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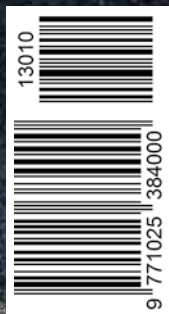
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PROTEA HOTELS ARE PLANNING A NEW CHARITY PROJECT THIS YEAR,
WATCH THIS SPACE FOR DETAILS.

CONTENTS

October/November 2013

- 04 **HIGH OCTANE**
Robert Coucher drives a Delage at Goodwood
- 08 **INVESTMENT INSIGHT**
Talking classic car values with Chris Routledge
- 12 **NEWS & EVENTS**
Latest from the South African classic scene
- 20 **SOMETHIN' SPECIAL**
Buick Special
- 24 **THE LONGEST GESTATION**
1967 Mallock U2 finally reaches completion
- 28 **PACKARDS IN PARADISE**
Sep Serfontein and his Packard collection
- 30 **THE FRENCH CONNECTION**
Part 1 of the Scamp Porter tale
- 34 **LA DOLCE VITA**
Alfa Spider Series 1 through 4
- 40 **SCOUTING MISSION**
A very rare BSA Scout in Cape Town
- 44 **WALKING ON BROKEN GLAS**
BMW's first foray into South African production
- 48 **BRITISH INVASION**
The unlikely development of Volkswagen's Beetle
- 54 **FINDING A BALANCE**
The basics behind crankshaft design
- 56 **MORE STRIP & POLISH**
Part two of our BMW first car project
- 62 **DEFYING LOGIC**
Lambretta setting the landspeed records alight
- 66 **RUBBER STAMPED**
The forgotten Bridgestone motorcycle foray
- 70 **FEATHERWEIGHT CONTENDER**
Peugeot's pocket rocket 205GTi
- 76 **THE EXCEPTION TO THE RULE**
Willie Grobler, SA's oldest competing racer
- 78 **SOAPY SUD**
A young fan builds and races an Alfa Sud
- 80 **CLASSIC MOTORSPORT**
Round 4 and 5 of the Midas Historic Tour
- 90 **LETTERS**
Have your say
- 94 **GEARBOX**
Classified adverts
- 96 **BOOK REVIEWS**
Motor books



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It is now exactly 5 years since I acquired this magazine and that seems to have been a surprisingly long time. To end this mini-marathon, it is with great pleasure that I can tell you that I have now transferred ownership of CLASSIC & PERFORMANCE CAR AFRICA to Editor Stuart Grant and in future he will be both Publisher and Editor, roles I feel confident he will carry out in excellent fashion.

The past five years have certainly been both an adventure and a master class in discovering a lot about enthusiasts and their cars in South Africa. Being only human and having really worked pretty damn hard at this, I do like to believe that I am leaving the magazine in somewhat better shape than I found it. Some have flattered us by saying we South Africans now have a world-class old car magazine of our own, but readers will be the best judges of that.

I will of course, continue to write the 'odd' motoring piece, but as Stuart now owns the company outright, he may elect not to print any of those, but here's hoping.

It remains only to thank all of the folk who have supported the mag through your all-important acts of purchasing copies and volunteering motoring yarns and relevant photographs. Stuart Grant, Derek Hulse and Dave Hastie have all been fantastic in championing our product, while behind the scenes, Thora Paver has done wonders in the sub-editing process and designer Ronel van Heerden has ensured a quality look and feel to the product. This same team will continue to support Stuart and I am confident that the process will continue to improve. Compared to me, the new Publisher is a young man indeed and I think this is a great thing. Petrol has run strongly in the Grant family veins for generations and our movement can only benefit from a pure petrol-head with young ideas and energy to grow the magazine. So, as I drift off to spend more time playing with cars, hopefully racing fast, living slow and playing golf badly, I say cheers and see you anywhere there are Classics to be found.

Fred

Hopefully you've read the news from Fred above. If not go and read it now. All I can say is that Fred has given both me and the magazine an unbelievable opportunity over the last five years and an even bigger one moving forward. So thank you Fred.

Don't worry though, despite my relative youthfulness we are not going to suddenly move the date period for classic content to last week's models and will still strive to cover all aspects of historic motoring in South Africa. So expect everything from pre-war vintage items to the likes of 80s hot hatches – these and the genres in between have a spot in our hearts.

Paging through this issue you'll see Mike Monk looking at a 1936 BSA Scout and a late

50s Buick while I take a 1984 Peugeot 205GTi for a spin. Gavin Foster recalls the Bridgestone motorcycle tale, Bob Hopkin follows the long build of a U2 Mallock, Jake Venter sums up the VW Beetle story and we celebrate the arrival of summer with a quartet of Alfa Spider drop tops.

On the personality front Greg Mills delves into the not often told story of Scamp Porter with input from legends like Jody Scheckter while Roger McCleery catches up with arguably one of the oldest competing racers in the world, Willie Grobler.

Of course the regulars like news, classifieds, motorsport and book reviews find place too. Please enjoy and feel free to make contact with me at stuart@cpca.co.za.

Stuart



England. July. High summer. Naturally, the only place for a classic car enthusiast to be is at glorious Goodwood in West Sussex for the 20th anniversary running of the Goodwood Festival of Speed.

The Festival has grown into a fulsome four-day event and with some 100 000 people attending each day, it is one of the biggest motoring extravaganzas in the world. Spectacular but rather crowded, even if it is the right crowd. Let me take you though it in real time...

This year the main celebration is the Porsche 911's 50th Anniversary with three 911s mounted on a dramatic 35 meter high sculpture outside the

House. Not to be left out, McLaren is also celebrating its 50th year so Jensen Button, driving a 1970 7.6-litre McLaren M8D Can-Am car, and Sergio Perez in a '74 M23FI enjoyed the 1.16 mile blast up the hillclimb.

A highlight of the weekend was the Top 20 Shootout on the Sunday afternoon where the really fast boys went for FTD. Justin Law in the Silk Cut Jaguar XJR8/9 V12 took the honours with a time of 45.95 seconds. Amazing, since the Jaguar is 27 years old and he beat the new, Sebastian Loeb Pikes Peak-winning Peugeot 208 T16 driven by Gregory Gilvert.

At the other end of the field I am entered in the Pre-War Land Speed

Legends class, driving the unique 1923 Delage Type DH, 10.6-litre V12. This old motor car is special. It was, for about a week, The Fastest Car in the World. On 6 July 1924 fighter pilot Rene Thomas set the Land Speed record on a French rural road at 143.31mph in the Delage. A shredding rear tyre along the way did not diminish his effort one jot.

Unfortunately for the Frenchman, an Englishman named Sir Ernest Eldridge had also pitched up to the meeting in his gargantuan 21.7-litre FIAT *Mephistopheles*. Sir Ernest gave it some welly and the giant aero-engined monster set a time of 146mph. *Merde!* The Frogs then hatched a cunning plan: it appeared *Mephistopheles* was running



Robert Coucher was born in Cape Town but has lived in London since 1988. Previously the editor of *Classic Cars* and the *Bentley* magazine, Robert started *Octane* magazine ten years ago and it now sells around the world to discerning motoring enthusiasts and racers.
www.octane-magazine.com



FLAT OUT ■ AT THE ■ FESTIVAL

Robert Coucher has the chance to drive this unique 1923 Delage V12 up the hill at the Goodwood Festival of Speed. He rather enjoys the experience.

The Delage is sitting in the Cathedral Paddock pits and I am about to drive it up the tricky hill in front of about 100 000 spectators.

without a reverse gear, which was a requirement, so they protested and the FIAT was disqualified, handing the record to the Delage.

Louis Delage had achieved his World Speed Record and the Delage was taken back to the Parisian showroom and displayed as 'The Fastest Car in the World'. But Sir Ernest was a dogged type and was not to be outdone by some rulebook jiggery-pokery. He had his mechanics fit a reverse gear to *Mephistopheles* and one week later went back to Route Nationale near Arpajon and set a time of 145.89mph and took the record back from the French team.

The Delage was sold on to speed merchant John Parry-Thomas and then to John Cobb who enjoyed thundering around the high-speed Brooklands Circuit. In 1935 the petite Kay Petre made news when she raced the Delage at Brooklands and achieved a best time of 134.75mph around the rough and bumpy circuit, an incredible achievement for someone without the muscles of a Springbok front row forward.

The Delage was then used sportingly by a couple of Vintage Sports-Car Club types and, with a few crashes and fires along the way, it retains an uninterrupted racing history.



So, here we are at the 2013 Goodwood Festival of Speed hillclimb. The Delage is sitting in the Cathedral Paddock pits and I am about to drive it up the tricky hill in front of about 100 000 spectators. The pressure is surprisingly intense. You really don't want to make a total *doos* of yourself in such a public way.

As in the good old bad days of the SADF, there is a lot of 'hurry up and wait' at Goodwood. Not so much *rondf*k* and *opf*k*, just a whole load of hanging around whilst different groups of cars do their runs. A minute or so's run takes about 2 hours in total time but, hey, that's motorsport.

The Delage, now back in its correct livery looks functional if not beautiful. It's purposeful on its black painted wire wheels but the twin fishtail exhaust pipes running down each flank spell power. Ja, lots. The 10.6-litre V12 produces 300bhp at 3200rpm with a slug of 500lb ft of torque at just 2000rpm, fed to the tarmac via those skinny old tyres. And it only weights 1 500kgs.

The cockpit is tight and the big rope-bound steering wheel is set close to your chest. To fire up you need your mechanic to oil the exposed rocker

arms and to add a good squirt of *Easy Start* into the Zenith carburetors. You then flick on the twin magneto switches and thump the starter button.

Now I was expecting the huge 10.6-litre to behave like the usual low-revving aero-engine. You know, lots of lazy torque at no revs. But when the Delage's V12 fires – it erupts in a din of mechanical fury. It is busy and revvy. It responds to the light throttle pedal with immediacy. This is a racing engine. Sure it's big, but it's also full of

energy and power. It feels like it wants to rev in anger. And the noise – utterly fantastic. The V12 whoops and snarls like a pre-war GP car and immediately you know it just wants to go. Fast!

Driving down to the start line of the Goodwood climb the Delage's gearing is incredibly high. Even so, on cold tyres, just leaning on the sensitive throttle induces easy wheelspin. Oh yes, must remember the accelerator pedal is in the middle of the clutch and brake, so, if you have a sudden *afkak* moment and hit the anchors, it will be the very responsive throttle pedal!

On the start line the red light switches to green and you gun the V12. Not too much, as those spindly wire wheels need to last all weekend. But the massive torque spins the tyres anyway. The car streaks up the first straight and you just have time to grab second gear before the first right hand corner. The centrally mounted gearshift lever is stout and whilst it requires a double-de-clutch, it is a lot more co-operative than a vintage Bentley's. You lean out of the cockpit and aim the exposed front

right-hand wheel at the apex of the corner then feather in the power on the way out. The rear end does a massive twitch and sends the

rear wheels sliding sideways behind you, but it's all perfectly communicated and a little opposite lock gets the Delage straightened up and thundering past Goodwood House, then into the unsighted and tricky Molecomb Corner, which needs respect.

Then bury the throttle for the fully whipped charge up the hill and past the unforgiving Flint Wall on the left. The run is over in a minute or so. But the memory? It will last a lifetime thanks to this fabulous old record-breaking Delage DH: once The Fastest Car in the World. 🏁

On the start line the red light switches to green and you gun the V12. Not too much, as those spindly wire wheels need to last all weekend.

Classic & Performance Car Africa

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

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

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INVESTMENT INSIGHT



Exclusivity and documented history is the key to this Aston Martin DB3S being a real investment.

The classic car market has evolved in numerous ways over the last 50 years and is currently moving in a new direction. Coys of London director **Chris Routledge** explains the events to **Mike Monk**.

“**T**he first time that old car prices at auctions comfortably exceeded expectations was in September 1962 at the Sword sale in East Balgay, Scotland, after which classics steadily went up in value. But global hyper-inflation in the late '80s/early '90s caused the bubble to burst as all manner of investments fell. As the world's economy improved so the classic car market gradually progressed but principally amongst enthusiasts, as generally, old cars were not perceived as being good investments. But then the lifestyle element came into play and all of a sudden old motor cars became a means to an end to wealthy individuals around the world. Where before, the movement centred mainly in Britain, northern Europe and America plus interest in Australia and Japan,

nowadays there are thriving markets in India, Russia, South America and mainland China as well.

“What has brought this money to the market is the lifestyle, the *concours d'elegance* events, the likes of the Goodwood revivals and festivals and gatherings such as the Top Gear Festival. Old cars have reached a new level: they are no longer just in the playground of enthusiasts; they are also in the playgrounds of the rich and famous to the extent that the movement has been described as 'the new polo'. But whereas you can breed polo ponies any time across the world forever, when it comes to internationally important historical cars, you can't. So that has put an upward pressure on prices due to a simple demand and supply situation.

“This upsurge in activity has brought



Jaguar XJ220, a flop when new but now highly sought after.

new money into the marketplace with a corresponding effect on values. Fifteen years ago, a Ferrari worth £200 000 is now worth £2 million but to wealthy people living in the world of super yachts, £2 million is not substantial – it's not even a down payment on a new jet. But it can buy a significantly important Ferrari with investment value so appears a relative bargain. It's a ticket to a lifestyle that people aspire to. A person living in a three-bed semi-detached in London with an old ERA in the garage that he's owned since the 50s now has a car worth more than his house. The influx of new buyers has put a massive amount of pressure on prices because compared with 20 years ago, there are now probably four times as many around who want to invest.

“Another factor is that 20 years ago we were an analogue world without

Internet, and didn't have a Coys, a Bonhams, an RM or a Gooding handling auctions around the world almost every week, with instant reporting on the sale prices. These days, prices are available online almost immediately after a sale, so people who want to get involved now have a valuation mechanism they never had before. Information is king. The network means that more people are confident in investing and prices are as transparent as a share price or the value of a piece of fine art.

“Then, of course, one thing leads to another where buyers start off wanting a car to be able to enter a Pebble Beach *concours* or a Nürburgring historic race but end up being collectors. Why do 45-year-olds buy mediaeval suits of armour? They are collectors. There's no nostalgia involved and it can be

entirely out of context to what the individual is, but he's read about them in books and wants one. On the other hand, nostalgia can be a driving force, something that lurks in your psyche. Take the Jaguar XJ220 for instance. When it was launched there was outrage because instead of the V12 engine in the prototype, customers got a V6 turbo and sales were lost. That scandal is why people now want one and that adds growth to the movement.

“But while some more modern cars become collectible, few, if any, will ever reach classic greatness. Mass production and quality control advances have meant some notable cars are available to a wide audience but they will never be classics in the true sense of the word. Is a Ferrari 458 Italia ever going to be considered in the same breath as an F40? Exclusivity



Forgotten race cars like the Ferrari 250GTO have rocketed in value thanks to rareness, completeness and providence.



Chris Routledge.



Lifestyle events like Pebble Beach Concours has brought money to the market.



A genuine ERA racer is now worth more than most houses.

underpins the values of old masters like an Alfa Romeo Monza, Aston Martin DB3S, three-litre Bentley, Bugatti T35, Ferrari 250GTO, Jaguar D-Type. Pre- or early post-war cars with hand-built bespoke coachwork designed by eye not a computer, have a tangible organic element that no modern car can match. It's like a Picasso – he painted many pictures but each one was individual. And that is why values of true classics will always continue to rise.

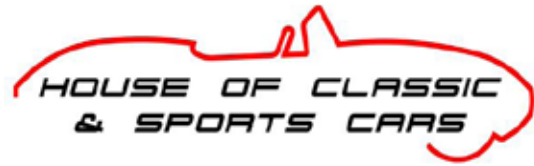
“There are a number of South African clients in the market (the Franschoek Motor Museum is a major player) and it has to be remembered that the country has a

strong and proud automotive heritage. Think of the famous Bentley Boys who were funded with SA money and the wonderfully vibrant and well-engineered machinery produced when the country was isolated. Cars such as the unique Ford Peranas and XR8, the BMW 333i, the 3.0-litre Alfetta GTV – weird, fantastic and typical of the strong passion locals have for cars.

“The restoration business is not really growing anymore because the need is finite – once the engine, chrome work, upholstery and so on have been done to original spec, they've been done. There's perhaps a 20-year cycle but there's less to

restore. There are still some amazing barn finds but they are few and far between. What the smart restoration companies are doing these days is preparation, maintenance and event management. Once they've restored a car they handle all the show/event logistics leaving the wealthy owner to simply arrive and drive. The classic car market has moved into a new era.”

Amongst other duties, Chris is a consultant and advisor to the Franschoek Motor Museum and was part of FMM's driving team in the Museum's Le Mans 90 years tribute at Durban's Top Gear Festival in July.



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1948 Dodge



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1948 Ford Pick-Up



1934 Plymouth 4 Door



1968 Jaguar 3.8S



1948 Studebaker



1967 MGB Roadster



1953 Mercedes 300



1986 Porsche 924

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 1973 Triumph GT6... 1980 Triumph TR7 Spider... 1930 Chevrolet Sedan... 2002 BMW 330Ci... 1948 Chevrolet Fleetline...
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MAGICAL MORGAN TOUR

The highlight of the Morgan year in South Africa is CapeMog's annual five-day tour, which provides an opportunity for Morgan owners countrywide to meet, network and interact in an informal, relaxed atmosphere. Most of all, it allows them to drive their cars along beautiful routes in the company of friends. This year the route comprises drives along the Garden Route and takes place from 10 to 15 November. The event is planned to include interesting drives and activities, while evenings are set aside for relaxed entertainment and gastronomical delights. It kicks off on Sunday evening with sundowners and sunset in the Robberg Nature Reserve before taking in the likes of an amazing 3D maze, Birds of Eden or Monkeyland sanctuaries and zipping above the canopy of the Tsitsikamma Forest. Awesome passes like Groot River and Bloukrans are also on the cards.

For more information contact Ronnie Herzfeld on 082 458 6506 or info@capemog.co.za.



CHARITABLE AUCTIONS

THUNDER AT THE STABLES

The Shongweni Expo will host a Cars in the Park entitled 'Thunder at the Stables' on 05/06 October. Venue for the event is the Shongweni Polo Club. For more information visit www.shongweniexpo.co.za.

House of Classic & Sports Cars, in association with various motor clubs, has hosted a number of auctions dedicated purely to the sale of Classic, Vintage and Sports cars. Two more auctions are being held in the next few months – one in Cape Town on 3 November in conjunction with the Cape Multi-Motor Club, and the other in Port Elizabeth on 7 December in conjunction with the Eastern Province Veteran & Vintage Car Club. ±25 vehicles will be offered for sale at each auction.

A provisional list of vehicles already submitted for auction includes a 1918 and 1924 Ford Model T, a rare and sought-after 1936 Ford Roadster, 1930 Chevrolet Phaeton, 1948 Studebaker, 1931 Plymouth, 1929 Chevrolet Phaeton, 1938 Buick Special, 1955 Triumph TR2, 1967 MGB Roadster, 1963 Porsche 356 and a 1971 MGB Roadster.

House of Classic & Sports Cars is proud to be able to assist charities through their auctions as the entire Bidder's Premium (Auctioneer's Commission) is given to the relevant clubs which, in turn, donate the majority portion to charities of their choice.

Limited entries are available for submission of vehicles, so don't lose out on this high-energy auction action. Anyone who would like to sell a vehicle, should contact House of Classic & Sports Cars on 044-382 1000 or 082 566 7897 or 082 921 4156 or email wendy.r@hocasc.co.za.



CROSSLLEY & WEBB AUTOMOTIVE INVESTMENT SHOWROOM

Cape Town's Crossley & Webb is set to become a premier automotive investment destination with the upcoming launch of their 1 400 square metre showroom in the Wembley Square precinct. An historic red-brick building is being transformed into a world class investment grade auto-trading and lifestyle centre. The masterminds behind this unique venture are experienced motoring enthusiasts and entrepreneurs, Gareth Crossley and Bryan Webb, both of whom bring a wealth of knowledge and expertise in the field of supercar and classic car investments. The venue will house Crossley & Webb's four aligned business units to provide a unique turn-key solution for motoring enthusiasts including procurement, sales, valuation, restoration and advice on fleet management from daily drivers to investment classics. Also on offer will be modern upgrades and restorations for sought-after classics as well as routine servicing for sports cars and supercars. Boardrooms and a Truth coffee bar will up the game even more, as will the inclusion of international supercar timeshare franchise Écurie 25, whose cars range from Lamborghini Aventador to Rolls Royce and E-Type Jags. With Cape Town set to celebrate its recognition as The Design Capital of the World in 2014, the Crossley & Webb showroom is on track to become a visual and acoustic highlight.



RACE RETRO AT DEZZI RACEWAY

Dezzi Raceway, in conjunction with Go Events, will host a new Historic motorsport event on 19/20 October in Port Shepstone on the KwaZulu-Natal South Coast. The event, to be known as Race Retro, will follow a speed-trial format rather than a normal race format with multiple cars on circuit at one time. Dezzi Raceway, built by motorsport personality Des Gutzeit, is a private facility offering a variety of track layouts and spectacular views over the Indian Ocean. Public access is allowed to the pits and start line 'funnel' allowing visitors to get much closer to the classic, historic and vintage cars from pre-war to 1975. Entries will be limited to 30 cars. For more info please contact Ian Shrosbree at ian@gopp.biz or 083 992 1417.



