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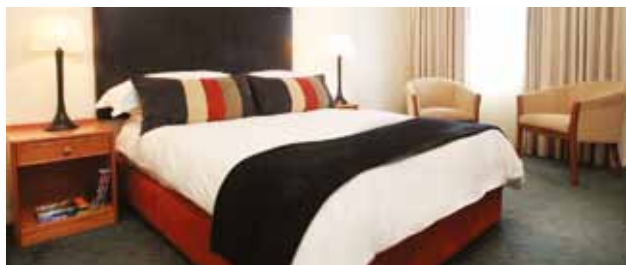
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A CLASSIC YEAR



And just like that 2013 is done and dusted. It's been a good year for classic cars with a renewed enthusiasm for buying, restoring and ultimately using the old bangers. Robert Coucher talks insane classic car sales for the year and gives us hope that we are not squandering our hard-earned money on toys. South African weather plays into the hands of classic owners and the number of events and tours continues to grow. 2014 is going to be just as full; you can get some idea from our news section in this issue. And remember, if you or your club have any preview or post-event press release, send it through to me at stuart@cpca.co.za.

We continue looking at unique-to-South Africa models with a brutal Ford Sierra XR8. Although not a factory special, the Kalahari Speedweek Windhond Beetle racer is something special and shows just the spirit we want to see from this event. Mike Monk

talks Nash Ambassador and an original Talbot sporting some much-desired patina. Greg Mills catches up with supercar builder extraordinaire Jimmy Price and follows up with his second instalment on Scamp Porter, Jody and racing Renaults. Gavin Foster tells of the ingenuity of Don Bristol, who makes the most Frankenstein-like two wheeled machinery, while Roger Gaisford sets sail in a Jeep.

If you are going away or just taking a break from the grindstone this festive season kick back, relax and enjoy the magazine. Good news is that we have managed, from 1 December, to get *C&PCA* into a number of Engen, BP and Total garages. We are still in various CNA, Exclusive Books and Spar Superstores around the country but the most hassle-free way to get your copy is to subscribe. And it makes a perfect stocking filler.

All the best for the festive season and here's to another classic year in 2014.
Stuart



Another year races by. And what a year it has been for the historic racing and classic car world. A 'Vintage' year, you could surmise. More challenging racing from Laguna Seca in California, to Goodwood and Silverstone in England, the Oldtimer Grand Prix at the Nurburgring in Germany and Spa Francorchamps in Belgium.

Awider variety of historic race meetings are now better attended than ever before with drivers competing ever harder in highly prepared equipment. But this year – 2013 – has seen a real step change in the 'collector car' arena, where prices of the best and rarest cars have gone off the charts. The bellwether for the collector car market is always the Monterey Week, where half a dozen auction houses offer up the world's best automobiles. In six days, 760 cars sold for US\$308 million, about the GDP

of your average banana republic, which is up from last year's US\$265 million.

This result does camouflage some of the nuances of the collector car market where this year 57% of cars on offer sold, against 66% last year. This indicates that whilst the market remains bullish, the best cars are attaining top money but not everything is following. Bottom line: the best is the best and the rest remains the rest.

Some really special top-line classics sold extremely well but how about these: a 1969 Alfa Spider Veloce went for UD\$121 000; a tidy '58 Aston Martin DB 2/4 soared to UD\$ 440 000; and a 1961

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



BEAUTY & THE BEAST

The Monterey Week was dominated by the sale of this 1967 Ferrari 275 GTB/4 NART Spider that achieved the top price of US\$27.5 million with all fees, rendering it the most expensive road car ever sold at auction.

Mercedes-Benz 190SL, probably one of the most unenlivening of cars ever screwed together in Stuttgart, made US\$269 500! Oh, and a dinky Fiat 500 cracked US\$85 250. But it was a converted 'Jolly' beach car favoured by owners of superyachts as a run-around when berthed. At that price it is less than a couple of tanks of diesel for a few weeks sailing in the Med.

Of course, you'd be mistaken believing your old Alfa Spider is now worth a small fortune as these 'trinket cars' were the very best examples on earth and sold as *Lamuse-bouche* amid the main

courses – the top 10 cars that ranged in price from US\$27.5 million for a Ferrari down to a mere US\$4.65 million for a vintage Bentley.

The Monterey Week was dominated by the sale of this 1967 Ferrari 275 GTB/4 NART Spider that achieved the top price of US\$27.5 million with all fees, rendering it the most expensive road car ever sold at auction, and the second highest auction price ever achieved after the ex-Fangio W196 Mercedes-Benz racer that went for US\$29.6 million a month earlier at the Bonhams Auction at



the Goodwood Sale in England.

These are almost inconceivable amounts of money being paid for *lekker ou motors* but this needs to be seen in perspective: the most expensive painting ever sold, Paul Cezanne's *Card Players*, achieved US\$268 million and in 2011 the Sotheby's Impressionist and Modern Art sale shifted 57 pieces for US\$199 million in one evening, and you can imagine how much a superyacht will cost to go with the aforementioned Fiat 500.

The Ferrari 275 GTB/4 North America Racing Team Spider is a very special car: only 10 were ever constructed at the behest of Luigi Chinetti who was the North American distributor for Ferrari after WWII. He'd won Le Mans for Enzo in 1949 and, needless to say, they were great friends. Luigi suggested to Enzo that a convertible 275 GTB with the hot 4-cam engine would be ideal for his most discerning American clients. He was almost correct. These bespoke cars

were twice the price of the accomplished 275 GTB/4 Berlinetta (coupe) so he could only manage to flog 10 examples. Today they are sought after by collectors and only rank behind the legendary Ferrari GTO, one of which has just sold privately for US\$55 million ... and so it continues.

With these sorts of *mal* prices it's no

The Ferrari 275 GTB/4 North America Racing Team Spider is a very special car: only 10 were ever constructed at the behest of Luigi Chinetti who was the North American distributor for Ferrari after WWII.

wonder car enthusiasts are looking at different options to serve up individual motoring pleasure. At the recent St James's Concours of Elegance held at Marlborough House next to Buckingham Palace it was interesting to see a new development. Next to 60 of the most superb vintage and classic concours motor cars from around the world was a special class for *Modern Bespoke*. They included an Alfa Romeo

Disco Volante by Touring, a Bentley Continental GTZ by Zagato, a Ferrari SP12EC and a special McLaren MP4-12C. But the pick of the bunch was the Eagle Low Drag GT one-off, a modern interpretation of the classic Low Drag racer (one of three ever constructed) conceived by Jaguar aerodynamicist Malcolm Sayer in 1961.

This example has been re-engineered from an unsuspecting 1965 E-type FHC to meet the new owner's specific requirements at the cost of over half a

million pounds. Affordable, when compared to what the top collector cars are now achieving, with modern engineering thrown in. It's a pure E-type but with its engine stretched from 4.2 to 4.7-litres, releasing 385bhp, with electric power steering and proper air-conditioning. Let the editor know if you'd like a road test on this stonking Low Drag in a future issue of *C&PCA*. 🏁

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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KEEPING THE DREAM ALIVE

Many otherwise sane and respectable petrol-heads have the thought of one day building their own dream-car, maybe even seeing it to production. **Greg Mills** talks to Jimmy Price about his Hi-Tech operation, a man and facility that against all odds has done just this, and done it well.



Hi-Tech Automotive, SA's leading sportscar maker.

This is the stuff of innovation, on which legends are made, and economies built. The gifted engineer, the wannabe Colin Chapman, using his own hands and tools, burning the midnight oil and quaffing countless cups of tea, fabricating a car in his or her own garage which might, just might, in their mind spin heads on the Geneva Motor Show.

Yet this is a road littered with the failure of good intentions, even good ideas. It's not because the concept is flawed or the engineering is not necessarily superb: Think WO Bentley, and the failure of his original business, or countless other similar talented individuals, geniuses even, from Alessandro de Tomaso to Ettore Bugatti. And it's not chauvinism: Italian manufacturers have struggled just as much as French, American, British or even South African ones – think Lamborghini or Maserati, the French Hommell concern, De Lorean and Chaparral, Marcos, Bristol or TVR, and South Africa's own Glass Sport Motors.

Making this business work, especially in a hyper-competitive globalised world, with rampant costs of regulations, testing and tooling, is today more difficult than ever. It demands both scale of production to achieve economies and ingenuity to keep costs low. A discerning global public does not only require a dynamic chassis, but top-class styling, road-holding and comfort, head-spinning power and all the mod-cons, and all of this for as little as possible.

Twenty minutes' drive south of Port Elizabeth, on the road to Cape Town, down a rural road towards St Albans, is South Africa's most successful sports-car manufacturer. It is as unlikely a location as the larger-than-life character behind his success as a sports-car aficionado.

Jimmy Price, 67 in 2013, is Port Elizabeth born-and-bred. With "no qualifications" save those from Victoria Park High School, he came into the high-tech business via the construction industry, a rough and tumble business if ever there was, "where the idea," he chuckles, "then of human resource management was a good slap." But

Price is the epitome of a self-taught, hands-on engineer and entrepreneur, proof that practical *nous* easily trumps academic honorifics.

The St Albans site had been established by Reggie Robinson to build beach-buggies, brewing his own resin between rabbit breeding and guava growing when Jimmy, who at the time was running a brick-works in Plettenberg Bay, started Hi-Tech. He assembled knocked-down cars imported from the US, initially Ford Explorers, filling the "gap in the market occupied then only by the Nissan Sani." Seven hundred vehicles "including Bentleys and Ferraris" were imported in this manner until the market regulations changed along with local politics in 1994.

Thereafter Hi-Tech moved into the construction of replica Cobras. "Instead of building the usual kit-car from old parts, we had the idea of constructing complete new cars, without the engines, from new parts," recalls Jimmy. "This 'turn-key minus' idea of his Cobras," he says, "was a different and initially difficult concept



A world-class facility.

for American customers to accept, since they were used to kits.” In the mid-1990s, with Hi-Tech production ticking over at more than a 100 cars annually, Jimmy took South African sports-car racing hard-man Bob Olthoff over to the United States.

“We attended a Kit Car magazine ‘Run and Gun’ event at Bob Bondurant’s racing-school outside Phoenix in Arizona.” Bondurant, who like Olthoff had raced Cobras in period, and enjoyed a brief F1 career with a private BRM, “was initially resistant, but with Bobby in our midst and when he saw what we could do, he became very supportive and later one of our dealers.” To date Hi-Tech has produced 3 500 Cobras.

Olthoff and his son Denis established an outlet outside Charlotte in North Carolina under the *Superformance* label for Price’s Hi-Tech products. Other South Africans joined in as well, including Ronnie Rosen in Cincinnati and Lance Stander on the West Coast, both of whom had originally enjoyed connections with Basil Green.

Price had his sights set on expansion in the form of the Daytona Cobra

Coupe, built originally by Peter Brock. “He did not want to meet us because of the kit car label,” remembers Price. “We tried several routes, including buying another replica, but that was not up to scratch.” Eventually with the involvement of Bob Nestadt, the fabled Ford design guru, “he granted us a 30-minute meeting in Detroit and we eventually left his premises at three in the morning.” The terms of producing the replica were agreed at a hotel meeting “with the three Bobs – Olthoff, Bondurant and Nestadt – and Brock.”

Some design changes were necessary to *productionise* the Daytona. “Brock originally built six cars, all of which were different. We made our wheelbase three inches longer to accommodate a bigger driver, remembering that the originals were made for racing and were somewhat austere.” The new version also featured a modern suspension over the original transverse-leaf arrangement. All this took three years to get up to speed. “We were held up by the lack of availability of suitable tyres. We wanted to use the large diameter as they had done in the

1960s, but these were not available initially in the performance rating that we required.” Two hundred Daytonas have been produced to date.

By the early-2000s the business was ‘humming’, recording seven straight years of 50 percent annual growth, some 450 cars leaving Port Elizabeth annually, nearly all destined for the United States market, with the Hi-Tech staff complement growing to 600.

There were challenges on the way. “We were sued by Carroll Shelby, the originator of the AC Cobra concept, and then co-sued by Ford, his partner. We won that case, though in America you don’t win costs,” smiles Price ruefully. Eventually Shelby, who died in May 2012, became a partner with Price, a photo of the two *Cobraistas* among many books and models adorning Price’s otherwise humble if comfortable office.

“We then decided to do a GT40.” Again there were some challenges, both technical and legal. “We looked at copying a British kit,” says Price, “but that was rough, a space-frame and glass lash-up. Instead we ended up



Jimmy and the Zagato Perana.



Grand Sport Corvette.

buying a set of drawings of the original, and paying a per-car royalty to Safir Engineering who own the licence.”

The monocoque Hi-Tech GT40 is so close to the original, complete with a steel roof pressed at the St Albans works, that it complies with the FIA’s strict Appendix K ruling. “There are even some customers with original GT40s who used our chassis and mothballed the original, but I can’t,” he smiles, “tell you who they are.” Again, to date over 200 have been produced, all bar three for export.

In 2000 the company started to produce Lee Noble’s eponymous mid-engine design, with 700 cars built before things fell apart four years later. Noble shot himself in the foot by announcing the release of a new, better model while agents were brim-full with the older design. A great car and potentially even better one bit the dust in the process.

By 2002 Hi-Tech had diversified into interests in a large carbon-fibre aircraft component manufacturer and a yacht-building business in Cape Town.

Jimmy kept foraging and moving forward. The production run of 28 SASCARs for the bespoke if short-lived series, a victim of perennial South African motorsport politics, along with four TransAms for Wesbank Modifieds followed. And there were

forays into track development with the conversion of Gosforth Park, wheel-manufacturing, a Zetec-engine Lotus Seven replica for the US market, and a series of ‘nearly projects’ including the MG SVRV8 styled by the McLaren F1’s Peter Stevens under the direction of Zagato’s Giordano Casarini, and based on the Qvale/De Tomaso Mangusta.

Then the Rand strengthened against the US dollar, the first major obstacle to the sustained and successful growth of Hi-Tech. This was difficult for Jim to fix and it was remarkable how quickly, in his own words, “the bank removes

Once again he hit the road looking for work and entered into discussions with, amongst others, companies such as Jenson, Ascari, Mosler, Galmer, Carver, Fenix and TVR.

the umbrella they presented to you when the sun was shining.” It required disinvestment of all of his non-core businesses over the following six months as Hi-Tech went into survival mode.

Once again he hit the road looking for work and entered into discussions with, amongst others, companies such as Jenson, Ascari, Mosler, Galmer, Carver, Fenix and TVR. The latter came extremely close to being transferred

to PE, but agreement fell at the final hurdle. Having failed in his attempt to bring the TVR name to South Africa, Price, Colin Lazarus, Peter Lindenberg, Stuart Bloomfield and Anthony Corin formed the Perana Group. With styling by Zagato, the two-door V8-engined Perana made its debut at the 2009 Geneva Motor Show. A blank-sheet car, it cost “no less than R30 million to get the car to the point it could be on show, and a further R6 million to turn it into a production vehicle with the necessary UK and SA certifications.”

The debut was greeted with amazing reviews. “Peter Lindenberg stood on the stand for 14 days answering questions, and constantly turning down cheques from people who wanted to buy the prototype.”

But by then the world had turned. The 2008 global financial crisis hit hardest the luxury goods business, of which everyone from De Beers to Hi-Tech and a few others in between were part. “I say we are in the toy business,” reflects Price “and when times are hard, you don’t buy toys.”

Hi-Tech’s annual sales halved and halved again between 2008 and 2009. Some relief came in the form of a 100-car contract to build the South African government-sponsored *Joule* electric car, of which eventually only five were manufactured before their



Daytona Cobra Coupe.



Cobra.

fundamentals, erm, pulled the plug, another unexpected and ill-timed blow to Hi-Tech. Although the Joule benefitted from engineering input by Zagato and was styled by Jaguar's resident SA native Keith Helfet, it died an expensive death. It was "a cock-up" with aerospace engineers involved who were "not geared to producing cars" and dual operations in Cape Town and PE. "It was a case of the wrong people aiming too high with an intention to produce 50 000 units a year, and they did not have the technology. I ask you," says Jimmy, "which electric car is selling those volumes? It was just unrealistic from the start. We took on the contract as we really needed the turnover at that time."

This failure demanded, again, that Price get out there, juggling and innovating. "We had struggled with the Perana name as a brand overseas, not least since it was a different spelling to the [Amazonian] fish. Although I had crossed swords with AC before over the production of the AC Ace (later the Brooklands), there is little point," he observes, "in business to hold grudges."

The two-door coupe was rebadged as the AC378, in deference to its engine size, and went, once again, to Geneva in 2012, this time on the AC stand. This led to an invitation to the Macau Auto Show with AC's negotiations to set up distribution in China and the rest of the Asian market.

By the end of 2012, despite support from a partner as well as the Industrial Development Corporation, Price had 'hit a brick wall'. After considering all options, including closing down altogether, he applied for business rescue. This was an entirely new experience and, although traumatic at the time, it has enabled the company to survive.

With the American market on the up, including a 50-car order from Shelby for the FIA Cobra and an agreement in place to replicate the 1963 racing Grand Sport Corvette under licence to General Motors, all supported by the weakening of the Rand, "we are keeping our head above water, just," he smiles.

Price is a CEO who knows what has become a family business with the involvement of his two sons Justin and Nicholas, inside-out, one who can walk through the floor knowing all by name and pointing out, passionately, the quality of the paint-work, fuel-tanks, stub-axles, radiators, header-tanks (replicated on the design of a pre-war Ford like the original Cobra) and other in-house manufactured bits. Although staff numbers are down to 150, the passion among them is obvious. And there is no corporate excess evident, no Ferraris or even Hi-Tech's own products in the parking area. He drives a 16-year-old Kombi, while his smart wheels comprise an equally ancient BMW 7-series.

Jimmy Price can hold a master-class on the challenges facing the aspirant car manufacturer. "To move from a prototype built in your garage, you need to get very good reviews, be able to borrow money, and have the connections to be able to source parts reliably from a large manufacturer. You can't tool up for everything – instruments, even cup-holders (the tooling for which can cost upwards of €800 000), seats, airbags (you are looking at €2 million for front airbags alone), ABS (another €1 million), CANBUS electronic systems, and so on. The quality has also to be outstanding; the market is much more discerning today than just thirty years ago when we were driving cars to the standard of the Cortina or Marina. Then you have to have the funds to conduct vehicle certification and the crash-tests."

All this explains why getting from the garage to the production line is a long and slippery road.

"Hi-Tech," he reflects, "is a dinosaur." Yet such an admission highlights the most refreshing aspect to Jimmy Price: In the oft-cynical and constantly whinging motoring world, he does not look to others, including government, as being the reason for his challenges, as befits a self-made guy as passionate about his product as he is his factory, machinery and work-force. After all, in business, as in life, success depends mainly on "us" not "them".



GIULIETTA GIRO

The first Giulietta Mille del Capo got underway on 27 September with a day trip around the Peninsular taking in Chapman's Peak Drive and Ou Kaapseweg. Arranged on behalf of the Giulietta Register, this 6-day event was open to 750 and 101 series Alfa Romeos. The objective was to focus attention on these iconic Alfas built between 1954 and 1964, and to enjoy them on the open road, as they are seldom seen beyond the show arenas at Alfa gatherings. The relevance of the Giulietta to Alfa Romeo is equivalent to the 356 series within the Porsche brand. Next was a loop from the Stellenbosch Protea Hotel to the Franschhoek Motor Museum and back via Villiersdorp, Bot River and Rooi-Els. The FMM rolled out the cream of their significant Alfa collection into the brilliant spring sunshine for the participants to admire. The Museum's rare Lightweight Sprint and early Ti saloon were in good company with the

travelling teams' two Giulietta Spiders, a 101 Giulia Spider, a Sprint Veloce Conrero, three Ti saloons and a 2-litre 'Touring' Spider. The cars came from Johannesburg, the Eastern Cape and the Cape Town area. One car was on loan to a pair of Alfisti from New Hampshire in the USA. Leaving the Boland via the Bains Kloof pass on Day 3, the route went via Mitchell's Pass to Ceres and then back via the Koo Valley for an overnight stay at the wonderful Art Deco Montague Hotel. Memorable drives followed over the Tredouw Pass, the Robinson and Outeniqua Passes and Meiringspoort. Mechanical gremlins love Alfas, but with at least 4 highly competent spanner-men among the participants there was nothing that could not be fixed at the roadside or overnight. A wine cork was whittled down as a plug for a missing carburettor jet!

