a top speed of 165km/h. Not bad for a somewhat heavy (for the era and class) 1400kg machine. The 2.5 Opel Rekord Sprint weighed in at 1110kg, covered the ¼ mile in 17.9 seconds, did 0-100km/h in 12.2 seconds, maxed at 166.2km/h and cost just R1 more at R2 791.

From 1971, Ford owners could get their own back by throwing some money at the problem (R626 on top of a 2000-RS list price) and purchasing the 144hp/260Nm 20M 3000-S. In manual guise (automatic was offered), this 3-litre V6 was good for a zero to 100 of 11.7 seconds, ¼ mile in 17.5 seconds and maxed out at 170 kays an hour. The basics of the car were the same as standard models but the central section of the bonnet was blacked out, a





meaningful air-scoop was added to the 'power-bulge' area, rally stripes were stuck onto the flanks and long-range driving lamps were slotted into the grille. Widened wheels, fat radial tyres, black-faced bumper over-riders, and in some cases an optional vinyl roof, completed a racy external aesthetic package.

The RS's interior saw a full array of gauges, with the centre console units angled towards the driver in a sporting fashion but the regular 20M was simpler, with a just trio of clocks mounted behind the steering wheel. Both RS and the ordinary 20M got a wood-trim veneer finish on the dash but testers of the time often moaned about the RS cabin – which was upholstered in

black – being too drab, dark and not conducive to the hot South African climate. There was a solution for excessive interior heat though... unwind all four windows on the pillarless coupé. Not only did this keep the cabin cool, but also the occupant's image.

Pundits praised the ride and handling of both the 20M and the RS, but surprisingly this

admiration didn't come from the P7 two-door sporting ability, rather the comfort, gentleness and long travel. This meant hard cornering resulted in plenty of body-roll but all four tyre footprints stayed on terra firma, especially when on a corrugated road surface. Think of it as a country-crossing GT rather than a racer and you'll get the picture. But believe it or not, a 20M V6 did hit the local racetracks with remarkable success – first in the hands of Pat Sonnenschein and then Eddie Keizan.

While the 17M and 20M had been one rung up on the market level from the Cortina MkII, the arrival of the larger and more luxurious Cortina MkIII put pressure on the P7 models. Sure, the MkIII wasn't as sporting as the German Ford but offered similar performance, more practicality and four doors. If this sensible choice didn't tick the box, buyers also had the option of the muscular-looking Ford Capri in 1598cc inline four-cylinder, 1996cc V4 and the Essex 3-litre.

The result of this was that all forms of the P7 ceased to leave the South African plant in 1972, and the focus was put into a new vehicle that would be one step up from the MkIII Cortina – the Ford Granada. 🇿

Hard cornering resulted in plenty of body-roll but all four tyre footprints stayed on terra firma, especially when on a corrugated road surface. Think of it as a country-crossing GT rather than a racer and you'll get the picture





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# STATELY RIDE

From a time when Bentley and Rolls-Royce were twins, the Flying B R Type was one of a triumvirate of models that represented a turning point in the company's offerings. **Mike Monk** celebrates 100 years of Bentley in fine style.

**Pictures: Mike & Wendy Monk**

**T**his year, Bentley celebrates its centenary and like many of the pioneering motor manufacturers, the company has needed outside help in order to survive. Founded on 18 January 1919 by W. O. and H. M. Bentley in Cricklewood, North London, the company was acquired by Rolls-Royce Ltd in 1931, then by Vickers plc in 1980 and finally by Volkswagen AG in 1998, at which point still-partner Rolls-Royce went to BMW AG. Bentley production was moved to Rolls-Royce in Derby from 1934 and then to Crewe in 1946, where they are still manufactured today.

And it is a product of the early post-war period that is featured here, the Bentley R Type, which was the second of three models – Mark VI, R Type and S Type – that appeared between 1946 and 1959, re-establishing the name in the premium sector of the market. Together with their Rolls-Royce equivalents, all were built on a separate cruciform chassis before monocoque construction was adopted by both brands from 1960.

The Mark VI Standard Saloon was Bentley's first post-war model and was a landmark vehicle inasmuch as it was the first Bentley to have all-steel bodywork – produced by Pressed Steel in Oxford – and the first to be completely built at the factory. As a result of government control of steel production in the early post-war period, the quality of the metal available was initially substandard, which did not do Bentley's quality image any favours. However, rolling chassis were still made available, so customers had the option of bespoke bodywork from the likes of H. J. Mulliner, Park Ward, Harold Radford and Freestone & Webb – at a price.

The R Type appeared in 1952 and was essentially an upgraded Mark VI – the Rolls-Royce equivalent was











the Silver Dawn. During development, the model was referred to as the Mark VII or B7 but is generally known as the R Type, said to be derived from its chassis code RT. The Standard Saloon continued, as did the availability of coachbuilt versions. Styling was effectively the same save for the adoption of a much-needed larger boot with a bigger opening that almost doubled carrying capacity to 10.5cu.ft (0.297m<sup>3</sup>) – the spare wheel was housed in a tray under a false floor. As a brief aside, the introduction of standard steel bodies by Rolls-Royce and Bentley is said by some historians to have been responsible for the eventual demise of the British coachbuilding industry.

Chassis-wise, the R Type continued with

the Mark VI's channel-section construction with independent coil-spring front suspension and semi-elliptic leaf springs at the rear, the latter with modified mountings. Wheelbase was an even 10 feet (3 048mm) and front and rear track 1 486mm. All-round 311mm drum brakes were fitted, hydraulically operated at the front – a first for Bentley – and mechanically at the back via a gearbox-driven servo. Tyres were 6.50 x 16.

Under the centrally hinged bonnet was the iron block, aluminium head overhead inlet, side exhaust 4566cc straight-six, as used in the last of the Mark VIs, but with a slightly higher compression ratio (6.75:1 v 6.40:1). This helped deliver around 130hp (97kW) at who knows what revs/min – Rolls-Royce/Bentley power figures were famously always claimed to be 'sufficient'... By the way, the Rolls-Royce application of the engine had a single Zenith carburettor, whereas the Bentley boasted twin SU H6s.

An automatic choke was standard. Further improvements over the Mark VI application were the fitment of a belt-driven (rather than gear-driven) dynamo and water pump, and a change from a bypass oil filter system to one using a full-flow layout.

Standard gearbox was a four-speed manual, with a GM-sourced Hydramatic autobox offered as an option before becoming standard fitment from 1954. Interestingly, the R Type is the last Bentley to have been offered with a manual gearbox. Top speed was 102mph (164km/h) with the academic 0-60mph (97km/h) time of around 13.5 seconds. Fuel consumption was in the vicinity of 13mpg (21.7 litres/100km).

The Franschoek Motor Museum example is a 1953 Standard Saloon that was acquired some years ago from the late Waldie Greyvensteyn collection, and is one of the last to be built with the manual gearbox. Apart from being a studious classic car collector, Waldie was an astute businesswoman. After the war, his garage business in Brandfort, Greyve's Motors, was the then-Orange Free State's sole agency

The front 'suicide doors' are a throwback to the 1950s but stout latches on the bottom edge prevent them from being blown back on their hinges





for Rolls-Royce and Bentley.

Resplendent in its two-tone grey paintwork, the regal Bentley is still in superb original condition. Measuring 5 080mm long, 1 753mm wide and 1 638mm high with styling devoid of any sharp edges, it combines considerable presence with timeless elegance. The front 'suicide doors' are a throwback to the 1950s but stout latches on the bottom edge prevent them from being blown back on their hinges. Entry for the driver involves easing over the gear lever that is mounted on the almost flat floor to the right of the footwell, just inside the sill, but one soon learns to negotiate the obstacle. Incidentally, left-hand-drive cars had a column shifter. Brake and clutch pedals carry 'B' embossed rubbers, the headlight dip switch is to the left of the clutch, and the handbrake is located under the dash. Instrumentation set into the full-width walnut veneer dashboard comprises a speedometer and gauges for coolant temperature, amps, oil pressure and fuel tank. A radio is fitted centrally underneath, and to the left are a lockable glovebox and

a slide-out tray containing an impressive array of tools. The leather upholstered seats are flat but comfortable. Rear-seat passengers benefit from foot stools and pull-down trays from behind the front seats.

Turn the ignition switch (not the key), press the starter button and the engine purrs into life. The stout gear lever moves around a well-defined and sensibly spaced gate with a pleasing mechanical assurance. There is plenty of torque to get this hefty machine – kerb weight just over 1 900kg – up and running and at cruising speeds; the R Type wafts along with consummate ease with steering that is surprisingly well-weighted. Ride quality can be altered by a lever on the steering wheel boss that adjusts the rear suspension setting from Normal to Hard. The R Type certainly takes the stress out of travelling, and this car took part in the Centenary Vintage Bentley Tour around the Garden Route in late April without missing a beat, testimony to its inherent long-lasting quality.

And like Rolls-Royce and Mercedes-Benz, Bentley has a distinctive trademark

radiator mascot to point the way ahead, a Flying B badge that dates back to the late 1920s. Its design survived until the 1970s when it was withdrawn for safety reasons, but returned in 2006 with the development of a retractable mechanism.

Along with the saloons, a sportier R Type Continental coupé was offered and produced in limited numbers with made-to-order bodywork, mainly by H. J. Mulliner. These models, the first to carry the Continental name, have become collectors' items – figures suggest just 208 were made in total – and are now something of an icon in Bentley folklore.