MUSINGS

We review a great many motoring books, but very few of these are written by South Africans and so, *MUSINGS OF A MILLION MILER* is a welcome addition to the list of local copy.



Dave Lyons is well known for his unique motoring 'stable' in Hout Bay where hundreds if not thousands of local and international old car enthusiasts have been made welcome as they visit his quite magnificent collection of cars. Dave has now produced a most attractive coffee-table book, featuring the pick of his collection. The photography, which borders on the spectacular, is the key to this tome, and people who enjoy looking at images of great cars will not be disappointed by the full views and detailed shots. The book is certainly not cheap at R375, but as the proceeds are going to charity, it is easily justifiable for what is a quality publication.

Previous South African motoring books follow the tried and tested formula of lauding well-known motorsport personalities, but here Dave focuses on the cars for a welcome change. The book was launched in Cape Town in August and early sales have been brisk to say the least. To get your hands on one contact Elmer van Zyl (Distributor) 082 885 5125 or elmervanzyl@gmail.com

KNIGHT OF THE STARS

The annual Midas Tour Knight of the Stars was held at the historic Wanderers Club in September and went down as a resounding success. Guest speaker Andrew Thompson entertained with tales about racing, broadcasting motorsport through the SABC and splashing soup (by means of flying bread roll) on Kallie Knoetze. Racing royalty present included the likes of Ian Schecker, Tony Martin, Paddy Driver, Jan Hetteema and the Domingo family.

Franco Scribante (Ford Mustang) scooped the Best Presented Car of the Year award, Paul Manegold took home the Norman Poulter Sportsman of the Year trophy and the MG Youth Team the Hole in One for the biggest booboo of the season. Carel van Biljon was named Administrator of the Year, Carcol Executive Auto as Team of the Year and Phakis garnered the Event of the Year. Lotus ace Jeff Gable was crowned Driver of the Year, Nick Sheward went home with his Ford Sierra XR8 judged Most Significant Car of the Year and Colin Lazarus took the Knight of the Stars award for his commitment to the Midas Historic Tour.



CHEETAH 2 HOUR

The 7th Annual Cheetah 2 Hour Kart Challenge took place at the Zwartkops Kart Centre on Sunday 25 August. The event is held in aid of the world-renowned Ann van Dyk Cheetah Centre at De Wildt where successful breeding of rare and endangered species of Cheetah and African wild dog takes place.

Twelve 4-person relay teams took part this year and Byron the Cheetah was on hand at the prizegiving to meet the entrants and guests over lunch. Total donations exceeded R30K for the event.

The results seem irrelevant judging by the amount of fun had by all but for the sake of the hard chargers the top three read Honda (113 laps), TATA (113 laps + 43 seconds) and Locost (113 laps + 61 seconds).



SCOTTBURGH CLASSIC CAR SHOW

Brilliant sunshine welcomed classic car enthusiasts from all over South Africa to the fourth Scottburgh Classic Car Show held on 21 July 2013 at the Scottburgh Country Club. Jaguar was the featured marque this year and a large display of these great sporting cars clearly captured the imagination of the spectators. The moving parade included SS100, C and D-type replicas, XKs, E-types and a comprehensive range of saloons, ending with two 2013 newly released F-type sports cars.

The Scottburgh Classic Car Show is a moving event and every car and motorcycle club was invited to drive their cars around the huge playing field for all to admire. The 'History of My Car' parade was both interesting and humorous as the MC, Pat McKrill, interviewed each

owner about his pride and joy. This was followed by the new Concours d'Elegance event in which participants dressed up in period costume and paraded in front of the assembled crowds in spectacular classic vehicles. A large variety of food stalls, a beer tent and a tea garden with cakes and sandwiches coupled with the clubhouse bar and restaurant kept folks happy.

It is also a charity show and local beneficiaries will share the proceeds of R60 000. They are the Khumbula Ikhaya House of Safety for abandoned children and child victims of crime, the Umsizi Umkomaas Vervet Monkey Rescue Centre and 4 Paws & a Tail Rescue Centre. Next year's show will be held on Sunday 20 July 2014.

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SEFAC FERRARI TRACK DAY

The Tifosi arrived in their hundreds at Kyalami on a chilly morning in July. Variety was there with Ferrari models ranging from the iconic 250LM, Dino, 308 and 512 Testarossa to the 458 and F40, while the car park and surrounds were overflowing with admirers of the red cars.

Cars were separated into 4 groups based on performance levels, and having tyre-supplier Pirelli available to assist with balancing and other problems, illustrated the attention to detail which made this a super successful and enjoyable automotive event. It was a liberating experience to run the high performance road cars at full chat, even in a subdued fashion with family as well as guests on board.

Before the lunch break a demo race was held. This is a contradiction in terms to say the least. It was run on a handicap basis with the Cavaleri 250LM given an 80 second start on the other half dozen cars, such as 430 and 460 models driven by Jaki Scheckter, Franco Scribante, Mark du Toit, Nicky Dicks and Willem van der Westhuizen. Scheckter just caught the Cavaleri on the last lap to the joy and shouts of encouragement of the enthusiastic supporters around the circuit.



BMW CLUB CONCOURS

Lunchgoers at Monte Casino Square were treated to some of the best Bavarian models as the BMW Car Club held its annual concours in August. Packed to capacity with cars, the highlights for the more classic-orientated included a 2002 Turbo, E30 M3 and a pair of 3.0CSLs in both non-winged and batmobile format. With such a wide spread of ages judging is a tricky affair and numerous trophies were handed out. Mike Frunell (E60 M5) took Show and Shine honours, Nunben Dixon (E30 325i) D'Elegance, Chris Theron (E34 M5) D'Etat while Paul Casson took the best Classic with his E9 3.0 CSL and Jack Kaplan scored the Best 2002 trophy with his Turbo.





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HILLCLIMBERS, ENDURANCE RACERS... & **SIMPLY RED**

Variety is the spice of museum life.



In mid-August FMM hosted a Winter Wines Festival at which more than 600 guests visited the Museum. Cape Town's Citroën club took advantage of the Gallic nature of L'Ormarins to put on a display of its members' cars around the inner circuit. Estate wines complemented some great food on offer as rides in some of the classics took place to the background of live music.

On display right now helping to celebrate 90 years of Le Mans, two very special LMP1 sports racing cars have been loaned to the Museum by Capetonian Alan Dike – his Mazda 767B that competed at the Circuit de la Sarthe in 1989 (finished 7th overall and 1st in the GTP class) and 1990 (20th overall and again 1st GTP). A similar car won Le Mans in 1991 – the only rotary-engined and only Japanese car to have ever won the classic race. Alan's other car is a Toyota 94LM prepared by Tom's Toyota and originally run by the Trust Racing Team with South African George Fouche as one of the team's regular

drivers. The car raced at Le Mans in 1992 (finishing 5th overall and 1st Category turbo car), 1993 (6th overall and 2nd Category 2) and 1994 (4th overall and 2nd LMP1 car). The Toyota also participated in Class C1 of the 1992 All-Japan Sports Prototype Championship (the 10th and final year of the series) in which Fouche took part in five of the six-round series partnering Swede Steven Andskar.) Alan's two cars are on view alongside FMM's Porsche 956, Ford GT40 and McLaren M6B GTR.

Also new on view is Simply Red – not a pop group revival but a display of red convertibles dating from 1909 to 1961. The cars on view are a 1909 Le Zebre, 1930 Marquette, 1936 Cord, 1950 Jaguar XK120, 1953 MG TD, 1956 Austin Healey 100/4, 1958 DKW 3=6 Sonderklasse, 1959 Cadillac Series 62, 1960 Nembo Ferrari and a 1961 Alfa Giulietta Spider. This kind of themed display is a new concept for the Museum and something not to be missed.



A PEUGEOT - REBORN -

A couple of years ago following a demo appearance at a Knysna Hillclimb, FMM's 1939 Peugeot Hillclimb Special was sent away for a ground-up refurbishment. Well, time has really moved quickly and the good news is that the restored car was revealed to the public during the Museum's Heritage Day celebrations on 24 September.

The rebuild has been an interesting and educating project – not only have Steven and Graham Mesecke surpassed all expectations with their astounding restoration but they were also instrumental in uncovering some hidden secrets of this wonderful piece of Africana. Some of the interesting facts discovered along the way were that the chassis has been three different colours in its lifetime, starting out as grey, then yellow, and finally black. It was also determined that the car had originally had a red body and only later did it become the French racing blue it is today. At first, the rear fenders were part of the main bodywork and the cycle-type mudguards that are now on the car were fitted much later. But what we found most interesting was that once we had the engine open, there was very little Peugeot remaining!

Don Tout, the brain who built the car, had obviously used a lot of what he had at his disposal or what gave him the most bang for his buck. The pistons were of British make, possibly from a Triumph, and Ronnie from Bastics (our engine rebuilders) had a tough time matching them. Then the cam had been modified to drive a Lucas distributor and the oil pump, that we never quite determined the true heritage of, bore a similarity to that of a Bedford. The overhead valve rockers and adjusters are British, Whitworth Fine threads and all, and there's an Austin starter, Riley steering, Austin 7 seats, Dodge brakes, Jaguar radiator – but best of all is the supercharger that came from a Mosquito WWII aircraft and equipped with two 1½-inch SU carburetors!

When you look at the neat engine-turned dashboard with all its gauges – oil pressure, boost pressure, oil temp and water temp – you realise this is no backyard racing car. The all-aluminum hand-made body with its long, louvered bonnet and twin aero screens all helped define the car's single purpose – to climb hills *very* quickly.

MORE ON THE WEB

For more information about the Franschhoek Motor Museum, view galleries of the collection and learn more about forthcoming events, logon to www.fmm.co.za

The Franschhoek Motor Museum is situated on the L'Ormarins Estate along the R45 in the Franschhoek Valley in the Western Cape. The opening hours are Monday to Friday 10h00 to 17h00 (last admittance 16h00), Saturday and Sunday 10h00 to 16h00 (last admittance 15h00), and the Museum is open on most public holidays. Admission prices are R60 adults, R50 pensioners, R30 children. An on-site delicatessen offers refreshments and tasting of L'Ormarins estate wines is also available.

SOMETHIN' SPECIAL

Big, bold – but hardly basic

Words & pictures: Mike Monk

Most people are probably not aware that Buick is the oldest still-active American make of car and among the oldest automobile brands in the world. Founded in 1899 as the Buick Auto-Vim and Power Company – an independent internal combustion engine and motor-car manufacturer – it was incorporated as the Buick Motor Company on 19 May 1903 by Scottish-born David Dunbar Buick in Detroit, Michigan. Later that year, the company was taken over by James H Whiting who moved the company across-state to Flint and later brought in WC 'Billy' Durant as manager, Buick selling his stock for a modest sum in the process. Four years later, in 1908, Durant established General Motors with Buick as the principal brand while David Dunbar simply drifted from the scene. The rest, as they say, is history...

But what about Buick? Well, it was never a global brand in the way that GM stable-mate Chevrolet, for instance, has been, but in the early years of motoring the cars were



sold far and wide, including South Africa. Models first appeared here in 1905 when George North and Sons of Durban became the agents, announcing that the 'horizontally-opposed twin-cylinder cars' were being brought in. Buicks quickly became popular and amongst the distinguished owners were Generals Smuts and Louis Botha and *Jock of the Bushveld* author Sir Percy Fitzpatrick. In 1914, out of 1 400 registered cars in Johannesburg, 120 were Buicks, and they were the favoured make when vehicles were commandeered into service by the SA Defence Force in view of the impending German South West African campaign during World War One. So the make has a long-standing association with this country. As an aside, it is believed that Buicks were the first cars in SA featuring front-wheel brakes.

Fast-forward to the early post-war years and the big and brash American auto design time of the times. By 1958 Buick had fallen to fifth place in the US market and introduced a dazzling new look for its products, starting with a Fashion-aire Dynastar grille design made up of no less than 160

individual chromed squares topped, for the first time, with quad headlamps. It was no less dramatic at the rear, the bumper said to be the biggest in the industry at the time and new rear side trim that represented 'a flying wing'. Buick's trademark VentiPorts on the sides of the front fenders gave way to bombsights mounted atop. Bigger and heavier than its predecessor, the '58 Buick's proportions are massive – 5.38 metres long, 1.98 wide and 1.5 high, riding on a 3.1-metre wheelbase and tipping the scales at 1 842 kilograms.

The Buick line-up consisted of five models, with Special being the entry level followed by Century, Super, Roadmaster and Limited. The Special's generic coding is Model 40 with seven six-seater derivatives – two- and four-door pillared sedans, two- and four-door pillarless sedans (called Riviera), four-door pillared and pillarless (Riviera) station wagons and a two-door convertible. The four-door pillared sedan, designated Model 41, proved to be the best seller. Cars being sold in SA were built from CKD (Completely Knocked Down) kits supplied from Canada, an arrangement that had

Customs import tariff advantages with further foreign exchange savings in the form of local procurement of items such as glass, batteries, tyres and trim.

In place of a US Fisher Body tag, locally assembled cars carried a 'Built in the Union of South Africa' plate on the driver's door pillar (cars were numbered according to the engine number) and they differed from source-built equivalents by having a different choice of body colours, a black fascia devoid of any chrome or padding and a unique leather upholstery pattern. Amazingly though, given its then price of SA £1 790 – there was no heater, yet power steering and vacuum-assisted brakes were available as options. Air-Poise air suspension was also an option – but literally flopped.

The engine was a 6.0-litre V8 with a two-barrel Stromberg WGD carburettor tuned to develop a modest 210hp (156kW) by dint of low-compression pistons to compensate for the regular-only grade fuel. (Premium grade only became available in the late-'60s.) The engine is known as a Nailhead due to the small-diameter, nail-like overhead valves that were



mounted vertically in the Vee's heads – a peculiarly Buick design. Nailheads were all about torque and the 364ci short-stroke (bore/stroke 4.125x3.39 inches, 104.8x86.1mm) is no exception, the camshafts featuring extended lift and duration to compensate for the restrictive breathing – an odd twist to the old American philosophy of 'there ain't no substitute for cubic inches'.

Three transmissions were offered – a three-speed manual was the case option but rarely ordered in deference to a Variable Pitch Dynaflo automatic (a twin turbine design with variable pitch stator blades) with a more grandiosely-named, triple rotor Flight-Pitch Dynaflo an on-cost option. Dynaflo's effectively have only one 'gear' when Drive is selected, with torque multiplication done hydraulically in accordance with accelerator input. There is a planetary gear system to provide a low 'gear' and reverse. Drive is via torque tube to a coil sprung live rear axle, located by a Panhard rod. Drum brakes are fitted all round and need a hard shove on the pedal to be effective.

It is not known how many Specials were produced here in SA due to the records having been destroyed in the Port Elizabeth floods in the 1960s, and Buicks ceased production locally in

1959, so Hout Bay's 'Million Miler' car enthusiast Dave Lyons' Model 41 is one of the last of the line. While Special may stand for basic, the term is relative as Dave's example clearly illustrates. Perhaps the most striking aspect of this car is its originality – it has had only three owners, originally belonging to a dominee in Bloemfontein before being sold to Johannesburg classic car collector Peter Manellis, from whom Dave bought the car. Only the upholstery and rear bumper have been replaced, patches of the paintwork have been polished down to the primer, there are a couple of small dings in the body, some exposed edges of metal showing faint signs of superficial rust and the windscreen has a small crack. Not surprisingly, there are a couple of minor bangs and rattles from the suspension over rough roads but generally speaking, the condition of this well-used 55-year-old car is remarkable.

Sliding onto the bench front seat two things stand out – the triangular end of the curved windscreen protruding into the door aperture, and the starkness of the black facia in an otherwise multi-hued colour-keyed interior. But the view over the playing field-sized bonnet is impressive, the thin-rimmed steering wheel feeling almost delicate in such an environment. Switch on, gently depress the accelerator and

the big V8 stirs into life in a lazy, 'OK, let's get rollin' bud but take it easy and enjoy the ride' kind of manner. Move the Variable Pitch Dynaflo's column shifter into D and carefully manoeuvre out of Dave's manor house courtyard with a flurry of arm twirling of the steering's 'I've lost count' number of turns from lock to lock. But, once on the open road, the big Buick effortlessly motors along, sparkling in the sunlight, attracting thumbs-up and cellphone cameras along the way. The transmission is a kind of '50s equivalent to a latter-day CVT as progress is seamless, although the V8's considerable torque output should not be overlooked.

It's extremely light and airy inside the spacious cabin and makes me think who needs a stretch limo when a half-dozen of you can arrive in such glitz and glamour as this – a Riviera even appeared in the American TV show, *The Playboy Club*. However, the '58 Buicks were not a success and failed to halt the company's declining US sales record. There were bound to be winners and losers in a time of post-war affluence in America, and sadly the Buick Special was one of the latter. 📌

Acknowledgement: My thanks to John Smith and the Buick Club of South Africa for help in researching this article.



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THE LONGEST

Bob Hopkin traces possibly the longest build of any racing car - from Lew Baker's purchase of plans for a U2 Mk6 Mallock in 1967, to its competition debut in 2012.

The current world domination by British motorsport began in the 1960s and was largely due to three visionary men: Colin Chapman, Arthur Mallock and Eric Broadley. Much has been written about the first-mentioned: his Lotus company, legendary drivers, Team Lotus, involvement in the DeLorean debacle and tragic death. Broadley was the first to mass produce racing cars for export worldwide and Arthur Mallock led a far less visible career but, in its own way, just as influential. Whilst Chapman's mantra was 'simplify and

add lightness', Mallock's addition to those laudable aims was 'and make it affordable to build and race'.

In 1967 a youthful South African car enthusiast, Lewis Baker, decided to visit Europe to soak up the atmosphere of the burgeoning motor racing industry and opportunities, with the hope of somehow acquiring the means to build his own racing car. After coincidentally meeting up in London with two other South African enthusiasts, Denzil Schultz and motorcycle racer Errol Cowan, the three of them decided to visit an open track day at the nearby Brands Hatch circuit. As he recalls:



GESTATION

“It was there at Brands that I first saw a Mallock and the lust to have one consumed me. Later that year having absolutely no money, I could not afford to buy a kit of parts from Arthur, but I caught a train to his home at Roade in Northamptonshire and walked to his house. With the cheek and brashness of youth I convinced him I could make one if he sold me the plans. He agreed to for the sum of 15 pounds and that gave me the right to build 2 cars. He even gave me a lift back to the station!”

Lew started to build his racer in a shed at the back of his workplace in Turnpike Lane in north London where

he had become involved in the motor accessory business. The build did not progress beyond part of the chassis and a few suspension parts. Eventually the time came to return to South Africa, with his Mallock still unfinished. His visit to England was before the days of affordable and commonplace air travel and still when passenger ships, not cruise liners, were in use for travellers with time to spare. Part of Baker’s plan was to return to Cape Town on a Union Castle Line ship with his racing car pieces tucked safely in the hold. All went according to plan until his youthful ebullience came to the fore

during the boredom of the voyage and his pranks and disruption on board prompted the captain to threaten disembarkation at some West African port if he didn’t start to behave himself. Calmed by the thought of possible separation from his precious partly-built Mallock and the prospect of finding his way home through ‘darkest Africa’, Lew managed to complete the voyage without further incident.

Once back in South Africa the intended completion of his Mallock racer had to go onto the back burner while he built a business career and sources of income to feed his



Lew Baker and his Mallock. Eventually!



passion for cars. Over the years Lew gradually built his prosperity through involvement in corrugated iron roof manufacture, 'Bakers Bullets' (during the insecure period in our history when combat pistol shooting was in vogue and many shooters reloaded their own cartridges), and, more recently, investment in fuel retailing. During all this time the unfinished Mallock gathered dust in Lew's various homes in Durban, Johannesburg and most recently George. As he remarked ruefully, the Mallock went from state of the art racing technology to veteran

racer without having turned a wheel! Finally, with other projects completed or on hold, assembly, or more appropriately, manufacture, of the Mallock started in earnest in 2011, some 44 years after the original purchase of the plans. Keen to stick to the original concept of the car, Lew first fitted a Ford 1600 Kent motor, gearbox and modified Morris Minor back axle to the car, added the necessary equipment to pass modern scrutineering, painted it a fetching shade of racing red and entered it in the 2012 Knysna Speed

Week Hillclimb. Whilst its early performances were disappointing and mechanical problems meant trailering home early from some race meets, the car is now fully operational and often seen at Port Elizabeth track days. The Kent pushrod motor has now been replaced with a Lotus twin cam as on some of the original cars, and the first outing in this form was at the Aldo Scribante track day in mid-August.

Fast approaching the fabled 'three score years and ten', Lew now has the satisfaction of owning and racing a car more than half his age. 🏁

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PACKARDS IN PARADISE

To many, the image of the large American sedans of the early twentieth century is epitomised in the gangster movies. James Cagney in the role of Al Capone shouting “You dirty rat” from a black limousine while emptying a Tommy gun’s magazine into his rival’s coffee shop seemed to typify the era. But as **Bob Hopkins** tells, before the American motor industry lapsed into the excesses of the befinned and chromed monsters of the fifties and sixties, those times saw some serious automotive innovation in top-of-the-range cars. The pre-depression prosperity of the United States encouraged car manufacturers to push the boundaries of contemporary automotive design to introduce revolutionary features and styling themes.

