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— CARS BIKES PEOPLE AFRICA —

NOVEMBER 2018

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It's been a year of some big motoring birthdays. For the 70-year-olds we've covered Porsche, featured an epic Land Rover cross-continental trip and had a look at the iconic Morris's Minor tale. Jaguar's XJ saloon reached 50 and we covered that too in recent months. There is no stopping the birthdays this issue with Sivan Goren looking into half a century of the never-say-die Peugeot 504, Graeme Hurst reminiscing about the Rover SD1 40 years after its SA launch, and Mike Monk joining in with Franschhoek Motor Museum's GSM Dart 60th celebrations. In a South African exclusive, Axel E. Catton visits San Francisco, where the legendary 1968 Steve McQueen movie *Bullitt* was filmed, and gets to see the actual Mustang 390GT that was used returning to the original movie location.

We've got one more issue for the year after this one, and in keeping with the cake-and-candle theme, we'll have Ferrari Daytona and Ford Escort features ready for you to enjoy over the December holidays.

Let's not get ahead of ourselves though – back to this November rag. Mike Monk ticks off a bucket list drive with a stint in a highly successful Bugatti Type 35B racer before swapping genres and getting behind the wheel of a massive DeSoto Suburban, a vehicle that could in hindsight be regarded as the first Sport Utility Vehicle (SUV).

Gavin Foster delves into the sad state the British motorcycle got itself into during the late '70s with a look at the somewhat compromised Triumph Trident/BSA Rocket. It's not all doom and gloom though, as his notes on the famed Trident-based racer Slippery Sam and KZN-based motorcycle ace Mac Mackenzie attest.

The idea of people carrying continues with Gerhard Greyvensteyn looking into Volkswagen's Type 3. Roger Houghton takes a fascinating look into the Czech motor industry and has a chat with Daan de Waal – arguably the first 'real' BMW saloon racer in SA.

I blend practicality with some Italian sporting ability in a 116 series Alfa Giulietta. Our own Alfa GT Junior project car doesn't quite measure up to the driving prowess of this 116 though – a few rust issues have seen it detour further from the road than we'd hoped...

There are the usual bits like columns, news, classified adverts and our favourite section – your letters. Keep these coming and don't forget to send in your events for next year so we can pencil them into the 2019 calendar.

Stuart

WHALES, WHEELS AND ROTARIES

The Franschhoek Motor Museum was invited to exhibit its two rotary cars at the annual Whales and Wheels Show that took place in Hermanus on 29 September. Workshop technicians Wilfred Tarantaal and Wenstley Wickham took the museum's 1968 Mazda Cosmo Sport and the rarely seen, same era NSU Ro80 to the annual event where they joined up with their hosts Peanuts and Rose Fouche and the rest of the Mazda Rotary Club. Collectively, they managed to put together one of the most complete and comprehensive displays of Wankel rotary-engined cars ever seen in South Africa. Even a rotary-powered lawn mower made the show, helping to make the display a cut above the rest.

BIKE IN BLOOM

Not all of FMM's transport collection is motorised – the museum has a number of classic bicycles in its portfolio, too. And when it came to continuing its support of the annual Darling Wildflower Show – at 101 years, the oldest-running show of its kind in the world – FMM provided a 1950 Hercules delivery bicycle to form part of the extensive display of flora that concentrates on promoting conservation for the next generation. Despite the Cape drought, the show featured the usual variety of activities for young and old: craft and food stalls, farm visits, tractor rides, guided tours and lectures, as well as vehicle displays. More than 7 000 people attended the three-day event.

FMM SLOT CAR CHAMPIONSHIP

The final round of the FMM Slot Car Championship took place in October and on the night, Franklin Smit won the Touring Car round with his Ford Mustang and Japie Aranjies won the Sports Car round with his Chaparral. After the final points were counted, Mark Venske emerged as the Touring Car Champion with his Lamborghini Huracan with 61 points, four ahead of Thys Roux with his Maserati TC Trofeo. In the Sports Car category, Mark Venske (BMW M4 DTM) was again the champion with 61 points followed by Jackie van Wyk (Porsche 917) on 59 points.

BACK TO SCHOOL

On Sunday 30 September 2018, over 120 000 distinguished gentlefolk in over 650 cities worldwide pressed their tweeds, put on their cravats, straightened their ties and rode their classic and vintage-styled motorcycles to raise funds and awareness for men's health, specifically prostate cancer and men's mental health. The Distinguished Gentleman's Ride was founded in Sydney, Australia as a great way to combat the often negative stereotype of men on motorcycles, while connecting niche motorcycle communities.

FMM curator Wayne Harley took part in this year's DGR riding the museum's 1969 Suzuki AS 50. "And what a jol it was," said Wayne afterwards. Dressed in school attire (borrowed from his son), Wayne rode the Suzuki that handled the route from Cape Town city centre to Camps Bay via Wynberg and Constantia without missing a beat.

If you have a classic and want to support a good cause, don't miss next year's ride. For more info log on to www.gentlemansride.com/rides/south+Africa.