The Bentley R Type saloon was only in production for three years but was certainly a sales success with 2 323 built between 1952-55, far outselling the 760 Rolls-Royce Silver Dawns over the same period. Driving this 66-year-old example gave me such a lot of pleasure and a clearer understanding of why these post-war Bentleys were, and still are, so popular; it looks and feels stately without being snobbish. Happy centenary, Bentley! 🇬🇧





IS FOR... FUTURE?





BMW is a brand known for sleek silhouettes, powerful performance and subtly-luxurious-yet-never-ostentatious models – the ultimate in German understated brilliance. But in the late '80s, there was an unexpected and rather startling addition to the Bavarian family... one that made people do actual double takes and wonder if the usually restrained automaker had decided to take a new – rather flamboyant – direction into the future, says **Sivan Goren**.

**Pictures by Douglas Abbot**





It all began with a new division. In 1985, BMW decided to set up BMW Technik GmbH, a think tank that was to focus on developing new concepts and technologies in engineering, development processes and body construction. BMW took 60 hotshot employees including engineers, technicians and designers and put them together with the goal of coming up with brilliant new ideas and conceptualising cars of the future. It is not surprising, then, that their very first project was named the Z1 – the 'Z' standing for 'Zukunft', the German word for future.

The new model, a roadster, was unveiled at the Frankfurt Motor Show in September 1987. Although the Z1 was only ever meant to be a concept car and was intended as a platform for the-sky's-the-limit ideas, response to its launch was so overwhelmingly positive that the decision to begin a limited production was taken. The orders began streaming in and production began the following year.

But it wasn't all bells and whistles. As far as cars go, in some ways this one was actually pretty unremarkable. BMW had rummaged through the parts bin and decided on the E30 325i's 2.5-litre engine and five-speed manual transmission. The 2494cc SOHC straight-six engine produced around 170bhp at 5800rpm and 222Nm of torque. Nothing to scoff at, certainly – very solid and reliable performance-wise. But in a sports car (particularly a fairly pricey one at that) it was found by many to be somewhat lacking and, quite frankly, a bit blah.

Although certain major components were taken from existing models, there were some that were new. One of these was the rear suspension, a multi-link design that would later become known as the Z-axis and was the first of many multi-link designs for BMW, as well as some rather clever aerodynamic innovations. But there were other new developments that Ulrich Bez, director of BMW Technik GmbH, and his team came up with. And these were the true showstoppers – the bits that gave the Z1 that uber-cool, future-fantastic factor.

It is not surprising, then, that their very first project was named the Z1 – the 'Z' standing for 'Zukunft', the German word for future





This was the '80s, remember: a decade when the masses were obsessed with everything futuristic and sci-fi. Movies like *Blade Runner*, *The Terminator* and *Robocop* had captured the public imagination. Remember the flying DeLorean time machine in *Back to the Future* with its space-agey doors that opened upwards like bat wings? Well (yawn) that had sooo been done already. So... BMW took it a step further and gave the Z1... no doors.

(Ok, I admit I put that last bit there for a bit of dramatic effect. But really, it's not far off.)

So, yes, the Z1 does actually have doors. But instead of opening outward like conventional doors, or even swooping upwards like those of the DeLorean or 'gullwing' Merc, these doors – at the mere touch of a button – slide downwards into the sills, leaving an open gap through which to enter. In a beautifully choreographed routine, the windows and doors move together like a pair of synchronised figure skaters: as soon as the door slides down, so does the window; when the door slides up again, the window does too. (Do yourself a

favour and check out videos on YouTube of this whole process. As far as futuristic goes, I reckon it doesn't get better than that.) The best part? The car can actually be driven with the doors down! On the cool meter, I'd say that's an 11/10 for sure.

And if roof-down *and* door-down driving was not ridiculously awesome enough (though admittedly it can get fairly gusty – I wouldn't recommend wearing a flowing dress), the smart chaps at BMW found a way that would allow people to customise their car according to their own preference at any given time. I mean, who wants to drive a car that is always the same colour?

Wouldn't a car of the future allow you to change its hue on a whim, or even based on what you were wearing that day? The trick to this remarkable capability was removable plastic body panels. The side panels and doors were made of General Electric's Xenoy thermoplastic, while the

**But instead of opening outward like conventional doors, or even swooping upwards like those of the DeLorean or 'gullwing' Merc, these doors – at the mere touch of a button – slide downwards into the sills**





bonnet, boot, and roof cover were GRP components. The panels' high tolerance for abuse was dramatically and effectively demonstrated at the Z1's launch by Ulrich Bez, who jumped with both feet onto a panel lying on the floor. Although it buckled initially, like a zombie rising from the dead it immediately sprang back to its original shape when he stepped off it. Even Hollywood couldn't do better than that.

And it wasn't just the panels that were robust. A special paint was also used; a flexible lacquer finish developed jointly by AKZO Coatings and BMW Technik GmbH – one that could withstand the flexing of panels when they were removed (or jumped on, for that matter). BMW apparently suggested that owners should purchase an additional set of body panels and simply change the colour of the car when they felt like it. Not only was it possible to completely replace the body (in fact, the Z1's manual claimed

a 40-minute removal and replacement process – less time than it takes to watch an episode of *Game of Thrones*, though most owners confirmed that this claim was extremely ambitious) but the Z1 could actually be driven with all of

its panels completely removed. Yes, really. I'd say all of that deserves a few extra points on the cool-o-meter.

For a car that was never meant to be produced, the Z1 had a decent production run between 1989 and 1991 and a total of 8 000 cars were produced – all left-hand drive and most of them sold in Germany. This was probably just as well because, considering that the Z1 did not receive such luxuries as air-conditioning (the dashboard was too small for both heating *and* cooling units), it would not have been the most sensible car for warmer climes.

But practicality is not everything, and sometimes cutting-edge technology requires a little discomfort. Just like that killer pair of sky-high stilettos, the Z1 might not be the most practical (it could even cause bodily harm – the designers at BMW clearly never factored getting in and out of the Z1 wearing a pencil skirt) or the fastest car ever made, but its inherent wow factor more than makes up for that. Don't take my word for it, though. Just take a roof-and-doors-down drive through town and wait for the reactions. Or ask those who are now happily paying top dollar for this up-and-coming classic. The first – and by far the most extraordinary – in a line of BMW Z roadsters that continues to this day. **Q**

**But practicality is not everything, and sometimes cutting-edge technology requires a little discomfort. Just like that killer pair of sky-high stilettos, the Z1 might not be the most practical**





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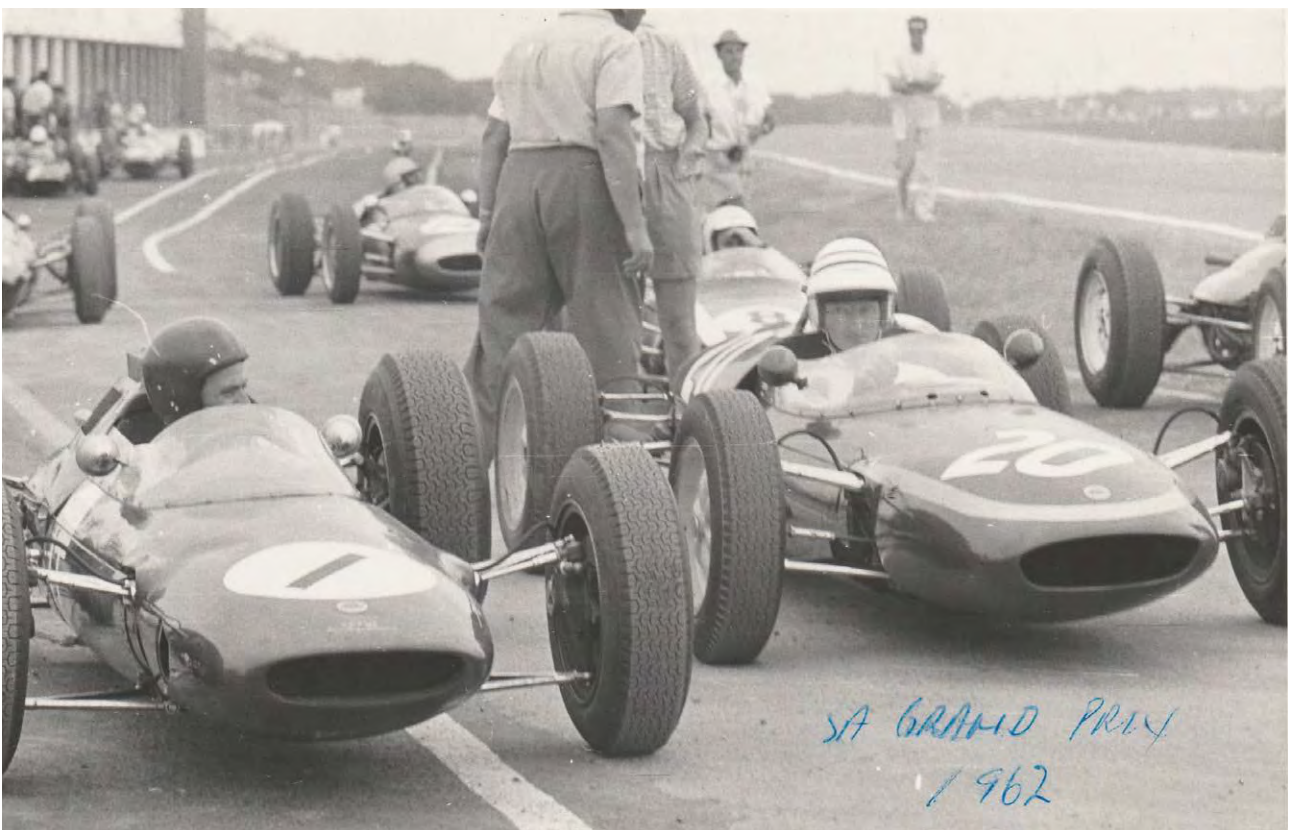




Neville at Kyalami.