In the 1920s three companies, Pierce-Arrow, Peerless and Packard, became known as the ‘motoring royalty’ of the time and the latter was considered the most innovative, outsold the others and also became the longest to survive. Packard was born as a marque at the turn of the nineteenth century after Karl Benz had proved the automobile could be viable as a concept and Henry Ford proved they could be mass produced. Founded by the Packard brothers in September 1899 as a reaction to unhappiness in another product, the Winton car (in which they had an interest), they started small scale production at the Ohio Automobile Company in Warren, Ohio. From the beginning the brothers targeted the premium end of the market and, in order to attract wealthy buyers, began their policy of including innovative features. Packard was the inventor of the steering wheel, replacing the boat-like tiller on other products, and later introduced the first 12-cylinder motor and air conditioning to be fitted in motor cars.

When Packard relocated to Detroit in 1903 they employed renowned architect Albert Kahn to design their 330 000 square metre factory which itself was innovative, employing reinforced concrete construction for the first time in an industrial application. This plant, now of course derelict, on East Grand Boulevard, endures to this day nearly 100 years on.

During the 1930s, ‘40s and ‘50s a number of Packards were exported to South Africa, mainly for the use of Government ministers and wealthy industrialists. One of these was in regular use in Pietersburg (now Polokwane) by the owner of a trading store close to the Serfontein family whose young son, Septimus, became fascinated by the imposing presence and luxury of the car next door. During his high school years in Pietersburg he spent many a Saturday in the showroom of Leon Motors, the local Packard agent, admiring the finesse and styling of the cars. As ‘Sep’ grew up those first impressions never disappeared and, as

his career progressed in the military and as a civilian industrial psychologist, the subconscious attachment to the Packard brand never faded. Forty years later the opportunity arose in 1982 when a white 1941 Packard One Twenty sedan came up for sale in Mafeking. Sep paid R4 500 for this car – a fortune at the time - and thus began his obsession with the marque. This car remains in his collection to this day and has been joined by 7 other pre- and post- war models as well as a storeroom full of spare parts stripped from non-restorable donor cars.

Sep said that the original restoration work that he undertook while still in full employment provided more than just satisfaction in bringing a classic car back to life. “My work was quite stressful at times and often I became quite sick and tired with the demands of the job. I allocated Saturday of every week to my restoration work and found it to be very therapeutic as well as allowing an escape from the taxing efforts of the working week. Later I reworked





Sep Serfontein and his Packards.

some of the cars to make them as close to the original as possible, including importing some parts from the USA. Now, in what I call the third stage, I am refining the cars with, for instance, top class repainting to standards better than new. All in all it is a most satisfying and gratifying exercise," he said.

Sep retired to Wilderness in the southern Cape in 2007 and has created an immaculate purpose-built Packard working museum where his collection is on display alongside walls covered with Packard memorabilia and signage of the period. Helped by local friend and restorer Fanie van Wyngaard, there are two more vehicles, a 1941 One Twenty convertible and a 1940 One Ten convertible currently in paint and awaiting reassembly.

The Packard brand continued to capitalise on its upmarket image until the storm clouds of the coming 1938 Great Depression appeared. Even then the company was well prepared for the downturn with the more affordable One Twenty and 'Six' models appearing

just in time to appeal to buyers with less money to spend but, ironically, this 'dilution' of the exclusivity of the brand came back to haunt them in the post-war years with irreparable damage to the brand image. The Second World War meant that, along with other car manufacturers, civilian production was halted in favour of military hardware and, to their delight, Packard were approached to produce the Rolls Royce Merlin aero engine under licence thanks to their experience in manufacturing similar V12 automotive motors. Producing up to 1500hp, the Packard Merlin was used in the Spitfire, Hurricane and P51 fighter as well as three of these iconic engines in each PT torpedo boat made.

Sadly, post-war, Packard began its inevitable and terminal decline due to a toxic combination of factors. The move downmarket alienated the buyers of the more exclusive and profitable models and the grouping of many brands into the Big Three of GM, Ford and Chrysler gave them economies of scale that

Packard lacked. Some ill-advised and under-developed innovations, such as a push button automatic transmission and four-wheel electric adjust torsion bar suspension, eroded their reputation for reliability and a 'shotgun marriage' with Studebaker did little to enhance either marque's reputation or model range. By 1958 Packard had all but vanished with the suffix 'Packard' disappearing from the Studebaker-Packard brand in 1962.

Fortunately, thanks to a large extent to people like Sep Serfontein's efforts, many of the most prestigious, innovative and iconic models from Packard are being preserved for future generations in South Africa. As Sep said: "It was the imposing shape of the car that attracted me to Packard as a child, the challenge of the restoration gave me consolation during my working life and now, in my later years, the pleasure is in knowing I have some of the finest cars America has ever produced." As the Packard slogan reads: 'Ask the Man Who Owns One.' 📌



The FRENCH

CONNECTION

Greg Mills tells the tale of South Africa's legendary South African Renault man Scamp Porter. Of course no Renault tale is complete without input from Puddles Adler, Geoff Mortimer and Jody Scheckter.

Images: www.motoprint.co.za



Scamp at the wheel of the Lawson's Renault Dauphine Gordini, on the way to seventh overall.

For this is the man, who in the opinion of many, 'made' Jody Scheckter by allowing the East Londoner access to Renault's tuning ideas and parts.

'S'earching for Sugarman' documents the hunt for the '60s musical icon Sixto Rodriguez by journalist Craig Strydom and a Cape Town record bar owner, Stephen Segerman. The folksinger had disappeared into the obscurity of Detroit's construction business and was, according to urban legend, said to have committed suicide on stage. All along Rodriguez was unaware of his fame in South Africa, where every self-respecting student had a bootlegged version of his albums. The rest is history – an Oscar, a daughter married to a South African, sell-out concerts, celebrity status, even an honorary doctorate.

If there ever was a name for a 'Boy's Own' hero, then 'Scamp' Porter has it. Known also as 'Mr Renault' from his

dominance with the R8 Gordini in SA saloon car racing during the 1960s, he retired from driving after being involved in the practice accident for the 1972 9 Hour which claimed the life of Brian Ferreira. Although Scamp stayed in motorsport until the early 1980s, he went from household name to background man. Yet just as Sixto, Scamp deserves recognition for his talents and achievements.

For this is the man, who in the opinion of many, 'made' Jody Scheckter by allowing the East Londoner access to Renault's tuning ideas and parts. The 1979 World Champion recounts: "I first remember Scamp when I was at school. My friends and I would fight as I wanted Renault to win and others wanted other cars to win. It was very serious loyalty! When I left school I started to work in my father's garage. He gave me a second-hand Renault R8 to go to work and back. That only happened once. The next time the car came down off the jacks it went to the first race."



Jody Scheckter (Renault R8) leads Scamp's similar machine at Kyalami, 1970.



Scheckter's 1300cc R8 at Hesketh in 1969. Racing was tough, note the rubber marks on the door.

“Scamp,” says Jody, “was my hero. I’d get the spares manager to talk to him as I was scared to phone him, to find out what I could do to make my R8 go faster. We phoned twice or three times a day sometimes and he was always very helpful. I got to know Scamp better as I started going to the national races, and I continued to learn more from him.”

Respect for his engineering prowess was widespread among his peers. Eric ‘Puddles’ Adler, half of the Alconi tuning firm, ranks Scamp among Rory Byrne and Gordon Murray in terms of engineering brilliance. “He possessed an uncanny knack for appreciating and applying any necessary engineering principle, and ability in successfully adapting, altering, re-inventing or experimenting with any idea that looked promising. His lightning-quick and agile mind was legendary, and somehow he did it on a carefully controlled budget. This propelled the otherwise rather flimsy Renaults to the forefront of modified saloon car racing.”

Anthony Walter Porter entered the

world in Benoni in 1936, two years after his brother Phil. He quickly acquired the moniker Scamp, “and I have never been known as anyone else since,” he smiles. His father, a carpenter, wanted him to follow his trade, but Scamp had other ideas. “I failed Standard Nine, so left school early to do an apprenticeship at Williams Hunt.” Jumping in at the deep end, he started his competitive career in 1958 by driving a Renault 750 with Phil in the 9 Hour race at Grand Central. “Currie Motors had entered three cars, and the 750 had been rolled in practice. We asked Bob May, who was running the cars, whether we could get the drive. I went out first having neither driven the car nor at Grand Central and went quicker than the original drivers. Then Phil went three seconds quicker than me!” Thereafter Scamp regularly raced a Fiat 500 at the Midrand track, in which he enjoyed many a dice with Phil’s Fiat Cub, before progressing to a Fiat 1100, “which we got to go quicker than Streepie, but was still

two seconds behind Basil van Rooyen’s lightweight Anglia.”

Thereafter he moved to a Fiat 1100, shared with John Conchie, the other ‘half’ of Alconi, using Adler’s twin Weber 38 DCOEs and 1800 manifolds above the valve cover, by which time the focus of the Jo’burg racing had shifted to Kyalami. At that stage Scamp was better known for his rally exploits as a co-driver to Phil, the pair winning the Total LM Rally in 1962 in a Renault Dauphine and 1964 in an R8, finishing second in the intervening year. “We got an entry into the Monte Carlo Rally as a prize for the victories,” the only opportunity Scamp had for international competition outside SA. In 1963 the brothers were lying 41st on the Monte when they were disqualified for not having had their car’s carnet in the *parcferme*. Second time round they crashed. “These were the days, of course,” laughs Scamp, “before the Halda Speed Pilot, when we had made up our own homemade odos, and when we had to use a Facit mechanical calculator for



East London 1969, McGillewie and Scamp Porter.



The Scamp Porter/Geoff Mortimer R8 on the way to fourth overall in the 1969 Kyalami 9 Hour.

these regularity-based runs.”

Scamp joined Renault South Africa from Green’s Garage in 1962 initially as a technical instructor and sales rep. He quickly moved up to take charge of the motorsport division, which involved preparing rally cars for his brother and Chris Swanepoel. It was not without adventure. “On one Total Rally Chris crashed into the back of a Volvo. The Volvo retired, but Chris straightened out the R8 with a tow-rope so that the wheels could turn, and we patched it up some more in the service halt. He went on to win it despite me thinking, and telling his wife, that there was nil chance of him ever doing so!”

Scamp bought a ‘smashed’ R8 for his own track use, but got a works R8 Gordini for 1965. “We experimented all the time to make the car faster. My motto became: ‘If I can’t do it, it can’t be done.’ On the rally car we bored and stroked the 1255cc engine to 1500, giving it more torque and drivability. With the racing car we started with the 1108cc, but increased it to 1296, moving up classes to race with the Minis. Regie, Renault’s Competition Manager, said that we would never be able to beat the Minis, but we did, despite a lot of competition from Garth

McGillewie in particular.”

The Gordini had the distinctive alloy crossflow head, coming standard on twin 40 sidedrafts (Solexes on the 1108, Webers on 1255cc). “The combustion chamber was essentially the two valves, and the spark reached in there via a pre-combustion tunnel. We tried all manner of tricks, from exhausts to fuel injection, Tecamalit Jackson and Lucas, to get the car quicker, although carbs were always more reliable as the

In an era when the Meissner car had a bespoke Cosworth FVC racing engine, the Alfa GTAm was a pukka works car, and McGillewie had imported a trick Arden unit for his Mini, Scamp’s R8 used standard rods, crank and, albeit oversize, pistons.

injector units and pumps would wear out. Although we spent some time on the dyno at Lawson Motors, our biggest breakthrough came from Percy Trehair [the legendary Champion sparkplug guru] who, on examining our plugs, said that the cam timing was too retarded. We had copied an Iskenderian profile, but I asked Ritchie Jute to reprofile the cam, advancing it three degrees. It was a different car after that.”

In an era when the Meissner car had a bespoke Cosworth FVC racing engine, the Alfa GTAm was a pukka works car, and McGillewie had imported a trick Arden unit for his Mini, Scamp’s R8 used standard rods, crank and, albeit oversize, pistons. Despite this, the R8 regularly revved to 9000rpm.

There were other changes under the skin. “The R8 would, with the engine in the back, get slower and slower each lap as it got hotter and hotter. We cut ducts into the wheel-arches and ultimately moved the radiator to the front of the car.” The Renault also raced with a locked diff and an outrageous five degrees of negative camber on the rear wheels. “The locked diff,” recalls Scamp, “meant that we had to provoke the car, especially into slow corners. We needed the camber on the rear wheels, as the car would jack itself up when cornering hard, effectively reducing the negative camber to nil due to the rear swing-arm suspension. Without the camber it would have toppled over, as it did with me coming out of Malmesbury sweep at Killarney, rolling me and the car down the track.” These changes were made much more effective when Renault homologated



For the 1968 9 Hour Porter teamed up with Chris Swanepoel in an R8.
Image: Malcolm Sampson. Motorsport Photography via www.motorprint.co.za.



With many of Scamp's ideas Scheckter was crowned 1970 Class Y champ in his R8 turbo.

the use of wide-wheel spats on the R8.

Scamp says he probably learnt the most on the suspension and handling side. "One of the biggest differences was when we changed from 15 to 13 inch wheels and widened the track in the process. This transformed the handling. Puddles also gave me a stiffer 25mm – up from 17mm – front anti-rollbar. This made the Gordini so nice especially in the Esses. I would put the left front wheel over the kerb but never touched it, as the wheel was 4 inches off the ground!"

While tricky to drive on the limit, the car was very fast. "We were the quickest car on the track when it rained during the 9 Hour, which it usually did for two hours or so," chuckles Scamp. With Geoff Mortimer he finished a remarkable fourth overall in 1969 behind the winning Porsche 917 of David Piper/Richard Attwood, Mike d'Udy and Frank Gardner in their Lola T70, and Gerhard Koch/Hans-Dieter Dechent in the Porsche 908/02. It was auspicious company for a humble saloon built on the Reef. The pair also scooped the Index of Performance, one better than Scamp's second-place (behind the Arnold Chatz/Spencer Schultze Volvo 122S) in '68; the same year Scamp won the SA Saloon Car Championship. As co-driver Mortimer reflects, "The fact that the cars were light weight (+/-750kgs) made them very good on

things like fuel consumption, tyre wear and brakes, while still having performance capabilities ahead of most of the other saloon cars and some of the sports cars, and with fewer pit stops."

The 1969 9 Hour repeated his 1964 result of fourth overall in a Lawson's Motors-entered and Vic Mobey-prepared R8 shared with Arnold Chatz, with only David Piper/Tony Maggs (Ferrari 275LM), John Love/Peter de Klerk (Ferrari GTO) and Peter Sutcliffe/Dickie Stoop's Jaguar E-Type ahead of them. In 1966, his fifth-place R8 Gordini shared with Puddles Adler finished behind Piper/Attwood's Ferrari P2/3, Clarke/Fielding's Ferrari 275LM, van Buuren/Mellet's Porsche R8, and Holme/Wheble's Lotus Elan, with Phil Porter and Colin Burford's Gordini one place behind in sixth.

Chatz, himself an SA saloon legend, rated Scamp as one of the quickest saloon car drivers of his era. "One must also consider," says Arnold, "how consistent a driver is and from my experience of sharing endurance race drives with Scamp, I found that he was able to extract the best performance from a car consistently during his spell at the wheel without a single incident that would have been detrimental to a good end result. I believe that Scamp's strength was that his technical knowledge was an added bonus to his excellent driving ability,

not to mention his gentle personality which I enjoyed so much."

In the national championship, Mortimer's privately-run but works-supported de-stroked R8 ran in the rooocc saloon car class, where it enjoyed titanic tussles with Gordon Briggs' screaming Broadspeed Anglia. "Geoff had a chance of winning the championship in 1969, so we swapped cars. But he blew up on the finish line and was passed by Jody, handing the championship to Peter Gough and the Meissner Escort."

"Scamp's engineering skills were both innovative (as one had to be in those times considering the lack of support from the parent company) and clever. He was one of the toughest drivers to race against," remembers Geoff. "In the seven years that I raced Renaults he was always supportive in the technical department if not on the financial side, though certainly that was not his doing." Mortimer says that while the Renaults sometimes had a reputation as being fragile, this did "not do justice to a car that raced and rallied with great success mostly on standard suspension and brakes, and survived some big crashes without roll-bars and other modern safety devices without ever any serious injury to drivers and or co-drivers." 📌

For more on Scamp Porter and his ability to get the best out of humble packages read Part 2 in the next issue of *Classic & Performance Car Africa*.

LA DOLCE VITA



The Spider evolution from left to right: Series 1, Series 2, Series 3 and Series 4.



Summer has arrived and there is no better time to cruise the streets in a classic drop top. While the options are many, **Stuart Grant** reckons an Alfa Spider should be high on the list thanks to versatility, ease of maintenance, extensive spares supply, charming looks and best of all, Alfa's legendary twin-cam 4-cylinder at the core. So whip out the Jackie O shades, drop the top, head for some gelato and live the good life.

Photography by **Oliver Hirtenfelder**

Like fellow icons the Morgan, MGB and Porsche 911 the Alfa Spider 105/115 series was around in essentially the same format for decades, launching in 1966 and wrapping up production in 1994. Sure it went through aesthetic and mechanical upgrades to keep with the times but to the tame eye a Spider, is a Spider, is a Spider. This longevity was only really made possible because of the two-seater's relative sophistication and specification from the outset. The name Spider was rehashed, paying homage to a version of the 1930s Alfa 8C sports car.



While Alfa differentiated between various models with series numbers like 750, 101, 105 and 115, for simplicity most *Alfisti* simply break down the major changes into Series 1, 2, 3 and 4. Series 1 refers to the 'Duetto's' and 'Roundtails', Series 2 the 'Kamm tails' or 'Coda Tronca', Series 3 the rubber-backed 'Aero' or 'Duck tails' and Series 4 the 'Smooth' plastic bodies.

SERIES 1 (1966-1969)

Although a prototype Spider was shown at the 1961 Turin Motor Show, economic hardships in Italy meant that it took five years until the production unit was launched at the 1966 Geneva show. Based on the 105 Giulia saloon platform, the new sporting model was clothed by a Pininfarina-designed 2-seater body. Pininfarina was also responsible for manufacture of the car's monocoque construction, which was ahead of its time with both front and rear crumple zones added for safety.

Initially the naming of the vehicle was done via a write-in competition

and 'Duetto' took the title, but holding rights for that lay with another car manufacturer (or some say bakery) and Alfa was forced to never officially name it as such. Power came from a 1570cc all-aluminium 4-cylinder twin cam, a pair of Weber two-barrel side-draught carbs fed the mix and power claimed at 109 horses. Independent suspension kept the rubber on the road and discs handled the stopping department. In true Alfa tradition the rear wheels were driven via a 5-speed gearbox. In comparison to most soft-tops of the era the Alfa featured wind up glass windows, an easy-to-use 2-clip fabric roof fastening system and a heater that actually worked. Boot space was more than adequate for a weekend away or even daily commute, and the interior not cramped at all.

With the rear edges gently sloping downward while at the same time tapering inward on the sides, it is not difficult to understand the nickname 'boat tail'. This design attribute was echoed at the front, hence the

Italian nickname of 'osso di sepia' which in English is a cuttlefish – ask your parakeet.

In late 1976 a slight revision was made to the 'Duetto' and the car was officially titled 1750 Spider Veloce. Changes included the fitment of a 1779cc twin-cam, revisions to the electrics, brakes, suspension and wheels. Europe kept the twin Weber setup but the Americans got SPICA mechanical fuel injection from '69. Visually the new car was very similar with only the repositioning of the rear-view mirror to the door and different rear badges giving the game away. A budget version 1300 Junior, which took advantage of taxation laws in Europe by using a 1290cc 89hp engine, made an appearance in 1968 and saved cost by not sporting headlamp covers, brake booster, hubcaps and an opening quarterlight window.

SERIES 2 (1970-1983)

For 1970 the 1750 Veloce underwent quite a dramatic change, getting rid



of its 'boat tail' and replacing it with a more contemporary 'Kamm tail'. Featured on cars like the Alfa Giulia, Triumph TR6 and Ferrari 250GTO, a Kamm tail refers to a contoured body that continues into a tail before being abruptly cut off in an almost vertical manner. Such items follow the design thought and testing of German aerodynamicist Wunibald Kamm in the 1930s. He established that by flattening the streamlined end and bringing that edge down towards the ground, he achieved the benefit of little turbulence similar to a traditional teardrop shape without sacrificing size and wasting material. As a result of the Kamm effect the Series 2 Spider got more boot space than its predecessor.

Other changes included improved interior trim with the dual-pod gauge cluster, top-mounted pedals, different semi-recessed door handles, a steeper raked windscreen and the grille was made smaller with the number of horizontal bars dropping from 8 to 5. A rear anti-roll bar, that reduced the

famed understeer from the earlier cars, was fitted.

Within a year the 1750 engine was swapped out for a 132hp 1962cc engine, that when rounded up gave the name 2000 Veloce to the Spider. A 1600 Junior, which had the same basic spec as the 1300, made an appearance in 1972. Small back seats were added to the 1300 and 2000 Spiders in 1974, and at a similar stage the delicate chrome-only bumpers were replaced by more substantial rubber clad items to meet the ever-demanding American crash test needs.