– John Smith

GEORGE OLD CAR SHOW



Make a date for the annual Midas George Old Car Show on 8 and 9 February. It is a must-do for any classic enthusiast, with an insane array of machinery. The Midas George Old Car Show started in 1997 and has grown to become one of the best car shows in South Africa. Thousands of people visit the picturesque town at the foot of the Outeniqua Mountains each year to see the best of vintage and classic vehicles with charms that few modern vehicles can equal. 2014 will pay homage to the microcar – that is vehicles with engines smaller than 850cc but the overall theme of the weekend has yet to be announced. Space is limited so book your spot or register at www.scooc.co.za

CLASSIC IN THE CAPE SUN




With temperatures in the mid-20s and only a mild breeze blowing, exhibitors and spectators were treated to no less than 1 135 vehicles from more than 30 classic and one-make car and motorcycle clubs at the biennial Cape Classic Car Show held at the Jan Burger Sports Complex in Parow. Numerous private entries also participated and with a giant funfair, model car display, numerous side stalls and refreshment areas, an auction and marching bands, it was an entertaining day out for all the family – from petrolheads to toddlers. All of the 7 000 tickets printed were sold, making the one-day show one of the most popular events on the calendar.

– Mike Monk

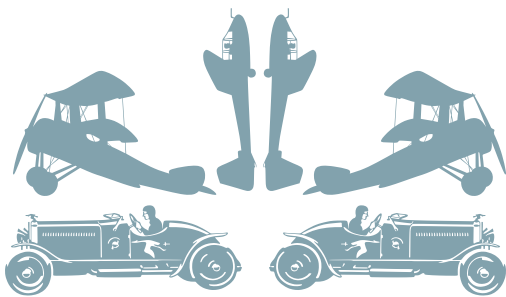


BLOODHOUND

SHARED WITH THE WORLD

October marked a significant milestone in the development of The Bloodhound Project, the global education initiative focused around a 1 000mph (1 600km/h) Land Speed Record attempt: the completion of the desert towers which will beam video and data from the car to the outside world. The product of years of research by Bloodhound and its network provider, MTN, the four masts erected at Hakskeenpan in the Northern Cape, are vital to the project's success. In 2015/16, when the team attempts, initially, to break the existing Land Speed Record (1 227.93km/h set by Thrust SSC in 1997) and then push on to an unprecedented 1 600km/h, the world will be watching.

Video and data will be streamed live and shared with audiences in 220 countries, supporting what will become one of the biggest news stories on the planet. MTN SA will also provide 2G and 3G mobile connectivity to cover the entire Hakskeenpan area. In all, these endeavours are not only a major step for the Bloodhound SCC project, but also help to connect the local community of Mier and its schools to the wider world.



FULL PLATE AT YSTERPLAAT

7 and 8 December 2013 will see the second Wings and Wheels show hosted by Air Force Base Ysterplaat. The event promises to showcase top pilots in action as well as car and bike stunts from drifter Otto Graven and foot-up star Brian Capper. The wings element of the event will see a large static display of aircraft, ranging from those flown in days gone by to their more cutting-edge modern contemporaries, while wheels are covered with exhibitions of the best and most extraordinary vehicles including rally cars, supercars and very possibly Formula 1 and Le Mans Cars. To enjoy your fix of drifting, gymkhana, top-end drag racing, airplane stunt displays and much more, purchase tickets through Computicket. For more information visit: www.wingsandwheels.co.za.

MAJOR MINOR RALLY

Applications will soon be closing for the Morris Minor Owners Club National Rally, which is being held in the Drakensberg from 16 to 20 March 2014. Held over four days, the event will include driving skill tests, Concours de Elegance, a fun run, theme party and more. Various Morris models from 1948 to 1972 are expected to take part in the fun. To book your spot contact Ish at ish@cowans.co.za.



PROTEA SUPPORT CLASSICS

Protea Hotels will go the extra mile and donate to charity 5% of all its booking revenue in George over the weekend of the Midas George Old Car Show next year. The show takes place at the PW Botha College on 8 and 9 February 2014. The Protea Hotels in the area are already receiving bookings for next year's event, says Protea Hotels Group Marketing Manager Nicholas Barenblatt, and there's no doubt that they will be full to overflowing come February.

"Because there is such a strong focus on George during this wonderful annual event we've decided to give back to the local community and our charity of choice this year is Huis JJ Watson, which houses 70 senior citizens who need frail care, more than half of whom need round-the-clock nursing," says Barenblatt.

"Many of them have no families and are therefore totally dependent on the care they receive at Huis JJ Watson. A government grant covers less than a quarter of their monthly running costs, so every cent they can raise is needed to keep a roof over the heads of these very vulnerable members of society." Barenblatt says there is wonderful synergy in the charitable cause that Protea Hotels has chosen for the 2014 Show. "You have an event showcasing beautiful vintage cars that will also benefit people who are much the same age as many of those incredible vehicles.

PE WORLD OF WHEELS

The Herald World of Wheels Nelson Mandela Bay Motor Fair takes place on 7 December at the Newton Technical High School Sports Fields in Port Elizabeth. The event showcases the South African Motor Industry, local manufacturers and distributors by displaying the historical aspects of past models and makes, and their development to the modern vehicle, as well as provide enthusiasts with the opportunity to show their restored vehicles and for the public to appreciate this interest and the fun attached to the restoration and use of old vehicles. Roger McCleery will provide commentary and interviews with an excess of 550 cars and bikes expected. For more information or to register your club for the event visit www.epvcc.co.za.

AIR-COOLED

POMC

Over ten dozen air-cooled vehicles drove into the Pretoria Old Motor Club on 6 October for a breathless hot Sunday. Makes and models ranged from SteylerPuch, Gogomobile, Porsche and several different motor cycles, and numbers were dominated by Volkswagen with Beetles, 411 Variant and Karmann Ghia aplenty. Lee Williams showed a fully restored 1958 Beetle that attracted a lot of attention from hundreds of spectators. "I use it on a daily basis," smiled Lee and the car is registered in my five-year-old son's name." Another crowd puller was the 1950 split rear window Beetle that is claimed to be one of only four remaining 1950 Beetles in SA. "It is the only running one left," remarked Werner Hartzenburg, "and it is completely original," adding that it starts first time and he has applied the rule of 'if it ain't broke then don't fix it'. It has a 25bhp engine and is fitted with the original mechanical brakes.

– Dave Hastie



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2-DOOR MERC DAY

"I stopped counting at R250 000, as this was becoming a bit painful," quipped the owner of a fully restored 3.5-litre 250 SC Mercedes Benz. This beautiful machine was one of around 50 different models that gathered at the 12th Annual Mercedes Benz 2-Door Day that took place at Nelson Mandela Square on Sunday 8 September. The gathering quickly caught the attention of hundreds of Sunday shoppers who swarmed around the cars like bees as they arrived. The day was not about scoring or judging but rather just a gathering of like-minded 2-door enthusiasts many of whom had brought their 'Sunday Specials' for a run. There were several Pagoda models, an SL300 that represented the Gull Wing era and a C9 Le Mans replica that reflected sheer enthusiasm for the dedication in the time and research of the original 1989 race car. A red 1963 AMG caught eyes, as did a line up of SLC and SLK models.



PORSCHE PLEASURES

While most Concours de Elegance events are held at venues with gardens and surroundings that complement the grace and beauty of the attending cars, the Porsche Club moved to a more radical venue for the 2013 edition of their beauty competition. They joined a Supercar Day at Kyalami on 5 October and set up behind the pits at the circuit. So while Aston Martins, Lamborghinis, McLarens, Audis, BMWs and several Porsche drivers and dealers made use of the track for potential customers, several men in white coats pulled out their clip boards and penned their estimate of the condition of the large Porsche condition parked in straight stripes. Franz Stangl showed his 1970 model 911 that he and Stan Illman prepared and competed in several marathon events around the world. In 1993 they finished the London to Sydney Rally that saw them live in the car for 4 weeks and 14 000km. This was followed by a finish in the Roof of Africa, and several off-road rallies in SA. Franz walked away with the Race and Rally title. With such a long history and model line up, judging classes were numerous though. Other winners included Alan McCullough (D'Excellance), Tim Abbot (D'Etat - 356), Johann Pienaar (D'Elegance - 911), Ross de Abreu (D'Etat - 911), San Goldberg (D'Elegance - 964/993), Quinton Asken (D'Etat - 964/993), Preenie Pillay (D'Elegance - 996/997/991), Lukas van Rooyen (D'Etat - 996/997/991), Ross de Abreu (D'Etat - Overall) and the Ladies' Choice award went to Preenie Pillay.

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CAPE CLASSIC CAR SHOW

FMM took part in the biennial Cape Classic Car Show, held on November 3 at the Jan Burger Sports Complex in Parow. Curator Wayne Harley was on hand with some of the workshop staff and the cars on show were a trio of Fords – 1932 Model 40 pick-up, 1934 Model 40 Roadster and 1937 Model 28 Club Coupé.



WINGS WHEELS FMM &



The museum will be attending the Wings and Wheels show again this year at the Ysterplaat air-force base in Cape Town on 7/8 December. FMM has been asked to exhibit some of its extensive collection of vehicles in amongst the aerodrome museum's collection of aircraft. The event provides a rare opportunity to view at close quarters an interesting mix of classic transport machinery in one location.

Some of the cars FMM will be taking along will have a slightly 'aerodynamic' flavour in the guise of a 1934 De Soto Airflow, 1936 Chrysler Airflow, 1936 Tatra T97, 1947 Lancia Aprilia and 1953 Bristol 403 that was featured in the April/May 2013 issue of C&PCA. Joining these wind-cheating thoroughbreds will be a 1942 Willys pick-up, 1958 Chevrolet Impala, 1961 Alfa Giulietta Spider, 1964 Morris Cooper plus two motorcycles, a 1922 AJS and a 1956 Ariel Square-Four. Last – but definitely not least – is the recently-restored 1939 Peugeot hillclimber that will be having its first public run at the event. WH

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.

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“
A rich and enviable tapestry of drivers,
circuits, engineers, promoters and
designers; and a book to match.”
BERNIE ECCLESTONE



LIKE AN (OILY) RAG TO A BULL



A little battered and bruised maybe, but the attraction of this original near-90-year-old Talbot is hard for **Mike Monk** to resist.

The word ‘patina’ does not even come close to describing the character of this 1926 Talbot 14/45. Standing in the sunlight, its black paintwork dulled by years of exposure to the elements, the dings, scratches, tears and cracks demanding respect rather than dismay as it awaits being called into action, warts and all. It represents the antithesis of mollycoddled *concours* machinery and while not being at the pinnacle of the veteran, vintage and classic car movement – simply because of availability – vehicles in such original condition as this example are increasing in value (if that really matters). Clubs and enthusiasts around the world have recognised the material value of keeping a vehicle ‘as is’ and enjoying its virtues in ‘oily rag runs’,

events open only to vehicles in original condition. This Talbot, belonging to the Franschhoek Motor Museum, is a (excuse the pun) classic example.

But before discussing the car, what about the name? Talbot was founded in 1903 with financial backing by British aristocrat Charles Chetwynd-Talbot, the 20th Earl of Shrewsbury. The company started out by importing French Clement-Bayard cars and branding them as Clement-Talbots, but in 1905 began assembling the cars in a facility in Barlby Road, Ladbroke Grove, North Kensington, London and selling them simply as Talbots. No less than seven models were offered: designated by fiscal/actual horsepower ratings, the 8/10, 10/12, 12/16 and 20/24 were shaft driven whereas the higher-powered 24/30,



35/45 and 50-60 were chain driven. By 1910 monthly sales were between 50 and 60 units. In 1913, a Talbot driven by Percy E Lambert became the first car to cover 100 miles (160km) in an hour, an unwitting foretaste of the brand's later sporting pedigree.

In 1916, the 25-year-old Swiss-German Georges Roesch became Talbot's chief engineer as WWI raged and the company manufactured ambulances for the war effort. The firm's French and British operations continued in separate, parallel production and marketing processes until 1919, when British-owned but Paris based Darracq took over the company before Darracq was reorganised as part of the Sunbeam-Talbot-Darracq (STD) conglomerate the following year. Talbots continued

to be made in London while Sunbeams were produced in Wolverhampton and Darracqs in Suresnes, in the western suburbs of Paris. Darracq-made Talbot models were marketed as Talbot-Darracqs.

In the early 1920's, Talbot built a number of successful models including the 14/45, which was first built in late-1926 beginning a line of models culminating in the 105. Despite sporting success in the 1930s (see sidebar), in 1935 STD collapsed and the Sunbeam and Talbot marques were taken over by the Rootes Group. The French factory was bought by Anthony Lago, who created Talbot-Lago as a brand. Sunbeam-Talbot was formed in 1938 but production was halted during WWII and the Talbot brand was dropped in 1955, with Sunbeam continuing until 1976.





GEORGES ROESCH & THE INVINCIBLE TALBOTS

In the 1930s, Talbots enjoyed great success in racing, rallies and trials, initially with the Fox & Nicholl team (with drivers including the Hon. Brian Lewis, Johnny Hindmarsh and John Cobb), and later with a team run by Warwick Wright together with numerous individuals. From the 14/45's 1 665cm³ engine, Roesch steadily developed the in-line six with a switch to a seven-bearing crank, changes to the cylinder head layout, the use of higher compression ratios, and increases to bore and stroke to enlarge swept volume, first to 2 276 and then 2 969cm³. Naturally, power figures increased with each progressive upgrade. Factory race cars employed special fuels to increase horsepower even further, up to 140hp at the end. The cars began enjoying great success at events including the 500, 1000 and Double Twelve at Brooklands, Le Mans, the Tourist Trophy and the Irish GP, but with the most notable achievements taking place in the Alpine Trials. Two trios of works cars – the first road registered as GO 52, GO 53 and GO 54 and the second as BGH 21, BGH 22 and BGH 23, all of which survive to this day – helped the 'Kensington Flyers' to earn the accolade of 'invincible', a fine tribute to Roesch's engineering skills.

Recognised by some as being the car that saved Talbot from obscurity, the 14/45 was launched at the 1926 London Motor Show and was mostly sold as an open two- or four-seater but they were by no means sports cars. Having proven himself with development of the firm's four-cylinder engine, for the 14/45 Georges Roesch developed a new, long-stroke (95mm) 1 666cm³ in-line six-cylinder engine that featured a four-bearing (later seven-bearing) crank and a lightweight valve gear that featured vertical overhead valves operated by thin pushrods and rockers pivoting on friction-saving knife-edge fulcrums. The push-rods were made from Vibrac steel, the discovery of Armstrong, Whitworth Co. of Manchester, England, the metal asserted to have "the valuable property of never tempering brittle and of being absolutely reliable and

consistent in its behaviour under any normal treatment". Not only that, the story goes that the pushrods were so light and thin for a car of its era because they were produced in a Birmingham knitting needle factory. The engine produced its 45hp (35kW) at 4 250rpm, an engine speed it happily could maintain all day. It was one of first Talbot cars featuring a four-speed transmission and had a top speed of 62mph (100km/h).

As a fascinating aside, the engine of FMM's car featured here was recently overhauled by one of Cape Town's most respected 'automobilists', Dickon Daggitt, and he was intrigued to find that valve clearance is controlled by buckets on top of the valve stems (à la Bugatti) as well as a V in a plug that is located in the rocker assembly. This plug is held in place by a bolt through the side that locks it to the



rocker assembly. Dickon battled to set the clearances until he spoke with Feliciano Martins, who has the ex-Jock Boyd Talbot, who told him that that all he had to do was loosen the bolt, put a feeler gauge between the rocker and the valve stem, push down on the V-plug until all the clearances were taken up, then lock the bolt. Simple when you know how...

FMM's Talbot – one of the earliest 14/45s to be built – was one of the first vehicles bought by British American Tobacco for the Heidelberg Motor Museum's collection back in 1975. It came from British collector Patrick Chapman and arrived pretty much in the condition it is in today and formed part of the museum's core collection. FMM bought the car when Heidelberg was closed in October 2004. Nowadays, driving the car in all its natural glory makes for an interesting experience.

It starts immediately on the button and settles into a smooth rhythm. Alongside the handbrake to the right of the footwell sprouts the gear lever with a well-worn 'gate plate' that facilitates precise engagement of the cogs. Pedals are conventionally laid out and while their action is stiff, they are not leg-achingly so. It pulls away with ease – the low-down torque of early long-stroke engines never ceases to amaze, often belying their cubic capacity – and once I had got the balance of revs/clutch/shift sorted, progress was (almost!) crunch free, helped by double-declutching on downshifts.

Devoid of hood and side glass, looking over the big steering wheel along the shapely bonnet with its radiator cap temperature gauge as a 'sight', it was easy to imagine being in the between-war years, bowling along to the purring accompaniment

of the sweet exhaust, travelling the countryside and heading for a summer picnic spot with a full complement of passengers sharing the experience of the freedom of the road. The firm suspension and impressive brakes encouraged a 'press on' approach, with only the rather large turning circle (wheelbase is 2 819mm) needing consideration. An overheating coil temporarily brought our photoshoot to a halt, but no matter – 'get out and get under' as the old song advised.

The 14/45 was marketed as 'the real sportsman's car' and, with 11 851 made, proved a commercial success at a crucial stage in the history of the Talbot concern. Sadly, it was not to last, but the charisma that surrounds the Talbot name seeps from every ding, scratch, tear and crack of this bare bones example. Now where is that oily rag... 📷

NASH-VILLE





Down on a farm an Ambassador lurks – not in the state capital of Tennessee, but in Langebaan, Western Cape. **Mike Monk** seeks out a fine example of one of America's less commonly known but nonetheless innovative auto makers.

Outside of the USA, Nash Motors is not one of America's 'tip of your tongue' popular makes but its history is full of style and innovation that belies its relatively short but fascinating history. The company was founded in 1916 by former General Motors president Charles W Nash when he acquired the Kenosha, Wisconsin-based Thomas B Jeffery Company, makers of Rambler and Jeffery motor cars. The 1917 Nash Model 671 was the first vehicle produced to bear the name of the new company's founder and started a few decades of success by focusing its efforts to build cars "... embodying honest worth ... (at) a price level which held out possibilities of a very wide market". It became part of the Nash-Kelvinator Corporation in 1937 – an unusual but significant merger, as we shall see – then a short-lived division of American Motors Corporation (an amalgamation of Nash



Also in 1938, Nash offered vacuum-controlled gear shifting operated by a small selector lever mounted on the dashboard, immediately below the radio controls.

and the ailing Hudson Motor Car Company) from 1954: production ceased three years later.

Despite only having a 40-year history, Nash was quite an innovative company, generally acknowledged as pioneering a through-flow heating/ventilation/air conditioning system (1938), unitary construction (1941), a remote control Zenith radio that enabled the driver to

change stations at the touch of his toe (1948), offering seatbelts (1950), and for producing cars that created what were to become generally known as the compact (1950), sub-compact (1970) and muscle car (1957) market categories.

Nash's marketing pitch in the late-1920s/early-1930s was "Give the customer more than he has paid for", and the cars generally did not disappoint. However, in 1924 Nash absorbed LaFayette Motors and converted its plant to produce Ajax automobiles, an entry-level brand that soon failed. Ambassador was the name given to the premium model and was first used for the 1927 model year on a specially-trimmed four-door, five-passenger sedan version - the Nash Advanced Six (Model

267). In 1930 the name was moved to the awkwardly-named Nash Twin Ignition Eight model line, which, not surprisingly, was soon renamed the Eight-90. In mid-1932 Nash established the Ambassador Eight as a stand-alone model offered in a number of body styles, including coupés and Victorias, and featured suspension adjustable from inside the car. In 1936, Nash introduced the 'Bed-In-A-Car' feature, which allowed the car's interior to be converted into a sleeping compartment. Demand for Nash's exceeded supply...

In 1937 Charles Nash decided to retire and chose Kelvinator Corporation head George W Mason to succeed him, with Nash Motors taking a controlling interest in the household appliance company to form Nash-Kelvinator. The following year, using shared expertise, Nash introduced an optional conditioned air heating/ventilating system in which the hot-water car heater drew in fresh air from outside the car – the basis of all modern car heaters in use today. A year later a thermostat was added into the system and thus the Nash Weather Eye heater was born. Also in 1938, Nash offered vacuum-controlled gear shifting operated by a small selector lever mounted on the dashboard, immediately below the radio controls.