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MAKE A DATE

We will continually update the 2018 events calendar. To submit your club event for publication in the magazine as well as on our website (www.classiccarafrica.com) please submit details along with an image or two to stuart@classiccarafrica.com.

NOVEMBER

3	Historic Tour Racing	Red Star Raceway
11	Cape Classic Car Show	Cape Town
11	Portuguese Trial Regularity Rally	Johannesburg
25	Blairgowrie Toy Fair	Blairgowrie

DECEMBER

2	NASREC Classic Car Show	NASREC

MONTHLY MUST-DO EVENTS

1st Saturday of the month	Classic Motorcycle Club of Natal – Bluff, Durban	3rd Sunday of the month	Piston Ring – Modderfontein, Johannesburg
1st Sunday of the month	Classic Motorcycle Club Johannesburg – Germiston, Johannesburg	Last Sunday of the month	Vintage and Veteran Club – Athol Oaklands, Johannesburg
2nd Saturday of the month	Vintage Sports Car Club of Natal – Oribi Rd, Pietermaritzburg	Last Sunday of the month	Southern Cape Old Car Club – Glenwood, George
2nd Sunday of the month	Pretoria Old Motor Club – Silverton, Pretoria	Last Sunday of the month	The Crankhandle Club – Wynberg, Cape Town
3rd Saturday of the month	Cape Vintage Motorcycle Club – Parow North, Cape Town	Last Sunday of the month	The Veteran Car Club of South Africa – Kloof, Durban

STARS OF SANDSTONE 2019

The internationally acclaimed heritage and steam festival, Stars of Sandstone, will be back in the Eastern Free State from 4 to 14 April 2019 and promises to be a magical step back in time with steam trains, vintage cars, aircraft and more. Even more exciting is the announcement that a special charter of The Blue Train has been added to the event. The Blue Train will leave Pretoria on 3 April and spend two nights at Sandstone Estates before departing on 5 April to arrive back in Pretoria on 6 April.

This is one of the great luxury trains of the world and provides passengers with a comfortable environment, excellent food, and the ability to hop on and off a 2ft narrow-gauge railway.

There are only 52 berths on this train, so it is worth booking sooner rather than later. For more information on this event and The Blue Train booking visit www.starsofsandstone.com.

LAP OF NAMIBIA

The 2019 Lap of Namibia organised by Classic Car Events is a go and will take place between Sunday 5 May and Friday 17 May 2019. The trip departs from the Lanseria area of Johannesburg and follows a set route to Upington, with points of interest and accommodation along the way. Entries are limited and filling up fast so the time is now to put your name on the list. Contact Roger Pearce on roger@afriod.co.za for more information and to enter.

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1983 Morgan Plus 8 Roadster
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1957 Ford Thunderbird Roadster
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1992 Alfa Romeo Series 4 Spider
Special edition Beauté, only 14,000km from new with FSH and books. An extremely rare Alfa in outstanding condition. POA

1990 Jaguar XJS V12 Cabriolet
Cream with Tan interior, only 63,000km with FSH and Books, fantastic original condition. R450,000

1999 Mercedes Benz SL500
Silver with Saffron interior, 98,000km, FSH and Books, immaculate overall condition. R450,000

1992 Mazda RX7 Roadster
Red with Black leather interior, 1 of 3 in SA, factory 13B Rotary motor with turbo, electric soft top. R195,000

1937 Rolls Royce Phantom II
Midnight blue with Magnolia leather interior, hand made aluminum body by David Royle in the UK. POA

1964 Jaguar MKII 3.4 Sedan
Olde English White with Ox Blood interior, 4 speed manual with Over Drive, 1 owner, 4 year nut and bolt documented restoration. Immaculate Condition. R450,000

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

1997 Ferrari F355 Spider
Rosso Corsa with Crema interior, 6 speed manual, 33,000miles, FSH, books and tools. R2,395,000

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

NEW STOCK COMING SOON:

1969 Jaguar E Type Series 2 FHC (in restoration)

1969 VW Beetle Karmann Convertible (in restoration)

1972 Mercedes Benz 350SL

1985 Morgan +8 Roadster

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ERA WINNERS RETURN

With the SA Historic Grand Prix Festival just weeks away, make sure you've purchased your tickets for the East London Race event or the Grand Prix Garden Party a week later in the Cape from www.sahistoricgp.com. In need of motivation? Read on…

East London will once again be filled with the sound of a supercharged South African Grand Prix winner when not one, but two ERAs return to the track on 25 November.

ERAs competed in four of the five pre-war South African Grands Prix, and both cars that actually raced here in period will retrace their steps in November at the South African Historic Grand Prix Festival. Identified by their chassis numbers, ERA R4A competed for three consecutive years between 1936 and 1938, winning the race in 1937, whilst R3A ran in 1939.

Today, both cars have regular outings in historic events, R3A having just finished second at the 2018 Goodwood Revival. This car was built in 1934 as a 2-litre works car driven by founding works driver, Raymond Mays, and soon held the outright world record for a standing start kilometre. In various configurations, it won the prestigious Shelsley Walsh Hillclimb and scooped the team's first international victory at the Nürburgring.