SERIES 3 (1983-1990)

Whether or not it was stricter regulations or just a marketing need for a refresh, the Series 3 Spider was previewed in 1982 and launched in '83. Rubber bumpers, with an incorporated grille, made their appearance and so too did a rubber bootlid spoiler. Under the hood the Weber carbs were tossed off the 2000 in favour of the US emission rule meeting Bosch L-Jet fuel

injection, that, while old school Spider fans might moan, was the easiest way to smooth out performance and make for reliable driveability. Further adding to the 'environment friendly' aspect was the changing of diff ratio from 4.5 to 4.1, which dropped the cruising revs by 400rpm and improved fuel consumption.

In the ever increasing world of 'green' cars and political correctness, Alfa dropped the 'Junior' tag and just referred to the smaller-engined Spider as the 1600. Across the board the Series 3 retained the dual dash pod design but upped the ante with a plusher redesigned centre consol and options like aircon and electric windows. Ordering a Spider 2000 would see you getting steel wheels, vinyl seats and a vinyl top, while ticking the Veloce option meant alloy wheels, leather seats and a cloth top. By 1985 specs to choose from read Graduate, Veloce, and Quadrifoglio.

As the introductory model, the Graduate (named as a tribute to the



movie with the same title where Dustin Hoffman drives a Series 1 Spider) came with vinyl seats, vinyl top, and steel wheels. The Veloce saw leather seats, a cloth top, electric windows and mirrors and alloy wheels, while the top dog Quadrifoglio had bells and whistles like specially designed leather seats, canvas top, 'phone dial' alloy wheels, aircon, special carpeting, redesigned front spoiler, side skirts and a removable hard top.

Minor updates such as new paint colours, high-mounted brake light, modern indicator stalks and, in some top-of-the-line versions, automatic seat belts took place, until the Series 3 was put out to the pasture in 1990.

SERIES 4 (1991-1994)

Following the turmoil which resulted in Fiat taking ownership of Alfa, the 105/115 Spider underwent its final incarnation. And it was a major, and expensive, update with Pininfarina again coming on board and going at it hammer and tongs. Gone were the

front and rear spoilers, replaced with plastic colour-coded bumpers. Rear taillights were also changed and resembled the Alfa 164 saloon of the time. The tacked-on side skirts became part of the bodywork and the rubber 'duck tail' was taken out of the equation by re-curving of the entire rear body shell to form an integrated rear spoiler.

The bodywork did, however, increase the weight and although the addition of Bosch Motronic Injection saw more power from the 1600 and 2000 engines, performance was not as perky as its predecessors. Some European 1600 models did keep Weber carbs and therefore that aural pleasure only they create. In 1992 the addition of an automatic gearbox option to the range combined with the weight problem perhaps indicates the fact that the Spider had evolved from a sporting car into a comfortable and practical cruiser. A point further enhanced was the most sumptuous Spider interior ever, and featured plush redesigned seats, dash, steering

wheel and in some cases even airbags.

Sadly sales weren't that rapid though and in mid-1993 production stopped. So slow were the sales figures that Alfa still had '93 manufactured cars for sale as 1994 models. Some attribute the lack of sales to the impressive new Mazda MX5, but for whatever reason the numbers don't lie and Alfa were forced to ditch the long-running 105/115 Alfa Spider and launch the all-new front wheel drive 916 Series Alfa Romeo Spider in 1995.

Like any true sports car enthusiast the *Alfisti* seem to believe that 'real' Spiders are rear wheel drive, so cap the legend's life at 1994. Each has his opinion on which of these cars is the best, but in reality it comes down to the owner's usage needs and aesthetic bent. All are brilliant soft top alternatives to soak up the ideal South African climate and varying landscapes. Live the sweet life with a Spider. 🚗

Thanks to AK Classics for the loan of all four cars, which are for sale and can be viewed at their Randburg showroom.

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SCOUTING MISSION



Mike Monk takes a look at a British front-wheel drive car that pre-dated the Mini by almost 25 years.



In seeking out, researching and writing about veteran, vintage and classic cars for this magazine, what never ceases to amaze me is the number of motoring gems that exist in this country, a number of which are a complete surprise because of some aspect of its provenance. Take Neville Aubrey's 1936 Series 3 BSA Scout Coupé for example...

Being born and raised in Coventry – Britain's post-war equivalent of Detroit – as a child I simply dreamed of one day being 'involved' with cars and would never have thought that more than 50 years later I would be living in a far-off country sitting in a car built just up the road from where I lived – and likely one of only three known to exist in the world! So while looking out over the slim bonnet of Neville's rare and characterful BSA, I felt a need to pinch myself.

BSA was a multi-faceted organisation. The letters stand for the Birmingham Small Arms Co Ltd, a group of businesses manufacturing amongst

other things, military and sporting firearms, bicycles, motorcycles, cars, buses and bodies. In its heyday, BSA was the largest motorcycle producer in the world, 'Beezers' proving to be extremely popular and today much sought after by vintage 'bike enthusiasts. But it is the lesser-known car side of the company that is the focus of attention for this article. Cars were manufactured between 1907 and 1912 in Birmingham, then until 1939 were made in Coventry as well, with production ceasing the following year after the outbreak of WWII.

Following an amalgamation with Daimler in 1910, BSA produced cars that were effectively 'entry level' Daimlers powered by sleeve-valve engines. An air-cooled V-twin appeared after WWI and this was soon followed by cars with four- and six-cylinder sleeve-valve motors. After a two year production hiatus, in 1929 a BSA three-wheeler appeared with a V-twin and front-wheel drive – a more sophisticated drivetrain than rival Morgan's three-wheeler's chain-



Three body styles were offered: two- and four-seater open sports and a coupé. Of the latter, no more than 150 are thought to have been built out of a total of around 3 000 units.

driven single rear. Then in April 1935 the four-wheeled Scout appeared with a 1 075cm³ four-cylinder side-valve engine mated with a three-speed non-synchro gearbox fitted with a cork-faced wet clutch with two spring-loaded driving plates providing progressive engagement.

The whole drivetrain is mounted back-to-front with universal-jointed driveshafts connecting the front wheels to the worm-drive differential.

A year later, the motor was increased in capacity to 1 203cm³ fed by a Solex carburettor and having a power rating given as 9.8hp. The gear shift was moved from the floor – between the clutch and brake pedals! – to a Gallic-style under-dashboard arrangement. The H-pattern shift gate is unusual too: first gear is top left above reverse; second gear is bottom-right below third (top).

Three body styles were offered: two- and four-seater open sports and a coupé. Of the latter, no more than 150 are thought to have been built out of a total of around 3 000 units in the Scout's five-year lifespan, which makes Neville's example rather rare. Kind of! Found in 1964 at a Cape Town scrap yard, the Scout was virtually complete but needing much work to restore to health and was about to be melted down in a previously concluded deal, a situation Neville was fortunately able to circumvent in order to buy the wreck for R70 but not the spare engine and gearbox lying alongside. A ground-up restoration began in 1984 that took a spasmodic 27 years to complete, more by dint of being a back-burner job than any laziness – amongst other things, Neville has personally completed four other bare-chassis restorations during that time.

While mechanically the car was fairly sound, the wooden body structure was rotten, requiring an extensive recreation around a



The Scout, as found in a scrapyard in 1964.



The wooden body structure was rotten, requiring an extensive recreation.

completely new frame. Fortunately, a very active BSA FWD club exists in the UK that was able to supply Neville with factory data and drawings and some parts to help rebuild the Scout. It was when the car was stripped that Neville realised that it was not a true coupé. For starters, the engine and chassis numbers do not match with the chassis having a different front end, probably as a result of the car having been involved in an accident, which probably led to some mix 'n matching taking place. Was the non-purchasable spare powertrain in the scrapyard the original unit?

Not only that, evidence suggests that the car was originally an open four-seater so was possibly rebuilt with the stubby but attractive Airline-style coupé body – the side glass of which is dated 1936 – at the same time. All told an intriguing story but the anomalies in no way detract from the car's credentials – it has been painstakingly rebuilt to Neville's inherent exacting standards, and is finished in a subtle two-tone green (plates on the body confirm this as the original colour) with a black fabric roof.

A period *Autocar* road test (carried out at Brooklands, no less...) produced performance figures of 29.6 seconds for 0-50mph (80km/h), a best timed top speed of 61.22mph (98.5km/h) and a fuel consumption of 35-40mpg

(8.1-7.1 l/100 km). Being front-wheel drive – a radical arrangement for the time, especially for a British manufacturer as only Alvis had (unsuccessfully) tried out the concept previously – the magazine was quick to point out that the Scout's low body height and consequent stability gives "an immediate impression of being very safe and easy to handle round curves and corners". With quarter-elliptic leaf springs at the front and semi-elliptics at the back, the car's handling was certainly sporty even if the engine's performance characteristics were

...relatively torquey motor pulls willingly, does not object to being revved and emits a saucy crackle from the exhaust.

slightly more pedestrian.

But dependability was never in question: just after its launch, a coupé took part in the 1600km 1936 RAC Rally starting from Bristol and passing through Blackpool, Glasgow, Harrogate and London to the finish in Torquay. The three-day event was undertaken with all target times easily beaten and all tests completed without mishap. The only maintenance *en route* was to replace a tail-light bulb and adding a drop of oil to the distributor spindle.

An aspect noted by *Autocar* was the engine's easy starting ability, an attribute found with Neville's car. Once on the move – the gear lever position does take getting used to – the long-stroke (bore/stroke 63.5x95mm), relatively torquey motor pulls willingly, does not object to being revved and emits a saucy crackle from the exhaust. There is a good view over the long, sleek bonnet, the body is secure on the chassis and the ride is a little stiff if compliant. The four-wheel drum brakes are another clue to the car's chequered history: this was a feature only fitted to post-October 1936 Series 4 models. With cable operation to the fronts and rods to the rear, the set-up is difficult to adjust and needs due consideration in bringing the Scout to a halt, but with a firm push on the pedal, pull up is true – 10.7 metres to come to a halt from 30mph (48km/h). The steering has 1³/₄ turns lock-to-lock for a 12.2-metre turning circle.

Advertised as 'The car for sporting people', the concluding paragraph of the *Autocar* test perhaps sums up best the BSA Scout: "It gives the impression of being well made – as should be the case in view of the reputation possessed by its makers – and is certainly very interesting to handle. Also, it shows that there is undoubtedly a great deal in the unusual features of its construction." 📌

EXECUTIVE CARS



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40 000km, twin turbo, heads up display, reversing camera, balance of motorsplan at last a good looking 4-seater convertible.



R219 000

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114 000km, quality craftsmanship, black leather, navigation, full service history with agents and condition that belies its age.



R359 000

2010 JAGUAR XF 3.0 LUXURY
46 000km, automatic, silver, stylish mid-sized Jaguar with the very sporty yet efficient 3-litre V6.



R359 000

2007 BMW 3 SERIES 335i Cabriolet
51 000km, 2 drs, Tiptronic, blue, petrol, twin turbo award winning engine with ideal power for the Highveld.



R259 000

2006 MERCEDES-BENZ C-CLASS CLK350
85 000km, white, beautiful low mileage example of the 4 seater cabrio from ze clever chermans, spectacular condition, smooth, powerful V6 with relative economy.



R199 000

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500km, how cute is this car? It is almost brand new, having first been registered 10 weeks ago, classic red with black, balance of long service and warranty plan, shy wallflowers need not apply.



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R219 000

2012 PEUGEOT 308 THP GTI TURBO
20 000km, silver, new spec, sexy hatchback with real attitude. This hot number just needs to be driven and you will buy it.



R395 000

2006 BMW 650 CABRIOLET
40 000km, automatic, black, petrol, superb example having only covered 7000kms per year from new.



R218 000

2012 MERCEDES-BENZ A-CLASS 180
16 000km, how gorgeous does this car look in pillar box red? Complimented by a black interior, panoramic glass roof, xenon lighting and very low mileage.



R 169 000

2001 MERCEDES BENZ CLK 430 CABRIOLET
8000kms per year from new. A superbly preserved example of the good looking version of the CLK. Classic white with unmarked black leather. Soft top as new, recently serviced.

WALKING ON BROKEN GLAS



A Southern African set: Rhodesian BMW Cheetah (left) with South African 2000SA (middle) and 2004 (right).

Blik Met Wiele. A joke that is told more often than not when talking BMW. But looking at the number of high-end cars from the firm on South African roads and the exceptional quality, it is easy to pass it off as words from an ignorant or jealous motorist. Or is it? **Stuart Grant** learns of the gag's origin and discovers a set of uniquely Southern African models.

Images: Oliver Hirtenfelder

Immediately some of you might assume I'm talking about 333i, 745i or 325is but I'm looking even further back than that. Back to the late 1960s and the first locally built BMWs, the 1800SA, 2000SA, 1804 and 2004.

The BMW South Africa tale starts in earnest with Glas. Glas goes back to a Maurus Glas founding a steam-powered agricultural machinery factory in Freising, Germany around 1860. His son Andreas then set up a similar operation in Pilsting and later Dingolfing. By 1906 Andreas had pulled in a partner, renamed the firm Glas & Lohr and the profits soared, which helped Andreas support his 18 children comfortably. One of these kids, Hans, travelled to America at the

age of twenty, returned that bit wiser and in 1920 took over management of his father's company.

With profits dented by the worldwide economic depression, Glas & Lohr was forced to close in 1931. Hans had however managed to secure the Glas name and stumbled along becoming an arms supplier. Hans' son, named after his grandfather Andreas, joined the family business and a boom in agricultural activity post-war saw the business flourish again. In October 1949 the firm was renamed again, this time as Hans Glas GmbH. Seeing a drop in agricultural sales the family looked for other business opportunities and went the way of a scooter. The scooter, named Goggo, a term of endearment for a newborn



2000SA interior with 'modern' BMW round dials.



Cheetah in the foreground with 2004 behind. Note the upside down 5-Series tail lights.



SA models sported some unique badging.

The tooling for the Glas saloons was shipped off to South Africa, so if BMW's quality opinions are to go by we inherited our Blik Met Wiele.

baby boy, was launched in 1951. Three years later 47 000 Goggo units had left the factory and the business had swung away from agriculture.

As people recovered from the hardships of the war, so the desire for more than a scooter increased and Glas responded with a small car in 1955. The world received the legendary micro-car, the Goggomobil, and 48 000 units were sold the world over. Next on the cards were full-sized cars in 1962 and Glas led the way in engine development by fitting a belt drive camshaft system to the 4-cylinder. The Pietro Frua design company in Turin came on board and styled the

coachwork, initially a 4-door then a very attractive GT. An in-house V8 was next off the line but sadly the family-run concern was not able to tie up the funds needed for mass production. In a state of panic Glas was sold to BMW in 1966, and the Bavarian giant kept the plant open making Glas cars that featured BMW badges, grilles and the latest 1 800 power units from the Bavarian giant. By 1968 BMW canned all 'Glas' production and converted the plant into a BMW component factory. This kept the Glas staff employed but poor quality control methods did see to BMW sending in some of its own staff.

The tooling for the Glas saloons was shipped off to South Africa, so if BMW's quality opinions are to go by, we inherited our Blik Met Wiele. Up until



Cheetah featured its own steering wheel badge and strip gauges.



1804 and 2004 sported traditional BMW kidney grille.



SA came in manual and automatic versions.



Glas nose but rebadged as BMW for SA and Cheetah models.

then all BMWs in South Africa were being imported and distributed by Euro Republic Automobile Distributors (ERAD), who had indecently already had a discussion with Germany about the possibility of South Africa building its own cars. So the timing was perfect. On the surface the relative simplicity of the Glas made perfect sense for the harsh African conditions and, in the mind of BMW Germany, the lack of skilled workforce. BMW reports show a belief that 90% of the potential factory staff would be illiterate. In May 1968 the first car bodies, with a few minor styling changes carried out by Frua, were welded in Durban under the watchful eye of some German experts. To suit local conditions modifications were made to the brakes, steering and suspension rates.

By October the first car met the stringent local content requirement, was ready for sale and badged as the 1800SA instead of the German 1800GL. Production moved up to Pretoria, under ERAD's control as a company called Praetor Assemblers. Production facilities were initially rented from Datsun and then later, when BMW Germany bought into Praetor to form BMW SA, the old Jeep plant in Rosslyn became the firm's dedicated BMW factory.

For 1968 BMW SA churned out 127 1800SA using mechanicals from the BMW 1800 but added a 2-litre, as found in the iconic BMW 2002, in the form of the 2000SA late in 1969. Other than the engine the only major difference between the pair was a set of round dials that filled the 2000SA dash as

opposed a strip arrangement. Between 1968 and 1969 2 374 1800SA units and 4 342 2000SAs were sold. Price for a 1969 1800 was R2 785 and the 2000 sold at R3 150.

BMW South Africa didn't offer anything in the way of press cars for testing but Club Motors brokered a few to the likes of *Car*, who claimed the 1800SA to be solidly built with firm handling and, with a commanding driving position, a driving pleasure. Luxury items included reclining seats of a high specification level. As ERAD were the importers for Yokohama tyres a large number of SA cars left the line with the new-to-South Africa Japanese rubber. In summary the tests concluded that although ventilation was not adequate for the hot climate both models offered high quality finish and engineering, robust performance and an impressive comfort level. The automatic versions were especially praised.

Further north in Rhodesia another manufacturing plant was set up. Virtually identical to the South African BMWs but with no official tie-up they were named Cheetah and dropped the SA badging. So popular was the Cheetah that it sold more than the equivalent BMW models in Germany. Observers claimed that on any given corner in a major town one would see a Cheetah, much like the Beetle in Germany during the 1950s.

With BMW fully in charge by 1973 plans were afoot to bring production of the new E12 5-Series to BMW South Africa, casting a shadow over the SA

model's future. As a last hurrah the 1804 and 2004 were released in 1973 and continued production until 1975. Again these were facelifted versions of the original Frua-designed Glas but kept the BMW 1800 and 2-litre mechanicals. Up front the 04 models received a grille similar to that of the larger 2500 and 2800 models while the rear got the latest lights from the upcoming E12, albeit mounted upside down. The result was a more modern, good looking saloon. 570 1804s sold between '73 and 1975 while 1 288 2004s left the showrooms.

By 1975 the E12 had landed, initially in 520 6-cylinder format and then 518 4-cylinder, forcing the 1804 and 2004 to cease production. The new 5-Series cars were a dramatic step up in quality and performance and set BMW on the road to being one of the country's leading car brands. I would go as far as to say that the Frua-bodied cars were not bad, just that the level of the E12 was so much higher that the locals started down-talking the SA specials and the *Blik Met Wiele* term raised its head.

And the rest, they say, is history as BMW's Rosslyn plant soared higher and higher. Today the facility manufactures the 3-Series range in both right- and left-hand drive and SA Trim manufactures leather upholstery covers for local BMW use and export. Say what you say but there is no denying that the SA models went a long way to making BMW a big player in the local car market. Lift your Glas to the BMW 1800SA, 2000SA, 1804 and 2004. 📍



Our shop is situated at 117 Strand Street, Cape Town. For more information on any of these cars, please contact Jason on +27722296967 or JB on +27834602228, or email us at jason@motostars.co.za. For a selection of more cars for sale, please visit www.motostars.com

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1989 Jaguar XJS Coupe, metallic maroon with magnolia leather interior, 110,000km with books and service records. One of the best we've had. R125,000



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1973 De Tomaso Pantera GTS, Fly yellow with black interior, 351ci V8, 5 speed manual, LHD. R495 000



1970 Fiat 850 Spider, Red with Maroon interior, 850cc 4 cylinder, 4 speed manual, what a cute little roadster, light on its feet and completely different to the common alfa's! POA



1970 Buick Riviera Coupe, Gold with two tone cream and brown interior, recently overhauled 455ci V8, A/C, P/S, electric windows, GS rims and white wall tyres. R295,000



1965 Rolls Royce MPW Coupe, light silver blue with cream interior, very early MPW, lovely drivers car and exceptional value. R395,000



1941 Packard One Sixty Convertible Coupe, Cream with brown interior, possibly the only one in SA, RHD, call for more info. POA



2000 Shamrock Cobra, metallic gun-metal with black leather interior, 351ci Ford V8, 3 speed auto with Hurst Shifter, jag suspension and running gear, split Halibrand rims. R195,000



1960 Mercedes Benz 190SL, light blue with cream interior, nut and bolt restoration over a period of 2 years, all new parts imported from USA and Germany. Rare RHD! POA

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The German Army tested it but the British Army got production going. **Jake Venter** tells the unlikely tale of the people's car.

If you go to Wolfsburg in Germany, where the main VW plant is located, you may find yourself driving down Major-Hirst-Strasse, and enquiries will reveal that Major Hirst was an English army officer. He is revered in Wolfsburg because he played a major role in getting the Beetle back into production at the end of World War II. How this came about will be revealed later but let's first look at how the idea for a car like the Beetle arose in the mind of Dr Porsche.

Ferdinand Porsche was born in Maffersdorf, Bohemia, which is now a part of the Czech Republic. He attended classes at the Vienna technical college, and achieved early fame by developing a successful petrol/electric car.



– THE –

BRITISH INVASION

In January 1933 Hitler came to power and soon afterwards he asked the German motor industry to build a small car that would cost only 1 000 Reichsmarks.