The company suspended passenger car production during WWII (1942-1945)



and when it resumed, the Eights were no longer part of the line-up, replaced by the Ambassador Six as the top of the Nash line. Mason promoted aerodynamics in car design, and the post-war Ambassador is best remembered for its enclosed front wheels. When Nash rolled out its streamlined Airflyte body style, Ambassador sales enjoyed a significant gain by selling just four-door and two-door sedans in the 1949-1951 market place.

The Nash Ambassador received its last complete restyle – by Pininfarina – in 1952, receiving several prestigious design awards and carrying over into 1954 almost unchanged. However, due to materials restrictions caused by the Korean War, American car sales were in a depression and the independent car makers such as Hudson suffered as a result. Airflyte styling entered its final season with the heavily facelifted 1955 versions, which featured a new front end with the front wheels more exposed, and a 'Scenaramic' wraparound windscreen. A (Packard-sourced) V8 engine was offered for the first time, coupled with Packard's Ultramatic automatic transmission. Using its Kelvinator refrigeration experience, the 1954 Nash Ambassador was the first American automobile to be offered with a fully-integrated front-end single-unit heating, ventilating, and air-conditioning system.

Nash-Kelvinator merged with the ailing Hudson Motor Car Company in January 1954 to form the American Motors Corporation. Mason died shortly after the merger as sales of AMC's Rambler-badged models flourished while those of Nash and Hudson fell away. Nash models offered for 1956-1957 were heavily re-styled in the rear, and offered in a variety of two- and three-tone colour schemes. The 1957 models were the first cars to come equipped with quad headlights as standard equipment.

The 1957 Nash Ambassador featured here belongs to classic car enthusiast and restorer Danie Marnewick. One of the last to be built, the car was originally supplied by Ronnie's Motors in East London and according to Johan Pretorius of Bethulie, a Nash agent at the time, only six of these cars were imported to SA. The car later moved to new owners in Worcester, Moorreesburg and Strand before Danie bought the car some 11 years ago. The bodywork, still in its original colour, was in good condition with no rust and all the chromework still shining. It appears to be one of only two left on our roads, the other

However, due to materials restrictions caused by the Korean War, American car sales were in a depression and the independent car makers such as Hudson suffered as a result.



The interior has been completely re-upholstered and retains Nash's "Sleep where you want to..." boast as the split front seatbacks fold down to form either a single or a double bed.

residing in the Mercedes-Benz Museum in East London, while a wreck is thought to exist somewhere in Cape Town.

When Danie acquired the car the 327ci (5 358cm³) 225hp (190kW) V8 engine ran but emitted a loud knock. Danie did a compression test – compression ratio is 9.4:1 – and found that one of the cylinders had no compression at all. Upon stripping the engine, he found two big holes in the

piston thanks to a broken valve head that was later found inside the sump. Fortunately, Danie had bought a spare engine for the car and was able to replace the broken piston and valve from this spare engine. An overhaul ensued that included replacing all the valve guides and re-grinding the valves. The cylinders, remaining pistons and four-barrel carburettor were in perfect condition.

Mechanically, the Nash is relatively sophisticated, having a three-speed plus overdrive automatic transmission, torque tube drive, coil springs all round and dual-servo 11-inch (279mm) drum brakes, which Danie overhauled along with the master cylinder. A stainless steel exhaust system was fitted with twin tailpipes

to enhance the V8's sound. The interior has been completely re-upholstered and retains Nash's "Sleep where you want to..." boast as the split front seatbacks fold down to form either a single or a double bed.

Stepping inside, the cabin is light and airy and the expansive bench front seat comfortable. The right-hand drive steering wheel is ornate and attractively styled with a bright horn ring set-up to match the column stalks. The speedometer is to the left of the centre-dash instrument display. Firing-up, the motor starts effortlessly, and pulls away easily to the accompaniment of the burbling exhaust. It is an easy driver, capable of running all day at modern cruising speeds thanks to the overdrive autobox. Lots of turns from lock to lock, a firm push on the brakes and a slightly wallowly ride are all typical of American cars of the period – and none the less charming for that. It is one of those smiley-face cars that, yes, goes well with some country and western on the radio.

The final Nash Ambassador rolled off the production line in the summer of 1957. Nevertheless, the Ambassador – as a flagship model name – continued on Rambler and AMC brands until 1974 to become one of the longest-lived badges in auto history. Danie's example is a rarity, a 56-year-old still looking good with a distinctive character of a once proud and innovative company. **Q**

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2013 FIAT 500 CABRIO

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58 000km, bronze, top of the range S60 with the very powerful and sporty 3.0 turbo engine producing a healthy 224kW of power.



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R215 000

2006 NISSAN 350Z

21 000km. How superb does this 4 wheeled rocket look in this unique colour combination? And the condition is as new. To replace this model would set you back R650 000.



R579 000

2011 MERCEDES-BENZ M-CLASS ML350 CDI

45 000km, silver, superb low mileage example with factory extras such as navigation, lane assist, xenons, comfort package, sunroof, tow bar and big wheel option.



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.



R465 000

2011 BMW Z4 35i S-Drive

Superb original example of the top of the range Z4, with a balance of Motorplan to 100,000kms or 2016. Stunning sports car with proven performance and style.



R215 000

2001 JAGUAR XKR CABRIOLET

140 000km. Check the price of this 400bhp sports Jaguar. It's that time of the year again, the time of giving so I have priced this car at R100k cheaper than any other.

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The FRENCH CONNECTION



Scamp, like Jody, could get it sideways too. At Roy Hesketh, Scamp's favourite circuit, in the 1970 season. (Colin Camp/motorprint)

In Part One of his Scamp Porter Renault tale, **Greg Mills** talked of ingenuity, engineering know-how, driving skills and a willingness to help others get it right. Geoff Mortimer developed his reputation driving a Renault with Scamp's input but perhaps the biggest name to have come out of Porter's help was Jody Scheckter.

Images: www.motoprint.co.za

He came to the workshop after one Nine Hour and asked if he could look around the car. So I put it on the hoist. The next time around he had made a perfect replica.

“I gave Jody all the parts and advice that he wanted,” recalls Scamp from his Cape home, “as I did for other Renault drivers. Jody never said very much and we thought that little of what we said was going in, but we were quite wrong. He took everything in. He came to the workshop after one Nine Hour and asked if he could look around the car.

So I put it on the hoist. The next time around he had made a perfect replica. In many ways, however, it was better than my car as he cut away the wheel-arches completely, making it cooler and lighter.”

“I remember the one time,” recalls Scheckter, “when I had got more competitive, Scamp came over to take a look at my car and said: ‘Your car is exactly the same as my last year’s car’. Nearly every detail was the same, since I used to climb all over and in his car when it was on the trailer, and look at every single detail. As I became more competitive, the help slowed down.

“I have very fond memories of him, had a lot of respect for his technical knowledge and learnt a lot from him,” observes the former World Champion, who turned 63 in January 2013. That whole era brings some of the fondest memories of my racing career.” But, he adds, “Looking at some of the photographs, I never remember him being so handsome!”

In return Scamp says he never came across a driver with as much car

PART 02



control as the young, woolly-haired Scheckter. "He had the ability of saving a lost situation that was remarkable," he remembers. "We had several good dices [in the 1300cc class]. He would outbrake me on the inside going into Crowthorne, and I would get him back when he slewed across the road catching a big slide. The next lap I would block him on the inside, and he would outbrake me on the outside. Again, I would get past him as he nearly lost it. He would constantly bugger up the corner," Scamp laughs, "but his car control was unbelievable."

Scamp also prepared a supercharged Gordini for the top, open class, against the likes of the Meissner Escort and the Alfa Romeo GTAm. "We used a Roots-

type blower, with a chopped-down nose to fit the pulleys in the engine-bay. But the clutch could not take the power at the start, worsened by the fact I had installed much longer second,

In return Scamp says he never came across a driver with as much car control as the young, woolly-haired Scheckter. "He had the ability of saving a lost situation that was remarkable," he remembers.

third and fourth gears in the car, which enabled me to use them all at Kyalami."

Instead he drove the blown Alconi R10 version on one occasion, but "although powerful, it was not very reliable." Puddles, who left SA to work

as an Instructor and Course Developer for Auto Technicians with a Canadian Provincial Institute of Technology from 1981 till retirement, says that Alconi developed the blown R10 with

the "intent to challenge for overall victory in 1967, but commitments to business obviated other tracks than Kyalami. Power output in the first Alconi-badged R8 (with a supercharged Gordini 1296cc engine) was immediately so high that teething trouble with clutches, then bent

pushrods retired the vehicle. The following event saw good performance, leading Chatz and his Alfa GTA, but the diff vaporised the oil due to high forces, and retirement was necessary. The unusually high consumption



When cars were hairy and the stands packed. 1969 Nine Hour.



1969 Hesketh Easter Race with Scamp in the R8.

also slowed the car with fuel surge in corners.” The car was then converted into R10 specs, which could not use extra wheel track of the R8 with its wheel-well extensions.

The basics from the blown R10 were used by Scheckter in top class for the 1970 season, the final hurrah for the modified cars. Adler: “When Alconi Developments agreed to up the campaign countrywide with Jody, he translated the regulations’ 1.4 multiplication of the capacity differently than us, and so the decision was to use the stroker crankshaft from the new R10 1300cc instead of the 1108cc one and the 1296 pistons, making 1460cc, which, multiplied by 1.4, came in under 2000cc.

Jody built up the new motor, using the complete intake, blower arrangement, carburettor, blower drive and ancillaries from our R10. He used the camshaft too, which was developed to suit a boosted engine, but all this was fitted to his own white racing R8.”

“The supercharged car,” recalls Puddles, “always suffered from performance loss as the engine compartment heated up uncannily, and no-one was wise enough to try intercooling or water injection, or even packing it with dry-

ice!” According to the Alconi Developments Johannesburg Rolling Road Dynamometer circa 1967/8, the “Standard Alconi 1108cc produced 48kW; Scamp’s 1296cc race-car made 93kW, which increased to 98kW by ‘the end of tuning’, while the supercharged 1296cc R10 produced 127kW, but which fell to 110kW by the end of the session. “No-one,” says

“The supercharged car,” recalls Puddles, “always suffered from performance loss as the engine compartment heated up uncannily, and no-one was wise enough to try intercooling or water injection, or even packing it with dry-ice!”

Puddles, “could fathom it out. Was it heat, hot air to carb, too little air to carb, some engine degradation?”

Adler also reflects that motorsport then was no way to make money. “Even though Renault R8/10 sales penetration in Southern Africa rose incredibly on the back of the racing success notable to the performance-mad SA public, the rewards to the enthusiast race driver/developer/competition manager of that time were actually quite minimal. They did it merely for the love of racing. Most sponsors only supplied free product.

The successful racer was usually on a short list from the tyre manufacturers to *buy* their latest arrivals of new rubber compounds. Scamp was certainly paid a fair wage for the job, and had a useful, if not complete, budget from Renault. But it was definitely just a wage, and there was no sitting around and waiting, or negotiating the big bucks with competitive manufacturers. You just kept on working to pay the mortgage!”

Adler shared the drive in the Group Two Toyota in the ill-fated 1972 Nine Hour when Scamp’s Celica collided in a practice downpour with Ferreira’s stranded Mini, which burst into flames on impact. Despite Scamp’s efforts to get him out of the car, the Cape Town driver later died of his injuries. “I did not want something like that to happen again,” muses Scamp, “and the only way I could be certain of that, was to stop driving.”

Scamp Porter excelled as a driver-engineer at a time when hands-on, do-it-yourself engineering was the norm. While he shone on the sprint tracks, as Puddles notes, “his record in endurance racing is surely unmatched!” From 1961 to 1969 he co-drove in the blue-riband Nine Hour to two fourth overall, first saloon-home finishes; two fifth overall,

first saloon-home finishes; while he also prepared his brother Phil's cars to one fourth overall, first saloon-home finish; one sixth overall, second saloon-home result; and two ninth overall, first saloon-home finishes. "That," exclaims Puddles, "is seven first saloon-home finishes in nine Nine Hour events," and all this against a pedigree international field of larger engine racers. During the same time the cars he prepared obtained three first place Total LM rally finishes, and at least two second places.

"We all knew," observes Adler, "how to build strong powertrains, but he had the mysterious vision that foresaw and reinforced other weak links, and knew exactly how much the motors and running gear could take each year as power output demands increased. He and all his drivers treated the Nine Hour as a sprint from the driver's point of view – only rpm was kept to his demands."

Scamp's motorsport enthusiasm shone through in other ways. Photographer David Pearson was an aspirant Port Elizabeth racing driver in the 1960s with his Anglia. The local scene revolved around the old aerodrome at St Albans. "There was never anything in it for them, but Scamp and Koos Swanepoel used to come down and boost public interest with their names and cars. To have the world's fastest R8 and Anglia in one meeting was quite something for PE."


With the demise of the SA Saloon Car Championship in 1970, and the victory that year finally Mortimer's, the writing was on the wall for Renault. "The R12 had appeared but this was a front-wheel drive car, different to what we were used to."

In 1972 Scamp moved to Toyota as motorsports manager, working initially under Phil, a chartered accountant. "He was probably the best driver I ever raced against or with," reflects Scamp. Personal tragedy had not eluded him, sadly. Phil Porter died

from a heart attack aged just 45 in 1979. In 2009, Scamp's son Allen was killed in a rally transporter accident outside Laingsburg.

Even though he retired from active competition as a driver after the Nine Hour accident, Scamp continued to manage Toyota Motorsport until 1982, in the process developing a firm friendship with Toyota Team Europe's Ove Andersson in the preparation of the Corolla rally-car. "We bored and stroked that to 2.2-litres eventually," says Scamp, before he moved on to run his own business and apprenticeship and qualify his sons from his Ferndale premises. Today son Colin carries on the family name from his Cape base, preparing an S2000 rally-car amongst other tuning roles.

One of his first tasks at Toyota was to build the brutal turbo-charged Land Cruiser for Eddie Keizan and Paddy Driver, which won the Roof of Africa in 1972. Eddie says, "My exposure to Scamp was, in the early days, as someone whom Puddles and John at Alconi (where I used to busk as a spanner boy after work) had the highest regard for as an engineer/driver, competitor and person. I always found him to be a smiling, polite and gentle man, much too nice to be a hard-core racer."

But he was –and is –all of those things, and an astute judge of talent to boot. And of his role in assisting South Africa's first World Formula One Champion, Scamp recalls, "I always said of Jody that if he could learn to drive straight he could be quick." Cold Fact indeed. 

"We all knew," observes Adler, "how to build strong powertrains, but he had the mysterious vision that foresaw and reinforced other weak links, and knew exactly how much the motors and running gear could take each year as power output demands increased. He and all his drivers treated the Nine Hour as a sprint from the driver's point of view – only rpm was kept to his demands."



The Ferrari F40 is regarded by some of the most experienced road-testers as the greatest road-going Ferrari ever. This is interesting because, prior to its launch in 1987, supercars were huge monsters usually sporting massive normally aspirated V12 engines, not a relatively diminutive V8 wearing twin Japanese IHI turbochargers. The F40 was good but it was also a real game changer.

In 1987 the *über*-car of the day was the complex and very competent Porsche 959. In 1983 the fastidious

engineers in Stuttgart had trumped Enzo Ferrari's previous best effort, the 288GTO, by developing the Gruppe B, later to become known as the 959. As a celebration of Ferrari's 40th anniversary, Enzo responded with the F40, a car at the opposite end of the engineering spectrum from the Porsche. The F40 was not built to actually race, although a number were track-prepared by Michelotto for privateers, so the £193 000 (R3 060 581) road rocket initially came in for some criticism as a bit of a poser's car. The McLaren F1 of 1992 was not designed as

a racing car either, but went on to win at Le Mans in 1995 against all the odds, guaranteeing its perfect credentials.

The Leonardo Fioravanti-designed F40 was the last Ferrari completed under Enzo's reign and history has proven the Old Man got it spot on. So much so, that the initial production run of just 300 examples was radically upped to 1 315 when production ceased in 1992. Ferrari had developed the first production car that could breach a genuine 200 miles per hour, a hypercar that was raw, dangerous and exciting. It went against the accepted consensus of

PURE & COOL



Rob Reneson takes a fast ride in a car that brings back the thrill of real driving, where form follows function and senses are buzzed. And claims it be Ferrari's greatest road car: the F40.

Photography by Oliver Hirtenfelder

ever more powerful supercars needing ever more complex computers to shield the drivers from themselves. The F40 is not simple, it is pure. It is extremely cleverly engineered, being constructed of Kevlar, carbon fibre and aluminium. With its double overhead-cam, flat-plane, fuel-injected 2.9-litre V8 treated to forced induction, the F40 weighs just 1 235kg and pumps out near on 500bhp, which translates to a white-knuckle power to weight ratio of 441bhp per ton.

With no ABS, no power steering, no airbags, no brake servo and not even

a radio fitted as standard, the F40 was deconstructed to the point of austerity in order to preserve an absolutely focussed and intimate experience of raw speed and razor sharp handling. The F40 is 25 years old and looking back on it as a modern classic, you understand why it is now appreciated as one of the finest drivers' cars ever. It provides old school driver involvement with supercar levels of performance. It will dash to 60mph in under five seconds and the brutal turbocharged acceleration continues right up to 201mph. Classic car types relish the

F40 because subsequent supercars have become heavier, more complex computer-controlled variations of one another. In our world, the Ferrari F40 is appreciated as the best analogue sensation in a sanitised digital age.

Driving the F40

Each drive is a dramatic experience. The F40 is so thrilling and alive. The rush of power after 3750rpm – once the turbos have spooled up boost pressure – is totally addictive and intoxicating. That turbo kick has to be experienced to be believed although



the turbo lag takes a bit of getting used to and the power does drop off at over 7000rpm, so extracting the maximum from this narrow powerband does require concentration.

Although light and superbly balanced, the Ferrari F40 is not an easy car to drive really quickly. Sure, on a straight road, it is simple to shove the firmly sprung throttle pedal down as far as it will go, wait for the needle on the rev counter to break 3500rpm and then hold on as the projectile goes ballistic. The clutch is heavy and the dog-leg five-speed manual gearbox is obstructive which, combined with turbo lag, makes the F40 hard work.

But as with fast vintage or classic cars, give it time and learn its foibles and the Ferrari will reward.

Smooth inputs reveal astonishing levels of acceleration and road speed. This is enhanced by the ever-so-direct and sensitive steering, one of the car's best attributes. Once ignited, the whoosh and hiss of the twin turbos overlays the exhaust note (unless you have an aftermarket Tubi-style straight through system fitted) and the lovely unencumbered steering has to be minutely adjusted to keep the lightweight F40 on your chosen course. The ride jiggles but it does absorb rather than crash over

road bumps, while the carbon fibre bodywork transmits every squeak, boom and rumble into the cockpit along with vast amounts of road roar. But this sensitivity communicates the road surface directly to your fingertips and the seat of your pants in a wonderfully tactile manner. Dynamic timing makes every drive in an F40 an unforgettable experience, as does judging the braking distance accurately because closing speeds can be immense. But get everything right and you will come away feeling like you have truly tamed the *Cavallino Rampante* and no motoring encounter is more vivid, exciting or satisfying.

25 F40 FACTS FOR THE TIFOSI

1. The one to have

All Ferrari F40s built from 1987 to 1992 were red with red interiors. All were LHD except for the seven especially constructed for the Sultan of Brunei. Ferrari initially proposed to limit production to just 300 examples but demand was so prodigious that 1 315 were actually manufactured. The price new in '87 was £193 000 (R3 060 581). Prices peaked in 1989 at a million pounds (R15 857 935), with a low point of £100 000 (R1 585 793) in 1991 but now the best examples command around £400 000 (R6 343 174). So, with all the cars pretty much the same, what determines the top value? Low mileage is all. Low mileage plus being an early non-

cat, non-adjust, sliding window, Euro spec, accident free example. (See points No. 9, 11 and 15). There are a surprising number of F40s with mileages of under 15 000 which makes you wonder what the hell the owners did with these fabulous road racers.