# FROM FARM TO FORMULA 1



Neville (right) next to Jim Clark during practice for the 1962 SA Grand Prix at East London.

If there ever was a golden age to motor racing, early 1960s Formula 1 is surely a strong contender. A time when some of the greatest names to hold a wheel were on the rise, along with some of the most celebrated constructors. An era shaped by the enormous talent of young gentleman drivers at circuits around the world. And here in SA. Neville Lederle was one of them; the handsome Orange Free State farm boy who grew up dreaming of being a racing driver and who went on to share a grid with F1's biggest names before making his mark on the international F1 championship. In the first of a two-part series, **Graeme Hurst** takes a look at the racing career of this talented but modest track hero.





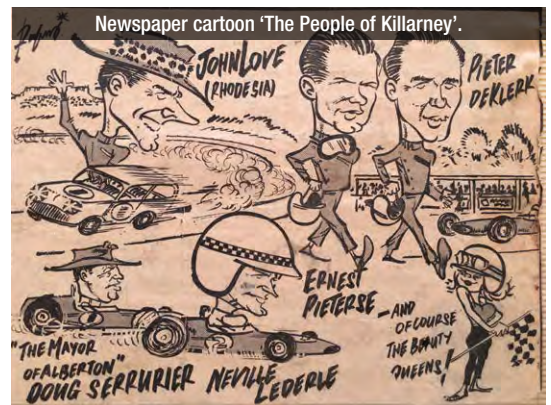
Neville with his VW transporter in the UK.



Racing his VW Beetle, Goodwood 1958.



Neville with his Lotus Formula Junior in the UK.



There's an old adage that 'a picture is worth a thousand words'. It's so often trotted out that it's become a rather worn-out cliché. One that any respectable journalist should avoid using. Only in some instances it really is apt. That's the case when looking at the vast amount of material Norma Lederle has amassed on her husband Neville's racing career. Among the dozens of press clippings is one seemingly ordinary black-and-white photograph of him lining up on a start line in his Lotus-Climax F1 racer.

In all honesty, it's an unremarkable pic (taken before practice and the cars aren't completely in shot) but for one aspect: in the car to Neville's right is Jim Clark. Yes, that's

In all honesty, it's an unremarkable pic (taken before practice and the cars aren't completely in shot) but for one aspect: in the car to Neville's right is Jim Clark

correct, the lad from the Orange Free State – who dreamed of being a racing driver when he played with his toy cars on the family farm in Theunissen – was sharing a grid with the world's most talked about hot-shoe and a future two-time F1 World Champion. The great Colin Chapman's protégé in one of racing's state-of-the-art track weapons.

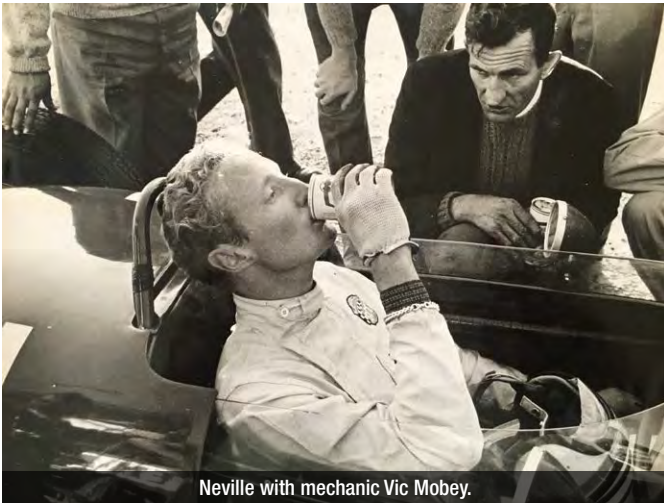
It was late December 1962. Neville was just 24 years old and was competing in the last of three grand prix that would help him seal his attempt on the SA Drivers' Championship the following year. The race would also deliver a point on the international classification table for the 1962 F1 Drivers' Championship. And it was barely five years since Neville had made a working holiday visit to England. A visit during which his father Ayliff helped him buy a VW Beetle so that he could "see more of the scenery". But what the old man hadn't banked on was scenery featuring motor racing circuits...

"His father sent him overseas as he thought it

would knock the racing bug out of him," says Norma today from the home she and Neville share in Knysna. "But it had the opposite effect!" That's certainly clear when looking through the family photo albums: there are pictures of the Beetle in production races at Goodwood and Silverstone... evidently the 'bug' bit even deeper! That was in early 1958 and Neville – who was born in the Free State in 1938 and attended St Andrew's School in Bloemfontein – had just finished a qualification at the Cedara College of Agriculture, but he later joked that it only taught him one thing: that he didn't want to become a farmer!

While over in England, Neville enrolled in the Cooper Racing Driver School at Brands Hatch and raced a Cooper in a few fixtures. Later that year, he returned to SA to assist with the garage business his father had invested in, opening a spares division in the new Virginia branch where the family by then lived. Only the 'desk job' didn't curtail his competitive streak: Neville was soon campaigning the same VW Beetle extensively in fixtures with the Goldfields Motor Club, entering the Caltex Protea





Neville with mechanic Vic Mobey.



In a Cooper at Brands Hatch.



Neville ahead of Jack Brabham through Cox's Corner during the 1962 SA Grand Prix at East London.

Trial in '59 and various gymkhanas. When the little Volla started to be outgunned, he switched on occasion to his father's Porsche 356.

A year later, he skipped the annual Amatola Rally to take part in the Winter Motor Races in East London. He also competed in the African Alpine with other now familiar names, including Tom Campher and Jan Hetteema. Neville and Jan both took part in that year's Caltex Protea trial – a gruelling three-day event in the northern Cape – with the young Free Stater's Beetle taking third place. From the newspaper coverage at the time, he enjoyed these competitive stunts but – at the insistence of his father – decided that if he was to make a career of motorsport, he needed to focus on honing his single-seater skills by racing in the UK. And to make it happen, Lederle Senior armed his son with a Formula Lotus Junior, bought for the princely sum of R3 000.

That was April 1961, and the young Lederle enrolled in the Jim Russell Racing School to adjust to his new steed before campaigning the car in 15 national and international Formula Junior races. One of

those involved some death-defying drama when he was part of a six-car pile-up shortly after the start of a heat at Silverstone, with one driver being catapulted into the air after he rolled his Lotus. The incident at Copse Corner was played out in a frame-by-frame photographic sequence in the press, which captured Neville's Formula Junior passing almost below the now mid-air driver, before he lands flat on his back with his legs pointing at the sky.

By his own account in the period press, the young South African wasn't hugely successful in the seven months he was in England, with a highest-placed-possible podium third at Mallory Park blighted when his car's gearbox blew up. But his talent was evident to racing pundits, with *Autosport* remarking in August that year that "Neville Lederle is a driver of great promise".

Inspiring copy from a credible mouthpiece, but Neville clearly wasn't convinced that staying on in England was worth the expense, as he told an overseas

correspondent of Bloemfontein's *The Friend*. "Motor racing here is not up to my expectations; I have poured money into my car but not won a penny in prize money. I may return to South Africa to make a name for myself there before returning to Britain." And make a name over here is exactly what he went on to do after his return in late 1961, when he started campaigning the Lotus in local fixtures, with the car impressing for its reliability thanks to the work of his mechanic Vic Mobey, who Neville always took time to acknowledge.

Fast-forward to the 1962 Easter Grand Prix at Westmead near Durban and Neville's Lotus was third behind Ernest

The blond Free State driver was starting to get noticed and, while his track success continued, the step change in his racing fortunes came with the acquisition of a Formula 1 car





Neville's racing certificates.



1962 SA Grand Prix racing programme.

Pieterse (who would clinch the SA Drivers' Championship that year) and race winner Syd van der Vyver. The blond Free State driver was starting to get noticed and, while his track success continued, the step change in his racing fortunes came with the acquisition of a Formula 1 car, the ex-Van der Vyver Lotus-Climax 21 in September of that year. As ever, the upgrade came thanks to the huge support from his father, who convinced his son that the R8 000 he had to shell out was worth it. The investment indeed paid off as Neville hit the ground running with the new car – again immaculately prepared by Vic Mobey – and was soon giving local grand prix grids across the land something to fret about.

In Neville's first outing in the car at the Rand Spring Trophy a month later, he finished second to Rhodesian Gary

Hocking; not half bad given that the young Rhodesian had just been selected to replace Stirling Moss in Rob Walker's racing team! The *Sunday Express* later commended Neville for his "soundness and considerable skill".

That considerable skill was very much in evidence the first weekend of December that year when Neville again chased Hocking to take second place in the Rhodesian Grand Prix. It was the start of an intense month of grand prix racing as he drove alongside local stars such as Sam Tingle and Tony Maggs, as well as international racing big-wigs like Jack Brabham and Graham Hill – not to forget Jim Clark. The overseas drivers were on our shores to catch a few national fixtures before the curtain call of the 1962 F1 Championship, the 9<sup>th</sup> RAC South African Grand Prix in East London at the end of the month.