In 1906 he was appointed director of engineering at Austro-Daimler in Austria where he designed some successful aero engines, with the result that in 1917 he was awarded an honorary doctorate by the Vienna Technical University.

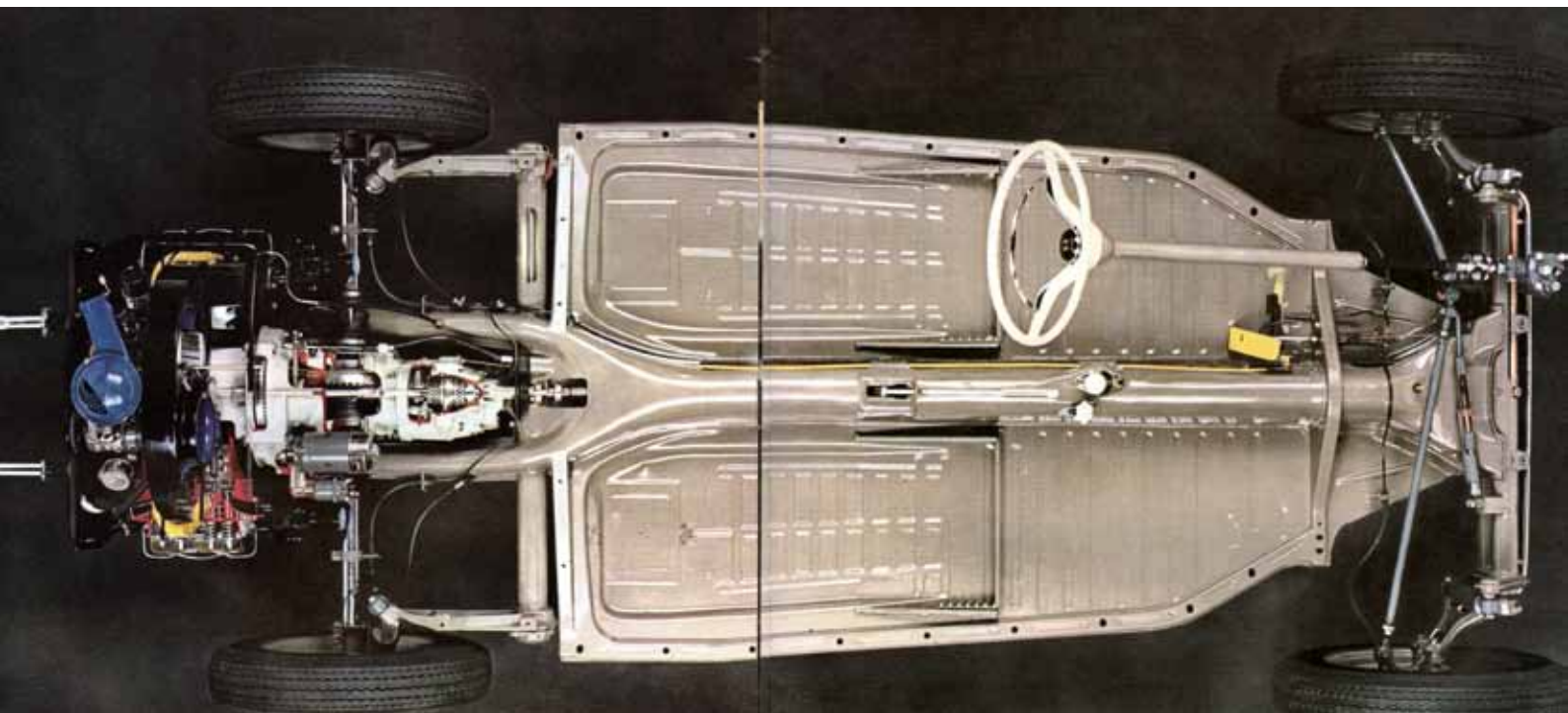
In 1923 he joined Mercedes as the Director of Engineering and before long designed the spectacular SS range of supercharged cars that made Rudolf Caracciola famous, and gave the Bentleys such a hard time on the racing circuits of Europe.

He did not rule the roost for long because in 1926 Mercedes merged with Benz & Cie, and the influx of conservative

Benz engineers led to an unhappy atmosphere. Porsche wanted to build a small car but the Mercedes-Benz management wasn't interested, so he left and went to the Steyr Motor Company in Austria for a while. Steyr collapsed due to the worldwide economic depression, so in 1931 Porsche started an automotive engineering consulting company.

He was now free to design a small car, and both the Zündapp and the NSU motorcycle companies asked him to do so. Both projects folded after three prototypes were built.

In January 1933 Hitler came to power and soon afterwards he asked the German motor industry to build a small car that would cost only 1 000 Reichsmarks. (About £86. At the time, the cheapest small Ford cost about



The ingenious pan that formed the basis of the Beetle and a host of other Volkswagen products.



Kübelwagen, built with the military in mind – it translates as a bucket-car.



1938 Cabriolet.

£125.) All the major players said it was impossible, so in May 1934 Hitler summoned Dr Porsche to Berlin and explained that he wanted an air-cooled car that could accommodate two adults and three children, cruise at 100km/h, use fuel at a rate of 6 litres/100km but cost only 1 000 Reichsmarks.

The Beetle was designed with the layout as we know it; the first prototypes were built by Porsche's consulting company and Mercedes-Benz was told by Hitler to build the next 30. These were extensively tested on freeways using German Wehrmacht drivers, and the car was launched in 1938 at a glamorous ceremony with all the top Nazi brass in attendance. The German public could buy this car by purchasing stamps that were pasted into a little

book and when your book was full you were supposed to get your car. Very few, if any, Germans got their cars, because of the gathering war clouds.

The Porsche team came close to achieving the qualities they wanted. The initial price was higher, and the average fuel consumption was more like 7 litres/100km, but the rest of the brief was fulfilled.

In 1939 Porsche was asked to design a military version of the VW, with the result that the Kübelwagen was born. The word means bucket-car ("bakkie" in Afrikaans) and was produced in four forms:

- A 2WD Kübelwagen. This employed a tower drive at the rear to solve complaints raised by the Wehrmacht. It increased the ground clearance and

changed all the gear ratios to a more suitable level for heavy going. Most of them were fitted with limited slip differentials. The Kübelwagen may well have been the first vehicle to be fitted with a tower drive, also known as a portal axle. In such a design, the drive from the differential unit enters the wheel hub not in the centre, but somewhere higher up. The drive is then transmitted to the wheel centres by means of a gear train, housed in a casing that is bolted to the wheel hub. This raises the diff housing, lowers the gear ratio (higher numerically), and reduces transmission line stress. Unimogs and other serious off-road vehicles employ portal axles.

- A Schwimmwagen. This essentially



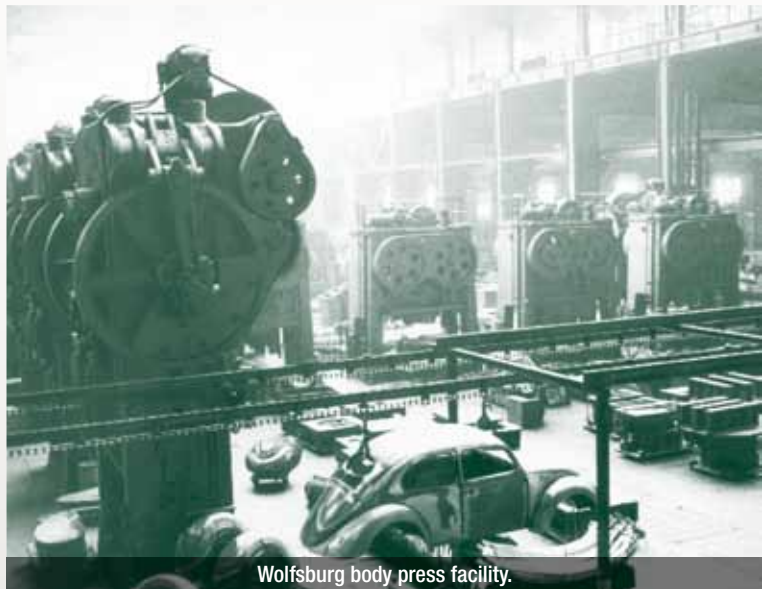
Early cabriolet, as requested by British officers.



Major Hirst, on the right.



Wolfsburg plant body shop.



Wolfsburg body press facility.

The British officers had so much fun driving the latter in and out of the canals surrounding the plant that they soon realised the Beetle concept had a lot of merit.

was a Kübelwagen that could float on water. It was fitted with a propeller on a shaft that was angled upwards when not in use, but

when needed the propeller could be lowered, and the engine would drive it via a coupling. 4WD was available in first gear, and there were limited-slip differentials front and rear.

- About 500 Kommandeurwagens were built. These consisted of Beetle bodies fitted onto Kübelwagen floorpans. Most of them employed 4WD.
- In 1969 Volkswagen produced a modernized version of the

Kübelwagen for the German armed forces. It was called the Type 181, and was later produced for the civilian market.

After the war most of the factory was in ruins with the result that no vehicles were being produced. Wolfsburg was in the zone occupied by British troops and Colonel Charles Radclyffe, who was in charge of the area, sent Major Ivan Hirst of the REME (Royal Mechanical and Electrical Engineers) to look for a workshop that could carry out much needed repairs to their vehicles.

When he came to the VW plant he realised that it had potential and persuaded the workers to start removing the rubble. Underneath he found most of the machine tools and also a completed Beetle car. This convinced



The very last Beetle off the South African line, January 1979.



Restored following an accident, the last SA Beetle as it stands today in the VW Auto Pavilion.



him that the factory could be used to repair vehicles. He was put in charge and they assembled some Kübelwagens and Schwimmwagens from parts lying around. The British officers had so much fun driving the latter in and out of the canals surrounding the plant that they soon realised the Beetle concept had a lot of merit.

Another REME officer, Colonel McEvoy, who drove a Beetle at the 1939 Berlin Motor Show, and liked the car, got to hear that Major Ivan Hirst was trying to get the Volkswagen plant going again, so he went to Wolfsburg, took a Beetle and drove it to the headquarters of the British occupying forces, and secured an order from them for 20 000 Beetles to be used as transport for their personnel. This set the factory on the road to success.

This is in sharp contrast to the attitude of engineers from the USA, Britain and France. Each of these countries was offered the design as well as the machine tools as part payment for war reparation. Each country sent some engineers to look at

the design and they all turned it down.

In October 1949 the factory was officially handed back to the Germans, but not before Major Hirst made sure that it would be in good hands. He found an ex-Opel engineer who had been trained in the USA to take command of the factory and this turned out to be an inspired choice. His name was Heinz Nordhoff, and a great deal of the Volkswagen success story is due to his inspired leadership.

He completely reorganised not only the production process but also the servicing and sales departments. He introduced quality control of all components on a level that had never before been applied to a mass-produced vehicle, and introduced price control of parts and services to customers in order to keep these as low as possible. This would at present be illegal in SA.

The Beetle was more than just an unbelievable sales success. It heralded a return to the over-square engine layout (bore larger than stroke) that was popular before WWI, and in this sense it has influenced most modern designs.

This meant the Beetle was the first small car designed for freeway cruising.

I well remember driving some of the small buzz-boxes that were on the market in the early 50s. On the small Ford Popular 100km/h was equivalent to 4400rpm; on the Austin A30 it was 4900rpm. The Beetle could cruise all day at this speed while the revs stayed in the vicinity of 3300.

Even more telling was the fact that the average piston speed at 100km/h was 814m/s for the Ford, 744.8m/s for the Austin and 422.4m/s for the Beetle. (The average piston speed is an indication of inertial stress levels. Its calculation depends on the stroke length as well as the revs.)

Of course the Beetle made it to South Africa. Baron Claus-Detlof von Oertzen, the chairman of the board at Auto Union when the group was formed in 1932, relocated to SA in 1935. After WW2 he was asked to represent VW in this country, and he was instrumental in arranging to have the Beetle assembled here. The first local Beetle was produced on 31 August 1951. 🇿



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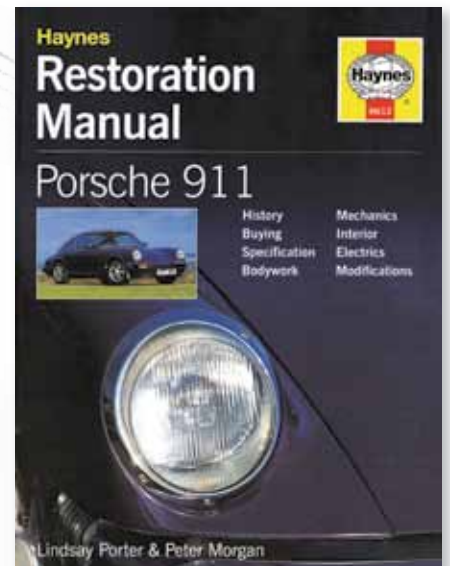
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1/18th Scale 1983 Volkswagen 1200 by Minichamps





FINDING A BALANCE

Jake Venter talks crankshaft history and the art of balancing this integral moving part.

If you look inside a piston engine and see the weird shape of the crankshaft and follow the movement of the pistons it's quite a surprise to realise that most engine layouts can be balanced to the extent that they feel very smooth to the driver and other occupants of the car. This wasn't always the case; before World War II many engines were rough, because there was no need to design the crankshaft for smooth running. People weren't as concerned about vibration levels as they are today.

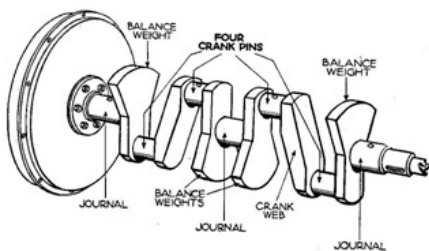
The phrase *engine balance* has two different meanings. In this article it refers to the theoretical approach that ensures the component will not cause a vibration, or at least reduce it to a minimum. It can also refer to the practice of using a special machine to ensure the manufactured parts are physically in balance the way that it has to be done with a wheel and tyre.

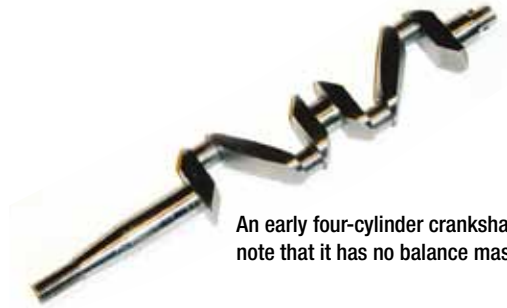
Most engine layouts have become smoother over the years partly because crankshaft design has improved and partly because engine mounting designs

have improved. We'll take a look at some theory and then concentrate on four-cylinder crankshafts.

FORCE BALANCE

Any rotating part is balanced when every particle in it has a twin that is directly opposite so that it can generate the same force but in the opposite direction. Most rotating engine parts are symmetrical around the axis of rotation so that they're theoretically in balance but need a final spin on a balancing machine as mentioned above. However, in a crankshaft the big-end journals jut out from the rest of the crank and these create a number of problems. As the crankshaft rotates, each journal causes a rotating force pointing outwards along the journal centre-line. On a four-cylinder engine we therefore have four rotating forces. The forces due to cylinder numbers one and four rotate in unison and the forces due to cylinder numbers two and three also rotate together, but their lines of action are 180° apart due to the way the crankshaft is





An early four-cylinder crankshaft, note that it has no balance masses.



constructed. This means that the four forces are in balance.

COUPLE BALANCE

Unfortunately, this is not the end of the story - it's only the beginning. These forces cause moments, also known as couples. These try to bend the crankshaft around a vertical centre-line through the middle main bearing. (A torque that doesn't cause movement is usually called a moment or a couple.) To calculate the couples one would have to multiply the four forces by the distances of their lines of action from the vertical centre-line mentioned above. If you did this you would find that the couples are also in balance, i.e. two of them will try to cause clockwise rotation and the other two will cause anticlockwise rotation, but their magnitudes will balance out.

CRANKSHAFT DESIGN

Most four-cylinder engines designed before World War I were equipped with simple crankshafts like the one described in the previous paragraph. In

theory this crank would be in balance but in practice the large internal couples will cause the crankshaft to vibrate so violently that the whole car will shake. However as the pistons move upwards on the compression stroke the compressed gas acts as a damper with the result that this vibration dies down to a large extent when the throttle is opened wide.


By the middle-20s some crankshafts were equipped with a balance mass next to each big-end journal. This mass was designed to supply an opposed force just big enough to balance the force due to the journal. This reduced the size of the internal couples with the result that an engine fitted with such a crankshaft would be a lot smoother than those in the early engines. At present the crankshafts on the engines of some inexpensive cars are still designed this way.

After World War II engine designers started to employ eight balance masses on a four-cylinder crank, i.e. they fitted a small balance mass on each side of the big-end journal. At present most modern four-cylinder engines are fitted

with such a crankshaft because the couples are the smallest possible.

SECONDARY BALANCE

That is still not the end of the story. On a four-cylinder engine the pistons are supposed to balance each other, but they don't. One would think that pistons accelerate from zero speed at top dead centre (TDC) and bottom dead centre (BDC) where they change direction, to a maximum speed when the crankshaft is at 90 degrees to the vertical cylinder centre-line, i.e. when the pistons are halfway down the bore.

This is not the case, because the sideways movement of the big-end part of the conrod complicates the movement, so that maximum piston speed does not occur halfway down the bore. This means that an upwards-moving piston cannot balance a downwards-moving piston. This gives rise to so-called secondary forces and couples that can only be balanced by balance shafts rotating at twice engine speed, but that is a story for another day. 



MORE STRIP & POLISH

We're getting down to brass tacks with Project 2002. There's lots of work to be done before we even think about putting a coat of paint on it, but in the meantime we've signed up a number of new partners. **By Adrian Burford**

It's really cool when a network starts to swing into action. The news on Project 2002 has spread pretty quickly, and BMW fans from far and wide have been keen to help. These include 2002 (and general BMW) fanatic Luis Malhou, who has been keen to both swop and donate stuff. So we've got a better heater/ventilation unit (swopped for a Solex carb coated with a decade's worth of dust), a speedometer, plus some other bits and bobs.

Former racer Dick Sorensen donated a fuel tank and a brake fluid reservoir (he owns a 2002 Tii), while Bogdan Letowt parted with a left-front fender from his stock of 2002 bits. Bridgestone Production Car champion, Michael Stephen, gifted the project a BMW anti-lock braking pump and wiring. He races an Audi S4, but like many teams, ran the ABS system from a BMW E46 3-series until recently.

Probably the biggest 'find' was the

rusted shell donated by motorsport doyen Peter Kaye-Eddie, which at first glance seemed to be more rust than shell. But once unloaded from the trailer, closer inspection revealed some gems, like a pair of headlight units lying on the fried remains of the back seat, complete with unbroken lenses. Their retail price from UK-based classic BMW specialist, Jaymic? About 250 Pounds each.

Then there were window winders, steering column switchgear, a decent front windscreen, and a bonnet and bootlid better than those on the donor. It'll all boil down to slightly less work for the team at Cornright Motors.

Cornrights undoubtedly has the biggest burden when it comes to labour input on this project and Peter Corna – ever willing to help – admits that the car deserves only two out of 10, but may have moved up a notch with our 'new' bonnet, bootlid and fender taken into account.

"This car is pretty rotten – almost

BUYING A 'REFURBISHED' CLASSIC?

Caveat Emptor! Here are some hints to spotting a less-than-perfect body:

- Bubbling paint in rocker panels, sills and lower doors suggest rust working its way through from the inside.
- Look for blocked/non-existent drainage holes in the bottom of doors and sills – a sure sign of rust waiting to happen!
- Find an expert on the particular marque to go with you, or consult the relevant car club. They know where to look (bootlids on old Alfas, wings on MG Midgets, for example) and they know what replacement parts cost – and the labour involved.
- Peel back the edges of rubbers and check for moisture and/or hidden rust.
- Take a magnet along – that can tell you how much bodyfiller has been used. Filler has its place, but its purpose is to smooth surfaces and should be applied in layers a fraction of a millimetre thick – not put on with a trowel to fill huge dents.
- Depending on model type, originality and rarity, a car's viability for restoration goes up and down. Spending 25 to 50K on the body of a 1974 Beetle makes less sense than spending double that on a Porsche 356.





The 2002 is going back to bare metal.



Chemicals and elbow grease, the only way to strip a car.



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Three generations of Corna at Cornright Motors.



Gavin Ross of Norbrake inspecting the old brake boosters.



Tail lights as good as new after some serious cleaning.



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NEW PROJECT PARTNERS INCLUDE:

RGM: while our car is over 40 years old, it has a modern heart thanks to the later-generation powertrain, so dyno-tuning experts RGMotorsport will handle set-up and fine-tuning of the engine electronics.

Pro Auto Rubber: replacing rubber components on an oldie can be a deal-breaker. Pro Auto Rubber don't just do grommets...in fact, they have some 900 extruded rubber profiles, from which they can make virtually any door, boot, bonnet, or window seal. You name it and they have it, as long as it is made of rubber.

ATS: Automotive Technology Specialists are big in the motorsport industry, and will supply Aerocatch lockable bonnet pins, K&N air filter, electric fuel pump and form-hugging OMP bucket seats.