2. Go figures

The Ferrari F40 was the first production road car with a top speed of over 200mph (322km/h) – just, at 201mph (323km/h) with a 0-100km/h time of 4.5 seconds thanks to official figures of 478bhp @ 7000 and 426lb ft of torque @4000rpm. Weighing a nimble 1 235kgs gives 441bhp per ton at least! See fact number 9.

3. Weak Bladder

Ferrari F40s are fitted with racing car-styled bladder tanks. One in each sill. The bladders are 'lifer' for 10 years and cost about £13 000 to replace from Ferrari itself. This used to be an issue when the values were on the wane but now that F40 values are strongly on the up, the expense is amortised by increasing values. The real solution is to have two aftermarket aluminium tanks installed. Fit and forget.

4. Anchors

With 478bhp to play with, it is easy to pile on the acceleration but less so the retardation thanks to the F40's rather underwhelming



brakes. The four-wheel, non-servo assisted, ventilated discs are the Ferrari's weak point so brake upgrades are popular. Better disc and pad materials are now available and some fit bigger brakes, which necessitates larger alloy wheels (see point 6), which some purists decry.

5. Burning rubber

Tyres are another sensitive area. Originally the F40 was supplied with Bridgestone, Michelin or Pirelli tyres. It seems the Bridgestones are not the best in the dry, the Michelins are not that good in the wet and the Pirelli P Zeros are the best all-round option. The more modern Michelin Pilot Sport are the best all round tyres but are not ideally suited to track work because they can overheat.

6. Wizard of Oz

Original F40 wheels are a modest 17-inch in diameter and are not that effective at extracting heat so OZ and Japanese Enkei alloys (see point 21) are a popular upgrade, especially when fitting bigger brakes and tyres. The Michelotto race-prepared cars ran on OZ alloys.

7. Drag queen

The Ferrari F40 was designed by Pininfarina's Leonardo Fioravanti, the artist behind the Daytona, 512BB and 308. His previous designs were curvaceous and beautiful, whilst the F40 is sharp, angular and efficient with a low drag of 0.34Cd.

8. Racing or not

Ferrari never intended the F40 to go racing.

But it made its racing début in 1989 when a couple of privateers campaigned F40s in the IMSA Series at Laguna Seca and the BRP Global GT Series in Europe in 1994 winning the 4 Hours of Vallelunga. In LM guise they were beaten by the McLaren F1 GTR at Le Mans. The F40 was always fast but reliability was the problem.

9. Italian horsepower

Ferrari quoted 478bhp for the catalytic equipped F40 and we all know the Italian horses are usually a bit bigger than most others. But with the early cars not fitted with catalytic converters, quoted at 486bhp, the power is actually nearer to 500bhp which is a nice bonus and is why pre-cat cars are the most desirable.

10. Pasta free diet

Ferrari's current hot shot 458 weighs a portly 1 485kg and gives 384bhp/ton. This puts the F40's very light 1 235kg weight into perspective being about the same as a Porsche 911 of the late Eighties and considerably less than the admittedly more complex four-wheel drive 959 competitor of the time, which weighs 1 450kg.

11. Adjust versus non-adjust

Later F40s had hydraulically adjustable suspension, which causes problems. Some people actually need adjustable suspension for steep driveways or speed humps but best to do without. The suspension has three settings: highest under 30km/h, then it drops and drops again at over 50km/h. You can feel if the hydraulic system has packed up when

the car fails to lower or porpoises along the motorway. Also, the F40 could be ordered with two ride heights, set by the factory by adjusting location points on the wishbones.

12. American spec

In total 600 F40s were built to American spec and are not as desirable as the cars have less power, more weight because of extra crash protection, cats, adjustable suspension, additions to the bodywork, strange seatbelts and so on. Best avoided.

13. Chassis numbers

And here's something for the real anorak! F40 chassis numbers are: ZFFGJ34B0007... followed by the car's personal four digits. The first cars' numbers started with a 7 and, of course, these are the most desirable. 8 are the most common with the later cars starting with a 9. But, if you find this interesting, you should get out more!

14. Seat of the pants

The F40 could have been ordered with three seat widths: Small, Medium and Large. Most were fitted with Medium, as the Small is really tight. Interestingly, most Small seats come with nicely turned little aluminium blocks that fit under the runners so those of Alain Prost dimensions can actually see over the steering wheel.

15. Trimless

The cockpit of an F40 is a very sparse place. The red cloth seats do not adjust for rake; seatbelts are either inertia or a harness; there is no stereo or central locking; the



simple, unassisted steering wheel is airbag-less; carpeting is totally absent exposing the carbon Kevlar weave; the drilled alloy pedals are functional and the brake pedal does without a servo or ABS; the manual, dog-leg 5-speed shifter sprouts from an exposed gate and the first 50 F40s even had sliding windows. Pure, uncomplicated, functional and racing car exciting. OK, air-conditioning is fitted and well received.

16. Clutching at roars

The clutch on an F40 is always weighty and it gets heavier as it wears. Replacing the clutch is a big job, as the rear valance and gearbox have to be removed to get at the clutch unit. They don't wear excessively, although it is possible to burn a clutch out in 10 minutes through excessive slipping. On or off is the best way.

17. Belts and braces

Unlike the later 355, which requires the engine coming out, the F40 cam belts can be done with the V8 engine *in situ* as the belts can be accessed by removing the seats.

18. Blinded by the lights

The F40 lights are not very good at all. The stalk operation is totally unintuitive as you have to move the stalk up and down and twist it as well. Altogether too easy to turn the flip up main headlamps off completely when going for dipped beam.

19. Tubi-la-bells

An F40 is hardly for the shy and retiring type

and in standard trim the turbocharged engine is actually fairly quiet even if it features the signature three tailpipes. Most owners opt for a modified Tubi system. These can be had in three levels of excruciation: 'cans' give a great howl; 'straight through' are even louder; and the 'LM bypass' pipe will have your ears bleeding before you reach the end of the *autostrada!*

20. Wonderful weave

The F40 is constructed of a space frame and chassis and the bodywork consists of 11 carbon Kevlar panels.

21. Who's who

As the ultimate supercar of its day, the F40 was owned by a number of well-known personalities including: Nigel Mansell, F1 World Champion. He soon turned his for £800 000. Alain Prost, F1 World Champion; Patrick Tambay, racing driver; Rene Arnoux, racing driver; Jacques Laffitte, racing driver; Jean Todt, ex-CEO of Ferrari; Gianni Agnelli, Italian industrialist, owner of Ferrari, who had a semi-automatic Valeo gearbox fitted; Luciano Pavarotti - how did he squeeze in? (His must be one of the very low mileage examples.); Nick Mason, drummer with Pink Floyd, which has probably the highest mileage example; Rod Stewart. He had his painted Giallo Fly. Yellow to you and me.

22. Turning Japanese

And from those proud Modena engineers we bring you twin water-cooled IHI turbochargers

from Ishikawajima Harima Heavy Industries in Japan! Well, they provided the highest technology turbochargers at the time and the good news is that to recondition the turbo is not that costly.

23. Scarlet finish

To keep the F40's weight down to 1 235kgs, only two litres of red paint was used on each car. The finish is not great and the thin covering means that the weaves in the body panels are visible. Must give Ferrari concours queens apoplexy. This why you find so many cars have been re-painted as the original finish was poor.

24. Real racers

Michelotto was supplied with bare F40 chassis, which they used to build F40 LMs from new. Micheletto F40 GTs were converted road cars and the successful Michelotto GTEs were never sanctioned. F40s were raced up until 1997 and gave the McLaren F1 a good run.

25. Kapow!

And here's a rather useful tip for budding track day racers: if you take your F40 along for some fast work at a circuit, don't brim the twin tanks. The weight and pressure of the petrol will bust through the cheap filler caps. The gas will then be funnelled straight into the conveniently placed NACA ducts that feed the engine and directly into the hot and spinning turbocharger. Kapow! Game over as pop artist, Roy Lichtenstein, might have put it. 🚗



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DIE WINDHOND BLOWETH



Whether it's reviewing freshly minted metal at his day job as a newspaper writer, or rubbing rusted fenders on weekends, *The Star* Motoring's **Jesse Adams** prefers his cars made of steel. But there are exceptions...

Photos by Oliver Hirtenfelder.

Fibreglass can be evil. Or at least that's what hanging out in classic car racing circles will teach you.

Backyard lightening projects, when not done properly, all too often result in messes of resin-plastered woven mat and passed off as lightweight racing panels. And don't even get us started on the woes of period incorrect carbonfibre (or even worse carbon-stickered) bits. In the ever-elusive quest for tidy, and genuine historic motorsport, these shimmering weaves and wonky laminates have

become most unwelcome additions to many a Capri dashboard or Alfa bonnet.

When done right however, and used in tasteful places, these weight-saving materials can enhance both form and function. It's not often that we think it's okay to incorporate classic cars, motorsport and carbonfibre, but if there's one place where the amalgamation can mix harmoniously, it's in the sport of landspeed. Yip, out here on an arid pan in the Northern Cape, where the name of the game is just going fast in a straight line, the spirit is less about preserving history

and more about 'anything goes'.

The inaugural Kalahari Speedweek was held last year, and after intimate run-ins with all sorts of machinery – from home-built ratrods to Lamborghinis - chief scrutineer Anton Dekker knew that he'd have to tap his area of expertise and do-up a landspeed creation of his own for this year's event which took place again at Hakskeenpan in September. His area of expertise? You guessed it – Fibreglass. And carbonfibre. And carbon Kevlar. Let's say composites in general, and this guy knows how to do it right.



Windhond gets an inspection from a hond with a different type of wind. Moments later the left rear wheel was watered. Bad dog.

Take a stroll through Dekker's skunkworks in Pretoria, and it's quite obvious that classic Porsches are dear to his heart. Besides a couple of budding 911 racers donned in composite panels, the walls, toolboxes and cupboards are all plastered with aircooled porker paraphernalia. His initial plan was to develop a stripped-down and chop-topped 356 designed for flat-out pan crossings, but nostalgia got the better of him and he decided against sacrificing what's becoming an increasingly rare chassis.

So the next best thing then. A

Beetle. Not only are old VWs like this plentiful, but spares are too, and no one would mind one getting chop-rodged into a land speed racer.

Meet the *Windhond*. Named cheekily after the English Bloodhound project planning to break the world land speed record and go 1 600km/h in the Kalahari in 2015, this car was probably the most photographed machine at Hakskeen this year. And it's easy to see why.

This bug's most standout features are a set of very narrow steel wheels, finished in blood red and shod with

BMW GS motorcycle tyres. The wheels, 18 inches at the back and 17 at the front, are actually marie biscuit space-saver spares donated from modern Volvo XC90 SUVs and just so happen to accommodate bike rubber without modification. The idea here was to decrease wind resistance, even if the tiny contact patches resulted in some instability. Anton says he'll probably fit wider tyres next year.

But, if it's the wheels that strike the conversation, it's the *Windhond*'s shell construction that finishes it. Dekker, an expert in lightweight racing panels,



Stylised 356 buckets don't do much for the ol' keister, but weigh next to nothing. Floorboards comprise carbon kevlar panels.



Carbonfibre dashboard with a lone, custom tachometer offers only the necessary vitals.



Note the super rare 356 Carrera Abarth steering wheel, and brand-new door pulls from '73 2.7 RS Lightweight 911.

basically whittled down the Beetle's body to its bare skeleton, and then whittled some more until its most basic structural elements were left. The rusted floorboards were then replaced with planks of carbon Kevlar (familiar for its yellowish check pattern), the dome section was chopped and refinished in polyester chopstrand mat, and other aesthetic panels such as the bonnet and bootlid were done in decorative fibreglass.

A quick rundown from Anton (he's become quite versed since the car's stardom at Speedweek) involves him running a finger down the Beetle's waistline where composite meets steel. The join is seamless. After 14 years in the game, Dekker has learned some of the trade's tricks, and in these applications he uses fancy OEM bonding materials

just like the big guns would on brand new Jaguars and Ferraris. No rivets. No screws. Hi-tech stuff.

Windhond's two seats comprise layers of carbon Kevlar and carbonfibre, and are moulded off 356 Speedster buckets. Padding is unnecessary for landspeed vehicles, and is completely absent here. So are all other soft goods like carpets, headliners, and door panel trims. Remember this car's only intended to traverse perfectly flat terrain and comfort is not really a requisite of straight line performance.

It's a sparse cabin with only the bare necessities. A lone toggle operates ignition and a singular pushbutton engages the starter. If it's cold, the driver will need an assistant to work the choke at the back because even

one cable routing could make the place seem cluttered.

But even among all the seriousness, some fun has crept in. When one of Dekker's tool suppliers insisted on playing a role in Windhond's development, it was, after lots of thought, decided that the gearlever would be made from a Snap-on 3/8" extension with a 17mm 12-point socket attached to the top. The seat slider levers as well, are deep 9mm sockets. Regular mechanics will notice the Snap-on stripes a mile away, but most will just think these components are machined and polished steel. This is the essence of tasteful modification.

Other details, which only the most knowledgeable car guys would pick up, include simple plastic door pulls off a 1973 2.7 Porsche RS Lightweight



Deep 9mm sockets from Snap-on act as seat slider lever pulls.



Windhond's extra-length gazoom pipe makes a great hand warmer on cold Kalahari mornings.



Snap-on's tell-tale tool styling gives away the gear lever's origins. Here a 3/8" extension and 12-point 17mm socket connect driver to transmission via a custom linkage housing.

(sourced new right from Porsche Centre's parts counter) and a steering wheel donated from a 356 Carrera Abarth. Rare doesn't begin to describe it.

Of course Radel Rennsport would need to be involved with a project like this, and both the engine and gearbox were fettled by the South African aircooled VW boffins. Relative to the car that houses it, the motor's a fairly basic unit. Its four opposing lungs totalling 1600cc in capacity breathe through a single 34 Weber, while mild crank and camshaft modifications see it all rotate smoothly.

The transmission's a simple, reconditioned four-speeder, and that hardened steel shifter emphasises its clickety preciseness. Anton also liked the idea of exposing all the shift linkage, so he repositioned it above the


centre tunnel and had a custom linkage housing engineered to somewhat mimic what's in modern supercars like the Pagani Huayra.

The whole package, which took only nine months from start to finish, weighs in at 605kg and it feels that way from behind the wheel. Because you're sitting inside a composite husk of what the 850kg car once was, the cabin echoes with that unmistakable Volksie clatter and plenty of wind noise.

The broad, thin-rimmed steering wheel requires constant input to keep the shortish wheelbase tracking true and because the tyres' footprints are so small it has a tendency to wander like a bull shark scanning the ocean floor. This only adds to the sensation of driving, unlike more modern machinery which is tuned to take all

the fun and skill out of going fast.

So the burning question then...? The answer is 140km/h. That's what Mister Dekker managed to squeeze out of Windhond at Speedweek this year, which leaves his initial goal of 100mph (or 160km/h) looming for 2014's event. Not impressed? Well, the sport of landspeed isn't as easy as you might think with a sandy surface depriving traction, and crosswinds hell bent on blowing you off line.

Come and give it a try next September. Remember, anything goes out here. Just leave your carbonfibre stickers at home. 

Anton Dekker's company Exclusive Conversions, situated in Capital Park, Pretoria, is a specialist composites manufacturer focusing on lightweight racing panels and component construction.

Windhond is for sale. If interested contact Anton at exclusive_conversion@cybersmart.co.za

SURF & TURF

70 years ago World War Two was at its height. The German Army was heavily committed in Russia, and the US Army was in the Pacific fighting the Japanese. South African and other Allied troops were afforded a respite. In May 1943 the remnants of the German Army in North Africa surrendered to General Eisenhower, and the Allies, with the South African contingent, turned their attentions to Italy. At this time, the American Liberty Ship, the *SS William Moutre* docked in Durban and unloaded a cargo of war material for the Union Defence Force. Amongst the cars, vans, pickups, lorries, tanks, armoured cars, artillery and ammunition unloaded that day, 15 June 1943, were 8 Ford GPA amphibious jeeps. Supplied under indent No. 3325 of November 1942, and at a cost of 500 pounds each, they were, for some reason, designated gun tractors, a purpose for which they had hardly been designed, and without a job to do, were put into storage. **Roger Gaisford** tells this oddball tale.

Studies were undertaken by the National Defence Research Committee in 1940 to produce light amphibious military vehicles using standard motor vehicle components.

The US Government was fully aware that America was likely to become involved in the War and so began a programme of modernising their armaments. Studies were undertaken by the National Defence Research Committee in 1940 to produce light amphibious military vehicles using standard motor vehicle components. The results were the Ford GPA jeep, the tracked Studebaker Weasel and the 2.5 ton GMC DUKW 6x6 Duck. In Germany, a similar project was underway at the time which resulted in the very successful VW 166 Schwimmwagen designed by Doctor Ferdinand Porsche.

Ford Motor Company was one of three American manufacturers to develop a jeep prototype, the GP, and the chassis and mechanical components of this vehicle found use in the development of a light amphibious vehicle. By April 1941, development of the amphibious jeep

by Ford, in conjunction with Marmon-Herrington, an Indianapolis-based company which specialised in four-wheel drive trucks, was well underway. Power came from Ford's lacklustre 1966cc NNA four-cylinder tractor engine and the non-synchromesh three-speed gearbox from the Model A.

Because of the better performance delivered by the Willys prototype jeep in tests by the US Army, Ford lost out in the production of the jeep for the US Army. However, because of the huge demand for these vehicles, Ford produced the Willys MB jeep as the Ford GPW (GP Willys) under licence. And so too, did the production version of the Ford GPA (GP Amphibian) use mechanical components from the GPW. The engine was thus the Ford GPA version of the Willys 2.198-litre side valve *Go Devil*. Gearbox was a three-speed Warner T84J with synchromesh on second and top, and Spicer 18 transfer case and axles, model 23 back, and 25 front. Both front and rear axles carried full floating side shafts. Constant velocity joints on the front axle were Bendix, Rzeppa or Tracta, and brakes were unboosted



Dash is all Jeep with some extra controls.

Lockheed with nine-inch drums. Marmon-Herrington produced the bilge-pump drive, propeller power take off and so on. Sparkman and Stevens, the New York naval architects, designed the hulls, or bodywork of both the GMC DUKW amphibious truck, and the GPA. 600x16 4-ply non-directional bar grip tyres produced by Ford kept the vehicle on the road.

In February 1942 the vehicle was demonstrated to the Army on the Huron River in Dearborn. It was steered and driven on land by its wheels and in water by a rudder and propeller, itself driven from the gearbox. Beach testing indicated the vehicle was able to be launched through moderate surf. The amphibian was quite capable on the road too, attaining 100km/h downhill with a tailwind. In April 1942 an order was placed with the Ford Motor Company for the production of 5 000 GPAs. By mid-1943 Ford had produced a total of 12 778 GPAs, when the Tank Automotive Centre cancelled further orders, citing shortcomings in performance. These were that the vehicle was not up to scratch on the road

and got stuck off the road in conditions that saw the lighter and more nimble standard jeep negotiate with ease. Furthermore, excessive weight meant a low freeboard and limited ability in even slightly rough conditions.

The GPA saw limited use in Europe and Asia, but was never as outstandingly capable as the much larger six-wheel drive DUKW. However, the GPA is certainly a wonderwork of a motor vehicle. Comparing the GPA on display at the South African Museum of Military History in Johannesburg with a jeep, it is a bulky craft, with a bluff scow-like bow. At the rear the large bronze propeller and rudder lurking in a tunnel are of never ending astonishment. The interior is dominated by the left-hand drive steering wheel and two front seats and a double bench rear which can be folded up. The dashboard holds a speedometer registering, in this case, just 177 miles; petrol, engine oil pressure, engine water temperature, ammeter and voltmeter gauges; and an array of embossed plates of instructions of do's and don'ts. In a world of pushbutton-operated 4x4 vehicles, the

forest of gear levers that sprout from the floor are a bafflement. There is the main gear lever, the four-wheel drive and low ratio levers, and the lever to engage the drive from the gearbox power take-off to the propeller, and another to engage the bilge pump, also driven from the power take-off, to keep the craft from sinking in stormy seas. Another lever operates a valve to allow water to be pumped from the front or central compartments of the vehicle, and yet another on the dashboard operates the deck-mounted capstan winch. The rudder is operated by cables attached to a drum on the steering column. Apart from some special fittings, oil seals, bearings, universal joints and so on are off-the-shelf components. Even the propeller shaft gland seal is no more than the common rope seal used on most agricultural water pumps.