But first there was the Rand Grand Prix on December 15<sup>th</sup>, which was the opening race in the successful Springbok Series (then in its second year). Neville qualified with a 9<sup>th</sup> place on the grid, which was particularly impressive given that he was the highest

placed four-cylinder car – everyone ahead, including all the international drivers and Van der Vyver, had V8-engined fare. Neville's characteristically smooth and unstressed driving style paid off as Innes Ireland and Van der Vyver's cars succumbed to mechanical trouble, and the Free Stater came home 5<sup>th</sup> in the 50-lap race, behind Gary Hocking for a second time.

A week on and most of the names on the entry list at Kyalami turned up at the Natal Grand Prix at Westmead, where Neville impressed by making the front row of the grid, lining up alongside Graham Hill's BRM and (eventual race winner) Trevor Taylor's works Lotus-Climax. After the two-heat-plus-30-lap-final format, Neville went home with a 4<sup>th</sup> place – another commendable achievement considering he was again the highest placed four-cylinder car and ahead of (by then) SA Drivers' Champion Ernest Pieterse. Neville would've been thrilled but his mood was darkened by the tragic loss of Gary Hocking in an accident in practice that weekend, something he still recalls with sadness today.

After the chequered flag came down at Westmead, the drivers and thousands of F1 enthusiasts across the land switched their attention to the season finale on





Neville with his albums today.

December 29<sup>th</sup>. The atmosphere in the run-up to this fixture was palpable as the press got mileage out of reminding racing fans the world over that the World Drivers' and Constructors' Championships weren't yet decided and that Team Lotus's rising star, Jim Clark, had a chance to nab both if he could finish on the top of the podium. The spectators – all 90 000 of them – were hugely fired up at the chance to see him and Graham Hill (the other championship contender) go head to head at a local track; not since the pre-war battles between Mercedes and the mighty Auto-Unions had the East London circuit commanded such spectacular attention!

Team Lotus principal Colin Chapman was equally fired up, bringing four of the V8 F1 cars (including one fuel-injected variant) out for Clark to pick from for the big day. His efforts weren't lost on the local press, which made headlines around the fact that Lotus was fielding R100 000 of the staggering R250 000-worth of cars that were destined to line up on the grid come 3pm that Sunday.


The excitement was ramped up when the circuit's lap record was broken 30 times on practice day – 22 of which came thanks to Clark as he stretched his fuel-injected Lotus V8's legs. His pace wasn't lost on our young Free State hero, who remarked (in an

interview with CCA in 2002) that he learnt a lot from the exposure to the Scottish ace: "I was doing reasonably well in practice, setting lap times of about 1 minute 36 seconds... then Jim Clark came past me on the outside at Potters during practice – flat out! He was driving a much faster car and I thought, well if he can do it so can I. So I steeled myself to do the same on the next lap and shaved two to three seconds off my lap times!" That helped put Neville in 10<sup>th</sup> place in the 17-car grid, the highest placed local privateer and – as ever – the fastest four-cylinder car.

Come race day and BRM driver Graham Hill had one ambition: to chase pole sitter Clark hard enough to compromise the Lotus 25's reliability as, with Hill having a nine-point lead and the championship being decided on the top five races, a win for Clark (with nine points) would see Hill lose his chance to wear the crown. And as has been well documented, that's what happened, with Clark's Lotus succumbing to an oil leak after 60 laps. Hill took the honours (securing BRM's only Constructors' title) while Bruce McLaren was second, with local Tony Maggs in third. And, while Maggs received four points, he was driving for the UK's Cooper works team. That made Neville – who crossed the line in 6<sup>th</sup> position and who

ran as a privateer – the first South African F1 entry to receive an international point at a home grand prix.

It was an epic achievement for a local lad in a (relatively) modest car, something that wasn't lost on the great Stirling Moss, who was in attendance as a celebrity promoter. When asked by the press who, apart from the top contenders, was the most impressive driver for 1962, he replied: "I would unhesitatingly choose Neville Lederle as the most promising. Considering the equipment he had in the South African Grand Prix, he did amazingly well."

Hill may have clinched the championship that December but Clark's evident skill until his Lotus's engine called time was a precursor of great things for the Scotsman, who would take the championship the following year. It was also the start of great things for the blond-haired lad from the Free State, who had catapulted himself up the local championship and who would rightly shower himself in silverware over the course of '63. Next month we'll cover Neville's continued rise to fame and his post-racing automotive life. 

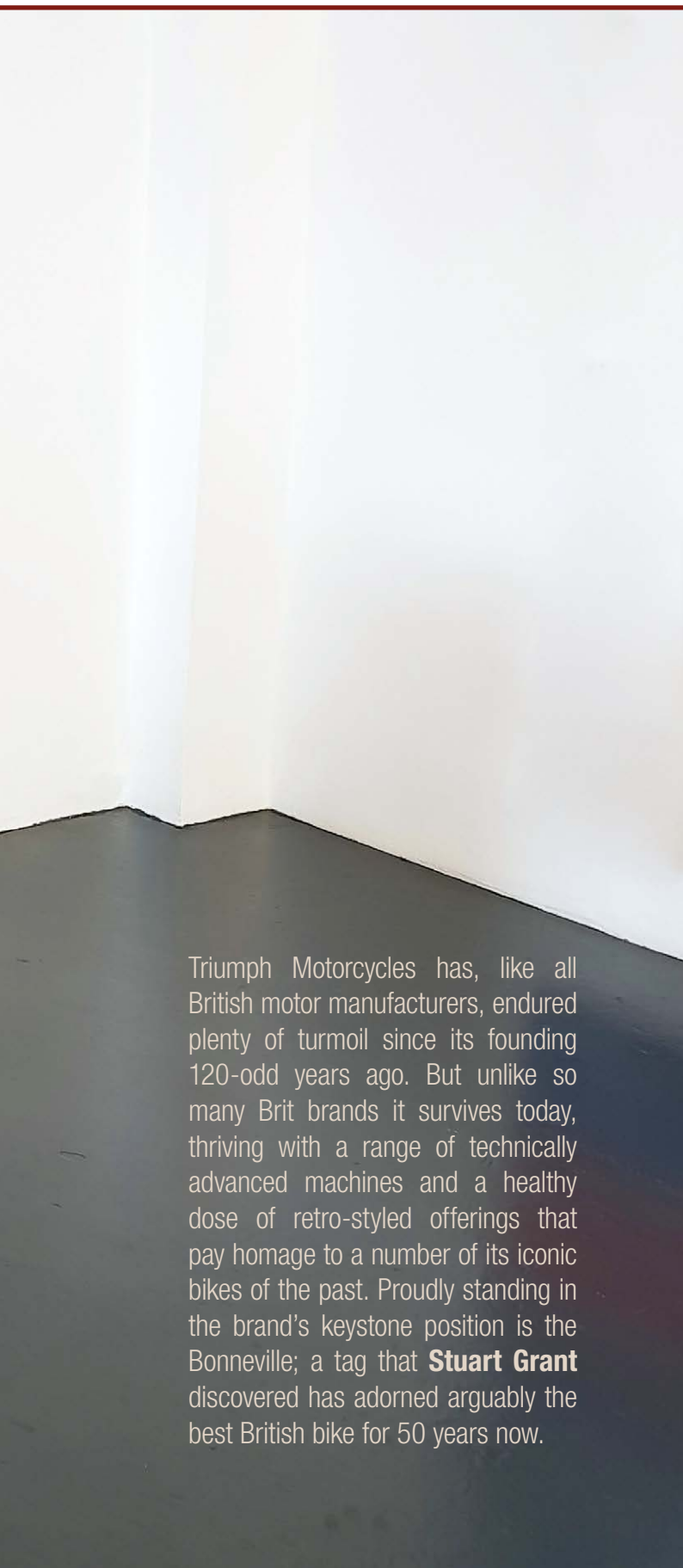
**As CCA went to press, we received the sad news that Neville passed away on May 17<sup>th</sup>. He was 80 years old. Our condolences to Neville's family.**



# BRITAIN'S BEST EXPORT







Triumph Motorcycles has, like all British motor manufacturers, endured plenty of turmoil since its founding 120-odd years ago. But unlike so many Brit brands it survives today, thriving with a range of technically advanced machines and a healthy dose of retro-styled offerings that pay homage to a number of its iconic bikes of the past. Proudly standing in the brand's keystone position is the Bonneville; a tag that **Stuart Grant** discovered has adorned arguably the best British bike for 50 years now.



**H**ang on... Bonneville... British? True, it's the name of the expansive salt flats in Utah, but it's also the spiritual home of American speed record-setting and the place where a Triumph-powered projectile set the fastest motorcycle world record. This happened in September 1955, with Texan Johnny Allen clocking a two-way average speed of 193.3mph (311km/h) on his 'Texas Cee-Gar' streamliner – a 650cc twin-cylinder, methanol-fed special. While the American Motorcycle Association backed the record, the FIM refused as no official observers had been present. But it was enough to spark interest from the German maker NSU, who upped the record within a year. Allen returned in September 1956 and won back the pride for America and Triumph with an average of 214.17mph (344km/h). Again the FIM put a spanner in the works, but the publicity Triumph gained from the legal battle that ensued was substantial. So much so that when Triumph launched its 650cc T120 (model number continuing the fashion of proposed top speed in mph) at the 1959 Earls Court Bike Show, it was named the Bonneville and designer Edward Turner publicly referred to Triumph as “the world's fastest motorcycles”.