Gondolier: Gondolier has supplied a set of Jonnesway tools, and also the consumables used in the bodyshop. They will provide Cornrights with Sunmight abrasives, Soudal filler, and Finixa cleaning products.

Norbrake: Our 02 will sport ABS brakes, and Norbrake will refurbish the existing hydraulics (and the 2002's notoriously tricky twin boosters) and make up the necessary piping and hoses to get it all working in sync.

Indyoil: South Africa's homegrown lubricant expert has supplied a range of cleaning chemicals and, when the time comes, will provide premium-level fluids to fill sump, gearbox, diff and the brake system.

borderline as to whether it is worth repairing - and as is often the case, the closer we've looked the more we've found," says Corna. "There's quite a lot of rust, though from a structural point of view it isn't bad so it's not like we have to straighten anything or weld in a new chassis member.

"Being fastidious with the body preparation before painting is critical if you want a proper restoration - you can't work over s**t. Preparation is half of it, and trying to take short cuts will result in a sub-standard job.

"There's no substitute for proper panelbeating," he reckons, "of the cut, weld, grind, fill, and finish variety - good, old-fashioned techniques." It is labour-intensive (made slightly easier by modern equipment) but a dying craft nonetheless because artisans just aren't getting opportunities to learn these skills and not enough youngsters are coming into the trade.

One of the reasons is the disposable

nature of modern cars. Says Peter, "Nowadays a lot of stuff is thrown away, and in a frontal smash about 80 percent of the bill comes from the replacement parts.

"With full restorations, the reality is that you often can't charge enough for the time you spend on labour. Customers opt for a simple mask and spray but often, you're just wasting good paint. Restorations aren't like insurance claims when someone else foots the bill, and the individual enthusiast must decide how far he wants to go."

Matters are often complicated by the stripping of an old car, when brittle parts invariably break. At the end of the day, it is pretty easy to spend R50 000 on a fairly 'ordinary' car which may not represent a great investment. So it is better to take great care when buying, lest you end up with a project which you can't afford to complete, or end up forced to drive a car which becomes tattier by the year. ☐





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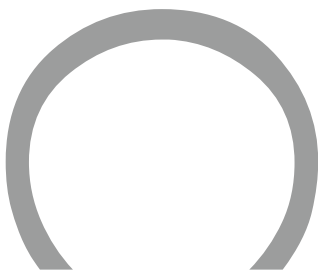
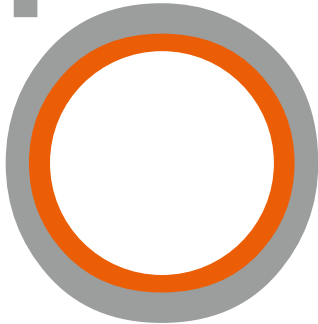
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DEFYING



I suppose we could attribute the development of the scooter directly to Benito Mussolini. If he hadn't ganged up with Hitler in 1939, the Second World War would have ended much earlier...



Give the Eyties their due – when they decide to do something, they do it with their hearts and souls rather than becoming trapped in a mire of logic. **Gavin Foster** asks who else, after inventing a funny little motorcycle called a 'scooter', with tiny wheels and an engine perched above the back wheel, would decide to set speed records to prove that the sceptics were wrong?

When motorcycle racer, engineer and later very successful Formula One driver Piero Taruffi told Ferdinando Innocenti that his Lambretta scooters weren't going to cut it around a race track, the Italian businessman and engineer came up with 'Plan B' to push rival scooter manufacturer, Piaggio Vespa, down the sales charts. He decided to take on the existing world land-speed records for 125cc motorcycles. The astonishing project, which kicked off with a cut-down Series A Lambretta, culminated with the Italian company clinching 56 different world land speed records, between 11 February 1949 and 8 August 1950.

I suppose we could attribute the development of the scooter directly to Benito Mussolini. If he hadn't ganged up with Hitler in 1939, the Second World War would have ended much earlier, and Italy would have come out of it relatively unscathed. Innocenti's biggest scooter rival, Piaggio, had spent half a century before the war building trucks, trains, ships and aircraft, while Innocenti made a fortune manufacturing steel tubing. After Benito staked his country's future on the wrong horse, the Americans and British bombed Italy's factories out of existence, and Innocenti, who had shifted to manufacturing munitions for the war effort, suffered the same fate as Piaggio. Unable to take up business as usual after the war, both companies set out to build a cheap, reliable means of transport that would get Italians mobile again. Vespa and Lambretta were born.

Mussolini had in the meantime been



Lambretta's first record attempt was successful, despite the fact that it was hampered through being run on a public highway.

disposed of in typically flamboyant if inefficient Italian fashion. His countrymen attempted to shoot him and his mistress, Claretta Petacci, with two Italian-made pistols that, each in turn, failed to fire, before they vented their spleens via a 1938 French 765mm sub-machine gun. They then strung the corpses up by the heels outside a petrol

station in central Milan and went off to look for jobs, possibly building funny little motorcycles.

In 1946 Piaggio called in a newly unemployed air-force marshal and helicopter designer, Corradino D'Ascanio, to create some sort of affordable motorcycle for the masses. D'Ascanio loathed motorcycles, so he used his aviation expertise to develop a monocoque chassis with aircraft-style suspension and an engine bolted alongside the rear wheel. At about the same time Innocenti started

work on his Lambretta scooter; some reports claim that he got the idea from the miniature motorcycles that British paratroopers brought with them when they dropped into Rome, so Italy did perhaps gain something from the war. By 1949 the competition between the two companies was fierce, which was what prompted Innocenti to tackle land speed records.

Lambretta's first record attempt was successful, despite the fact that it was hampered through being run on a public highway. The engine and three-speed gearbox were basically stock, but Lambretta managed to break all the category records between three and nine hours, as well as the 500km and 500 mile records, at average speeds of between 95 and 99.56km/h. When you consider that the little 125cc scooter was buzzing backwards and forwards along a straight section of freeway, and had to slow down and turn at each end, as well as stop for fuel



occasionally, the setting of 13 world records was remarkable.

For the next record attempts, Innocenti decided to use the Montlhéry track, which meant the runs could be continuous. This time the 8-horsepower (6kW) scooter was fitted with an aerodynamic front fairing and a larger fuel tank. Another 33 new world records were set, including the 48-hour distance record (4 687km at 97.639 km/h) and the 5 000 km record, at 97.781km/h.

Having convincingly grabbed all the medium and long-distance records, Innocenti went after a couple of titles over shorter distances. In February 1950 the 50km, 50 miles, 100km, 100 miles and one-hour records all tumbled, at average speeds of between 121 and 126km/h. Somebody had clearly got to work on the cylinder ports with a file.

Rumours abounded that Vespa was preparing a streamlined scooter to steal Lambretta's thunder, so Innocenti pulled few punches in going for the real prize – top speed runs over the flying kilometre and mile. The stock engine was tuned to produce 18.5bhp, and the little scooter's aerodynamics were fettled so much that it resembled a giant

jellybean with a helmet protruding from the top. After setting new records at a shade under 190km/h, the factory decided to go for broke. For their final attempt three months later, the Lambretta crew bolted a compressor pinched from an aircraft onto the tiny engine, thus creating the world's first and only supercharged 125cc scooter. A special fuel was concocted, consisting of 106-octane aviation gas, blended

There the Lambretta became the first ever machine to achieve 1 mile per hour for every cubic centimetre of engine capacity – 125.442mph, or 201.88km/h, from just 125cc.

with alcohol and ether, with a dash of medical castor oil for good measure. A 26mm Dell'Orto carburettor was bolted on for attempts on the world flying-kilometre record, and a single additional plate was fitted to the clutch pack.

With the boost turned up to 1.5 bars, elevating power to a heady 21bhp, the team set off to try its luck again, this time on the German autobahn between Munich and Ingolstadt. There the Lambretta became the first ever machine to achieve 1 mile per hour

for every cubic centimetre of engine capacity – 125.442mph, or 201.88km/h, from just 125cc.

To really appreciate the enormity of Lambretta's achievement, it's worth looking at the American motorcycle land speed records of the time. For 500, 750, 1000 and 1200cc machines, the Yanks' records stood at 123.69, 123.52, 131.95 and 120.74mph respectively.

In a way it's a pity for motorcycling that Lambretta's speed record attempts were so successful. The little scooters' achievements earned the marque so much fame that sales rocketed, so Innocenti scrapped his plans to go Grand Prix racing with the beautiful shaft-driven 250cc V-twin motorcycle they'd already developed for the track. As cars became cheaper, scooter sales plummeted, and Lambretta stopped building the machines in 1972.

If those record breakers hadn't gone so bloody well, Lambretta could have evolved into a proper motorcycle manufacturer, and we'd possibly be watching Valentino Rossi chasing the title on a better Italian machine after the Ducati fiasco. 🏍️

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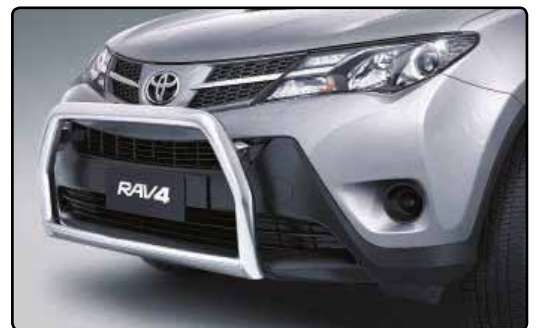
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RUBBER STAMPED

If the ball had bounced a little differently, the news that Rossi had signed for Bridgestone for 2014 would have told us something very different to the message it conveys today. **Gavin Foster** looks at Bridgestone in the '60s. Bridgestone – the same company that produces all those tyres – sold some of the most advanced motorcycles money could buy.

Should any Japanese manufacturer have been destined to survive, Bridgestone was the one, for the simple reason that their name sounded so, well, *English*.



Harry lost a few friends when he bought his Bridgestone 175

The first to desert Harry were the guys at the gas station. One day Harry mentioned he got up to 100 miles to a gallon with his new Bridgestone 175 and that was it.

Next to go was Charlie down the block. Charlie swore that his 200cc machine with all the chrome. Last week, Harry "burned" him at the straight. He hasn't spoken to Harry since. (A quarter of a mile will under 18 seconds was not much for old Charlie.)

To hear Harry tell it, it takes real skill to get this kind of economy and performance out of a motorcycle. We like to think he gets a little help from his new Bridgestone 175. It's powered by the world's only production dual rotary valve, dual carburetor engine with centered oil injection, eliminating the need to preheat oil and gas.

In point Harry to lose a few friends next he sold his Bridgestone Harley making a few new ones—like Acacia, Barbara, Sandy, Scott, and Sam.

BRIDGESTONE IS A TWIN Engine: two-stroke built dual rotary valve, dual carburetors, oil injection. Bore x stroke: 56.1 x 41.0mm. Compression ratio: 8.5:1. Transmission: 10 or 1200 rpm. Transmission: 4 gears ratio or 3-speed return change.

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Should any Japanese manufacturer have been destined to survive, Bridgestone was the one, for the simple reason that their name sounded so, well, *English*. Face it, if you'd never heard the names Honda, Yamaha, Suzuki and Kawasaki before, you wouldn't rush out to buy one tomorrow. Bridgestone – derived from a direct translation of the name of the tyre company's founder, Shojiro Ishibashi – was established in 1931, and, apart from being the country's biggest and oldest tyre manufacturer, it also produced bicycles by the truckload.

Bridgestone's first effort at

motorising a two-wheeler involved contracting the Prince Car and Truck Company (later absorbed by Nissan) to produce a dinky little air-cooled engine that was slung, upside down, on the rear axle of a bicycle. That was in 1949, and by April 1960 the factory was ready to offer a complete 50cc two-stroke motorcycle designed and built in-house.

By 1964 Bridgestone was doing very well indeed with tyres, and not too badly at all with motorcycles – it produced 20 000 per month, alongside 50 000 bicycles. The Big Four – Honda, Yamaha, Suzuki and Kawasaki – became rather antsy about this, and

demanding that the tyre manufacturer focus its motorcycle sales on overseas markets, so, for the next few years, most Bridgestone motorcycles built found their way to the USA, where there was an established dealer network.

In 1964 Bridgestone also went racing, hiring many of the key staff from the defunct Tohatsu factory, and using that manufacturer's 50cc twin as the basis for their race programme. After achieving a fair degree of success in local races, the race department packed up three works 50s (twin cylinder, rotary valve water-cooled 1800rpm twins with ten speed transmissions) and set off for the Isle of Man to contest



Bridgestone wins at Daytona!

Results: Class II—176cc. 20 laps, 32 miles
First—Bridgestone 175 Dual Twin ridden by Dwaine Williams, South Miami Heights, Florida.

Second—Honda 174—Bullfinch—Fourth—Honda.
 On March 19 at the Daytona Raceway, the Bridgestone 175 Dual Twin once again proved it's the fastest 175 in the business.

In fact, Dwaine Williams' average speed on his winning Bridgestone 175 was 13.5 Miles per hour FASTER than the winning speed in the race for 200cc motorcycles.

**Need no test report?*

Brief specifications 175 Dual Twin. Engine: dual rotary valve two-stroke twin with oil injection. Compression ratio: 9.2:1. Horsepower: 20 at 8000 rpm. Maximum torque: 4.9 kgm at 7000 rpm. Transmission: constant mesh selective four-speed rotary or five-speed return change.

For a complete story on the new Bridgestone 175 Dual Twin, turn right for more information. Write for more information to: 1000 1st Street, Bridgestone Motor, Inc., Dept. P-3, 1911 Harrison Avenue, Rockford, Illinois 61101.



BRIDGESTONE by Rockford



Harry and his Bridgestone 175 were winners at Daytona



*Results: 176cc class, 20-lap (32-mile) race, Daytona Beach, Florida, March 18, 1969.

1st—Bridgestone 175 ridden by Dwaine Williams, South Miami Heights, Fla. 2nd—Honda 200—Bullfinch 4th—Honda.

Dwaine Williams* won, too!

Whether you want your action on the road, like Harry—or on the track like Dwaine Williams—the Bridgestone 175 Dual Twin has what it takes to be a winner. Prove it to yourself today. See your Bridgestone dealer for more information on the new Bridgestone 175 Dual Twin—and the other seven great Bridgestone models for 160–300 cc 175cc.

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Brief specifications 175 Dual Twin. Engine: dual rotary valve two-stroke twin with oil injection. Compression ratio: 9.2:1. Horsepower: 20 at 8000 rpm. Maximum torque: 4.9 kgm at 7000 rpm. Transmission: constant mesh selective four-speed rotary or five-speed return change.

BRIDGESTONE by Rockford

the TT. Mick Walker, in *Classic Japanese Racing Motorcycles*, tells that the race bikes were shod with Dunlop rubber because the Bridgestones supplied by the factory weren't up to scratch!

Neither, apparently, were the bikes, and after a disappointing season Bridgestone withdrew its factory team from racing. But the game wasn't quite up. A pair of Hollanders, Henk van Kessel and Jos Schurgers, sleeved 175cc Bridgestones down to 125cc and campaigned GPs on them well into the '70s. In '73 Schurgers scored the marque's only GP win in Belgium, and ended up third in the World Championship. In total, he brought the Japanese factory five podiums that year on a very dated motorcycle.

Sadly, the Bridgestone factory didn't benefit at all from this unexpected success. The big four had seen what was happening in America and apparently put the squeeze on—if Bridgestone didn't stop producing motorcycles, they would source the tyres for their millions of new motorcycles elsewhere. Bridgestone went back to its core business of making

tyres, and their marvellous motorcycles went out of production.

Bridgestone's bikes, ranging from 50cc to 350cc, typically used rotary, or disc valve induction. The carburettors were mounted on the sides of the crankcases, and cutaway discs controlled the flow of inlet gases. The advantage was that porting could be cheaply altered by changing the discs; the downside was that the engines were wider than usual. Also, carburettors were more vulnerable in a spill.

A brochure dating back to 1969 lists the Bridgestone's key selling points. The latest models had aluminium cylinders with hard-chromed bores, and the engines were claimed to be extremely clean, with enclosed carburettors. The company claimed to have introduced the world's first selective four/five speed transmission 'for economical overdrive', whatever that means. I do remember that some of the smaller bikes had a confusing gearbox, with all four gears being selected by pushing down on the toe piece of the change lever. Neutral was

at the top, and again at the bottom after fourth. Many a dozy rider, while in fourth, pushed down for a non-existent top gear and found neutral instead. Thinking he'd hit a false neutral, he'd prod the lever one more time, forcing the gearbox to try to engage first once again. Very nasty, that. On the plus side, the bikes had a primary kick-start system—pull the clutch in, in any gear, and you could kick-start the beast.

The brochure also claims that every Bridgestone was covered with three coats of paint, and every part that wasn't painted was triple-chromed. That sounds very impressive, especially if you, like me, don't have the faintest idea how much paint and chrome the other manufacturers used.

Bridgestones sold in reasonable numbers during the few short years they were available in South Africa, and they earned a reputation for being well built and very quick. There are still a few of them left out there. If you find one going cheaply don't turn up your nose—that's a significant piece of motorcycle history. **Q**



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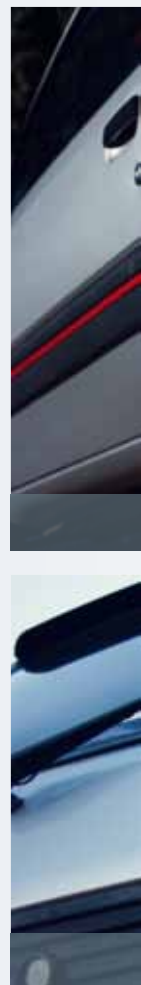
FEATHERWEIGHT CONTENDER

The 1980s and early '90s was the era of the front-wheel drive hot hatch. Small cars that delivered some performance punch, entertaining driving characteristics and family car practicality. Think Ford Escort XR3, Volkswagen Golf GTi, Renault 5 Turbo, Fiat Uno Turbo and Opel Kadett Superboss. To many, the VW ranks at the top of the title fight but as **Stuart Grant** discovers, Europe got another GTi from the French firm Peugeot that takes the battle to the twelfth round.

Images by **Oliver Hirtenfelder**

We are talking the Peugeot 205GTi, the hot version of Peugeot's 205 runabout. Let's start with the numbers. Launched during 1984 in 1.6-litre SOHC 8-valve Bosch fuel-injected format, the diminutive Peugeot weighs in at just under 900 kilograms, punches with 104 horsepower and 134Nm of torque to complete the zero to 100km/h sprint in 8.6 seconds. VW's 1.6-litre GTi mustered 109bhp and 140Nm but the extra 40kg it had under the belt resulted in a 9 second sprint. South African Golf GTi came out in a 1.8-litre capacity and made 110bhp and 153Nm guise, putting it closer to the Peugeot performance numbers. Not content, Peugeot increased the capacity to 1.9-litres, which saw the power increase by 25 horses and torque by 21Nm with the result being the 100km/h mark coming in at just 7.8 seconds. Engine and exhaust notes are awesome with a quick sporty rev-up (particularly in the 1.6) and a slight crackle escapes on the overrun.

Impressive, but the real excitement comes from the way the 205GTi handles the twisty bits and communicates with the person behind the wheel. For those that complain about front-wheel drive cars understeering, one lap around a traffic circle will dispel that belief as it demonstrates better than any car the clichéd term 'lift-off-oversteer'. So much so that it earned the reputation as the easiest car (with only the BMW 2002 Turbo giving it a run for its money) to reverse into a pole mid-traffic



Interior is all 1980s with red and grey combining well. Plastic, although not cracked is hard and cheap looking.

circle. But in reality and thanks perhaps to modern tyre technology it isn't all that bad if you pedal it in accordance with good driving technique. Go into a corner and accelerate and it displays FWD understeer; ease off the throttle and the front end tightens up predictably. Go into a corner a bit hot and jump off the loud pedal like a cat on a hot tin roof and it will oversteer and swap ends into said pole.

Suspension comes in the form of MacPherson Struts up front and like most of the hatches of the period, torsion bar/trailing arm rear end. Stopping power is provided by discs at the front and while the 1.6 Pug got drums at the rear, the 1.9 featured discs – another tool for provoking the backend step out. All said and done it makes for an extremely entertaining package. If there is a bit of a downside

to the way it feels, it is that in the 1.6 format the ride is very hard and the slightest irregularity in road surface does get the fillings rattling. The 1.9 was softened a bit in the suspension department and the 14-inch alloy wheels were replaced by 15-inch items.

Sportiness is carried to the cabin with some small side-hugging bucket seats, flashes of 'must-have' GTi red detailing and a sporty steering wheel. Pedals fall neatly for the odd heel-and-toe and the obligatory orange gauge needles keep you in the loop. It was built in the '80s so we'll excuse the lunchbox-style plastics, which although harder than my old Spacecase pencil box, seem to have aged brilliantly under the harsh African sun and show no cracks. Rattles and squeaks are a given though. Ergonomically it is good, if

you ignore the position of the knee-high clock, with a comfortable seating and steering position, visible dials, and the gearlever is one of the most conveniently placed of all the cars I've driven. Visibility is good thanks to a large window-to-body proportion.