Its South African story starts in 1938 when Roy Hesketh – after whom the Pietermaritzburg race track was named – bought the car. He would place fourth in both the 1939 South African Grand Prix and Grosvenor Grand Prix, but the car would stay in South Africa until after WWII. Basil Beall acquired the car from Hesketh in 1944 and raced locally between 1948 and 1952. R3A returned to the UK in 1957, making it 61 years since it turned a wheel on South African soil.

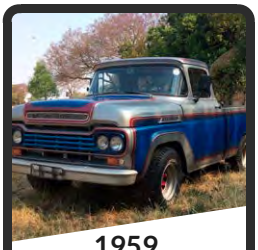
ERA R4A was 'only' a customer car, but had a more colourful South African history. Built in 1935 as the first customer car, the team ran the car for Pat Fairfield initially, but the following year Fairfield was already running the ERA independently, managing a third place in the South African Grand Prix. South Africa was Fairfield's adopted home, having first come to the country as a 15-year-old with his parents, who owned citrus plantations in White River.

For 1937, Fairfield was again a works driver for ERA and R4A would win outright in the South African Grand Prix and at Donington in the UK. Fairfield tragically lost his life later that year driving a BMW 328 at Le Mans and the ERA passed on to Norman Wilson who continued racing it in South Africa, including at the 1938 South African Grand Prix. ERA R4A would return to the UK where it was owned by well-known UK racer Bob Gerrard, whose team manager was Frank Woolley, the grandfather of SA Historic Grand Prix Festival organiser Mark Woolley, giving this car even more relevance to the event. R4A came back to Rhodesia (Zimbabwe) and South Africa later in its life, ultimately fitted with a Chevrolet engine before being restored to original specification. It currently resides in the UK where it is raced regularly. Both cars are celebrities wherever they go.

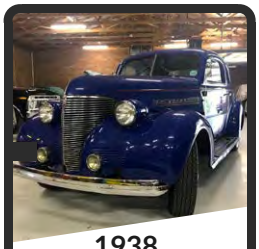
Three different specifications of ERA existed depending on the formula: all were supercharged in-line sixes in either 1.1-, 1.5- or 2-litre capacity developing between 150bhp and 240bhp at up to 7500rpm.

When English Racing Automobiles (ERA) was founded in 1933, no one could have guessed that its cars would be so successful 85 years later, with the single seaters being some of the most successful and fastest historic racing cars today. They will make a spectacular sight charging through Potter's Pass at East London on 25 November during the South African Historic Grand Prix Festival, superchargers wailing and methanol fumes in the air. Spectators will also get a chance to get up close to see the incredible technology in these pre-war machines at the Garden Party at Val de Vie on 1 and 2 December as part of this once-in-a-lifetime opportunity.