With America being the largest market for Triumph leading up to 1959, the use of the name Bonneville was a shrewd move indeed. And it's not the only bit of international flair that the best of British had – there's some German in every Triumph, too. Triumph Engineering Co Ltd got underway when Siegfried Bettmann, who had emigrated from Nuremberg, founded the S. Bettmann & Co. Import Export Agency in London. His focus was on bicycles, which were imported and sold, but he also dabbled in German sewing machine distribution. In 1886, Bettmann changed the name to the Triumph Cycle Company and a year on registered it as New Triumph Co. Ltd, with funding from the Dunlop Pneumatic Tyre Company. Fellow German Moritz Schulte joined as a partner at this time and encouraged the shift from importer to manufacturing operation. Property was purchased in Coventry with cash from their families and the first Triumph-branded bicycles were produced in 1889. A second factory was opened in Nuremberg in 1896 and within two years, the Coventry site started testing waters with motorcycle production. The first real production





Triumph motorcycle was released in 1902, essentially a Triumph bicycle with Belgian Minerva engine.

From there on Triumph grew into a major motorcycling force, initially boosted by the supply of military machines during WWI; 30 000 or so bikes like the Model H Roadster 'Trusty Triumph' were supplied to the Allies. Triumph survived the Great Depression by selling its Nuremberg and Bicycle manufacturing operations. It was tough though, and Bettmann was forced out of the job of chairman and retired fully in 1933. In 1936, the motorcycle business was acquired by Ariel Motorcycle Company boss

Jack Sangster and exports across the pond got underway. This market soon became the most important for Triumph. With the Ariel connection came designer Edward Turner, who in September 1937 designed the 500cc 5T Triumph Speed Twin, which formed the basis for all Triumph twins until the 1980s.

Following the obliteration of the factory during the WWII Coventry Blitz (7 September 1940 to May 1941), tooling and machinery was recovered and moved to a new plant in Meriden, Warwickshire, where Triumph production restarted in 1942.

After the war, Turner's Triumph Speed Twin design continued and in an effort to settle the Lend-Lease (an American programme to provide its allied nations with aid and military material) debts, nearly 70% (made up of Speed Twin and Tiger 100 models) of Triumph's post-war production was shipped to the United States.

But America wanted more.

More performance that is. Turner responded in '49 by increasing the 500 Speed Twin's bore and stroke to give 649cc. This hit the market as the 6T Thunderbird in 1950, and a Tiger T110 (indicating it could hit 110mph) hit the roads in '53. The additional power had a downside though, and this was heat that was generated when being pushed hard. A solution came in '56 when a new alloy cylinder head, known as the 'Delta head', replaced the iron units. Not only did the heat dissipate more efficiently but the bigger valves, better gas flow, higher compression and weight reduction improved the get-up-and-go noticeably.

Is it ever enough? Not when it comes to bikes and performance, and the Triumph fans got a bit more oomph in the form of a twin-carburettor head option for the 650. It was this set-up that led to Turner's final production Triumph design – the T120 Bonneville. At the core was the T10's 649cc parallel-twin engine but a pair of Amal Monobloc carburettors were now standard, as was a high-performance inlet camshaft. The result was better than anyone could

**The result was better than anyone could have expected and the Bonneville rocketed to the sharp end of the fastest production bike list, scoring many victories on both road and track**





have expected and the Bonneville rocketed to the sharp end of the fastest production bike list, scoring many victories on both road and track – although the T120 tag might have been a bit ambitious as it seems 115mph was the more realistic top speed.

It was a touch scary up at these figures though, with the single downtube frame not up to scratch in the rigidity department and speed wobbles the order of the day. Fans and potential clients were also not exactly blown away by the looks; the streamlined nacelle headlight and fully sided mudguards were a bit dated. These were remedied in 1960 while additional bracing at the steering head and swinging arm fixed the wobbles in '63 (this was improved upon a few years later with better front fork set-up and modification of the steering angle). In 1963, the 650 twin engine also had a major refresh with the separate crankcase, primary case and transmission being replaced with one single housing.

Motorsport the world over (from track and road racing in Europe to off-roading in the USA) saw the Bonneville pushed to

its limits and the continual experimentation saw numerous refinements trickling down to the road machines. As the 1960s came to a close and the '70s took off, the T120 Bonneville reached its peak; many considered it an almost perfect combination of horsepower, good handling and lack of vibration – impressive considering it was essentially a 1930s design.

But was it really that good? Not if you'd ridden one of the up-and-coming Japanese models. Honda's CB450 was as fast (although reports say the T120 still handled better) and the 750 Four made the Triumph look a little silly – as did the Kawasaki 500 triple. These machines were cheaper and way more reliable, too.

Triumph needed to react – and react quickly – with technology like a five-speed gearbox, electric starter and disc brakes. But all the firm's owners, now BSA, really managed to accomplish was an inter-company rivalry

between its own brands and swallowing up much-needed cash. A healthy portion of money went into the development of a frame that both brands used for their respective 650 twins in 1971. Designed by aerospace engineers and not bikers, it was the answer to the question no one was asking: how do we get rid of the oil tank? So what we got was the oil-in-frame, which as the name suggests saw the oil tank removed and the liquid now housed in the frame. Odd when you consider that the handling was the one department where the T120 was ahead of the Japanese bikes.

Finalising the design and setting up the

**As the 1960s came to a close and the '70s took off, the T120 Bonneville reached its peak; many considered it an almost perfect combination of horsepower, good handling and lack of vibration**





tooling for it meant that the production line was stopped for weeks and when the first of these new frames arrived, it was discovered that the engines didn't fit. After a rethink and adaptation, the oil-in-frame continued to be a problem for the Bonneville – the frame spine that should have been filled to the brim could only be filled halfway thanks to foaming issues and this led to plenty of broken engines, with inadequate oil supply being the reason.

T120 production soldiered on but a 750cc T140 version arrived to steal some thunder in 1972 – this was Triumph's hopeful answer to the onslaught of the larger-capacity competition. Production of the T120 and T140 ran alongside each other

until 1973 when striking workers staged a go-slow sit-in that lasted until 1975. Fewer than 1 000 650cc versions left the factory in this period and when the strike ended, only T140 production resumed. In this guise, the Bonneville story ambled on until 1983 when Triumph Engineering, now owned by its workers, went into liquidation and the doors shut.

How, then, can I walk into a Triumph dealership and buy a new Bonneville? We can thank British billionaire John Bloor for stepping in and buying the business. Registered as Triumph Motorcycles Ltd, his plan was to re-engineer the old bikes, but he soon abandoned that idea in favour of a whole new bike. While the planning of this took place, he licensed the rights and tooling to Les Harris, who released a number of limited-edition classic 750 Bonneville between 1985 and '88.

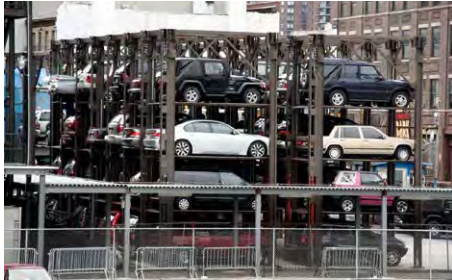
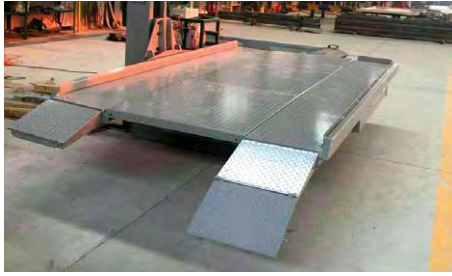
By this time, Bloor had put together a formidable team, hired several of the group's former designers to work on some all-new models and funded the building of a new factory at a 40 000m<sup>2</sup> site in Hinckley, Leicestershire. A major portion of the focus and strategy was on

a new line of three- and four-cylinder bikes built around 250cc and 300cc component sets – the maths reveals a bunch of 750cc and 900cc triples as well as 1000cc and 1200cc fours. These rocked the roads from 1991 and it took another 10 years until the much-loved Bonneville returned. It was more than just a name though, sporting an aesthetic not too far off the original and seeing a twin as the power source – this time a modern 800cc DOHC four-valve-per-cylinder, good for 65 horses.