While talking body, isn't it a fine bit of kit to look at? Pininfarina is often credited with penning the design but it was in fact an in-house effort with Pininfarina only doing the cabriolet version. Always thought of as the most conservative of the big three French manufacturers, Peugeot turned the tables with the 205. When compared with the runabout 205 the GTi gets a more aggressive deeper front bumper with fog lights, plastic wheel arches, side and rear trim decked out with the again 'must-have' red stripe and the tailgate features a top-mounted rear



Factory 14-inch alloy wheels with the obligatory touch of GTi red.



The badge that gives the game away and most likely all the other road users ever see.



Performance is aided by the diminutive stature and sub 1 tonne mass.

spoiler. It was so appealing that the design remained the same over its 15-year lifespan without any major change or facelift.

In keeping with the theme of transforming the brand from staid to sporting, Peugeot went Group B rallying with a 205 silhouetted monster known as the 205 Turbo 16. Requirements meant building 200 road-going cars for homologation. They might have appeared to have the same body as the 205, albeit it seriously beefed up, but in reality were vastly different, featuring a mid-mounted turbo engine and four-wheel drive set up. On the rally stages they excelled and under Jean Todt (of more recent Ferrari fame) were the most successful cars to compete in the final two years of the Group B era, winning the 1985 and 1986 Constructors' and Drivers' World Championship

titles with Timo Salonen and Juha Kankkunen respectively.

Only a handful of 205GTi appear to have made it into South Africa but between 1983 and 1996 Peugeot manufactured 61 653 units worldwide. All good things come to an end though. For the Pug this happened when emission and safety requirements became stricter. Peugeot unveiled its 206GTi, which although an impressive road and rally car, just felt that little bit more bloated, and the addition of driver aids removed the seat-of-your-pants driving experience. South Africa got the 206GTi, the follow up 207GTi and just a month or two back the new 208GTi. Like the 205 these more modern Peugeots face stiff opposition from Volkswagen (Polo GTi), Ford (Fiesta ST) and Renault (Clio RS). One wonders if the brand had had a stronger presence in the 1980s,

they'd be an easier sell now.

Pound for pound the little 205GTi is one of the heaviest punches to have ever graced the motoring world. Is it better than the Golf? In my opinion the Pug feels a little bit more lively, the twitchy handling produces a bigger smile and local rarity means it's a head-turner, but in the practicality, comfort and spares availability department the Golf trumps. So the verdict is, I'll take one of each.

With performance and driving entertainment though comes abuse and the sight of a decent original example is becoming scarce the world over with the result that top examples are starting to fetch top dollar. Same goes for Golf GTi and Ford XR3 (especially in Perana format) locally. So if you have any one of the above, use it, look after it and cherish it. 📌

A SIX-LEGGED APPROACH

An iconic logo entrenched in an equally passionate team of six historic cars reflects Centlube Racing's approach to motorsport in SA.

The six-legged dog is synonymous with motorsport the world over. With a rich history spanning 60 years, Eni's iconic and striking logo has graced forecourts, racing cars, been emblazoned alongside racing tracks, and locally is driven by a passionate team of historic racers competing under the South African distributor.

Centlube Racing is spearheaded by its former-Centlube CEO and long-time motorsport sponsor, Keith Hinckley and is helping to drive the transition from Agip to Eni. "Historic motorsport is an ideal platform to link the illustrious history of the Italian oil giant with state-of-the-art technology as required by the demands of any high-performance environment," says Hinckley. "So we created a team of six cars, one for each leg of Eni's iconic dog logo, to compete in Pre-66 Production Cars."

Hinckley's front-running Ford Thunderbolt is an incredibly rare and quick beast. Fitting of its name, it has thundered around the prestigious historic circus either under his own control, or that of professional Leeroy Poulter. A Ford fan through-and-

through, Hinckley's Cobra is his other passion - obviously (and correctly) Ford powered.

An Italian brand has a fond and natural affiliation to Italian marques, and none more so than four of the fastest Alfas currently racing in this country. There's no denying some internal team rivalry between the Giulia pairing of Trevor Tuck and Patrick Gearing against the Sprints of Clive Densham and Colin Ellison.

The so-called "Nip-and-Tuck" Giulias have been independently described as amongst the fastest Giulias in the world. Fastidiously prepared, they regularly keep the American V8s honest in some crowd-pleasing close racing.

More nimble and equally quick, Densham's long-time class-leading Sprint remains a regular sight on the historic circus, as does seasoned campaigner, Ellison's. And what a sight they are with their Eni-covered roofs.

Ellison adds in various other cars from his collection from time to time, but the core team of six cars fly the Centlube flag high, and the Eni brand higher.



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Eni: 90 countries, 78 000 employees.

As one of the largest energy companies in the world, Eni is a global force to be reckoned with when it comes to specialised lubricants. With the iconic Agip legacy and emotive six-legged dog logo, the Italian oil company has evolved with its technology to instil a passion for challenges, continuous improvement, excellence and particularly the environment.



THE EXCEPTION TO THE RULE

At 85, Willie Grobler of Pretoria must be one of the oldest motorsport competitors in the world. **Roger McCleery** catches up with him.



Westmead 1960: J.G. William MV Augusta (38), Willie Grobler Mondial (36) and J. Stander Velocette (35).

It used to rev to 11000rpm and had a top speed of 215km/h. Super fast for a 250 in those days.

Willie is 85 and still competes today in his Lotus 23 at circuits like Zwartkops, where he has lapped at an amazing 1 minute 16 seconds. Brilliant! He has competed in motorcycling and car racing for the last 66 years.

It has often been said that you get racing motorcyclists or you get road-going motorcyclists. Rarely do you get a combination of both. Willie Grobler is one of the exceptions. He has raced or ridden anything to do with bikes on road and track since the late 1940s. Ever since childhood he just wanted to race bikes and ride them on the road, and enjoy what motorcycling had to offer. And he has a record to prove this.

Born in Durban in 1927, the son of a steam engine train driver, Willie developed a love of all things mechanical. Steam trains were the pride of the SAR&H, which in those days transported people and goods all over the country, cheaply and with pride. The family moved to Pretoria in 1940 where Willie went to school at the Capital Park Primary and then the Pretoria Tech. He was interested in only one thing at school – racing motorcycles. As a youngster in Natal he had hurtled up and down the South Coast road on bikes with Owen Brown, who went on to become a main organiser at the Roy Hesketh and Westmead Circuits with Charlie Young and Des North (Alan's father). This decided Willie's future.

His racing career started on 23

February 1947. In those days there were no new motorcycles coming into the country and you had to race on anything you could get your hands on. Willie got a 1924 2-stroke, 220cc Velocette with two gears, which was followed over the years by a 38/39 AJS 250, a 1936 250cc Rudge with special parts from Roland Pike who specialised in these bikes and could make them really go – and then a 1939 250cc MOV Velocette which was all the rage in the 250 class at that time.

Then he got hold of the best one of all – a 1957 Italian ex-works FB Mondial Single which was a machine raced by Cecil Sandford and then our own B.P. (Beppe) Castelani. It used to rev to 11000rpm and had a top speed of 215km/h. Super fast for a 250 in those days. Castelani from Nigel, a South African 500 Champion, found the Mondial too small for his liking as he muscled big 500 Nortons around circuits to good effect. Eventually Willie sold it to George 'The Greek' Georgiades, who promptly took it off to Canada. It is said it is one of the few works Mondials in the world, and it is probably worth more than \$1million today.

Racing in the Golden Era of Motor Sport in this country from 1947 to 1962, Willie raced against the likes of Mike Hailwood, Jim Redman, Castelani, Dave Chadwick (Hailwood's tutor who was killed at Mettet in Belgium), Boet Ferreira, Paddy Driver, Jannie Stander, Derek Clark, Denis Guscott, Fred Willmot, Rob Sillis and hosts of others. As we did in those days, he raced at circuits all over the Reef, Roy Hesketh, Killarney, East London and a PE 200 where he retired on the last lap while



Willie in his Lotus 23, Zwartkops 2013.



1959 Isle of Man TT, Willie aboard number 22.

leading and heading for the £200 first prize. In Bulawayo he won £50 for first spot which was considered big prize money. His first sponsorship, which I organised, was with Caltex (one of Caltex's first sponsorships in fact) on a bonus system of £25 for a win, £15 for second and £10 for third.

In 1959 it was off to Europe to join the Continental Circuits and ride the Isle of Man TT. The AA sponsored him with the equivalent of a return boat trip to the UK. In the lightweight TT race (250cc) he was lying fourth on the last lap when he retired with carb trouble and stopped at the side of the road. He regrets to this day that he didn't carry on as he could have finished high up in the results. Who knows? Maybe it was a good sign. For his successes in international motorcycle racing he was awarded his Springbok colours.

He reckons the mountain circuit in the Isle of Man was awesome and scary. He didn't know where they did roomph, never mind average that speed for a lap. His mechanic in the Island was Richard Maizey, who went on to head up Maizey Plastics. After the TT he hurried to the post-TT races at Mallory Park and got a seventh place amongst hundreds of English short-circuit specialists.

In 1990 Willie returned to the Island and rode a 500 Manx Norton in a Classic Motorcycle event.

His best circuits? East London and Zwartkops. His greatest riders? Mike Hailwood and Jannie Stander.

1960 saw him marry Sonja. They have two children – a son Sym (now 52) and a daughter, Leslie, who both still work with him at Motorcycle Mecca in their new premises in Paul Kruger Street in Pretoria North.

With his love for motorcycles and his racing career running out, Willie opened Motorcycle Mecca in downtown Pretoria in 1962. This was before the Japanese motorcycles really got going. Motorcycle Mecca with Willie Grobler, Suzuki and Pretoria were synonymous.

Once established in business, Willie had to compete on some two-wheeler or other. Pretoria in 1979 specialised in competition rallies for motorcycles. He got going in these where he dominated

In 1959 it was off to Europe to join the Continental Circuits and ride the Isle of Man TT. The AA sponsored him with the equivalent of a return boat trip to the UK.

with his natural talent. In fact he was unbeatable.

Encouraged by his dad, but not by his mother, son Sym starred in Moto-X on a Suzuki from '76 to 1999 (in the Vet's Class). He switched to Formula Vee Single Seater cars in 1998 and won the South African Championship in 2004. Sym still loves to participate in Formula Vee racing today. It has to be in the genes.

In the meantime Willie started to build up a collection of racing motorcycles from the '50s, '60s and '70s which he bought all over the world.

Amongst the 25 bikes he owned were a 350cc KTT Velocette, 500 short-stroke Norton, 500 BSA Gold Star, 7R AJS, 500 Thruxton Velocette and a 50cc 7-speed racing Honda that now is on display at the Sammy Miller Motorcycle Museum in Hampshire in the UK.

Eventually an Italian motorcycle magazine owner, Giovanni Paroli, who owned a Geoff Duke 500 Gilera 4 factory racer, heard about Willie's collection and came over to South Africa and bought the lot. Paroli formed a great friendship with the Grobler family and actually built a circuit on his farm in Italy for Sym to practise on for three weeks before competing in an International Moto-X meeting in Italy.

Today Willie's only bike is a 39 Excelsior Manxman. This is the make of motorcycle on which Roy Hesketh set up the record for the Durban to Jo'burg race. Willie bought this Manxman off

Owen Brown.

For a change and to start another challenge, he bought a Lotus 7 followed by a Ford BDA-engined replica Lotus 23 acquired from an owner in Cape Town. He just loves racing this car and being part of the Historic scene, particularly the friendship he has with Klippies Krige, the Lotus king. He first met him after literally bumping into him in one of his first races at Midvaal.

Retire? He has never given it a thought. Mechanical things, motorcycles and cars, have been his life and are going to continue to be so. 🇿



SOAPY SUD

By Dave Hastie

Paul Griffin openly admits his initial strong dislike for Alfa Romeo's Alfasud model.

"I hated the things until one day I assisted a friend repair his Sud and I slowly started to change my views." One could argue that the Sud is not a proper Alfa in the true sense of Alfa tradition of sporting twin overhead camshafts, twin side draught Weber carburettors and a five-speed gearbox driving the rear wheels, all wrapped up in a sporty Italian-designed Bertone body. The Sud originated as a boxy horizontally opposed flat-4 1200cc front wheel drive that breathed through a single down draught Delorto carburettor.

Today Griffin has three racing Suds that he and his family use in the Alfa Trofeo racing series. His stable includes a pair of 1974 models, a

'78 Sud and his pride and joy, a very special high performance 1984 GTA.

When Nick Parrott had to make space in his crowded garage he decided that his 1982 Sud should be the first to go to better pastures. Parrott had been involved with various Youth Projects under the MG Car Club banner and thought this Sud would be well used in another project to get youngsters into classic cars. On 4 June 2013 Griffin collected a body and a box of engine pieces from Nick Parrot and delivered them to his wife Mandy's workshop at SA Mechanical Seals in Germiston.

One of their technicians by name of Jason Rodrigues had shown a keen interest in racing and it was an obvious choice to approach him to get involved in the project.

Jason and co-worker Dante grabbed the opportunity with open arms and a goal of 9 weeks was set, D-Day being



Jason Rodrigues, Mandy and Paul Griffin alongside the 9 week build Alfa Sud.



the Extreme Festival weekend at Zwartkops Raceway on 9 August 2013.

Dante started out with the programme, and saw it through for a good couple of weeks, putting in a marvellous effort. Unfortunately, due to personal reasons, he then had to withdraw. Jason worked tirelessly day and night under instruction of Paul, Mandy, chief technician Warren and daughter Angelique.

Spares and sundry parts were donated by a host of friends who became close to the project and always brought the necessary encouragement that is required for such an ambitious task. The body was stripped bare and painted a beautiful blue, motor was rejuvenated and race prepped, roll cage welded in and brakes given attention.

An Induction course was run

parallel to that. Driver instruction took place on the Skidpan at Zwartkops Raceway. Driver Training days were attended and just before the first race the team attended the Alfa Romeo Club Track Day at Zwartkops. Jason drove Mandy's Alfa 145 (also a flat-4 Boxer motor) and got the feeling of other cars

“We woke up at around 4a.m. to the sound of heavy rain, thunder and lightning. Not the best sounds you want to hear on race day.”

being a nuisance front, rear and on the side of the correct racing line where he needed to be.

Race day finally arrived and the absolute worst possible scenario awaited them. Mandy recalls, “We woke up at around 4a.m. to the sound of heavy rain, thunder and lightning.

Not the best sounds you want to hear on race day.”

Qualifying took place under black clouds and again it started to rain. Thankfully the skidpan training had helped and Jason got to grips with soapy conditions and posted some impressive times. Trofeo is run on a handicap system but the wet saw the decision to run this event on index of performance.

The results achieved were beyond all expectations of the whole team. Jason celebrated his first race day with his family around him and smiles were aplenty. The cherry on the top was a special award to Jason for his achievements in his first race.

The Youth Project has produced a competent race car builder, mechanic and driver. 🏆

BIG Z, BIG ACTION



Denzil Bhana in a real giant-killer Mini Cooper S.



Craig Pieterse (Lola T70).

South African historic car racing returned to its traditional home in style on 27 July, with some 240 competitors entertaining a large crowd at the Zwartkops Raceway. Round Four of this year's Midas Historic Tour produced large and varied fields, brilliant competition and ultra-close racing.

Images by Dave Hastie

Top billing belonged to the TAR Pre-66 Legend of the Nine Hour Production Car contingent, with eleven V8-engined vehicles heading up a 21-car entry. Rally ace Leeroy Poulter (Ford Thunderbolt) took control of the opening race, leading Franco Scribante (Ford Mustang), Jaki Scheckter (Ford Galaxie), Jonathan du Toit (Chev Nova) and Mark du Toit (Chev Biscayne) to the finish.

There was drama on the first lap of Race 2, when Charl Arrangies (Chevelle) spun on the Table Top, causing Jonathan du Toit and Poulter to take evasive action. Franco Scribante's Mustang emerged in the lead, and he beat off various efforts from Jaki Scheckter's Galaxie to unseat him. Scribante crossed the finish line half a second ahead of Scheckter, with Jonathan du Toit,

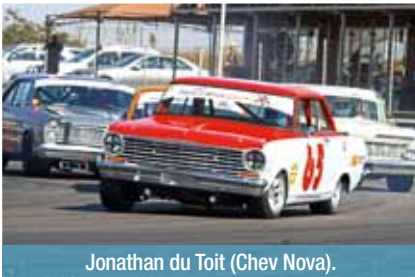
MJ Maerien (Ford Fairlane), Mark du Toit and Poulter rounding out the top six places.

Matching the big saloon cars for spectacle were the Dotsure.co.za Pre-66 Le Mans Sports and GT Cars. Race 1 saw Mark du Toit (Lola T70 Spider) leading from flag to flag, closely shadowed by Franco Scribante (Ford GT40), Ross Lazarus (Ford GT40) and Peter Lindenberg (Ford Daytona). Race 2 saw a brilliant dice between Mark du Toit and Franco Scribante, with du Toit eventually beating his adversary by four hundredths of a second. Dino Scribante (Ford GT40), Lazarus, Oliver Dalais (Ford GT40) and Warren Lombard (Cobra) filled the rest of the top six places.

Carel Pienaar (Chev Camaro) won both the Pre-74 International Sports Prototype races, with Jonathan du Toit (Ecosse) and Peter Jenkins



Mark du Toit (Lola T70 Spider) chase by Franco and Dino Scribante in a pair of GT40s.



Jonathan du Toit (Chev Nova).

(Porsche 911 RSR) swapping the second and third places, respectively. Colin Ellison (Alfa Giulietta), Keith van Heerden (Jaguar D-Type), Cameron MacLeod (MGA), Steven Kernick (MGB), Dugald MacLeod (Cortina GT), Peter Collings (Mini Cooper S) and Marc Miller (Alfa Romeo) took the respective overall class placings in the Pre-66 Little Giants category.

Consolidated Auctions Marque Cars category was won overall by Stuart Grant (Mercedes-Benz 280), pipping Dugald MacLeod (Ford Cortina GT), Paul Manegold (Alfa Giulia Sprint), Kola de Klerk (Nissan 300ZX), Peter MacIldowie (MGB GT) and Thomas Falkiner (Mercedes-Benz) to the flag.

Overall Investchem Formula Ford Kent honours went the way of Andrew Horn (Royale), with Graham Vos (Reynard), Dalan Holton (Van

Diemen), Keegan Ward (Swift), Ben van der Westhuizen (Royale) and Mathew Nash (Van Diemen) following.

Action was nail-biting in the Marlboro Crane Hire Pre-77 Saloon Car category but when the dust settled final class wins went the way of Willie Hepburn (Opel Rekord), Andre Diederichs (Chev Camaro), Seef Fourie (Datsun 140Z), Theo van Vuuren (BMW 2002), Don Bruins (Mazda 323), Mossie Mostert (Datsun GX Coupe) and Wayne Lotter (Ford Escort).

The full day of racing was rounded off with a 60-minute Springbok Series Endurance race. After an hour of racing the first two cars were separated by less than two seconds. It was a Scribante family battle with Franco (Porsche RSR) taking the narrow victory ahead of Dino in the Ford GT40. Peter Jenkins (Porsche 911 RSR) finished in third place. 🏁

FIVE'S ALIVE



Dugald McLeod's awesome Meissner Cortina clone.



Gavin Spiller's road legal Rover V8 Marque Car.

Entries for Round 5 of the Midas Historic Tour, which blasted Kyalami in August, were once again impressively high. And the action around the 4.26 kilometre circuit was straight out of the top drawer. As is now the norm, categories competing on the day were Sabat Lotus Challenge, Consolidated Marque Cars, TransAfrica Pre66 Legend Production Cars and Little Giants, Pre66/77 Sports & GT, Marlboro Crane Hire Pre77 Saloons, Investchem Formula Ford and the Springbok Series endurance.

Close on forty cars headed to the start line for the Lotus affair with Klippiess Krige setting a blistering 1 minute 50.5 second pole time. Andrew Bekker however upset his applegart by beating Krige to the finish line in both races, scooping the day's overall honours and Class A victory. Derek van der Merwe

secured Class B laurels, Peter Ivanov Class C, Andre du Plessis Class L and Chris Woolley Class X.

Willie Hepburn (Opel) comfortably led the way in the Pre77 saloons but a fierce battle between Andre Diederechs (Class C Chevrolet Camaro), Phillip Pantazis (Class B Datsun 240Z), Anton Raaths (Class C Mazda R100), Jaques Gilliers (Class C Ford Escort) and Seef Fourie (Class C Datsun 140Z) followed in both heats. Willie scooped Thoroughbred Saloons class, Pantazis Class B and with total race times combined, Diederechs was crowned first in Class C ahead of Raaths and Gilliers. Class D went the way of Djurk Venter (Capri Perana) with Dawie Olivier racking up the honours in Class E. Former national VW Polo racer Graham Donker (Mini 1275) wrapped up Class F, Brian Hastie returned from a length lay-off to take Class G and Class H went to



Jaki Scheckter (Ford Galaxie) was quick but failed to finish.



A three-wheeling Jackie Morrison Ford Escort.

Riaan de Ru (Ford Prefect).

With nine disqualifications for breaking handicap lap times the door was left open for Stuart Grant (Mercedes-Benz 280) to take the overall Marque Cars result, just beating Gavin Spiller (Rover SD1 V8) to the post.