classic cars for sale

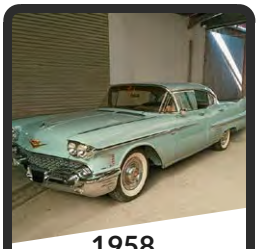


1959
Ford
F100
R 85 000

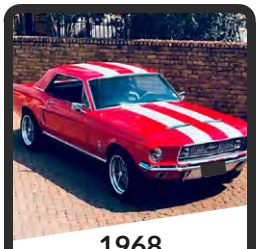


1938
Chevrolet
Master
R 250 000

1964
Volkswagen
Split Window
R 550 000



1958
Cadillac
Sedan
R 800 000



1968
Ford Mustang
390 GT
R 670 000

1965
Ford Mustang
Roadster 289 V8
R 525 000

1967
GMC
Ranger
R 55 000

1942
Chevrolet
Pickup RatRod
R 390 000

1983
Porsche
911SC
R 899 000

1982
Mercedes 280CE
W123
R 175 000

1970
Rolls Royce
Silver Shadow
R 375 000

1967
Mercury
Cougar 302 V8
R 280 000

1969
Mercedes
220
R 50 000

1977
Ford F100
(67 000 km)
R 195 000

1969
BMW
2000CS
R 250 000

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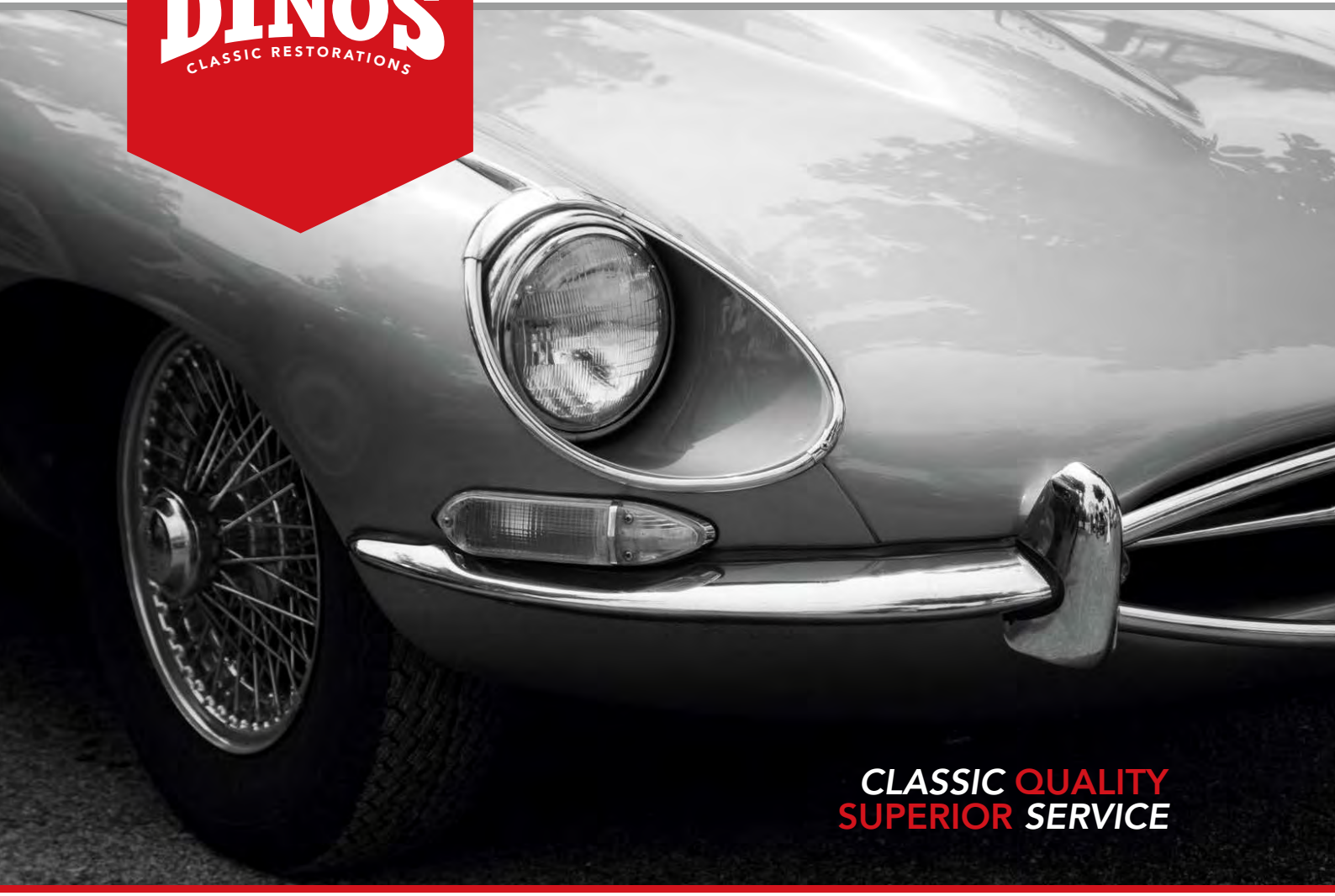

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THE BIG & THE SMALL

In between the big jobs we continue looking after the little ones. This could mean completing a Mini in between a Cadillac and Dodge Polara, but also carrying out minor touch-ups to classics that might have suffered a nudge or similar. At the moment we have a Morgan Plus Four, Jaguar XK, Alfa Spider and Alfa race car in for this type of work. When it comes to these operations, matching colour is more critical than ever. For modern cars it means checking the factory paint code and starting from there. On older cars it gets a bit more difficult, with the ravages of time seeing faded and aged paintwork. If we know we are dealing with original paint, our starting point is to mix up a colour as per the large Glasurit code library and then take this to the car using a skilled eye to tweak the mix to match exactly. For classics that have been taken away from original it all comes down to the trained eye and skill of the painter. We derive as much satisfaction from getting these smaller jobs right as we do the big stuff. So the shop is full of both disciplines – so full that our own BMW 3.0CSi is still on the back burner!

As mentioned last month, this Cadillac from Generation Old School was in very sound condition and still sported its original paint. The monstrous dimensions meant a fair bit of labour to get it down to the metal before the minor rust issues were remedied. Preparation for paint is on the go and with such large and visible surfaces, it is crucial that it is perfect before paint goes on.

This Volkswagen Kombi came into the shop in red with more fibreglass and filler than metal. It's taken hours of blood, sweat and tears to cut out and replace the rot on almost every panel, but the patience has been rewarded with a beautiful bit of practical art. It's now all metal and gleaming in the two-tone paint scheme, ready for the client to collect and assemble.

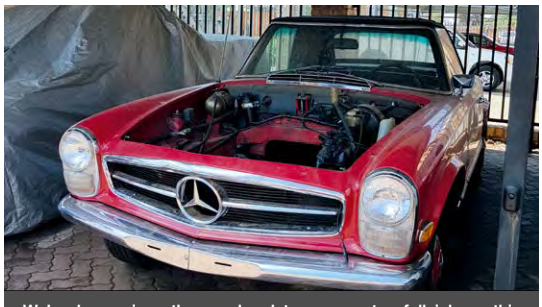
We can hardly believe it. The rare right-hand-drive Maserati Indy 'barnfind' that has been in the workshop for well over a year is being collected by the owner, who will put the puzzle back together. Its brilliant blue hue hides the countless hours that it has taken to either repair or remake almost every panel by hand. We are extremely proud of this job and can't wait to see it finished and back to its original glory.