The operator's manual pertaining to the Ford GPA makes interesting reading, and instructions on how to take a GPA to sea are most entertaining.

First, the splash shield should be swung forward from its road travelling position against the windscreen and



Fitting the drain plugs before swimming.



Front air inlet closed, bow extension not yet swung and wipers on.

locked in position, effectively raising the height of the bow, and the side air intakes must be closed. The vacuum windscreen wiper should be switched on and the bilge pump selector valve set to pump from the centre chamber, that is, the open passenger compartment. The front hatch-cum-bonnet, which feeds air directly to the radiator, must be closed. The crew should then pause a moment to contemplate their future and perhaps, seeing as they were about to join the ranks of seafarers, take the traditional tot of rum. With the vehicle in four-wheel drive low ratio second gear, and both propeller drive and bilge pump engaged, they should charged down the beach and launch in dramatic fashion into the sea. Moderate surf and breakers can quite easily be negotiated. Once on the water the bilge pump drive is disconnected, this only being used if the vehicle takes on water, or in extreme sea conditions. At the same time the high-low ratio lever is shifted to neutral, cutting drive to the wheels but keeping power to the propeller, and the vehicle driven in low ratio second gear. The side air intakes must be opened to allow cool air to the radiator. Landing was a sort of reverse of the above. As the vehicle approached the shore, the low ratio lever should be engaged, once more driving the wheels, and when on land, the propeller drive should be disengaged and the front hatch opened to allow air directly to the radiator.

So what happened to the GPAs

offloaded in Durban from the *SS William Moutre* all those years ago? Their early history with the UDF is unknown, presumably being stored away somewhere and never used, as is U47594 GPA 4926, the vehicle on display at the South African Museum of Military History. Four of the other South African GPAs, U47591 GPA 4838, U47595 GPA 4928, U47596 GPA 4852 and U47592 GPA 4836 were placed in storage at 4 Vehicle Reserve Park in Lyttelton in 1951. U47590 GPA 4817 and U47593 GPA 4926, were sent to the Cape. Those in storage at 4 VRP were sold by public auction in 1968. The fate and whereabouts of the eighth GPA is a mystery.

In 1979 the late Eugene Nick of Kibler Park near Johannesburg found U47595 abandoned on a farm in Hazyview. He stripped and totally rebuilt the vehicle. He caused great consternation by driving, or rather sailing, about at night and then indicating, hooting and dipping his headlights at Vaal River fishermen. In '84 and 1994 he shipped the GPA and his World War Two vintage MB jeep to tour Europe, and to visit Normandy for the commemorations of D-Day. Eugene had the only seaworthy amphibious jeep there and took it to sea at Arromanche. In 2003 he sold his GPA to Bob Asselberg of Poorvliet in Holland.

The GPAs sold on auction were mainly bought by farmers and when things went wrong with them, which they did, were abandoned to the

elements. U47594 in the Museum of Military History, U47595 GPA 4928, was found as scrap on a farm in the Tuli Block of Botswana, while U47592 GPA 4836, is mouldering not for sale in a yard near Gilooley's Farm.

U47591 GPA 4838 once belonged to a Mr Stalhud from Ladysmith who used her for fishing on local farm dams and on annual fishing trips to Richards Bay She is now owned by a gentleman in Bedfordview and has been displayed at Piston Ring Club meetings at Modderfontein. What happened to the two GPAs sent to the Cape is a mystery. As for the eighth GPA delivered, there is a rumour, which is of course well founded, of one having sunk in Piensaars River Dam while undertaking trials shortly after the vehicles were delivered.

No discussion of a GPA can be complete without mention of Ben Carlin and his round the world journey in *Half Safe*, and Frank and Helen Schreider in their GPAs, *La Tortuga 1*, and *La Tortuga 2*. Look those up.

The Ford GPA is one of the most intriguing and interesting of gadgets. That such a vehicle successfully circumnavigated the globe is a huge accolade to Willys, Ford, Sparkman and Stevens and Marmon-Herrington and the jeep they concocted. Ben Carlin's achievement must rank as one of the greatest adventures and journeys ever undertaken, and a fitting tribute to that stout little jeep. And as is true, 'Only in a Jeep'. 🇺🇸



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1998 Mercedes SLK200 R130 000



1977 Mercedes 450SL R128 000



1930 Ford Model A R128 000



1955 Ford Customline R128 000



1972 Peugeot Cabriolet R110 000

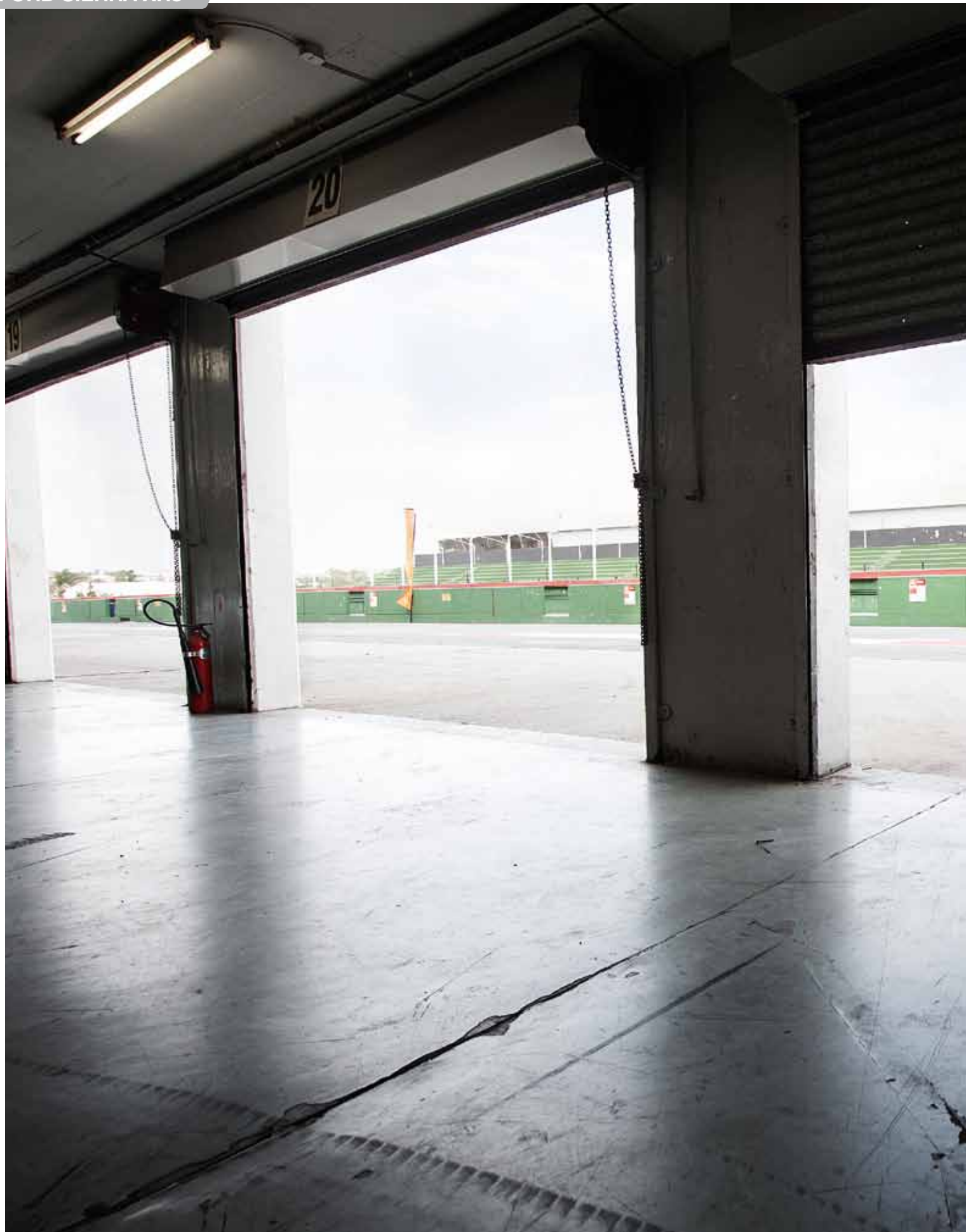


1990 Porsche 944S2 R165 000



2002 Toyota MR2 R130 000

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HEY PRESTO!



In 1984 Ford needed a machine to take on the competition in Group One racing. With a strict rule requiring a minimum number of 200 road-going units for homologation purposes, the firm was left with no option other than to churn out a special. In true South African homologation special fashion, Ford whipped out the shoehorn and squeezed a V8 under the hood of its new Sierra. **Stuart Grant** catches up with the legendary XR8.

Photography by Oliver Hirtenfelder



Thankfully though, Ford could pull some Mustang running gear from the international Ford parts bin, which, when fitted to an XR6 shell, promised performance without complexity and excessive cost.

Europe already had a performance Sierra in the form of the XR4i, which featured a 3-door body with 2.8-litre Cologne V6, but because South Africa produced only 5-door shells, this was not feasible in the rough-and-tough world of mirror-banging racing. The Cologne lump too didn't make sense as we were still making use of the trusty old Essex 3-litre for 6-pot propulsion. Having gone down the road of racing the Cortina XR6 Interceptor, Ford also knew that the Sierra XR6 would not be competitive off the bat.

Thankfully though, Ford could pull some Mustang running gear from the international Ford parts bin, which, when fitted to an XR6 shell, promised performance without complexity and excessive cost. So in went a 4-barrel Holley carburettor-fed Mustang 4942cc pushrod V8, power was sent to the

backend via a 5-speed Mustang Borg-Warner manual transmission and the chassis was beefed up to handle the extra grunt. With the new lump weighing in 33kg heavier than the Essex V6 a beefier cross member was added, spring rates were increased by 50% at the front while the rear saw 40%, the McPherson struts at the front were moved to fit larger wheels, and because of the tight squeeze in the engine bay the anti-roll bar had to be re-routed. Halfshafts and driveshafts were designed and made from scratch locally while the 281mm vented discs all round and 4-pot from callipers came from the international race scene. In total, Ford claimed to have locally designed from new 96 components while a further 150 were modded XR6 items.

In road guise Ford didn't over stress the motor, tuning it to churn out 150kW at 4800rpm and 330Nm of torque at the 3500rpm mark. The result was a sub-8-second zero to 100km/h sprint and top speed just over



225km/h, which although not earth shattering by today's standards, was enough to blow off most other road users in the day while delivering a reasonable fuel consumption average of 11 litres per 100km. Thanks to the solid foundation some minor work at your local workshop could see the V8 transforming into a brutal performer and at a purchase price of R25 000 punching well above its price range.

Supercar users weren't caught off guard in the robot races though as the XR8 is anything but subtle. All XR8s came only in white, featured the blue pin-striping synonymous with Team Ford racing machinery, wore front wheel arch extensions and sported 15-inch Ronal alloy wheels kitted out in low profile 195/60/15 General tyres. A unique to XR8 white plastic grille is surrounded by the top-of-the-range standard Sierra range headlights and auxiliary lights but it's at the back where the real magic happens in the form of a monster double-tiered spoiler or wing.

The rear is also the only place one will find the XR8 badging. Inside the cabin it is more sedate in a grey hue, with the only real deviation from the XR6 being the overseas XR4i instrument cluster and a small 2-spoke steering wheel.

Road testers at the time were blown away by the torque and ease at which the grumbling Ford got going. They praised the exhaust note and how the steering was well weighted and delivered plenty of feeling and swift response (a plus when you remember that the Sierra had no traction control and could kick the back end like a mule). Brakes impressed but many bemoaned the seriously heavy clutch action and commented that the gear lever throw was a bit long for such a race-inspired supercar challenger.

So Ford had a vision and plan to win on track. To accomplish this it manufactured a homologation special. But did all the effort pan out?

You bet it did, with 254 production units being made and front running spots on the tracks around SA. Two



Run by Ford Motorsport these two fought the likes of 3-litre Alfa GTV6 and BMW 745i in the capable hands of Serge Damseaux and former single-seater racer John Gibb.

race cars were originally manufactured with the first of these taking part in the 1984 Kyalami 9 Hour. For 1985 both cars took to the track in the highly competitive Group 1 Championship. Run by Ford Motorsport these two fought the likes of 3-litre Alfa GTV6 and BMW 745i in the capable hands of Serge

Damseaux and former single-seater racer John Gibb. Works driver Damseaux's car sported the tri-blue Ford Motorsport colours while Gibb, who hired the car for the year, adorned his with his company Presto Parcels colouring. When Serge wrote off his car at Kyalami in 1985 another was hastily built at the PE factory for him. At the end of 1985 both cars were handed to Willie Hepburn, who turned them into WesBank Modified Cars. The Ford livery machine became the most well known of the XR8s when Roger McCleery christened it 'The Aminal' during a commentary while the Presto car morphed into the Arwa Pantihose-sponsored machine. This car was used as a spare car by Hepburn in the fight

against Tony Viana's BMW and Ben Morgenrood's Mazda RX7, but did get hired out from time to time.

A sharp eye will then question how we managed to photograph the Presto Parcels car. The answer is because this is a copy. Built by Historic Racing South Africa chairman Nick Sheward from a genuine XR8 (Number 80), this car is as close as you will get to an exact replica. Sheward completed the build in a year and thanks to detailed info from John Gibb was able to get the finer details spot on. For example the roll cage is an exact copy in shape, size and locating points as the original Presto car. Finding the correct 15-inch Compomotive Turbo rims is proving difficult but the period available alloys chosen for now are at least painted in the correct colour.

It is truly a fine bit of kit though, that pays homage to the pinnacle of South African saloon car racing and homologation specials with a guttural exhaust note and impressive turn of pace. 🏁

For a walk down memory lane watch this link from the 1985 season:
www.youtube.com/watch?v=ceP-DP2NME4



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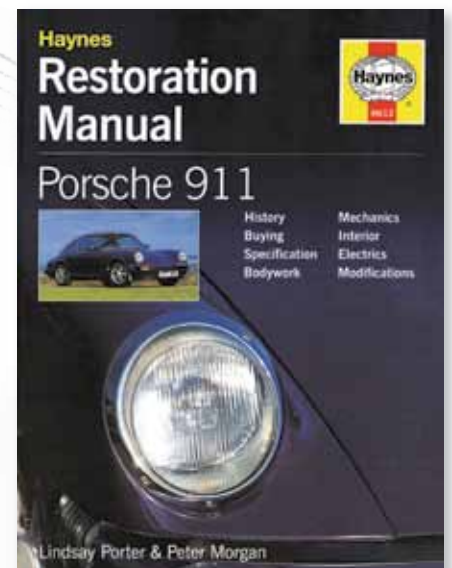
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1/18th Scale 1983 Volkswagen 1200 by Minichamps



FOR BETTER OR WORSE?

Jake Venter looks at why modern cars are so complicated.



THE WAY IT WAS

I grew up at a time when cars were simple, workshop manuals were thin and the only special tool needed was a valve-spring compressor. In the '50s I owned a succession of old bangers that I managed to keep on the road with a box full of hand tools, various bits of wire and some tubing. I once fabricated a gearlever extension out of electrical conduit tubing, using a 90-degree bend as the knob. It not only lasted for more than a year, but was a wonderful conversation-piece. American engines were so mildly stressed that I once set the valve clearance, distributor points gap and spark plug gap on a Chrysler Valiant with a hacksaw blade because I couldn't find my feeler-gauges. The engine didn't seem to mind. In the early days many experienced mechanics would have used the eyeball method to set the gaps.

THE WAY IT IS

Today, things are a lot different. Cars are so complicated that many owner manuals are getting close to 1 500 pages thick. Engines are highly stressed and there are often more than three computers (more correctly, ECUs or electronic control units) on board. But the cars are a revelation to drive. Engines no longer stumble when they're cold and they usually start on the button. Fuel consumption has improved to the extent that an S-Class Mercedes-Benz uses the same amount of fuel as an old 1.2-litre Datsun when cruising at a steady 100km/h. Exhaust emissions are over 95% cleaner than they used to be.

THE CHANGE

Why did this change occur? One's first reaction is to look for a scapegoat, and in this case it's quite correct to blame a government. It started in California in

the late '60s when a group of namby-pamby Americans complained about smog. Washington responded with tough emission laws, the rest of the world followed and the motor industry had to find ways to clean up exhaust emissions. At about the same time Eugene Houdry, a French engineer living in the USA, invented a catalytic converter for industrial smoke stacks. The motor industry adapted it for automotive use and by 1973 the first cats were in production.

CATS TO THE RESCUE

Cats only function well if the fuel/air mixture is close to stoichiometric (Greek: stoicheion = element, metron = measure). This word, which means chemically correct, is so charismatic that I felt obliged to use it. This near-ideal condition cannot be obtained with a carburettor, so the engineers turned to fuel injection. The first units were mechanically operated and their mixture control was not precise enough, but the race to land men on the moon led to the development of miniaturised computers and this made it possible to put a powerful control unit on a car, and control the mixture electronically.

ELECTRONIC FUEL INJECTION

The availability and small size of the average ECU makes it possible to control an engine's operating requirements to within very close tolerances by using sensors. The ECU receives the data and uses reference values, stored on a lookup table that is part of the software, to make decisions with regard to mixture strength. A throttle position sensor is used in combination with a mass-flow sensor in the intake manifold to determine the amount of air flowing into the engine. A water temperature

sensor supplies additional information. The control unit also relies on the input from lambda sensors that measure the oxygen level in the exhaust system. These inputs enable the control unit to determine the required mixture strength. It responds by sending a timed electrical pulse to the fuel injector. The amount of fuel delivered depends on the duration of the pulse.

IGNITION TIMING CONTROL

The old-fashioned coil and distributor ignition system resulted in a very inefficient engine operation. The recommended spark timing was determined at the factory according to some conservative value in order to be absolutely sure that if the correct fuel was used, detonation would not occur. Such a conservative setting made most engines very inefficient. The settings also had to be manually adjusted for different altitudes or when fuel with different octane values was used.

An electronic ignition control unit is capable of determining the spark timing for every cylinder individually before every combustion event on the basis of what the previous combustion was like. This is done by means of a knock sensor. It uses a piezo crystal, i.e. one that sends out an electrical pulse when it is subjected to a vibration, to inform the control unit when knocking is occurring. The timing is then retarded in small steps until the knocking stops. Afterwards, the timing is again advanced if knocking does not occur. In this way the ignition timing is always optimised.

Many other functions are also subject to electronic control because ECUs are inexpensive, unless you have to buy a replacement! Is it for better or for worse? **█**

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WHAT'S IN A NAME?

On the horns of a dilemma...
that's where we find ourselves,
and all because of a badge.

By Adrian Burford with images
from Oliver Hirtenfelder





The badge reads '2002 Tii', and the burning issue is whether we should affix it to the rear panel of Project 2002, our modern/classic BMW restoration project, which is reaching the final phase of the painting process at Cornright Motors. When you next see pictures of it (keep up to speed on our Facebook page: www.facebook.com/bmw2002youthproject), it'll be resplendent in Henna Red, and probably in the workshop at Evolution 2, BMW builders *par excellence*.

The issue of the badge is or isn't a thorny one – it just depends on your point of view. Technically, our 2002 will be a Tii as it'll be fitted with a fuel-injected, four-cylinder BMW engine, but it won't be an M10... nope it'll be an M44, from an E36 3-series, and probably manufactured at a BMW engine plant some 25 years later.

That's the issue then: it isn't a 'real' 2002 Tii and in some eyes it can't ever be a true 2002 because it'll also make use of a later generation five-speed gearbox, and will be fitted with ABS brakes from the E46 – not to mention some other significant mechanical changes.

But where do we draw the line? From the outside it'll be authentic as far as the basic



The dream is starting to take shape! In our next update the car should be in a shiny coat of Henna Red



Can we honestly badge our car as a 2002 Tii? We can't decide...





Donor engine almost ready to go in at Evolution 2.



sheetmetal goes and the profile will be unchanged. But is it enough? In five years' time, if small boys see it – bonnet open at a BMW Car Club event, for example - will they assume that fuel-injected 2002s used a Bosch electronic system (in this case managed by a Power Mods aftermarket ECU) rather than a Kugelfischer mechanical system?

Should we, in that case, carry a disclaimer under the bonnet, or in a more prominent place on the exterior? Fortunately, we have a few months to decide what nomenclature to run, and the badges will be one of the last things to go on.