Thomas Falkiner (Ford Mustang) put his machine on pole for the Pre66 Legend Production Car race but fellow Mustang pilot Franco Scribante was having none of it, coming through to take the race honours ahead of Jaki Scheckter (Ford Galaxie) in Race 1. Race 2 saw Scheckter sidelined with an issue, leaving the day's Class ZA glory to Scribante with Falkiner in second. Trevor Tuck (Alfa Giulia) sealed the deal in Class ZB, Colin Ritchie (Mini Cooper S) Class Y, Laurence Davies (Alfa Giulia) Class X, Marc Miller (Alfa Giulia) Class W and Chris Visagie (Ford Anglia) Class U.

Formula Ford continued its growth

and saw twenty cars on the entry list with Werner Scholtz putting his Reynard on pole. Scholtz and other front runners, Graham Vos and Ben van der Westhuizen, failed to finish Race 1, allowing Ian Schofield to take the win ahead of Andrew Horne and Graham Hepburn. Scholtz came good in the second heat beating Horne and Hepburn to the flag.

Capping the day was the hour-long Springbok Series event. The grid saw a Scribante lock-out with Dino (Porsche 911) taking pole alongside Franco (Porsche 911). Despite the length of the race and compulsory pit stop, that order remained at the chequered flag. Stuart Grant/Jesse Adams (Mercedes-Benz 280E) were the first saloon home behind the top four Porsches while Jeff Gable took the Lotus class. Grant/Adams scooped the coveted Index of Performance first position. 🏆



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DE VILLIERS NOT FORGOTTEN

Mannie de Villiers' article in your latest issue took me back to the days of a howling supercharged ERA thundering around the Belvedere race track on the outskirts of Salisbury, Rhodesia in the mid-fifties. The image of a larger-than-life Jimmy de Villiers working up to maximum revs on this short circuit, using his gear pre-selector and with his white shirt and tie flapping in the breeze,

has not been forgotten!

I have attached photos of the ERA being worked on at Belvedere and also a D Type which may be the one that belonged to Jimmy. At the time an acquaintance of mine, Bruce Huntley, may have owned it. I would be interested to know if he acquired it from Jimmy and where the vehicle is now. Did it find its way overseas when the balloon went up in Rhodesia and most classics were sold out of the country?

I have also attached an autographed photo of Jimmy Shield which some readers may find of interest.

Thanks for a great article and mag!

Paul Harrington

Hi Paul

*Having only ever heard an ERA swapping cogs via its pre-select gearbox on Nick Mason's **Into the Red** CD, I am jealous of you. Let's see if any of our readers can shed light on the whereabouts of the D-Type. Thanks for the descriptive letter – I can picture the shirt flapping.*

Stuart

TERLOUW TRUTH

I read Dave Hastie's article on Andy Terlouw in your last issue with interest and was especially intrigued by the paragraphs referring to the 1975 Star Modified Production Car Championship. If I may, I would like to add my observations to the article.

I first hooked up with James Burt in 1972 when he prepared a 1071cc Cooper S for Louis Naude and myself to drive in the 3 Hour at Zwartkops. The car ran beautifully and we won the race overall. James and I continued the partnership in '73 where we ran the same car in Class E in the Star Modified Production Car Championship with mixed results. We prepared a 1275cc S engine for that year's Zwartkops 3 Hour race but I buried the car into an armco barrier while leading the race when a tie-rod snapped.

At that time I was a serving pilot in the SAAF and was posted to Langebaanweg

in 1974, so there were no racing activities at all during that year.

I was then posted to Bloemfontein towards the end of 1974 and this enabled James and me to run the car in Class C for the 1975 Championship. As chronicled by Dave Hastie, that year's championship was a nail biting affair, at least for Arnold Chatz, Barry Flowers and myself. During the second last race, as I changed into top gear going down the main straight, the crankshaft broke and ruined the engine. The only spare engine we had was the 1071cc motor from the '73 season so we were forced to drop down a class for the last race, which probably set in motion the resulting musical chairs.

However, my Dad and Andy had a quiet chat and we then built up a 1098cc engine for him to compete (in his car, I recall) against Barry. Some of the great ideas that James had incorporated on our car, such as sawn-off Weber carb, were used on this engine. And the rest, as they say, is history.

I (and not my Dad) did buy a Cooper S from Andy, but it was a road-going car fitted with an extremely quick 1340cc engine, and was never raced.

James and I parted ways after the '75 season as I was still based in Bloemfontein and my operational obligations to the Air Force made it very difficult to commit to a full season of racing, but that's all water long disappeared under the bridge. I'm retired and still compete in motorsport, but now it's on vintage motorbikes - I rode my 1936 Triumph Tiger in this year's centenary Johannesburg to Durban Rally.

I do enjoy reading your magazine and wish you and your team every success. Keep up the great work!

Kind regards,
Adrian Woodley

Hi Adrian,

Great to hear from the 'horse's mouth' and to set the fading memories straight. From the looks of things the mid-1970s was a highlight in South African saloon car racing and an era when guys with

regular jobs could compete at a top level.
Thanks for your support and kind words.
Stuart

LOLA & FEDERAL LOVING



I've been reading *Classic and Performance Car Africa* for many years now and I have been watching Classic Car racing on TV since many moons ago. I've even bought an Escort 1600 Sport and have had it prepared by Arnold Lambert for marque car racing, but then my health gave in, so I never came to racing it. But through all this I could never find out what engine was in the Lola T70 Spyder driven by Mark du Toit. (The one with the Wall's colour scheme.) If you can please help me out on this one: the brand of engine, the displacement and the power output.

I am enclosing an action photo of the 'original' Wall's Lola T70, before it was painted in Wall's colours, just for old times' sake. (Photo taken from a 1977 *CAR* magazine.) Sadly that Lola is no more. According to various motor magazines it was later changed into a formula 5000 car and then it was scrapped and is now buried under a soccer field in Alberton. It is quite a pity, I would say. Imagine that car on the historic racing track today! But all is not lost; the replica also looks very good and goes like the clappers.

On another note I am in possession of a 1936 model FEDERAL 3-ton truck.

The truck is complete apart from the radiator-grille. The bodywork is in good condition with only a few cracks here and there and very little rust. Technically the truck is in running order, although it has not been driven for the past fifty years and has been garaged for that time.

Mechanical issues are the following:

The clutch has been worn out about 90%. The engine (a six cylinder) has a slight big end bearing knock. In the war years the bearing shell ran out and due to lack of spares was replaced by a shell from a Ford engine that was more or less the correct size! Strangely this knock did not seem to get worse when the truck was still in use. The main blade of the right front leaf spring is broken.

All these problems should be fairly easy to solve with the help of an engineering firm.

It would be interesting to know if there are any more of these trucks left in RSA as I have been told that only 7 (or 9) of them had been imported from the USA back in 1936. Would it be worthwhile to have the truck fully restored and what would the cost of such an operation be, more or less? What would the value of this truck be in unrestored and in restored condition respectively?

I am a subscriber to your very enjoyable magazine and cannot wait for every issue to reach my post box. Keep up the good work.

Regards

Andreas Müller

Hi Andreas,

Awesome looking Federal truck but I have no idea as to how many arrived in SA or how many SA Rand it would be worth. I'm sure some of our readers will be able to point you in the right direction so keep your eyes on the letters section over the next few issues. With regards to the Lola, I forwarded your mail on to the man who owns the T70 Spyder, Zwartkops' Peter du Toit. See his reply alongside.

Stuart

Hello Andreas,

You are right about Doug's Lola ... I was particularly close to Doug... Uncle Duck, my sister used to call him. He served his apprenticeship at Stanley Motors with my Dad who was foreman at the time, hence his support for the Hudson brand.

I knew about every car he built and more. As he got older he did become impatient and grumpy. Doug always recycled everything; nothing went to waste. I think some of the LDS single seaters he built could have done even better than they did had he used new parts. Nevertheless, what he achieved was incredible and if it wasn't for him I doubt we would have had a national F1/F5000 single seater formula of international significance.

The story of the T70 Spyder is that it was the David Good car that came to the 9 Hour in 1966 and 1967. Then Doug bought it. In 1968 it acquired the Wall's ice cream livery "Catch me and buy one". The car and combination of colour was a big hit in the Springbok Series. It won a couple of three hour races. It was not that successful in the 9 Hour. In 1969 South Africa introduced the F5000 formula. Doug imported a Lola T140 chassis and transferred all the mechanical parts from the T70. Jackie Pretorius was very successful with the Lola Ford (five litre) in 1969. At the end of the season all parts were put back into the Lola T70 for the Springbok Series. In 1970 the Lola was raced for the last time. Doug retired from active racing at the end of the season but still prepared F5000s and Formula Fords for Jackie Pretorius and Jody Scheckter plus a few others including F5000 Surtees.

It was whilst Doug was building up a F5000 for Jackie that grumpy Doug tripped over the T70 chassis. It bruised his ankle rather badly and in anger Doug took out the welding torch and simply cut up the T70 chassis/body *et al* and then dumped it in a rubbish dump between Alberton and Springs. The mechanicals were all by this time in a F5000 Lola 142. I found this car in

the UK about four years ago still intact but badly rusted and the owner wanted something like STG25 000 - far too much for mechanicals which we could not ever use again. In the meantime Ivan Glasby (ex-Zimbabwean) had emigrated to Australia and set about acquiring old racing cars in Southern Africa and rebuilding them. He claims that he found the original steering rack of Doug's T70, which I doubt, and Lola gave him the chassis number and sold a reproduction chassis and body to Australia. This car is now registered as an authentic FIA car with a continuous history! Be that as it may, there are now two Lola Wall's Ice Cream T70s in the world.

Our local car is a complete recreation of what we had in the sixties. It has the correct dimensions, looks right and has the original ZF box. It does however have a bigger engine at 5.7 litres producing about 480 horsepower. It cost about R1.2 million to build. However, it is raced and looks the part of a car that raced with us in period. The real originals go for about R8/R10 million today and if we had the original we would not race it - too valuable, but instead order a replica continuation as they now call them and race that. So that is the story of the T70. Ivan has also 'restored' Bobby Olthoff's McLaren Mk 1a which raced here in the sixties from some uprights. It just shows you what you can do if you have these skills.

Regards

Peter du Toit

FUTURE, PAST PERSONALITIES

Dave, thank you so much for the very interesting article on Andy Terlouw. Very informative and well written. In the past I dealt with Andy a lot but I never knew of all his endeavours. The quality of the CPCA magazine articles make the magazine one of the best in the business (not only in South Africa). What is the possibility of seeing more articles on engine builders and companies? A few come to mind:

- Lamco Development - Andre LAMPBRECHT
- Johan TEBURG- JT Conversions/ JT Racing (Won the 9 Hour (Index of Performance) in 1972 with a BDA Escort with one carburettor. V6 Ford Conversions on Combis and a host of other vehicles. Started and built 3.4L V6 engines for Ford South Africa.
- Ritchie JUTE-Cams.

On the Lotus marques a person like Joe Do Santos. I think he has the biggest collection of Lotus Esprits in South Africa. Thank you again for an excellent magazine.

Regards

Rudi Botha

Thanks Rudi.

I have slotted in the above names of people to chase down for articles. We are always open to suggestions so keep them coming.

Stuart

2002 QUESTIONS

I am also busy rebuilding a 1971 2002 ti which could have ended up on the scrap heap as well although it is not in a seriously bad condition. It is currently at the panel beaters to take out the rust and to re-spray it for me in 'Valencia Orange', the same colour as the BMW 1M Coupé. I have already had the dashboard redone professionally. The steering wheel and seats will be covered in black leather with orange stitching to match the colour of the car.

The plan is to fit 15" Superlites. My problem is that I really struggle to find original spare parts for it, e.g. tail light lenses, door rubbers, complete front indicators, etcetera. I have contacted a few places on the web via e-mail but no response at all. Our local BMW Dealer helped me get the front and rear windscreen rubbers which cost me about R2 400. I believe that I can get all the spares needed elsewhere perhaps at much lower prices. Is there anyone who can help me with the contact details/e-mail addresses of any places

that stock these parts?

Regards.

Pierre Jansen van Rensburg

Hi Pierre,

My first move would be to join the BMW club and get in touch with fellow 2002 owners. A number of them have decent second hand spares that will need just a bit of 'spit and polish' to do a decent job. In the past I have used Jaymic in the UK for parts and have also heard that Sytner BMW, also in England, are very useful. The 2002 was a hit in America so spares can be found on the likes of eBay - just remember to check if left or right hand drive specific.

Stuart

PLYMOUTH QUESTIONED

Thank you for putting my letter in CPCA requesting help to find SA history now that the car has come to the UK. The response has been really quite surprising with one definite owner sending photo images of when he collected it in 1970 and towed it home on the back of his '48 Pontiac. There have also been a couple of blind alleys but at least your readers are interested in the story. I am wondering if it is possible for you to send me a copy of the mag or at least the letter as it was published which I can add to the history.

Best regards

Tom Poulter

Hi Tom

Glad to hear the letter panned out as desired and that responses have been forthcoming. I will pop a magazine in the post so you can keep the history going.

Stuart

PLYMOUTH ANSWERED





In the August/September issue of *CPCA* you had a letter from Tom Poulter in the UK asking for information on a 1933 Plymouth Coupe (originally from S. Africa). The car looked familiar so I corresponded directly with Tom who has now asked me to relate my story to you. In May 1970 I went to visit friends who lived on a small farm just outside of Bloemfontein.

On the road out to their farm I noticed the Plymouth standing in the yard of a smallholding. I enquired if it was for sale, concluded a deal and said I would be back to fetch it. Then I worried if it would still be there when we went back for it so asked our friends if I could bring it to their farm until I could organise a trailer to get it back to Durban. Our resourceful farmer friend suggested towing it with an old tyre because it had no brakes and the gearbox and propshaft were missing, hence no handbrake. I inflated the tyres with a handpump and, miraculously they held air, and proceeded to tow it very slowly the couple of miles to our friend's farm with the old tyre tied between our rear bumper and the front bumper of the Plymouth.

A week or two later, after borrowing a trailer, we went back with my 1948 Pontiac and collected it. Once home I stored it in a garage near where we lived. Time went by, other projects took priority and after storing it for about 8 years I sold it to a chap in Pinetown who did start a restoration. I met him in a motor spares shop a year or two later and he was working on the braking system.

More than twenty years went by. I had joined the Veteran Car Club and become friendly with a chap in the neighbourhood who owned a 1928 Dodge DA roadster. We came to hear of a 1929 Dodge owned by someone in Westville, so arranged to go and see it, and there, sitting alongside it in the garage, was a '33 Plymouth Coupe that looked rather familiar ... the rest of the story you know.

The guy in Bloemfontein that I bought the Plymouth from said that the car had belonged to his grandparents. It's very nice to know that the car is still around and being cared for by a fellow enthusiast.

Regards
Ralph Barnes

LOST PROPERTY

I've sat on these photographs since November 1959. It shows the starting ground of a diabolical motorcycle-powered special, known as the BSA Road Rocket Special. Pity there were no electric starters in that era. A towed start with ballast on the back wheels to prevent tyres from slipping due to criminally high compression, was the order of the day. As I'm short on cost data and original constructor info, I'll have to contact Flip Viljoen for more detailed info. I am sure I had three photographs showing more detail of the left hand side – I mailed them to a 'forgotten' person who was 'busy' drafting a book about SA specials, based in Durban (not JHB cars). I am hoping he still has them and prepared to pass them back to me.

The main call to action is made more urgent as the years were high in number, to be exact 79. I will be grateful if he sees the photos I made last week. If he cashes in on his chips, I'll be stretching the truth.

There are still more than a thousand



pages of memory outstanding – always: let's do it tomorrow or later – I wonder how many stories have died with the story teller signing out, no date is ever given or asked for. Be ever watchful – write it down when you hear the news or story.

Regards
Tony King

Good to hear from you Tony, I recommend a 'Borrow Board' where anything lent out is written down with the borrower's contact details. If you are using a whiteboard then use a permanent marker. The number of specials that were built continues to amaze me. And the engineering and design skills impressive. I will keep you in the loop as to whether or not we are able to locate your images.

Stuart



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1981 Alfa Romeo Spider 2lt. LHD. Mileage reflects 100322 kms. Farina Red with black hood and upholstery. Momo Vega wheels and new tires. Rust free car that has no accident damage. Mechanically superb. Restoration currently being completed, original paint maintained New hood (imported), upholstery, carpets, rubbers and sun visors etc. New suspension, Koni shocks, exhaust system, etc. Electrics sorted and new lights, side markers, tail lights. Vehicle features in Alfa Spider article in this edition. R135 000.00 onco. Contact Jeff on 082 894 5062.

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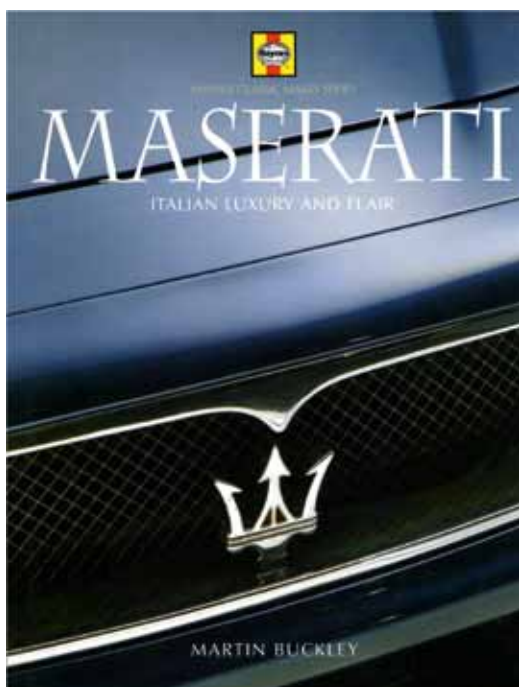
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MASERATI: ITALIAN LUXURY AND FLAIR

Author: Martin Buckley
Publisher: Haynes Publishing
ISBN: 978 1 84425 504 7
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In true Italian car manufacturer style, Maserati has had its fair share of ups and downs but through it all the brand has managed to maintain a sense of restrained GT style and superlative performance. One only has to look at the firm's latest offerings to realise that its cars are quality bits of kit and the thinking person's alternative to a Ferrari or Lambo.

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Added to the mix of historical facts, driving impressions and technical data he includes interviews with key personalities involved over time and even slots in a useful buyer's guide to a number of vehicles.

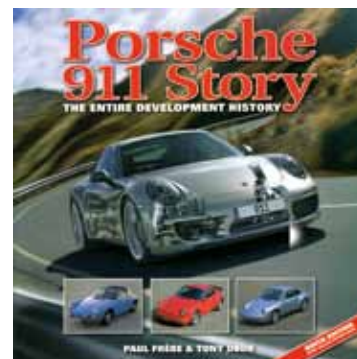
10 points to you if you can name the Maserati model that was named after one of our local race tracks.

PORSCHE 911 STORY: THE ENTIRE DEVELOPMENT HISTORY

Author: Paul Frere and Tony Dron
Publisher: Haynes Publishing
ISBN: 978 1 84425 990 8
Price: R1 160

Available: www.motorbooks.co.za

Like the story it tells, this book is a long-running production having first been released in 1976 and now updated into its ninth edition. And it is composed by two of the best drivers-cum-journalists on the planet. Frere penned the first eight editions and following his death in 2008, Dron stepped up to the plate and took over the task. Covering the legend from 1963 until 2013, this is truly the bible of Porsche's 911. At around 600 pages the hard cover is jammed with technical and historical analyses that track the evolution from the humble air-cooled 2-litre to the latest water-cooled 3.8-litre model. Every aspect you care to think of is mentioned in the clearly laid out text and the host of diagrams, graphs and photographs is mind blowing. In summary, this is probably the most significant book ever put together about the 911 and a must have for any Porsche aficionado.



LE MANS THE OFFICIAL HISTORY OF THE WORLD'S GREATEST MOTOR RACE 1949-59

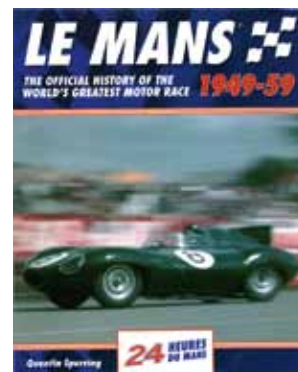
Author: Quentin Spurring
Publisher: Haynes Publishing
ISBN: 978 1 84425 537 5
Price: R1 155

Available: www.motorbooks.co.za

If you visit Motorbooks and pick up this book to page through you will leave R1 155 poorer. The not-seen-before colour images will sell it to you before you have even read a single line of text. Once back at home be prepared to fill your head with post-war Le Mans in detail. Spurring looks at each race between '49 and '59, gives account of what happened throughout each 24 Hour, tells about the technical advances, safety concerns, accidents, crews and physical demands. He also goes into how the circuit was used by both British and Nazi air forces as a base, how it was often bombed and then became a prison camp.

By 1949 the pit area and grandstand were completely rebuilt for the race and then again only six years later following what many regard as the worst accident ever in motor racing. He doesn't avoid this crash though, and even displays some photography of the crash unfolding. With 80 people perishing in the accident the legendary race came under pressure to be shut down for good, but as we know, showed real endurance and survives to this day.

For those with a penchant for stats, all the race results, class winners and index of performance winners are conveniently listed in tables at the end of each chapter. **C**



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