This BMW 3.0CSL was not bad to look at before, but the owner wants it to be the best. Paint was stripped, a small amount of rust removed and the fenders reworked to get the correct shape. Paint prep has been completed and the engine bay and underside have been given a final coat. Next up the body will be painted before we refit the refreshed interior and trim.

How many realise just how much effort it takes to convert a '74 and later Porsche 911 to an RS rep? Our donor originally had impact bumpers, which meant front wings had to be extended downwards to incorporate indicators. A longer bonnet and fibreglass bumper required fitment of a different valence. The rear moulded bumper was so warped it had to be cut back and built up correctly. And we haven't even started on panel gaps and fitment.

Having had the new floors made up and rust cut out and replaced around the windscreen area, the Datsun 240Z in now ready for primer. This will give the owner enough time to decide on a final colour before we shoot that and make sure the fitment is spot on. Once done, he will take over the project and put all the trim and details back onto the Japanese classic.

It's amazing what a month can do. Four weeks ago, this Jaguar E-Type looked like a half-baked cake. Today it looks like a car. Extensive rust was cut out and replaced with new metal, and fitting the imported nose was more than just a case of bolting it on. But the reward of seeing one of the world's most beautiful motoring silhouettes as good as when it was new makes it worth it. The client now needs to decide on a colour.



We've been given the go-ahead to carry out a full job on this Mercedes-Benz 250SL 'Pagoda'. This means it will be stripped down to the metal, gremlins cut out and painted. We will project-manage the interior refurbishment and re-install it once done. Off the bat it looks as if there is a fair amount of remedial work needed – the filler from a botched repair in the past is popping off in places.

This fastback Mustang structure is not the worst we've seen but does require new metal in the floor, boot, door, fender and sill department. Supply of new panels for these pony cars is good and we have located a pair of new doors and front wings, as well as a boot. The rest we'll make up the old-fashioned way.

10 YEARS AND CLIMBING

As South Africa's premier motorsport and motoring lifestyle event, the 2019 Jaguar Simola Hillclimb is scheduled to roar into life from 3 to 5 May, marking the 10th edition of this automotive extravaganza. There's no other event on the calendar that attracts such a vast and diverse range of iconic cars and legendary drivers from all eras competing for glory on the challenging 1.9km Simola Hill course – thus making it the must-attend event of the year for enthusiasts and competitors alike. The three days of action kick off on 3 May 2019 with the Classic Conqueror and tickets can be found online at www.jaguarsimolahillclimb.com. Competitor registration opened on 1 October 2018 and closes 31 January 2019, so best get cracking if you are keen to enter.

HERITAGE KEEPS ROLLING

The 7th Heritage Tour, which visited the West Coast to see the Namaqualand flowers in bloom, began on 21 September: 51 participants in 27 vehicles, all manufactured between 1915 and 1975, arrived at Matroosberg Private Nature Reserve near Ceres. They then travelled via Malmesbury, Darling and Yzerfontein to Velddrif to catch some rest before continuing on via Piketberg, Leopoldtville, Lamberts Bay, Clanwilliam, Citrusdal and Porterville, and back to Ceres.

Despite the previous week's rain and snow, and resultant freezing first day (ask the open Ford Model T drivers), the days soon warmed up and the beauty of the environment more than made up for any difficulties. The beauty of the flowers met all expectations, as did the picturesque small towns along the way, and the friendliness and hospitality of the people of Namaqualand. The Heritage Tour, which coincides with National Heritage Day, is one of the highlights on the Southern Cape Old Car Club's calendar, whose annual Old Car Show will take place on 9-10 February 2019. Entries open during November.

The 2018 Heritage Tour was supported by Montego Pet Nutrition, who also pledged support for the next two tours. Montego's head office is in Graaff Reinet – wouldn't this historic town be a fantastic starting point for the 2019 Heritage Tour? Contact Pierre Olivier on 082 872 6456 for more information about the Heritage Tour, or visit the website: www.scocc.co.za.

CONCOURS SA HAS A DATE

Organisers of Concours South Africa have announced that the 2019 Concours will again be held at Steyn City, with a weekend date set for 30 August to 1 September 2019. The event is a multi-marque, nationally attended concours d'elegance with the number of vehicles pegged at around 80. Competitors are required to enter their cars well before the time to ensure that they are of a sufficiently high standard as far as originality and presentation is concerned. For more information visit www.concourssouthafrica.com.

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MINI GT IS BACK ONLINE

Mini South Africa's latest special edition model was recently previewed at the South African Festival of Motoring and the Mini 1499 GT is now available to order online via a special website.

The Mini 1499 GT harks back to the brand's rich heritage and the Mini 1275 GT, one of the best known sporty classic Minis of all time. Just as the Mini 1275 GT paired distinctive design with inventive solutions (it was the world's first vehicle fitted with run-flat tyres), the Mini 1499 GT is the first Mini in the South African line-up to be available to order online. Go to mini1499gt.co.za to reserve your car.