In the meantime, Cornrights have finished preparing the body for paint, using the full array of Sunmigh abrasives to get the perfect surface for the Glasurit primer. Peter Corna explains that it has to be done just right, and for example, the grit of the abrasive as well as the rotation speed and oscillation pattern of the sander, all play a role.

The High Solid primer has substantial body and fills all nooks and crannies as well as any microscopic scratches, leaving a smooth surface for the topcoat. Unlike the old days, no sanding is required between coats, and

a specific primer gun is used for the application and the work takes place inside a perfectly clean environment, where both the air pressure and temperature are controlled.

While the final top coat is being put on, we've been thinking of things like wiring, and adding to the complications is the fact that the 2002 will have a number of non-standard electrical items, including extra lighting, the engine management system, ABS brakes, a multi-speaker sound system, rear-mounted battery, and of course an electric fuel pump – all of which will need to be plumbed in.

While it is going to add significantly to the workload, we've decided to make up a completely new harness, and once again have found a 'partner' to help in this regard. That partner is James Burford's grandfather, Eddie Burford, who qualified as an auto electrician in the days when the 2002 was very much in vogue.

He's going to put decades of experience to good use on his grandson's car, and at 74 remains actively involved on the workshop floor, nowadays as custodian of a fleet of cars owned by a wealthy collector. We're confident that we'll get a top-notch job! ☐

NEW PARTNERS

We're very excited about **Power Mods** coming on board, and they'll ensure our M44 engine makes the right kind of power, and that it is delivered smoothly and efficiently. The system will allow for the fuel and ignition requirements of each cylinder to be controlled individually, and will also enable us to integrate a sophisticated anti-theft system.

The brand can trace its roots back to 2000, and on the local front is looked after by Domingos de Carvalho, who has a qualification in hardware and software design, which means he has a solid understanding of microprocessors, as well as mechanical and electrical engineering. He has spent most of his working life involved in automotive electronics, much of it in the motorsport world, both here and abroad.

The range has three main products, priced from R2 000 to R6 000 depending on requirements, and they also offer an array of other products so that an engine can be fine-tuned, whether it is a fast road car, a clubbie racer or a dragster. Find out more by visiting their website: www.powermods.co.za

Vehicle branding specialists, **Bandit Signs** (founded and owned by off-road racing wizard, Darryl Curtis), will make sure all our partners get some additional exposure on the 2002's sheetmetal, and they'll be adding the logos of all our partners as a subtle display behind the front wheel arches. We will also call on them for appropriate, three-dimensional pin-striping where the chrome waist beading normally goes on a stock car. Find out more by visiting their website: www.banditsigns.co.za





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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1969 Pontiac Firebird Convertible, 350ci V8, 3 speed auto, P/S, completely restored with all new parts from USA. R395 000



1967 Jaguar S Type, grey with maroon vinyl interior, 3.8 litre 6 cylinder, 4 speed manual with O/D, new wire wheels, lovely original condition. R175 000.



1996 Mercedes Benz 500SL, white with grey leather, 2 owners from new, 93 000km with FSH, hard and soft tops. One of the best we have had. R195 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! R125 000.



2000 Shamrock Cobra, 351ci 2v Ford V8, 3 speed auto box with Hurst Shift, Jag suspension, In board disc brakes, Side Pipes, Spilt rims with spinners, New tyres, Leather interior. A very well sorted example. R225 000.



1985 Porsche 911 Carrera Targa RHD, Cobalt Blue, black leather interior, 3.2 flat 6, 5 speed manual, A/C, P/S, electric windows. R245 000.



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



1979 Mercedes Benz 250 Pullman Limo, Petrol, auto with P/S, factory LWB, very rare in SA, full books. POA.



1970 Buick Riviera Coupe, Gold with cream interior, new 455ci recently installed, books and service records. R295 000.

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Muffler Garnish	MS34318003
Rear Diffuser (to be ordered in conjunction with High Response Muffler)	MS34218003
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SHIFT KNOB (AT)



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 **TOYOTA**
ACCESSORIES

SIDEVALVE GLORY — THE BEAUTY OF — SIMPLICITY



The other day Stuart Grant mumbled that he would like to get a sidevalve-engined car to race. He explained this weird desire by saying that he had raced cars with twin overhead camshaft engines as well as cars with pushrod engines, and he would like to experience something different. **Jake Venter** understands this because in his youth he longed for a twin cam engine, and despised side valve engines. Now that he's older and just about every engine, even diesels, has overhead camshafts, he too, wouldn't mind owning a side valve again. Their beauty lies not in their appearance, but in their simplicity.

What are the differences that he would come across? Significantly less power per litre, a reluctance to go much over 4500rpm, plus the fact that in an effort to extract more power he would be limited to a compression ratio of not much over 7:1 even with the best high octane fuel.

Sidevalve engines are less efficient because the upwards-facing valves are placed next to the bore with the result that the elongated combustion space that is required tends to promote harmful detonation. Early researchers knew this, so that by the middle of the '20s, many manufacturers switched to pushrod overhead valves. A well-

known research engineer, Harry Ricardo, delayed the departure of sidevalve engines from the motoring scene by developing a cylinder head that had just the right amount of turbulence to speed up the combustion and reduce the tendency to detonate. He re-shaped the combustion chamber so that the portion directly above the piston was flat and horizontal (on a vertical engine) to promote turbulence. This resulted in at least a ten percent increase in engine efficiency because it allowed a higher compression ratio to be used without incurring the dreaded knock.

The above modification resulted in the major American manufacturers keeping sidevalve engines in their range until after World War II. All



Ford V8 Deluxe Roadster with a flathead sidevalve.

the Ford and Chrysler products were equipped with such engines throughout the '30s. General Motors employed sidevalve engines on Pontiacs and Oldsmobiles and pushrod overhead valve engines on Chevrolet, Buick and Cadillac. Mercedes-Benz employed pushrod engines on their supercharged cars, but all the other models, even some with very glamorous sporting bodywork, were fitted with sidevalve engines.

FAMOUS SIDEVALVE-ENGINEED CARS

These models are memorable because they successfully bucked the trend. They were successful in competition as well as in the market place at a time when the majority of their competitors

had pushrod overhead valve engines or even overhead camshaft engines.

Ford V8

Henry Ford did not like overhead valve engines, with the result that all the Fords built during his lifetime were sidevalve units. When he launched the *flathead* sidevalve V8 in 1932, it caused a sensation. It gave a huge boost to the American hot-rod industry, and proceeded to win rallies and races in many parts of the world. It also introduced millions of people to the pleasant burble of a V8 exhaust, and stayed in production until 1953 for use in cars and until about 1970 for trucks.

After WW2, the 1 172 cm3 sidevalve Ford Anglia and Prefect engine made an enviable name for itself in British



Chrysler Valiant Barracuda.



1937 Adler Rennlimousine Competitio Coupe.



OM Superba sporting a sidvalve...



...with a turn of speed.

trials and rallies. It was inexpensive, and could not develop much power, but it was tough.

OM


By the late '20s most sportscars employed overhead valve engines, but OM was a noticeable exception. These cars were built by Officine Meccaniche in Milan from 1918 until 1938, when they were taken over by Fiat. Their best-known model was the Tipo 665 'Superba' which had a 2-litre 6-cylinder sidevalve engine. It was powerful enough to win the top five positions in the 2-litre class at Le Mans in 1925 and 1926. It also won the first Mille Miglia in 1927.

Adler

This famous German company produced bicycles, motorbikes, typewriters and cars from 1900 onwards. In the early '30s their cars were at the forefront of modern design practice. They were fitted with unit-construction bodies, and some

of the smaller models incorporated front wheel drive. The more sporting models featured some very futuristic streamlined body work, but they were all fitted with sidevalve engines. A long-tailed, streamlined 1.5-litre Adler won its class at Le Mans in 1938, and came seventh overall, still with a sidevalve engine.

Chrysler Valiant

When I worked at Chrysler's South African plant in the '60s their Valiant was one of this country's best sellers. Every part on the car had a drawing and I often used to go through some of the drawings because each one tells a story. I discovered that there were so many sidevalve parts in the engine that it appeared to be just an overhead valve conversion of the older Plymouth sidevalve engine. For example, the conrods were designed in 1936 and the water outlet elbow gasket was drawn in 1928. There is nothing wrong with this approach – most new engines are based on their predecessors. 

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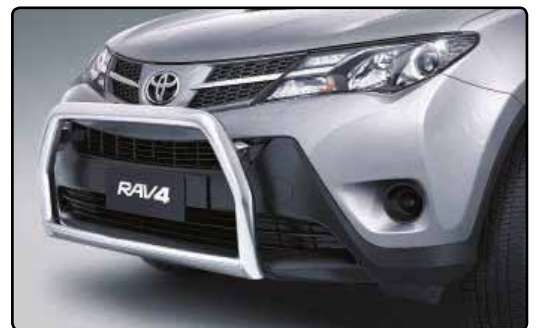
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LEAD THE WAY  **TOYOTA**

THE WRONG WAY AROUND

Who lives in a garage in Pinetown and rebuilds gorgeous Japanese motorcycles from the '60s, '70s and '80s? That must be Don Bristol then! **Gavin Foster** tells the tale.



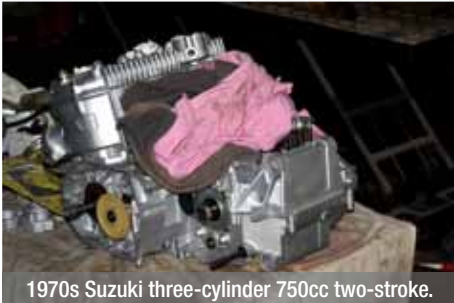
At 74 years old Don Bristol still retains most of his energy and certainly has all of his wits about him, as you'll soon realise if you look at his work rate when rebuilding lovely old Japanese motorcycles. He loves two-stroke machinery, particularly three cylinder versions, because he spent almost two decades preparing racing two-strokes for his two sons, Danny and Warren, for national championship road racing. Warren was tragically killed at East London on 11 August 1990 while trying to win a South African national road racing championship to go with the two Danny had picked up before retiring the year before. The brothers were both very talented and competed on two-stroke Honda NSR400 triples in production racing as well as on 250cc GP bikes, with great success.

Danny now lives in Australia and Don has retired himself along with his multiple award-winning swimming pool company, Bristol Pools. He now spends most of his time rebuilding machinery that most people would write off as scrap, doing just about all of the work in his garage at home. His most ambitious project was when he bought a few scrapped 40-year-old Kawasaki H2 750cc triples, rebuilt two immaculately, and then cut and welded the remains of left-over donor bikes' engines together to create a 1000cc Kawasaki four-cylinder two-stroke motorcycle that looks like a nicely restored original H2 until you notice the extra cylinder...

Don hates wastage and thinks laterally, so whenever he restores a motorcycle and ends up with leftover bits from bikes cannibalised for spares, he hangs onto them until he can find



Suzuki GT750 clocks.



1970s Suzuki three-cylinder 750cc two-stroke.



1980s Suzuki Slingshot GSX-R1100 frame.



The result was a home for the very rare engine in a more sporty motorcycle with the looks, brakes and handling it deserved.

a use for them. And thus was born his unique Suzuki GTXR750 – an early 1970s Suzuki three-cylinder 750cc two-stroke engine melded with a 24-year-old Suzuki Slingshot GSX-R1100 rolling chassis. While most other project bike builders do things the other way round by slotting a hot new engine into an old frame, Don’s unique idea has considerable merit.

It gives the venerable and very rare two-stroke Suzuki GT750 water-cooled engine a home in a more sporty motorcycle with the looks, brakes and handling it deserved – something the production versions never had much of back in the day.

Don says that the papers that came with the GSX-R rolling chassis reflect it as a 1998 model, but I suspect it was an '89, based upon the fuel tank, the

brakes and the fact that it doesn’t have the upside-down forks that arrived in 1990. “It was just a frame and wheels, with bent forks, no motor, no clocks and no electrics,” he says. “The plastics were there but broken, so I had to repair those as well. The rear sub-frame was badly bent so that also had to be sorted out.” Don manufactured a new

While most other project bike builders do things the other way round by slotting a hot new engine into an old frame...

one from aluminium but says that his hand/eye coordination isn’t as good as it once was, so he battled to weld it together. Undaunted, he made another out of steel and bolted it on.

Don made up the engine mountings

in plastic first to line everything up with a jig he fabricated and then moved on to the real thing. He built the bike up completely in the rough at first, getting everything properly lined up with an old lump of an engine before stripping it down and getting the painting, powder coating and other finishing touches done. “Then I built up the

proper motor from leftover bits from the two standard GT750s I’d restored. I stripped the crank, boiled all the bits in caustic soda in the kitchen to get them nice and clean, put in new seals and pressed it all back

together again. The press that I always used to do that packed up and I had it repaired but it packed up again, so I ended up buying a new 20-ton press for half the price of the repair!” Thank God for China! The top-end benefited from



At 74 Don has all his wits about him, as you'll soon realise if you look at his work rate when rebuilding lovely old Japanese motorcycles.

new pistons, rings and small ends, all acquired in Germany. "You can get everything there is for the GT750 from there," he says, "down to the last nut and bolt, but it's expensive."

Don rebuilt the carbs completely by the book and says that even with the expansion boxes – that he built, of course, himself – it runs cleanly. "It's very important to synchronise the slides properly with feeler gauges because you can't use vacuum gauges on a two-stroke. When I hit the start button it fired up and idled straight away - I've never had a two-stroke do that before. The Honda NS250s I've built were all different to one another and you had to play with the choke to start them."

Don's mix and match of parts carried on apace. "The radiator was from a GT750 that I spent a lot of money having fixed, but it was too low and catching on the bottom so I found this one at Montclair Motorcycles and it's fine. I got a set of very tatty GT750 clocks from America and rebuilt them, crimping them back together with a

press." Presumably not the 20-ton one! The plastic body panels he repaired with Kevlar epoxied to the inside to prevent the welds cracking again, and then came the wiring. "I did it exactly as per the original GT750, running each wire from place to place, then gathered it all together and ran it through an old bicycle tube to keep it tidy at the front. The bike came with one headlight and I managed to find the second, and I made the seat cowling myself because the standard one with the split seat looked ugly."

Don's Suzuki is a cracker. It may only have about 60bhp because the motor hasn't been ported or tuned, where the original 1100cc lump was good for more than double that, but he's not too concerned about doing daft speeds on it. It bears a passing resemblance to the Suzuki factory 100 horsepower TR750 race bikes, based loosely upon the GT750 that caused a stir by running at 170mph (272km/h) at Daytona in 1972, and, if it was necessary to find out, would be considerably quicker, have better

handling and certainly quicker stopping than the standard GT750 could ever hope to be. And the cherry on top is the crisp crackle from the triple expansion boxes that hang out, two on the right and one on the left-hand side. You don't get too much of that sort of thing these days.

Don has rebuilt something like 40 bikes in the last decade or so, including ten in the last two years. He's sold about half of them off but still has the rest at home, many in a museum he built on top of his garage. They're probably all up for grabs if the right kind of money comes along, but the two that he really wouldn't like to see rolling down the driveway in the back of somebody else's bakkie are the Kawasaki 1000 four cylinder two-stroke, and the Suzuki GTXR750. "This one took me nine months to build – the longest I've spent on a project ever," he says. And what's next in the pipeline? Another two-stroke triple, of course! A tidy little three-cylinder Kawasaki 250cc SR that's already well on its way to completion. **Q**



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TWO-WHEELED TAKE-OFF



John Galway (78) exiting Kyalami's Clubhouse.

John Galway kicked off with a 50cc Itom and progressed, via things like a Bultaco 198 and a Matchless G50 to – surprise, surprise – Airbus A340s and Jumbo jets. **Gavin Foster** talks to the retired SAA flight training captain and motorcycle racer.

“I was always keen on bikes because I had a lot of exposure to them,” says the 63-year-old who sacrificed a promising bike racing career so he could go flying. Saying he had a lot of ‘exposure’ to motorcycles is like saying that Casey Stoner knows a bit about riding quickly. John’s father, Johnny Galway, was a huge motorcycling talent in the 1930s and ‘40s, winning countless races like the Bluff Grand Prix, the SA TT, and the PE 200. A Springbok at 23, he also rode in 11 Isle of Man TTs in the thirties, scoring a string of top ten finishes as a privateer. When the war stopped play, Johnny served as a Liberator bomber pilot and instructor, and continued as a flying instructor for SAA after the cessation of hostilities. The then Jan Smuts Airport even had a building named after him, though goodness knows if it still exists or carries his name. “My mom was very anti bikes, so I had to start racing my 50cc Itom on the sly,” says John Jnr. “My old man kept very low key, but my friend Errol James’ dad, Sonny, had a bike dealership in Johannesburg and he

helped me out.”

After completing his national service in the early ‘60s young John got his hands on a Bultaco 198 that he raced for about a year. “It was really a hybrid – a Ducati frame with a Bultaco engine and a home-made fuel tank. My first meeting was at Roy Hesketh, and because it was so early in my career I was progressing in leaps and bounds. The second race of the day was a handicap event, and I just knew I was going to win it. The flag dropped and I set sail - here we go! What I didn’t know was that the fuel overflow pipe led straight onto the front tyre.” A petrol and oil mix isn’t conducive to race-winning traction, so that was the end of that. Roy Hesketh was subsequently kind to the youngster, however. “One meeting, with lots of international riders in the field, I got a terrible start. Fred Tissen was up front on a Gilera 500 that threw a rod and sprayed oil all over the track on the first lap. I came up over Beacon and found the first 13 guys all crumpled up against the fence. I stayed on, and I think I won that one. There weren’t very many other riders left.”

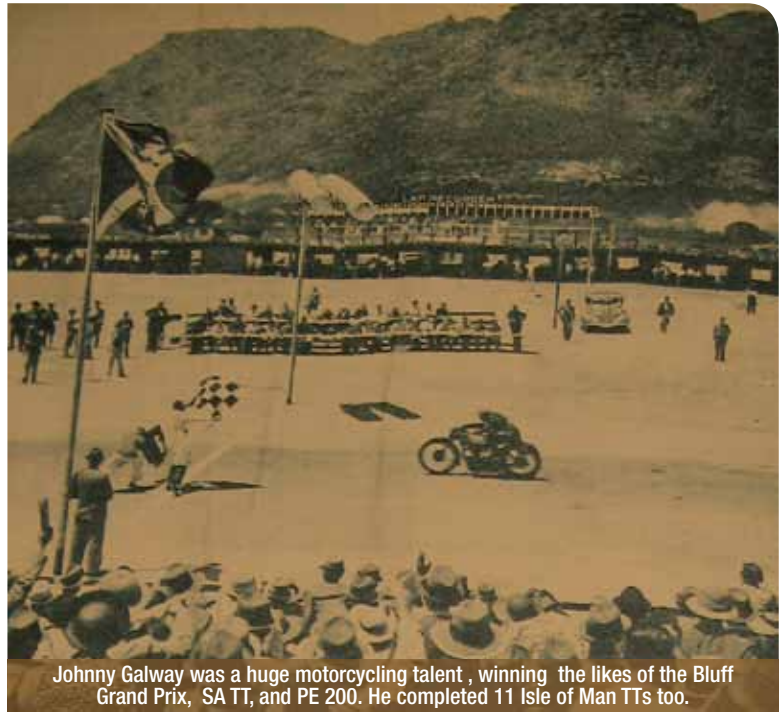
John won loads of races, mainly in the 500cc class on his Matchless. “I



John boarding to his last work flight.



I think my finest race was right in the early days, though, on my 198 Bultaco. Tommy Johns (twice SA Champ) was one of the boys, riding Boksnot, and I beat him in the first heat.



Johnny Galway was a huge motorcycling talent, winning the likes of the Bluff Grand Prix, SA TT, and PE 200. He completed 11 Isle of Man TTs too.

think my finest race was right in the early days, though, on my 198 Bultaco. Tommy Johns (twice SA Champ) was one of the boys, riding Boksnot, and I beat him in the first heat.” Boksnot was a super quick Velocette built by the great Jannie Stander, using a custom built frame and self-made DOHC cylinder head. “I knew Tommy was the ace, and if I could just stay with him I’d learn from and be able to beat him. I followed him all the way and as we arrived at the last corner I slipped past. I thought, ‘Hell, that’s quite clever!’ and I beat him in the second heat as well.”