Today, a new Bonneville T120 will set you back about R165 000 and comes with a 1200cc water-cooled parallel twin producing 79bhp. Transmission is now a slick six-speed gearbox, braking is done by discs with ABS and fuelling comes courtesy of a multipoint sequential electronic injection that not only means easier cold starts but also seriously improved fuel economy. There's a 900cc Bonneville T100 too, as well as some other iconic-named modern classics like the Speed Twin, Thruxton, Bobber and Scrambler that sell alongside various sporting, touring and adventure offerings from the British hero. Like the 1960s Bonneville heyday, the vast majority are made for the export market – something like 85% leave the UK for other regions, and thankfully South Africa is one of those. **C**

**Transmission is now a slick six-speed gearbox, braking is done by discs with ABS and fuelling comes courtesy of a multipoint sequential electronic injection that not only means easier cold starts but also seriously improved fuel economy**





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**SPECIFICATIONS**

Model	Lifting Capacity	Height	A	B	C	D	E	F	G	H	Clearance	Weight	Warranty
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409-P	9,000 Lb	6'0"	102 1/2"	42 1/2"	42 1/2"	102 1/2"	42 1/2"	42 1/2"	102 1/2"	42 1/2"	42 1/2"	4,200 Lbs	5 Year Structure, 2 Year Hydraulic
409-HP	9,000 Lb	6'0"	102 1/2"	42 1/2"	42 1/2"	102 1/2"	42 1/2"	42 1/2"	102 1/2"	42 1/2"	42 1/2"	4,200 Lbs	5 Year Structure, 2 Year Hydraulic



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# GET YOUR KICKS ON ROUTE 62

America's Route 66 is a famous trans-US highway that once ran from Chicago to Los Angeles. Established in the mid-1920s, it found fame as the migration route during the Great Depression before it was written into music and 1950s automotive culture. Long since replaced by the US Interstate highway system, sections of its small-town road network remain as an icon of the American dream – one that pulls in thousands of visitors each year. But you don't need to jump on a jet plane to get a taste for it: SA has its own version in Route 62, as **Graeme Hurst** found out on a recent trip back from Knysna.







“I want to hear that 911 sing when you go; it’s a crime to do anything else with it on this road.” Coming from a BMW biker who I randomly met on the side of the Outeniqua Pass (and who I discovered during a brief chat was a serial 911 owner), it wasn’t a line I intended to ignore – although I was amused at the irony of it: I only made the stop (the first of several) so that I could revel in hearing the Porsche’s famous chainsaw-like growl as I got back up to speed!

The encouragement came after a conversation I struck up with the bloke a few minutes after taking in the view. A regular on this road, he happily pointed out the significance of where we were standing: the

**I only made the stop (the first of several) so that I could revel in hearing the Porsche’s famous chainsaw-like growl as I got back up to speed!**

midway rest stop gave a brilliant view of all three passes in the valley ahead of us... the Railway Pass, Cradock Pass (from the ox-wagon era) and the Montagu Pass. All three run from George to Oudtshoorn but only the Montagu is suitable for a car; Cradock (which the Montagu replaced in 1848 to ease the journey) is now only used as a hiking trail, and evidently it’s a tough one at that.

With 126 bends over its 17km length and 745m of elevation, the Montagu would make an awesome drive, except for the fact that it’s gravel. Which is why I was on the fourth pass in the valley: the Outeniqua itself. This modern-day stretch (it was carved out of the mountainside nearly a century after the Montagu opened) offers just 40 corners over its 13km extent but it’s still a fabulous blast to make the connection from the N2 to Route 62 on the other side of the Outeniqua Mountains.

Route 62 is one of the most scenic and culturally attractive routes for traversing the Western Cape from Cape Town to Port Elizabeth. It was once the key road between those

cities but – much like the demise of the US’s famed Route 66 – the establishment of a new national highway (the N2) led to its demise some 50 years ago.

Today, Route 62 is heavily marketed by tourism authorities and offers a fantastic small town-rich, cultural journey through some of the province’s most spectacular scenery. A journey I felt compelled to experience as a road trip when returning from this year’s Simola Hillclimb, hence my stop on the Outeniqua Pass.

Less than 15 minutes after I delivered on the promise to the biker, I suddenly exited the mountainous scenery. Still on the N12 route – which has its fair share of trucks plodding their way over from George – I found myself sampling the Karoo landscape as the kilometres of hop farms give way to fields of vegetables and then cattle. The road runs parallel to the railway line as the contours die down and it barrels towards Oudtshoorn. Ah yes, Oudtshoorn. Famous as the stopping point for a visit to the Cango Caves and for its ostrich farms. And a town that became world-famous in the ostrich





feather boom in the early 20<sup>th</sup> century when the commodity cost more by weight than gold! Today that era's long gone and Oudtshoorn's ostriches are farmed as a tourist attraction and for their meat.

The town is my connection to Route 62 and, after a fuel stop, I'm heading for Calitzdorp, some 48km away to the west. The road is freshly tarred and arrow-straight for a good few miles but, just as the monotony takes hold, I pass a uniquely South African institution – especially in the Karoo – a *padstal*! Like so many of these, Karoo Boom is an oasis for weary travellers, offering a chance to stop and get refreshments while sampling some local produce. Home-made *konfyt*, biltong and *beskuit* are all on offer but my attentions are turned to what's outside – a late 1940s saloon of some description quietly rusting in the autumn sunshine... the remains of the vanes in its toothy grille suggest a Buick, but sadly the bodywork is bereft of any badging. Either way, the generous proportions suggest something luxurious; perhaps it was the pride of a well-to-do farmer?

There's more four-wheeled inspiration around the side of the *padstal* with a 1950s Austin county pick-up, still proudly bearing the Austin of England badging on the bonnet and the remains of its three-digit CBM licence number on the bumper, a Laingsburg prefix according to Google.

Rusted-out cars seem to be a regular fixture in the Karoo. And not just in the landscape but in the towns too, as the skeletal remains of something four-wheeled catches my attention as I hit Calitzdorp. 'A *geskenk deur Oom Jan Ridder*' according to the white-washed inscription on its rusty flank, the car is a landmark for another uniquely small-town institution: an antiques store.

I'm always a sucker for these, in the hope of finding car-related fare – well-worn Dinky toys or a box full of 1960s *CAR* magazines – but this store's automotive stock is limited to a set of nondescript hubcaps (possibly a Valiant's), mine for R550 if I feel the urge. I pass but do feel the need to examine some

of the store's more random stock such as the Stenhouse Mark II breathing apparatus. This seemingly 50-plus-year-old fire-fighting aid (for merchant ships, *nogal*) comprises a large wooden box containing several yards of air hose, a full-face mask and a set of foot-operated bellows to supply fresh air. Quite how a maritime vessel's safety item wound up so far from the coast is a mystery...

Slightly more appropriate is an early 20<sup>th</sup> century organ made by Crown all the way over in Chicago, Illinois. Complete and well patinated, it may well have once graced a stately home or local church but with its hefty R28 000 price tag, it's unlikely to see

**Home-made *konfyt*, biltong and *beskuit* are all on offer but my attentions are turned to what's outside – a late 1940s saloon of some description quietly rusting in the autumn sunshine**





its stops being pulled out any time soon.

Next up is Ladismith. It's just shy of 50km to the west, and while the terrain looks typically Karoo as Calitzdorp disappears in the Porsche's rear-view mirror, this section of Route 62 has some of the best twisty bits in the form of the Huisrivier Pass, which crosses through two valleys. Its 13km extent takes you up over 330 metres and includes 39 corners. There's little traffic when I attempt it and the pass is in fantastic condition; pothole-free with plenty of landscaped picnic spots to take in the view. Some more aural revelling takes place as I work the SC's gearbox to gain altitude, with third delivering a surge of acceleration and the car's rear-engined layout boosting traction out of the sweeping bends.

All too soon I'm at the top, admiring the exposed geology which complicated the 1896 pass's engineering when it was widened and rebuilt in the mid-1960s. It's not the only pass in the area to have fun with, mind you: 25km before I get to Ladismith

is the turn-off for Seweweekspoort. Rated as one of the country's most spectacular passes, this 17km road links the Klein and Groot Karoos, but sadly it's all gravel and so gets added to my bucket list of great roads for another day, in another vehicle.

Ladismith impresses for its variety in architecture, with plenty of beautiful sandstone homes a reminder of the town's more prosperous past. Like most Karoo towns, it features a substantial place of worship, the old Nederduits Gereformeerde church. And, like most small-town NG churches, it is an imposing building that was once the epicentre of the town's Sunday activity. No doubt the street outside would have been lined with huge Cadillacs and other range-toppers from Detroit's big three as families arrived from far and wide in their Sunday best. The street is somewhat subdued today, mind: the church is home to the town's tourist office and the building is fronted by the town's old railway station platform signs – huge concrete items with 'Ladismith' carved into them so that passengers would know if they needed to alight or not. One sign has the town's altitude (1 767ft, in case you were wondering) and the other the

distance to Cape Town: 249 miles.

Heading on west, I set my sights on Barrydale, some 80km away. But first there's a car-related sight with the sudden appearance of the remnants of a Ford Zodiac. Possibly also a regular outside the church, its long since stripped body now does duty as a gate beacon for a sheep farm, although the heavily reworked rear end on the Ford suggests it saw service as a farm bakkie in its latter years. The landscape is still very much Karoo in look and feel but just as I get used to the monotony of the sparse vegetation, one of Route 62's most famous landmarks appears on the horizon: Ronnie's Sex Shop.

The scene of many a four-wheeled photo call (including the £5m 1936 Alfa Romeo Tipo B on its way back from last year's Historic GP Festival in East London!) this bar and restaurant is a legendary traveller's institution, famous for the hundreds of pieces of women's underwear hanging from the ceiling and walls festooned with graffiti from visitors across the globe.

Its existence goes back to the late 1980s when owner Ronnie opened it as a farm stall but, since the only customers were the neighbouring farms, business was

**But first there's a car-related sight with the sudden appearance of the remnants of a Ford Zodiac**





decidedly slow. Then one of his mates scrawled 'Sex' in front of 'Shop' on the wall as a joke before later suggesting that Ronnie open a bar to liven things up. That was 22 years ago and female visitors (with their inhibitions possibly relaxed by alcohol) soon started leaving their underwear inside...