U2 CAN RACE

Pre-1966 saloon car racing is on a high and South Africa is following in the trend with its Legends of the 9-Hour U2 Series. Of course the preservation of classic cars is the primary purpose of historic racing and U2 aims to do this by bunching up old vehicles into competitive racing, while limiting the ability and expense to build the cars. 'Drive old cars fast, keep it clean and look after our high quality of cars' is the core belief. With varying driver skills on hand, the class employs a fastest allowed lap time of 1 minute 18.5 seconds at Zwartkops and drivers are encouraged to 'tune' or 'de-tune' cars to avoid penalty and create close and exciting racing for spectators and drivers alike.

Examples of this could be seen at the recent Historic Tour event where Trevor Tuck and Patrick Gearing slowed their Alfa Giulias from running 1:14s around Zwartkops to the 18.5 mark by limiting engine revs, choking down carburettors, running on road tyres and adding weight. That said, to meet this number the pair had to push extremely hard – the idea is to avoid the need to drive cars slowly to stay within the cut-off.

It's an exciting time for historic racing as the 13-car U2 field at the September meeting showed a resurgence of interest and participation. Variety was impressive with two BMWs, two Volvos, the welcome return of a Mini to the class, and the gaggle of seven Alfas.

Both heats were hotly contested with some great racing and good dices. For those who broke out the penalties were harsh, but netted out a reflective result. Trevor Tuck (Alfa Giulia) achieved the overall victory for the day, Rob Gearing (BMW 1804) clinched second place and Mark du Toit slotted his Alfa Sprint GT into third. The new penalty system forced the exclusion of Alan Poulter's Volvo from the results.

JAGUAR CELEBRATES XJ

A convoy representing the past and present of the Jaguar XJ journeyed from the Jaguar Castle Bromwich plant in the UK to the Paris Motor Show to celebrate 50 years of the luxury sedan in October.

The line-up featured all eight generations of XJ produced since 1968 – led by the car that started it all, the Series I, and finished with the most recent XJ50 special edition, which is now available to order in South Africa. The convoy also included significant models such as the Series II Coupé and X350 XJR.

The 839km drive took in a series of important locations, including Jaguar Classic, Bicester Heritage Centre and the Goodwood and Le Mans race circuits, which have played a significant role in the life of Jaguar and the XJ. Journey's end for the convoy was last month's Paris Motor Show, where the Jaguar XJ Series I made its debut in 1968.

THEM STONES, THEM STONES

September was Heritage Month, a time for stories that define us as South Africans and strengthen ‘gees’. Some international brands have also acquired a South African flavour, often because they are manufactured here and have been marketed in a distinctly South African way. One of these brands is Firestone. It’s an American icon, founded in 1900 by Harvey Firestone, who was a friend of Henry Ford. As a result, Firestone became the first mass-producer of tyres. The firm entered the South African market in 1930 and built its first factory in Port Elizabeth in 1936 – the facility continues to operate to this day. After disinvestment, the South African operation was acquired by Murray & Roberts, which launched the Supa Quick franchises that still constitute the retail channel of Firestone. Bridgestone acquired Firestone globally in 1997.

This international brand has thus become a part of the South African scene by dint of long association and, it must be said, because of the 1980s home-grown advert featuring the jingle, ‘Them Stones, them Stones, them Firestones’. The ad was produced on the tightest of budgets, and featured props and actors drawn from the staff.

To refresh the brand for a very adventurous market in which first-time car buyers – one of the company’s key target markets – are predominantly young and trendy, the tyre maker has introduced the Firestone Kombi Karaoke, which is becoming a familiar feature at music festivals around the country and is helping to make an old brand relevant to a new South Africa.

LIGHTS, CAMERA BUT LIMITED ACTION

By Graeme Hurst

I'll never forget my first trip overseas in late 1993. Arriving in New York (en route to work as a hotel room cleaner in Colorado) after a 22-hour journey from sunny Cape Town was like being parachuted into a movie set as I wandered through Times Square in a fog of jetlag. Fast food outlets (this was before we even had McDonalds here in SA), street vendors and towering structures like the Empire State were like colourful props on a film set, while the actors were undoubtedly the cars – certainly to my fertile petrolhead brain. Literally dozens of huge, lumbering yellow New York cabs honking their horns wherever you looked, interspersed with vast black-and-white police cruisers, complete with bull bars and NYPD livery.

It was a surreal, larger-than-life experience that I've never forgotten but which also made a recent return to Manhattan rather a shock: the voluminous yellow Crown Victorias have long since given away to Nissan NVs and Toyota Prius hybrids, while the vast police cruisers appear to be in demise with the adoption of SMART cars! Yes, it's true… the Big Apple has gone soft on the automotive front.

It was the same in London when I stopped over en route to the Goodwood Revival: during my first visit in the early '90s, London's Metropolitan Police drove Ford Granadas and Rovers in distinctive jam sandwich livery (two orange stripes encasing a yellow core down the flanks). Both were large and commanding – and today they're quite popular among classic police car enthusiasts over there – but on this trip I spotted the thin blue line on patrol in a BMW i3! Now that's some way off a SMART car and not exactly a slouch (0-100km/h in 6.9 seconds) but somehow it still made the boys from the Met look a little green. Perhaps that's the intention in this politically correct era, but to me an i3 doesn't look convincing enough to pull someone over. Even more so across the pond: just picture a SMART car with roof lights flashing as a burly Smokey-and-the-Bandit-style sheriff alights to conduct that 'licence and registration, sir' roadside-pullover routine we always saw on *NYPD Blue* and *CHiPs*.