Success did not come without pain, physical and financial. “Kevin Duncan was Jannie Stander’s big buddy. He started racing buzz-bikes with me and carried on racing until he was about 50. My G50 was very quick off the line and once, at Hesketh again, we came up Beacon Hill, three of us together up front. My bike seized – that was the only time I ever outbraked everybody else – then I went down. The only real possessions I had, apart from my bike, were my leathers, and I was paranoid that the medics were going to cut them off. I managed to take them off in one piece and shortly afterwards Kevin

went down as well so we went off to hospital in the same ambulance. Kevin was lying in the reception area when a nurse came along and asked what had happened to him. He explained that he’d fallen off at the races, and she said, ‘Oh – are you a jockey then?’ Quick as a flash he said, ‘Yes – I wear this gear so I can sweat and lose weight.’ Anyway, we lay there for a little longer with nobody attending to us, so the next time a nurse walked past he told her he felt all dizzy and weak. One, two, three, and he was whisked off to a ward while I was left in reception. After a while I got wise and pulled the same stunt. At least we got to lie in bed in a ward while we waited to be examined.”

Groote Schuur hospital also provided a spot of humour after a crash. “I know it was just after 3 December 1967, because Chris Barnard had just performed the first heart transplant, and when I arrived in hospital after crashing at Killarney I joked with the staff that they should leave my heart in place. Anyway, the next thing they carried in another bloke and I could see that he was really and truly buggered – I think he had two broken arms and a broken leg. They asked where he’d

come from and he told them Killarney. They wanted to know if he’d been racing and he said, ‘No – I was sitting up in a tree watching and some bloody fool fell off a motorbike below me. I got such a fright I fell out of the tree!’”

John loved racing in the 500cc class, but in 1967 the rules were changed to create a 1000cc South African championship instead, which meant the Matchless would have to go and something bigger bought to replace it if he wanted to remain competitive. “In 1969 I’d just got married and decided to dedicate my time and money to flying instead of racing. That year I just flew and studied, and by the time I had 200 hours I’d already earned my commercial licence, my instrument rating and my instructor’s rating. I was accepted into SAA with just 500 hours under my belt, which was unique – I suppose the fact that my old man was with the airline and had a very good reputation might have helped.” In May 2005 John retired from SAA, without having fallen off even once in 21 500 hours aloft! Today he lives in the Eastern Cape and competes in classic bike events on his ancient motorcycles. 📍



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LOCALS LAP GOODWOOD

Words and images from local classic bike racer and collector, **Ian Groat**, show just what a privilege it was to take part in the Barry Sheene Memorial Trophy at this year's Goodwood Revival.



At 75-years-young Jimmie Guthrie can still pedal and finished the 36-lap twin leg race in fine form.

This year's 16th running of arguably the most spectacular retro racing event held in the world saw a full complement of around 60 champions, both current SBK hard chargers and a host of top riders from the history books, set to race at the former Goodwood Grand Prix track at Chichester's World War 2 fighter aerodrome in the south of England in September.

The aerodrome morphed into a wonderful racetrack under the watchful eyes of Lord Freddie March

and in recent times has returned to its former glory under Charles March, to celebrate motorsport's past in its most glamorous era. The revival started up in 1998 and has gone on to become a world-renowned meeting, consistently providing the world's most spectacular racing theatre ever.

Held this year to sellout crowds of 150 000 visitors, all dressed up in period costume, with Spitfire and Mustang air shows thrown in, it was a mind-blowing experience second to none.

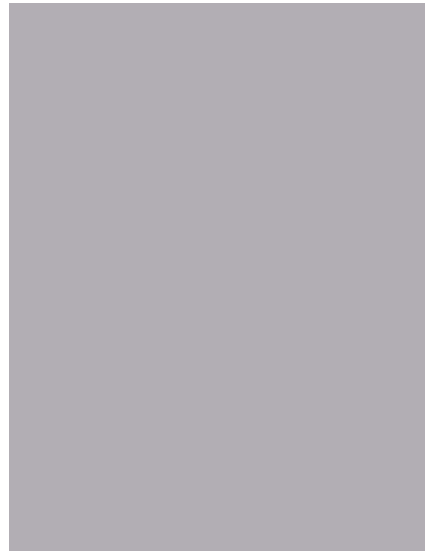
Inclement weather dished up some heavy downpours for each day's



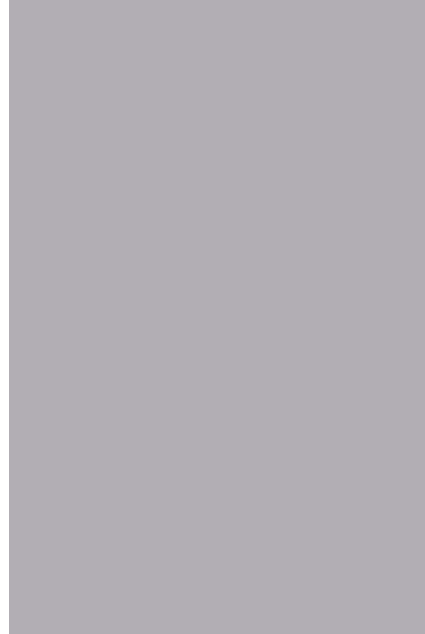
All garlanded up, the Barry Sheene Memorial Race winners: Mick Grant (left), Gary Johnson and sponsor John Chapman celebrate a good day at the races.



A Le Mans start sees the riders dash across the main straight to start the race.



Second overall in the Barry Sheene Memorial Trophy race were Michael Russell (left) and Michael Rutter. Miss Bountiful presented prizes from the RAF.



17-event programme, but the dedicated drivers and riders made the best of both dry and wet tarmac. The list of sports cars and single seaters which made up the various races like the Whitsun Trophy and Le Mans showpieces saw personalities such as Emanuele Pirro, Henry Pescarolo, Andy Wallace, Sir Stirling Moss, and Fr engineer Adrian Newey, among the list of celebrities who took part.

Tucked away in the programme, however, was the very challenging Barry Sheene Memorial Trophy Motorcycle Race that featured 60

riders and 30 teams on machines built and raced before 1961. In this year's scintillating double header, the winner, Mick Grant and TT Ace Gary Johnson, rode the MV Agusta to clinch their win on aggregate time for the two-day racing event of some 36 laps on total. They won by less than a second from Michael Russell and Michael Rutter who simply rode the wheels off the Manx Norton they were on and showed the current speedsters of SBK how go about their business at riding both fast and with an aggressive style.

Third place on the combined

classification went to Duncan Fitchett and Mainwaring on another Manx Norton – all just fractions of a second adrift of the winners. The race played out to vast crowds who cheered their teams on all the way.

Team Incomplete from South Africa, with veteran champions Jimmie Guthrie and Peter Labuschagne, posted a mid-field finish in 16th spot. Peter had high hopes of a top-10 finish but incurred a 20-second penalty for missing the rider change board at the halfway mark, to lose two places.

“The track is ultra fast and hard to learn in just four laps of practice,” said Guthrie. “But to get an overall finish the first time around was a major achievement in the company of a crop of current TT winners and SBK British stars who headed up the field. The pace was electric all weekend, and the high-speed, period, 500cc Manx Norton machine provided by Tony Dunnel – who supplied Team Incomplete to race with – proved superb.

“We were absolutely overwhelmed by the support we received,” reckons Labuschagne – and in truth with names like Cameron Donald, Mick Grant and Australian Wayne Gardner, a multiple world champion to contend with, we had a great finish and a real wake-up call as to just how fast some of the leaders really are.”

That said, owner of Team Incomplete, Ian Groat, was upbeat about the event and thanked Lord March for the invitation to attend the huge event and participate in the Barry Sheene Memorial Trophy. “It’s a bit of a logistical nightmare to put it all together but all the effort proved truly worthwhile to participate in the ‘race of a lifetime’ at Goodwood this year.”



Team Incomplete who represented South Africa at the meeting: Ian Groat, Jimmie Guthrie, Tony Dunnel and Peter Labuschagne with their 1961 Manx Norton.



Team Incomplete seen in the pits and ready to rock 'n' roll.



Jimmie Guthrie (left), with his childhood mentor, 90-year-old Murray Walker. The pair had a surprise meeting at the Goodwood Revival and chatted about old times.



ZWARTKOPS

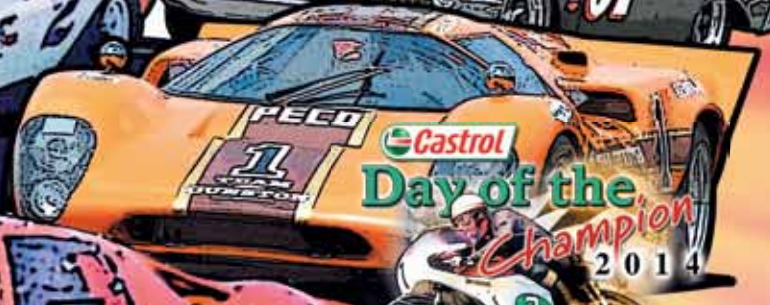
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South Africa's voice of motorsport and long time racing media guru **Roger McCleery** takes us through the ups and downs of getting the 'must have' cash behind our sport.

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Motorsport is the one sport in the world which allows manufacturers of cars, bakkies or motorcycles to show off and promote the capabilities of their vehicles in an exciting manner. No other sport can offer this. It is unique. The cost of competing in motorsport and in fact most sports is becoming prohibitive, and that's why individuals and teams need support these days to keep the sport alive.

National sports, with promotional costs added, need backing from the big corporates who in return get exposure either at the events or in magazines,

newspapers, radio, websites or on TV. The big advantage about motorsport is that it can provide continuous excitement over either short or long sporting events. There is so much happening around it. Guaranteed is that motorsport can deliver what it promises, provided you work at it. There is speed, excitement, noise, colours, close competition and coverage in the media. Of course, TV gets your product or name most exposure due to its huge audiences. But then you pay more than the other media, like Internet sites, magazines, newspapers and radio.

Sam Tingle of Hartley in Rhodesia (Zimbabwe) was the first Formula 1

driver in the world to get tobacco sponsorship. Gunston painted his car in their colours and racing sponsorship was born. This sponsorship increased and became so well known on local and overseas circuits. You could tell a Gunston car from ten kilometres away. Rumour has it that Jochen Maas started Rothmans' involvement in Porsche internationally and Audi racing here to good effect. Apparently he met Rembrandt's Chairman, Anton Rupert, one Sunday morning in Hermanus when he went to collect his newspaper and got talking about motorsport.

You have to look after your sponsors. Bernie Ecclestone promised Nelson Mandela a Grand Prix in South Africa



Dave Charlton's Lucky Strike Lotus 72.



John Love's Gunston Brabham BT20.



1967 SA Grand Prix celebrations with backing from The Citizen and Lucky Strike.

in 2001 but the Health Minister at the time said: “No ways can we involve ourselves if cigarette sponsorship is on the cars.” And there went our last hope of hosting a GP in South Africa as current costs are prohibitive.

Different types of motorsport are available for sponsors’ support. We currently have in the region of twenty-five National Championship classes that perform for audiences all over South Africa, Lesotho and Botswana. These events are generally covered by National TV with a large following. They include Historic Car and Motorcycle events, Production Cars, high performance V8s, small saloons, single seaters, karts and motorcycle

racing on tar and dirt. Then you have individual events like Peter du Toit’s ‘Piper Series’ which sees the arrival from overseas of some invaluable cars and motorcycles from the 1950s, ‘60s, ‘70s and ‘80s. These in fact provide the only international competition on our shores these days with vehicles raced by proud South African and international drivers.

The third type of sponsorship is for individual competitors and teams which keep the entire show going. We have seen the sport grow to a fairly expensive show due to the cost of parts and suspension units thanks to the weakening Rand and import duties. 📌

THERE ARE THREE SIMPLE BASIC RULES TO TRY AND GET SPONSORSHIP:

NO. 1

Tell the prospective sponsor what he is going to get out of it first, then give the other details on how to get involved.

NO. 2

Take some of the sponsorship to promote their involvement. The American formula was always 2 to 1. So if you get R1 Million in the case of a National Championship or series then you treble that to promote it. It has never happened yet, but that is the theory. You must use something for promotion.

NO. 3

Get the sponsor involved, mainly senior people, to show how their sponsorship is working at the event. Feed them with every drop of publicity (write-ups or photos) you can get. Get to know commentators and press people and tell them what you are doing. Asking for big amounts of sponsorship requires professional presentations to senior people to show the value of what they can achieve if involved. Small sponsorship for individuals can start with smaller numbers from local businesses, your friends, your workplace or component manufacturers that need publicity. Treat them the same way as you would the big sponsors. Get them involved. Buy them tickets to the events and get them hooked on what you are doing.



1983 Wynn's 1000 Rothmans Porsche Team. (Roger Swan).

BUMPER YEAR

2013 was a bumper year for South African historic racing with the grid numbers arguably the biggest in any form of local competition. With so many cars going at it wheel-to-wheel or door-to-door, competition was rife and scooping your respective class title no easy feat. With this in mind we lift our hats to the championship front runners and say a big thanks to the tracks, organisers and officials involved.

Images: Dave Hastie



Phillip Pantazis Datsun 240Z.



Colin Ritchie Mini Cooper S.



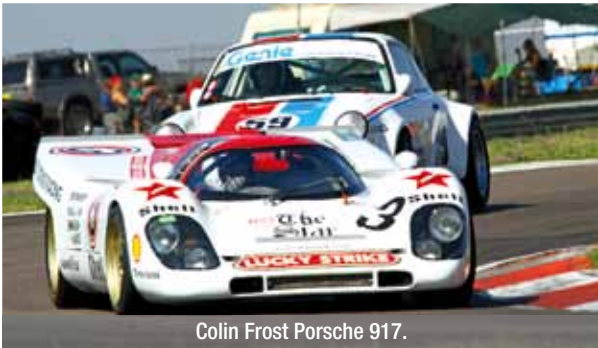
Franco Scribante Porsche 911 RSR.



Djurk Venter Capri Perana.

Trans-Africa Racing Pre-1966/68 Little Giants			
Class E		Category U	
1. Keith van Heerden	58.5	1. Chris Visagie	42.5
2. Ishmael Baloyi	33	2. Dugald McLeod	30
3. Andre de Kok	23.5	3. Stuart Greig	27
Class F		Category V	
1. Roger Houston	40	1. Peter Collings	26
2. Colin Ellison	18	2. Wayne Momsen	16.5
3. Neil Oosthuizen	10	3. Gugu Zulu	7.5
Class G		Category W	
1. Chad Ten Doeschate	12	1. Marc Miller	106
2. Gavin Holt	9	2. Colin Ellison	88
3. Marius Roberts	9	3. Laurence Davies	34
Class H		Category Y	
1. Clive Winterstein	27	1. Colin Ritchie	144
2. Steven Kernick	9	2. Stuart Greig	67
		3. Frank Copping	36

Trans-Africa Racing Pre-1966 Legends of the 9 Hour	
Category ZA	
1. Jaki Scheckter	126.5
2. Franco Scribante	105.5
3. Jonathan du Toit	77
Category ZB	
1. MJ Marien	106
2. Patrick Gearing	91
3. Keith Hinckley	58



Colin Frost Porsche 917.



Deon van Vuuren Ford Escort Mk1.



JP Bredehahn Porsche 911 RSR.



Steve Pickering Porsche 910.

**Dotsure.co.za Pre-1966/68
Le Mans Sports & GT**

Class A

1. Dino Scribante	110
2. Franco Scribante	101
3. Ross Lazarus	83

Class B

1. Warren Lombaard	57.5
2. Oliver Dalais	44
3. Peter Lindenberg	27

Class C

1. Chris Clark	18
2. Keith Hinckley	18
3. Gary Swan	15

Class D

1. Dennis McBeath	118
2. Ryan Quan-Chai	38
3. Matt Taylor	25

Class E

1. Shaun Cabrita	22.5
2. Josh Dovey	22.5
3. Roger Houston	21

Genie Pre-1974 ISP

Class A

1. Colin Clay	40
2. Jonathan du Toit	39
3. Craig Pieterse	21

Class B

1. Colin Frost	59.5
2. Neil Lobb	24
3. Rui Campos	24

Class C

1. Jason Campos	27
2. Herman Kluge	26
3. Mike Maurice	24

Class D

1. Dawie Theron	22
2. Patrick Goddard	21
3. Peter Jenkins	15

Group 5

1. Carel Pienaar	13.5
------------------	------

**METAL Used Spares Pre-1974
Trans-Am Production Cars**

Category 1 A

1. Ben Morgenrood	36
2. Leeroy Poulter	12
3. Darren Nathan	6.0

Category 1 B

1. Marius Wait	27
2. Matt Taylor	6

Category 2

1. Phillip Pantazis	9
2. Steve Miller	4.5

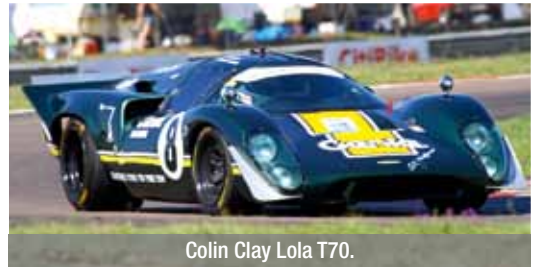
**Consolidated Auctions
Marques Cars**

Category 1 A

1. Paul Manegold	139
2. Stuart Grant	120
3. Colin Kean	117

MARLBORO CRANE HIRE PRE-77 SALOONS

Class A		Class E	
1. Willie Hepburn	35	1. Dawie Olivier	145
		2. Wesley Rautenbach	119
		3. Deon van Vuuren	98
Class B		Class F	
1. Phillip Pantazis	109	1. Pieter van Nieuwenhuizen Sr	130
		2. Michael Braun	104
		3. Quintin Willis	103
Class C		Class G	
1. Anton Raaths	153	1. Willem Vorster	123
2. Neil Reyneke	123	2. Paul Manegold	116
3. Andre Diedericks	83	3. Jacques Mostert	86
Class D		Class H	
1. Djurk Venter	105	1. Riaan De Ru	115
2. Martin Botha	81	2. Nikita Nell	84
3. Shawn Smidt	56	3. Deon van den Berg	46



Colin Clay Lola T70.



Wesley Rautenbach Datsun 120GX.



Riaan De Ru Ford Prefect.



Gavin Holt MG A.



Keith Hinckley Ford Thunderbolt.



Peter Jenkins Porsche 911 RSR.



Keith van Heerden Jaguar D-Type.



Clive Winterstein Porsche 356.

Dotsure.co.za Pre-83 Sports & GT

Class A		Class E	
1. Peter Jenkins	61	1. Kobus Brits	39
2. Colin Ellison	10	2. Leon Botha	9
		3. George Avvocomides	22
Class B		Class F	
1. Peter Jenkins	40	1. Mark Shepard	65
2. JP Bredehahn	31	2. Mike Stewart	42
3. Franz Pretorius	14		
Class C		Class G	
1. Stefan Puschavez	100	1. Johanny Pienaar	28
2. Mike Maurice	94	2. Kevin Taylor	16
3. Herman Kluge	45		
Class D		Northern Regions Endurance Series	
1. Steve Pickering	57		
2. Rohann Theron	28		
3. Kobus Brits	18	Saloon Cars	

1. Jan Jacobs	156
2. Mike Braun	150
3. Wesley Rautenbach	148

Sports & GT Cars

1. Franco Scribante	160
2. Stefan Puschavez	142
3. Peter Jenkins	124

Index of Performance

1. Mike Braun	86
2. Franco Scribante	84
3. Jesse Adams	81

SPRINGBOK SERIES

Saloon Cars

1. Wesley Rautenbach	86
2. Stuart Grant	86
3. Mike Braun	79

Sports & GT Cars

1. Franco Scribante	74
2. Stefan Puschavez	58
3. Peter Jenkins	53



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R69 900



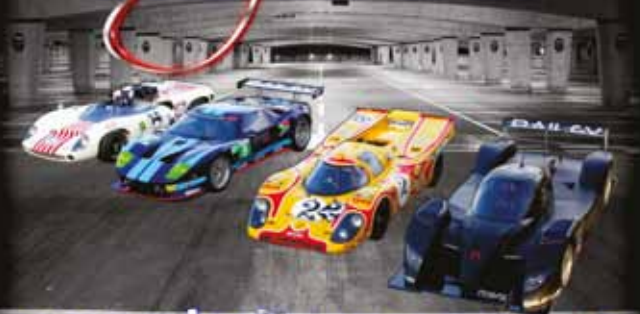
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BLIK MET WIELE

I didn't know how to react when I read your article on the BMWs in your latest magazine. I was one of the few that owned one way back round about 1978. I saw it standing in a secondhand car lot in Cape Town and immediately decided that that was the car for me. From the front it was one of the best looking cars around at the time, finished in green with silver pin striping. If I remember correctly the going price was about R2 500. I traded in my Citroen 1220 Club and off I went. As I said the nose of the car was stunning, but the rear end? Well it looked rather strange with those tail lights. It didn't take long for the thrill of driving a BMW wore off.