Another 10km on towards Barrydale and the road starts to get twisty as I cross the Doring River. The landscape is starting to soften as the Porsche noses into olive and wine country, while the architecture of the farm buildings has a distinctly Cape feel. The gradient's changing too as I enter the Tradouwshoek Pass – a short and twisty stint before the descent into Barrydale. With the road in a good state and clear of traffic, it's a chance to stretch the 911's legs again before having to be mindful of camera traps as the townscape appears on the horizon.

Barrydale sits just north of the Langeberg and offers a taste of the Cape's mountainous scenery. Once a sleepy farming community, the town has become a haven for artists and other craftsmen in recent years. It's also made a name for itself as a great breakfast run stop for bikers and car clubs alike. They're usually to be found

at Diesel & Crème – a diner that's famous for its staggering collection of vintage metal signs and other memorabilia.

It was set up by five years ago by Cape Town trucker Arthur Pharo after he got bored with early retirement and turned a neighbouring weekend holiday home into the Karoo Moon Hotel. A need for a restaurant followed, and Arthur indulged in his childhood fascination with signs and antiques to kit the place out and add to the atmosphere while customers enjoyed his Route 66-style menu of seriously tasty but calorific milkshakes (like the red velvet & cream cheese variant) and burgers.

For anybody raised in the 1970s, the array of signs and ephemera will bring back memories... like the Autovend cigarette vending machine that once displayed vertical stakes of Lucky Strike and Texan – accessible with a few coins in the slot and the pull of a chrome knob at the bottom. Or the pair of Drive-in speakers, still mounted on their pole... and the huge illuminated 3D plastic rendition of a box of Chesterfield cigarettes you would've seen on the counter of your corner café. There's plenty of automobilia fare, too, with old

gas pumps and oil signs outside and the grille of a '70s Datsun 260C sedan on the wall – the rest of this six-cylinder Japanese luxury icon possibly having succumbed to the old tin worm.

Fuelled by the rich contents of the diner (and a Peppermint Crisp-centred shake) I fire up the 911 for the last stint on my journey on Route 62 – the 62km stretch to the town of Montagu. Although Route 62 extends much further, this spa town is my last stop as the afternoon light starts to fade (thanks to my lengthy stop at Barrydale's finest). From there I head south to the N2 and blast back to Cape Town. But first there's one last pass, the Tradouw Pass just ten kilometres outside Montagu. A final chance to let the needle of the 911's rev counter spin into the redline as I work my way through the gears for one last kick on Route 62... 📷

**A final chance to let the needle of the 911's rev counter spin into the redline as I work my way through the gears for one last kick on Route 62...**



# PASSION-DRIVEN

Knysna and its stunning lagoon views played host to this year's Value in the Classic Car Market Conference, where experts and enthusiasts from all over South Africa got together and discussed our local classic car niche – the pros, cons, economics and aspects that collectable car owners should consider like insurance, wills, estates and tax. **Stuart Johnston** took a pen and paper and settled in for some fascinating and informative talks.



GT40 Replica and Jaguar XK150 at the VCCM entrance.

The conference got off to a flyer with an outstanding talk from Jimmy Price, Managing Director and founder of Hi-Tech Automotive, the world-famous small-volume sports car manufacturer based in Port Elizabeth. Price recounted the history of his company from just nine employees in 1989 to over 600 now. To date, Hi-Tech has built close to 4 000

Cobra replicas (marketed under the name Superformance in America), and it is the only replica company that is licensed to use the Shelby name. Another hugely successful project was the construction of over 700 mid-engined Noble sports cars, as well as the Ford GT40 continuation series cars, the Daytona Coupé sports car and later the 378 GT Zagato.

After the company's production peak in the early 2000s, export-orientated Hi-Tech Automotive was hit first by the strengthening of the rand and then the global recession of 2008, and this double-whammy led to the business going into business rescue. After a long battle Hi-Tech managed to rehabilitate itself from business rescue, but Price also realised he had

to redefine his business. "What was also happening to our business was that the biggest competition to our Cobra cars were our own customers who were now selling their cars on the used market as they became older and perhaps less impassioned by a legend that was spawned in the 1960s. To survive we needed to come up with some different ideas. One of the ideas that we came up with was low-volume, limited-edition continuation cars. Another was realising that modern enthusiasts want a classic that looks classic, but drives like the latest BMW or Mercedes. So we are now building, under licence, continuation cars of the 1965 to 1967 Ford Shelby Mustang using brand-new, original-spec body panels and interiors, but with modern engine and drivetrain and modern suspension and brakes."

BMW Club speaker, Colin van Son,

After the company's production peak in the early 2000s, export-orientated Hi-Tech Automotive was hit first by the strengthening of the rand and then the global recession of 2008





Tommy Roes, organiser of the VCCM Conference in Knysna in early May.



James Zulu.



Jimmy Price.



Jimmy Price and Paige Lindenberg chat before the conference.



Knysna Motor Show organiser Peter Pretorius talks classics with Brian Bruce of the Parnelli Bruce Collection.

backed this trend up with his speech on more modern BMWs that are fast becoming collectable while still being seriously useable – hot favourites here being the 745i, 333i, 325is and 530MLE. But it was Price's closing that summed up the classic car lifestyle the best: "Much success, much disappointment, much pain, but no failure."

Brian Bruce was back for his second year as a speaker and reiterated the point that enthusiasts are custodians rather than owners and looked into the idea that value is greater than just a monetary definition. "We have to ask ourselves whether we want a classic car because we are passionate about the car, or because it is a great investment," said Bruce. "There is nothing wrong with buying a car as an investment but the minute that the monetary value becomes an obsession, then we lose

the integrity that should be present in the whole process. And because of the increasing focus on investment values, I have seen a lot of the passion leak out of our old car movement."

This sentiment was echoed by Leon Strümpher, a portfolio manager at Sanlam Private Wealth, who is heading up a classic car investment initiative. "When thinking about investing in a classic car my advice would be to buy one that you love and enjoy, because this is an investment that doesn't pay an annual dividend," said Strümpher. "And I would advise my clients from an investment point of view that one needs to be patient. In many cases you would need to hold onto a car for four to five years to realise a significant return on your investment."

Another hot topic was the effect

**In many cases you would need to hold onto a car for four to five years to realise a significant return on your investment**





Classic bikes, like cars, cannot be forgotten when it comes to rolling investments.

that a restoration has on a classic car's value, which Bryan Webb brought to the table. It's a topic that divides opinion but what became perfectly clear is that in either case research, research and more research is needed before making the choice for your old banger. A proper restoration costs heaps of cash, and it doesn't matter if the recipient is a Beetle or a Bentley. So research the car, whether you'll over-capitalise, who to get in to complete the work, where to track down parts and so on. With a series of images showing a 'restored' Aston Martin DB4 being stripped, he opened some eyes to the downside of buying a car with a fresh coat of paint – in this case, 45kg of filler was chipped off from under the gleaming paint!

Another positive point that came to the fore was that of importation. Yes, that's right: while a fair number of classics are leaving SA, there are some enthusiasts bringing rarities to our shores. James Zulu, Business Development Manager for Transglobal Cargo, a Durban-based company specialising in the importation

and exporting of collectable and valuable assets, took delegates through many of the processes required to legally import classic or collectable cars. He stressed the different customs duty, luxury tax and import tax structures

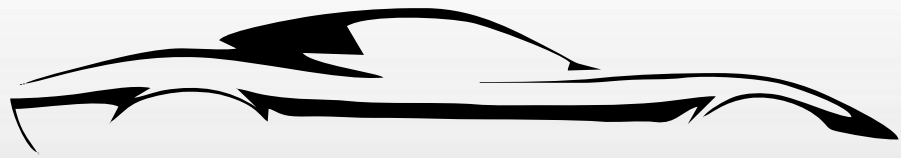
applicable to cars of different ages. For example, if a car is less than 20 years old it is liable for import duty of 25%. If it's 40 or older it is not liable for import tax, but then you'll pay substantial luxury goods duty and VAT. Oh, and apparently you can still import left-hand-drive cars built before 2000.

He did, however, advise people wanting to import to get all the documentation in place and lodged with the authorities *before* shipping commences. "I understand collectors are passionate and often the car is bought and shipped to South Africa and only then does the buyer start applying for the various documentation. We advise people to keep the car in its country of origin and let a specialist company like ours get all the documentation in place before shipping it to South Africa. There is no sense in paying storage here before it is cleared by customs."

While on the paperwork and admin considerations Stanley Broun, fiduciary and tax specialist at Sanlam Private Wealth and Gordon Massie, an insurance expert from Itoo Art Insure and Classics, gave some sobering yet crucial considerations when collecting vehicles. Broun spoke about the effect that estate duty can have on a classic car collection, and whether paying estate duty in advance is a viable consideration, while Massie stressed the importance of

While a fair number of classics are leaving SA, there are some enthusiasts bringing rarities to our shores





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The future? Modern running gear in a classic body.



The 378 GT Zagato, built by Hi-Tech in Port Elizabeth.



Pedigree is worth celebrating, here with a Ford GT40 homage and modern Shelby Mustang.



Rarity can add value in the car game. This Nissan S-Cargo is a case in point.

insuring on an agreed value policy when it comes to insuring an appreciating asset. An interesting issue raised by Massie, which holds water in the historic car world, was that of forgery. What is the old joke? Of the 1 590 Porsche Carrera 2.7 RS models made there are still 5 000 in existence...