Back on that same first trip stateside, I got to experience that TV scene for real when a few mates and I spent two months driving an ageing Dodge van coast to coast. The trip was a 10 000-mile cross-country camping trip funded by our earnings at a ski resort outside Denver. And along the way we took in some amazing sights, including Yellowstone National Park, Mount Rushmore and Washington DC, before ending in New York. We also took in some rather unavoidable brushes with the law. These usually resulted from a combination of having out-of-state registration plates (we never appreciated how suspicious cops get about 'outta town' vans packed with young guys), poor navigation and the fact that the Dodge effectively had five backseat drivers, each of whom would yell out when a turn was missed.

That was certainly the reason for our first encounter just outside San Francisco when my mate George was about to miss an off-ramp for the third time and elected to clip a barrier line to make it. A few seconds on, we heard the wail of a police siren as a vast black-and-white cruiser loomed up in the rear-view mirror. George pulled over and, having seen enough US highway patrol interaction on television, knew not to get out of the vehicle while the cops were busy radioing in. We watched them do so before the next stage of the movie routine commenced: one officer standing at the van's right rear, handgun pointing at the tarmac (or concrete in the case of the Interstate we were on) while the other 'approached' the vehicle along the driver's side before the inevitable licence-and-registration dialogue commenced. Four months after my arrival in New York I was indeed back on a film set, only the request took us off script as George stuck his hand in his waist-mounted moon bag to retrieve his driver's licence. "Hands above the dash, hands above the dash!" yelled the cop as he brandished his service pistol at window level.

George complied instantly before the cop allowed him to slowly dig out the various documents with one hand, after which he gruffly instructed us to stay put and returned to his cruiser to run a check on George and the van. After seeing his pistol come out, all thoughts of hearing a director shout 'cut!' evaporated. This was the real thing and we all remained 'tjoep' still. Until, that is, he returned to tell us that the International Permit wasn't recognised and, in addition to a $40 fine for clipping the barrier line, George was going to be relieved of $200 for driving unlicensed in the state of California. That led a Kiwi mate in the back to exclaim, "awh whadda ya mean?" as he attempted to dig out his identical permit out of the depths of his moon bag. This time the pistol came through the window and all six of us had our hands in the air as the cop bellowed at us not to move. I don't know about you but somehow I can't see that film set experience feeling very authentic when your rear-view mirror is filled with a SMART car…

Even more so across the pond: just picture a SMART car with roof lights flashing as a burly Smokey-and-the-Bandit-style sheriff alights to conduct that 'licence and registration, sir' roadside-pullover routine

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THE GATEWAY CLASSIC

By Robert Peché
Perspectives of a 30-year-old classic car fanatic.

The MGB is widely regarded as a gateway drug into classic car ownership. These cars are readily available and affordable, especially in coupé GT form, which is highly unusual for such an iconic car. Your petrolhead credentials speak for themselves when arriving in a classic MG, even though you likely paid considerably less than many of the other classic car drivers admiring your machine.

The MGB Roadster was introduced before the GT, in 1962. This particular car is a 1962 model and was one of the first imported to South Africa. Over 380 000 MGB Roadsters were sold worldwide over an 18-year production period. Bumper regulations in the US were responsible for the rubber bumpers introduced in 1974.

The debate of chrome vs rubber is settled objectively by flicking through the classifieds. Chrome bumper cars are more sought after, simply because they are prettier. The rubber bumper cars are still great classics, but there is something undeniably special about chrome.

The debate of chrome vs rubber is settled objectively by flicking through the classifieds. Chrome bumper cars are more sought after, simply because they are prettier

This particular car is simply impossible not to love. The combination of sky-blue paint and white hardtop is contagiously joyful. The wire knock-off wheels (thus named because of how you remove them, not because they are fake – in case you were worried) add to the overall charm of these cars.

The immediate thought when climbing into the car is that it is significantly more spacious and comfortable than many other classics from the ’60s. Where arm and leg touches in other cars are as accidental as they are enjoyable (perhaps depending on who your passenger is), the MGB offers a comfortable cabin (and therefore no easy scapegoat for your failed romantic advances).

Once in the driver’s seat, a couple more things become apparent. Firstly, the wood-rimmed Moto-Lita steering wheel is beyond gorgeous. Secondly, there are obviously a lot of Tyrannosaurus Rex-like British car enthusiasts out there with long legs and short arms. While I am right at home in the Alfa, that rewards long arms and short legs, the MGB is less forgiving for short people.

The dials exude class and the dashboard itself has aged beautifully. The seats are comfortable and the ride is more than manageable for long trips. Of all the classics in your garage, this is likely to be the lady of the house’s favourite choice for a Sunday drive.

The 1800 engine provides a decent helping of torquey goodness. Four forward gears (excluding overdrive) means you are changing gears less often, adding to the overall relaxed atmosphere. This car is for cruising, although plenty of MGs have ended up as historic racing machines, so there are certainly ways and means to go faster.