Let's begin at the beginning. The first problem was the radiator: the top tank started leaking and it had to come out for repair. This car also had sub-standard brakes: if left outside in the rain the discs would rust seriously, only the part where the pad was remained shiny, so that when you drove away and applied brakes it was like a very primitive version of ABS. It was like driving over corrugations trying to loosen your teeth.

The next thing to happen caught me by surprise. Going up Kloof Street in the rain one day I had to stop at a stop street. On pulling away the wheels spun a little on the paint and on regaining

purchase the engine must have twisted in the mountings causing the distributor cap to be broken into little pieces as it came into contact with the windscreen wiper motor.

I discovered cracks appearing around the pivot point of the bonnet (which used to lift from the windscreen side). The next thing to happen was the differential losing its oil and seizing up solid. Gaskets were replaced, but shortly thereafter I noticed oil collecting under the car right in line with the diff, and on having a closer look I noticed a hairline crack in the diff housing. It was a cast aluminium diff, hopelessly too expensive to replace so I did what I could afford. I drained what oil was left, cleaned it with thinners and patched it with Devcon (plastic steel). It worked rather well.

The final straw was what I presumed was a cracked cylinder head. The sump had filled up with a mayonnaise-type of goo. If at that point I had had access to dynamite I would have blown that car to smithereens but here's what I did: I drained as much of that mixture as possible and filled the sump with Wynns. It started, had oil pressure but smoked a little. I eventually sold it for R450 in a voetstoots condition.

Will I ever buy another BMW? Not really. I have never owned a car that has given me so much grief; at least the next car was a gem and maybe one your magazine will run an article on - it was Ford 1600 Sport. What a car! I nearly proposed to it.

Thanks for a wonderful magazine and keep the articles rolling.

Regards

Gordon Stanford

Hi Gordon. At least your time with the BMW can't be seen as boring. And going by the amount of negativity that surrounds these models you obviously weren't the only grumpy BMW owner. Despite this, BMW turned its South African quality issues around and now produce top quality items for both local and international consumption. If you

haven't sat in one for decades I would recommend taking a new version for a test drive. Motorplans (instigated by South African dealers) have come on in leaps and bounds too and ownership for the first few years now is hassle free.

Thanks for the feedback and hang in there for a 1600 Sport feature.

Stuart



MAYBE NOT BLIK MET WIELE

The article on locally produced BMWs, including the SA series, (CPCA October/November 2013) bears reference. The 2000SA also made an appearance on South African race tracks. Vernon Bricknell, then a young mechanic from East London, entered one for the 1970 Nine Hour at Kyalami. According to a contemporary press report, the car was one of only four saloon cars out of eighteen to have finished the gruelling race. The car completed 663 miles at an average speed of 77.6mph, which translated into 260 laps of the old Kyalami circuit. It was also the only four-door saloon to finish the race. The car was privately entered, prepared by Bricknell and his co-driver, Roy Luck. Those were the days when privateers could still participate in top-level motorsport on a shoestring budget.

Bricknell later became an airline executive, and some years ago participated in historic racing in a Porsche 911. A scanned picture is attached. Hope it can be used.

Regards

Andre Stemmet

Thanks for the information Andre, I actually stumbled across a partial image

of that car racing at Kyalami but didn't manage to track down the details on who, what and where. With bumpers stripped off and some racy arches it does look the part of a decent racer. And as you mentioned, proved reliable in a long race. Maybe they weren't such *Blik Met Wiele* after all. Long gone are the days of shoestring racing and making a name with giant killing performances.

Stuart



SCAMP & CO.

It was with great interest that I read the Scamp Porter story and am looking forward to Part 2. Who of the amateur rally drivers and supporters will ever forget the humble giant of motorsport during that period? Apart from his professional career, you could at any time stop at the Renault Competitions Department on the hill in Alberton, at the track, or in the middle of nowhere somewhere on a rally stage and ask for advice. Never would he turn anybody away.

Hopefully you will also cover some of the wonderful people who worked and drove for Scamp, and a few names come to mind: Ord Meyer, Willem van Rooyen and in the early days, Dudley Smith.

Some of the Renault Africa drivers and navigators, Chris Swanepoel, Gus Crous, Hein and Ronel Dahms, are also truly legends of the time. Having owned one of the ex-works 1500cc rally cars, which was bought from a farmer, restored but unfortunately not kept, one wonders what happened to all the great cars that Scamp and his team built. In your final article, you will hopefully also tell the story of how a car damaged badly on an event was cut in half and a donor

car welded on, in order to continue the rally. With the demise of the Gordini, and Scamp moving on, Renault probably lost most of their support for a long period of time in this country.

**Regards,
Cor Geyer**

Thanks Cor. Being of the 'wrong' generation I am only now learning of Renault's dominance on South African race tracks and the success that resulted from the showroom floors. Like Alfa, I would have thought Renault had lost traction because of political issues at the time but I do believe that pulling out of motorsport would have also hampered the following: What wins on Saturday sells on Monday.

Stuart



WHO'S THIS REN-OH?

I have found the recent articles on the Renault Gordini/Alconi/Scamp Porter *et al* quite fascinating, and they are much appreciated. I enclose two snapshots taken at the Rand Autumn Trophy races at Kyalami in 1968. The one is of the Onyx production car grid, and the other of the modified Saloon car grid. If there is space it would be nice to hear from readers who the pilots were of the Gordinis/R8s in both pictures. In the Onyx picture the Gordini is on pole but was it Scamp or Spencer Shultz? Flanked I think by Dirk Marais in the V8 Sunbeam, and Arnold Chatz in the Alfa GTA. The sound and sight of that Gordini howling down the old main straight ahead of the Sunbeam and the Alfa, and changing up to 5th gear through the 'kink' will remain an

enduring memory and cemented my determination to own one of those cars eventually (which finally materialised in 1972). In the modified saloon car picture the fact that the Gordini could give the likes of the Meissner Cortina, Mustang and Alfa a hard time, speaks for itself.

**Best regards,
Carvel**

I will leave this one up to the many Renault fans to answer, Carvel. Thanks for the feedback, support and mental image of the howling Gordini shifting into fifth.

Stuart



ON A PACKARD TRAIL

Further to the article on Sep and his Packards, I wonder if he or any readers could help me. I am anxious to trace my late father's Packard Clipper De Luxe - a 1947 2-door black fastback. It had a straight 8 side valve engine and a 3-speed manual gearbox. As a small boy I can recall the old man pushing it to 110mph through the Karoo *en route* to the Cape. My dad was General Manager of Douglas Colliery in the Middleburg district from 1947 to his death in 1970. He sold the car in 1956 - the last known registration was TM 47. I don't have any more details but I think the reason for the sale was the difficulty in getting spare parts at the time. The car seized a diff in 1954 and the mine mechanics had to cobble a Chev or similar diff together which was not a satisfactory solution. If you are ever in London, the RAC Club Library on Pall Mall has a complete record of Packard production. Most interesting - this Library is one of my favourite rooms in the world! Look forward to hearing from you.

**Kind regards,
Justin Moore**

Hi Justin. I have forwarded to Bob and Sep for comment. Here's hoping they, or one of our readers, can track the car down.

Stuart

PATHFINDER CROSSROADS

A friend of mine has notified me that in one of your previous copies, perhaps the June/July or August/Sept 2013, there was an article about the Riley Pathfinder 1955. He has unfortunately misplaced his previous copies. Is it possible to obtain a copy of that particular issue and even some previous issues? I am in the process of selling my Lotus 7 and acquiring a Riley Pathfinder and am not sure if it will be a wise move. Any input from you will be appreciated. What actually worries me a bit is the fact that it has a 3 main bearing engine. Do you perhaps know of a Riley Club that I can contact to find out more? From now on I will be buying your magazine as I find it very interesting with excellent articles. Thank you.

Yours faithfully

Chris Schafer

Hi Chris. I will post a back issue where the Pathfinder features. I know there is a Riley Rendezvous planned for October 2014 (see our news section). Contact Roy Jones - while he plays with earlier Rileys I'm sure he can point you towards someone in the know as regards the 1950s cars.

Stuart

TRADE SECRETS

Firstly, congratulations on the finalisation of the transaction with Fred; I am sure it is going to be a wonderful experience. If you enjoy your job you are fortunate as you do not 'work'. I am sure that you are one of the fortunate few. The point that I actually want to make is that I am thrilled about the BMW Project 2002 you are part-custodians of.

The big plus for me is your identification of those companies that have become involved in the project. I really do hope

that more of these smaller specialists get involved as the rest of us get the contact details of companies that can help us with our restoration projects.

Typically, I was confronted with a problem of sourcing rubber profiles for my DKW - Auto Union 1000 Coupé project. Pro Auto Rubber will now be my first port of call - thank you for this.

Unfortunately I cannot pick up a Norbrake outlet in the Centurion area as I would most definitely use them as well. If Norbrake does have a means of assisting, I would be happy to spend my Rands with them. Please feel free to add to the list of places where we can source other items.

I need 5x new tyres for the DKW - where do I source them? They are 5.6 x 15 inch 4-ply Tubeless. Maybe there could be a little column where some of the more obscure suppliers/workshops could get some space. I had the instruments of my TC repaired by Ronnie Gates in Cape Town. Had Viv James not introduced me to Ronnie I would've been totally oblivious as to his existence. The problem that we have is that many of these persons are getting on and when they stop for whatever reason, the industry will be so much the poorer.

Keep well and thanks for the mag.

Regards,

André Groenewald

Thanks for the kind words André, and yes I do have a job I love and is for the most part more like play than work - I thank my lucky stars daily. Knowing who to go to for the hard-to-find bits is key to keeping a classic going and we will do everything possible to get the word out about these places with special skills and the right spirit. Norbrake are in the Boksburg area but might have a collection service if you make contact with them. As for the tyres, Vredestein stock classic-looking tyres that have the correct profiles and tread patterns to suit our older machines. Pop down to your closest Dunlop dealer to find out what is on offer.

Stuart

THINK BIKE

First of all congratulations on your new role as owner of my favourite magazine. I have been a reader for many years and enjoy each publication. As regards the Franschoek Motor Museum, I would like to comment on the following: No motorcycles allowed. No pedestrian access from the gate to the Museum.

If I were to leave my valuable Classic Motorcycle at the gate, I would not be allowed in. Not that I would. I think the management have missed a golden opportunity of having Classic Motorcycles and their riders to visit the Museum. They are obviously not aware of the number of Historic motorcycle owners in the country.

Given the rich history of motorcycling in this country and besides the D J and the racing fraternity and its history, South Africa and Rhodesia have produced more champions than many other countries. Then, of course, there is the S A land speed record held for many years by the late Vic Procter. He went out to circuit race his bike and eventually got his Springbok colours for his efforts. He ended up by putting this engine into a Kieft car and taking up car racing. He was also awarded the Caterpillar Award for surviving a motorcycle crash in excess of 170mph. Some time ago I restored the engine of this bike and when I delivered it to Cape Town, I stopped at Beaufort West at the airport and photographed the engine in the back of my van at the spot where the record was broken in 1950. I also photographed John Proctor, son of Vic, at his garage forecourt at Mouille Point inspecting the engine in my van. I wonder if there is a Vincent in this Museum? There is one in the Deneysville Museum at Vaal Dam as well as many other rare and interesting bikes.

When the Heidelberg Motor Museum was still in operation, I visited many times with various clubs. We were allowed to park our bikes, even moderns, next to the exhibition halls. They also had an extensive collection of bicycles and motorcycles on display, many on loan.

We had a Vincent Owners' Club meeting at the Museum in 1988 where Sue Shepherd and I both celebrated our 50th Birthdays, complete with a cake decorated with the club emblem. I also have various photos of some of my bikes at the Museum or ones that I have built for various clients.

As this Museum was owned by the same family as the Franschoek Motor Museum, I cannot understand the banning of motorcyclists.

Regards,
Henry Kinnear

Hi Henry. Our bike history is very extensive indeed and that, added to the fact that I am very fond of two-wheeled machinery, is why we feature them from time to time. I have forwarded your mail on to the Museum for comment.

Stuart

ERA ON THE WEB

Many thanks for the recently received copy of **C&PCA**. On page 90 there is a letter from Paul Harrington re Manie de Villiers in which Paul asks about the ERA. Could you possibly direct Paul to the ERA page on my website please, as I think he may find it of interest. I am quite happy for you to pass on my email to Paul as well please, as I would love to get copies of any photographs he may have to use on the website. This link takes you to the ERA page: www.classiccarsinrhodesia.co.za/Makes/ERA.html

Regards
Wayne M. Kennerley

FAIRMONT HELP NEEDED

I am originally from Durban and immigrated to Australia in 1998. I am

trying to find or make contact with anyone who worked at Ford PE in the early '70s. I have started a website on a particular Ford model built in PE, the Fairmont GT that was manufactured in the early days. Included is a forum on the Fairmont GT and I would also like to include any history of Ford in South Africa dating back as far as possible. There is a strong following in Australia for these cars. I would appreciate your help in collecting information or referring me to someone who can.

The Falcon GT in Australia has the Kangaroo logo on the sides and a GT enthusiast in Australia, Boxy Rule, has nicknamed it the Rhino. The link to the forum is: www.safairmontgt.com.au, while the conversation at www.safairmontgt.com.au/viewtopic.php?f=30&t=8 is an attempt to find my dad's Red GT. I know there were 2 models built - Fairmont GT XW and XY based on the Australian Falcon XW and XY. These were sent semi-knockdown from Ford Australia to Ford South Africa and rebuilt with differences to the Australian Falcon GT. It is these differences that make this car a collector's item for Australian Ford lovers. I also believe there were 2 GT HO racing versions exported to SA.

All information would have been either microfiche or paper and I understand Ford moved to Pretoria in 1986. I am hoping someone would have kept information on these cars such as build numbers, VIN numbers, photos, facts, colour codes, number built etc.

Regards
Henry

Because of the Australian desirability the Fairmont GT must have been one

of the fastest appreciating classics percentage-wise over the last two decades. I remember looking at one while I was at college, for R20 000. A few years later when I had the money I could not find a single one less than R100 000. Now they are even more, or all in Australia. I have sent this mail on to Ford SA and await response as to whether or not they can drum up the information you are looking for.

Stuart

SAFARI SUITED

Congratulations and my best wishes for an exciting and prosperous future with Africa's number one classic car magazine. It is great to find a younger man who is both enthusiastic and active in the Classic car movement. You have already brought exciting and interesting articles into the publication and you write with informed and researched knowledge. Keep up the good work and my copy of **C&PCA** will always be opened and read ASAP, often regardless of other priorities. I must also put pen to paper and send my article of the finding and restoration of the 1963 East African Safari Rally car. Can I make a series of it? I look forward to seeing you on the track as soon as my race car is mended! If you don't see me straight away, it is probably because I am in front of you.

Kind regards
Chris

Thanks Chris, I look forward to the day where I am behind you on the track. It will only make the day's racing more enjoyable. We have talked about doing a bit on your Safari car and now I have it in writing so you will have to get cracking.

Stuart



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Collection of Jaguar spares that I have accumulated over the past 25 years. Amongst the spares are MK2 doors, boots lids, chrome door window frames with glass, windscreen both back and front, door hinges, petrol filler covers, generators, starter motors, a power steering pump, servos, SU carburettors, cylinder heads with camshafts and camshaft covers, a selection of chrome body trim for the MK2, 420G S-Type including a MK2 and an S-Type grille both with centre vanes, two chrome wire wheels and hubs, bumpers for the 340 and S-Type, ashtrays, a new set of door rubbers and new windscreen rubbers for the MK2 and a similar windscreen set for the S-Type, etc - the list is endless. New old stock windscreen wiper motors for the XK120/140 and 150 plus a windscreen wiper washer bottle complete with fittings. A MKV11 or MKV111 chrome radiator grille. Finally an E-Type drophead (3.8) windscreen still in its box from the factory. I can be contacted on e-mail address: goldfish@zim.co.za

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Author: Doug Nye with Tony Rudd

Publisher: MRP Publishing

ISBN: 1-899870-008

Price: R2 100

Available: www.motorbooks.co.za

If there is one sound that will make any motoring fan's hair stand on end it is that of a V16 B.R.M. at full taps. Filled to the brim with technology, enthusiasm and vision, British Racing Motors burst onto the Grand Prix scene straight after the War and progressed to become a winner with its 4-cylinder racers during the mid- to late-1950s.

It wasn't all smooth sailing though with more ups and downs, trials, tribulations and disasters than many of the teams. With Volume 1 covering the 1950s, this book covers the ins and outs of the cars built between '59 and '65, a period when the firm was one of the first to move to rear engine layout and even dipped a toe into four-wheel drive. The hardcover runs chronologically and covers every aspect from the development to on-track results. Period photography abounds and the odd detail drawings give further insight into the thinking of the outfit. Of course with Graham Hill and B.R.M. pipping Jim Clark to the World Title in the 1962 final round in East London, there is lots of local stuff to reminisce about.

If there was one downside to the volume it would be that to get the full picture you need to buy Volumes 1 and 3. There's a fourth volume in the pipeline too.

HARLEY-DAVIDSON: ALL THE MOTORCYCLES 1903-1983

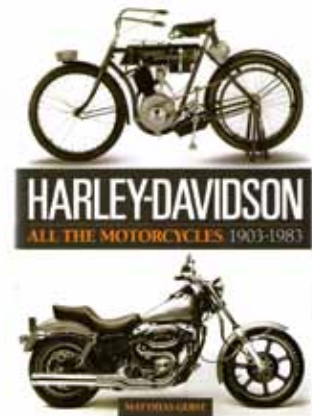
Author: Matthias Gerst

Publisher: Haynes Publishing

ISBN: 978-1-84425-676-1

Price: R480

Available: www.motorbooks.co.za



Love 'em or hate 'em there is no denying that Harley-Davidson is an amazing brand that, despite seemingly still churning out archaic technology, have the formula spot on. In reality they have kept up with technological development and this book shows how.

Starting with the history of the firm the book evolves into a reference book detailing the specs, facts, figures and everything you want to know in serious detail. There is a detailed description of each model family, complete with year-by-year evolution. Production numbers, new prices, factory accessories and images will see to it that you are an expert in no time.

Like the bikes themselves, this book is not for everyone, especially those wanting an easy read. If you, like me, thought all Harleys were the same, then think again.

THE ICONIC JAGUAR XK

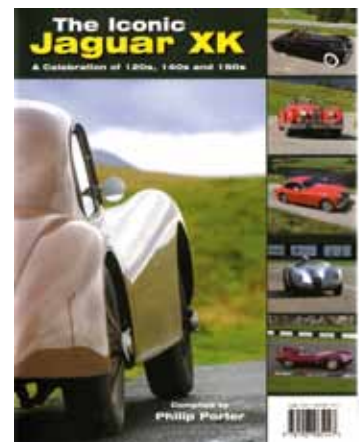
Author: Philip Porter

Publisher: Porter Press International

ISBN: 978-1-907085-14-7


Price: R240

Available: www.motorbooks.co.za



Porter's publication is, to all intents and purposes, a magazine on steroids and as the title suggests, focuses on the XK range. But it is worth having with in-depth stories on the various XK models, specs and stats. And the archive imagery used is out of the top drawer.

He also adds information on the C- and D-Types as well as tests and stories about some special cars, and talks to the likes of Jaguar's design director, Ian Callum, about infusing the old with the new. Owners' tales and XK adventures make for interesting reading and show the versatility of the machinery.

Being a magazine, it is littered with advertising material but for Jaguar owners this will be a blessing when it comes to tracking down that hard-to-find part or expertise. At the price it is well worth adding to the collection of bedtime reading. 



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