A welcome addition to the conference were several speakers who related their experiences in the classic car niche. Ian Shrosbree, the organiser of the Jaguar Simola Hillclimb, gave a behind-the-scenes glimpse of the evolution of this event and building a brand over a ten-year period. Brian Noik, who has sold everything from Beetles to Bugattis, had the laughs going with a talk on what can go wrong when it comes to buying and selling classic cars involving not only dead rats and shotguns, but also some ingenious scams that he learned about the hard way. Ian Holmes, Chairman of the Vintage and Veteran Club in Johannesburg, reminded us that history

and pedigree are key elements in making something valuable, with priceless historic photographs and tales of the DJ Run – a commemorative motorcycle rally that runs from Durban to Johannesburg and pays homage to a flat-out race that was curtailed in 1936.

Classic cars and bikes... could it get any better? Oh yes, it could, with Ian Grace telling of a local restoration Spitfire – a winged one, that is. Ian detailed how many of these legendary warbirds came to South Africa, what they did while here and where they are today. He broke down the difficulties, time and cost implications that it will take to restore the crashed Spitfire Mk IX E 5518 back to flying condition... it'll make your eyes water.

There's more to life than cars, bikes and planes though and the VCCM team assembled a number of speakers addressing the value of assets other than classic motor vehicles.

Dr Alistair Meredith of auctioneers Strauss & Co said that new information has come to light on the bronze sculptures by Anton van Wouw (the sculptor most famous for his statue of President Paul Kruger, which still graces Church Square in Pretoria), and how this has caused a re-evaluation of the works of Van Wouw.

Marc Penlebury of WhiskyBrother showed that passion is a common denominator when it comes to collecting old cars and establishing a serious whisky collection and that before one starts collecting whisky, one should start *drinking* whisky. Same goes for classic cars... get out and drive them and then maybe you'll start collecting. And like classic cars, whisky is no small business: the export value of Scotch whisky last year was an unbelievable 4.7 billion pounds!

Passion, passion and more passion... that is what classic cars and collectables are all about and what the conference brought home in bucket loads. It's all about the enjoyment of your chosen collection, but knowing you are not pouring everything into a bottomless pit makes it just that little bit more enjoyable. With this in mind Tommy Roes, Managing Director of TCF South Africa and chief organiser of the Value in the Classic Car Market Conference, closed the 2019 event with a project teaser. Together with Paul Kennard, he will be soon launching a market value index for South African classic cars, something that has not been available until now. 📌

**For more information on this new index, and the Value in the Classic Car Market Conference 2020, visit [www.thecarfinders.co.za](http://www.thecarfinders.co.za) or email Tommy Roes on [tommy@thecarfinders.co.za](mailto:tommy@thecarfinders.co.za).**

**And like classic cars, whisky is no small business: the export value of Scotch whisky last year was an unbelievable 4.7 billion pounds!**



# STOP & GO

## - PART 6



**B**esides the correct engine oil, your older cars and bikes need special greases and fluids to keep in tip-top shape.

When it comes to hydraulic and brake/clutch components, older cars need grease to prevent the rubber components from hardening and swelling. Products like Castrol Red Rubber Grease are, as the name suggests, rubber-compatible and will look after the above as well as aid in the assembly of any rubber brake, clutch and suspension parts. They are good for the fitment of whitewall tyre trim, too.

But it's not only rubber that needs care. Early engines (pre-war) featuring vane- and gland-type water pumps need hard-consistency water pump grease, while veteran and vintage machinery with grease-packed axles or gearboxes should use the likes of Castrol semi-fluid gear oil/ Spherol I/EPO – lithium semi-fluid self-levelling greases.

Higher-temperature requirements, like anti-friction bearings used on competition

cars and bikes, should apply the Castrol High Temp grease which, again being lithium-based, has a higher than normal melting point. And where parts are exposed to wet or humid environments, such as exposed brake shoe picots, handbrake mechanisms, gear linkages and even wire wheels, the calcium-based Spherol SX2 does the job with aplomb. It's also ideal for trailers that spend their days launching boats into the water.

Kingpins, bushes, shackles, suspension trunnions and bevel worm-and-peg steering boxes are often overlooked but shouldn't be. For these Castrol Moly grease, another high-melting-point lithium-based grease containing molybdenum, provides dry lubrication under extreme conditions.

And for those of you driving Rolls-Royce and Bentley models older than 1980, there's RR363, a specially manufactured hydraulic fluid that is blended with Castor for added lubricity. It is fully approved by Rolls-Royce for use in the central hydraulic systems fitted with a metal reservoir.

All this lubrication will keep your classic, vintage or veteran moving along smoothly, which means that stopping the precious ride will become imperative. The Dot 4 brake fluid is a must. This is a high-performance synthetic fluid formulated from mixing polyalkylene glycol ethers together with carefully selected additives that enable the fluid to operate at a high performance level throughout its service life, offering system protection and braking confidence. For stronger performing machines, React Dot 4 has a high boiling point and performance additives for the ultimate system protection, while the racers out there should have a look at SRF Racing Fluid, a very high performance fluid with a dry boiling point in excess of 300°C.

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# STILL RALLYING

When **Roger Houghton** recently attended the launch of the much-improved Mitsubishi Triton one-tonne bakkie, the occasion brought back many personal memories of his involvement with this brand. Although never the highest profile in South Africa, its products have been sold here for more than 50 years now.



The Colt coupé made its rally debut at the 1971 Total Rally with Wally Rodger and Roger Houghton the pilots. The car is pictured at the Pretoria City Hall.



'71 Rally coupé with Colt wagon service vehicle – the only one in SA.



Scott Harvey/Houghton with the American coupé.



Mike Allaway/Roger Houghton, 3<sup>rd</sup> in the Trial Oranje.



'73 Colt pick-up.



Colt Galant GTO.

**M**itsubishi had its first appearance in South Africa in 1968 when the Colt 1100 Fastback was assembled by Praetor Industries – alongside the Glas-bodied BMW sedan – in Rosslyn. I was working for the *Pretoria News* at the time and attended a media visit to the fledgling factory, which was rather primitive in its method of operation at the time, to see the Colt and BMW being assembled.

Little did I know that Mitsubishi would play an important role in my future working career. I joined the public relations department of Chrysler South Africa at its new plant in Silverton in 1968 and in 1971, Chrysler Corporation bought a 15% stake in Mitsubishi Motors, so I was soon linked up with Mitsubishi.

The unusually styled Colt 1100 range of hatch, bakkie and station wagon was sold for a while and then came the stylish Dodge Colt coupé. I was happy to be involved in the introduction of this model as we used motor rallying to get word of the Colt brand out there – I ended up as co-driver for a number of Colt rally drivers.

Over the years, a number of Colt passenger car models – including the

popular Galant – were introduced into the SA market by Chrysler and were well received. Then came the merger, in 1976, of Chrysler and Illings Mazda to form Sigma Motor Corporation as Chrysler withdrew from SA. The new company favoured Mazda products and so the Colt one-tonne bakkie was not introduced locally because Sigma (later Samcor) had the Mazda B-Series bakkie in its arsenal – this was also badged as a Ford Courier.

The only Mitsubishi products that survived this time were the L300 minibus and van (later also badged as the Ford Husky in the Samcor era) and the Mitsubishi Canter medium trucks (Ford also marketed variants under the Triton model name).

My links with Mitsubishi ended in 1988 when I moved from Samcor to Toyota, but Mitsubishi was given another life in South Africa when it was taken over by Mercedes-Benz in 1995 and the one-tonne Mitsubishi L200 (Colt) bakkie finally arrived in South Africa.

Although it is now more than 30 years since I was involved with Mitsubishi, I still have many happy memories

– particularly those involving the rally programme. Standouts would be partnering with the American Champion, Scott Harvey, in the 5 000km 1972 Total Rally where we finished sixth out of 101 entries, and bringing out prominent rally drivers, such as Andrew Cowan (UK) and Hendrik Blok (US) to drive the local Colts.

Another memory was driving to dealers to showcase the Mitsubishi Galant GTO, which looked like a mini Mustang, to dealers as an example of Mitsubishi's expertise as designers and builders of exciting cars. I am still in contact with Akira Igo, who was the Mitsubishi representative in South Africa at the time of our rally programme.

Mitsubishi continues locally today, and certainly was an important part of my 50-odd years of involvement in the South African motor industry. 📍

**Standouts would be partnering with the American Champion, Scott Harvey, in the 5 000km 1972 Total Rally where we finished sixth out of 101 entries**



A man with short, wavy hair and a beard is sitting on an orange motorcycle in a garage. He is wearing a green jacket and black gloves. The motorcycle has a clear windshield and the word "INERDA" is visible on the side. The background shows a concrete wall and some lighting fixtures.

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**1969 DATSUN SSS steering wheel.** I am about to begin restoration work on my Datsun and would love an original steering wheel. A set of period 13- or 14-inch deep-dish Californian alloy wheels would also be a bonus. Perhaps I am looking for a needle in a haystack but it's worth a try. Phone Pierre on 061 312 3482.

**Old CAR magazines.** In order to complete a full set, I am hunting down all the issues published in 1957 and 1958 as well as January, February, March, April, May and December 1959. From 1960 I need April, June and August. The final two needed are December 1966 and November 1972. Once my Car set is up to date I will start on compiling a set of *Wiel*. Please contact Willem on 076 645 0098 should you have any of the above.





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