This was my first experience of driving a car with overdrive. The concept seems ridiculous by modern standards, but that is exactly why I loved it. Classics should be an experience to drive and should offer an escape from the mundane daily commute. Flicking the switch into overdrive and watching the revs drop is almost as satisfying as blipping the throttle and flicking the switch back into normal mode. Modern cars have sport buttons and MGBs have overdrive.

So, is the MGB the bargain of the century? The charm of far more exotic cars is certainly there, even if the performance isn’t.

If you are looking for the perfect car to tear up mountain passes while upsetting your passenger and making everyone smell like gearbox oil, you probably need something Italian. But, if you simply want to experience the sheer joy of classic ownership without putting your marriage at risk, with abundant parts and expertise available, an MGB is quite possibly the answer.

And, just in case you want both, google ‘MGB performance upgrades’ and get ready to throw your credit card at your problems... C

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OLD CARS

HALCYON HILL

Dear Stuart,
With reference to the Krugersdorp Hillclimb story in the October 2018 issue, what a blast to see photos of this little piece of road, with cars from a time before smoking was a sin and when petrol was cheap!

The Lucky Strike Capri of Eddie Keizan (bless his soul) was the stuff of dreams for a teenager in the early seventies, not to mention the Gunston-painted big Fairmonts and Capri Peranas.

We used to live just down the road from the hill and just had to follow the noise when there were meets. The last sharp hairpin before the finish line claimed many a car, and the big rock just opposite was a favourite spot to sit. A little further along this road was a go-kart track where my dad taught us to drive. He was a stickler for proper car control and had us do the track in reverse, with his old Zephyr 6 (no power steering). Needless to say, we often ended up with the old Zephyr's backside in the sticks and Dad gesticulating with both arms to the accompaniment of colourful explanations of left and right and complaints about the T.E.D's (Transvaal Education Department) inability to teach teenagers common sense!

Those were halcyon days indeed.

In Muldersdrift in those days there was also a mud track that had regular racing meets and was very popular at the time, but I cannot remember the name of the track. Good to hear of plans to revive the Krugersdorp Hillclimb, haven't seen it in 40 years!

Thank you for this lovely piece of nostalgia.

Regards from Windhoek,
Reinhardt Sieberhagen

Thanks for sharing the memories, Reinhardt. Although I'm of a younger generation, the Krugersdorp Hillclimb holds a special place for me as it was my first competition drive – I drove a Triumph TR3A in a round of the Historic Racing Car Register championship there in the mid-1990s. The weeks leading up to this saw a few lessons in 'proper' car control in the safe confines of Midvaal racetrack from an equally fussy father.

The news that there is a motion to revive the Krugersdorp Hillclimb is exciting indeed and in a recent discussion with someone involved in the local municipality, it appears this is more than just a dream. We will keep an ear to the ground and readers informed.

If any readers can remember the name of the Muldersdrift dirt track, please send the details our way – a few images and memories would be first prize.

Stuart

DATSUN INSULT

Hi there,
Your story on VW's Golfs mentions the Datsun 1200 engine powering a water pump on a farm featured in an advertisement in the '80s. I would like to add an interesting twist to that.

When the ad first appeared, a good friend of mine and I noticed that the engine in the newspaper advert was an 'L' overhead cam motor, which did not tie up with the written blurb which referred to a Datsun OHV motor from the mid-'60s. At the time, Nissan was helping me with my rallying and I contacted Ewold van Bergen (no introduction required) to express my reservations about the authenticity of the ad. Like everything he did, Ewold investigated it fully and it turned out that the advertising agency were reluctant to head out into the bush to the farm in the story so just set up a lookalike on a nearby smallholding, but they got the motor wrong.

The result was a hastily altered advert featuring the real thing on the real farm. Funnily enough, the cylinder head in my Datsun 180U rally car comes off an unbutchered 1600SSS motor that was used to drive a lookalike armoured car at the Atom Byrne Motor Museum (near Richmond in KZN), which sadly has had to close after the death of its founder. One of the various exhibits was a jet engine from a Convair aircraft.

My only complaint about your magazine is that I need at least a week to read and absorb its fascinating content, but I can live with that.

Best Regards,
Tony Ball

Hi Tony, a brilliant story and one that must have resulted in some heads rolling. No doubt the creatives at the agency had no idea just how passionate and technically informed the die-hard motoring enthusiasts were. The few hours, petrol and time they saved cost them double in the end, as well as some credibility. I have never heard of the Atom but will now get on to researching it. The use of car engines in industrial applications is another story I am looking into, with the numerous unused Porsche 356 engines that came up for sale at army surplus outlets a few decades ago being what sparked the idea.

All the best with the Datsun, but please don't forget about the Lancia Fulvia rally car we love seeing on classic events.

Stuart

IT WENT OVERHEAD

Hi Stuart,
Great to see the article about the Morgan Plus Four. Some comments about the FMM Morgan Plus Four. A correction: The Standard Vanguard motor is an OHV, not SV as stated. Those models were known as 'flat rads' not 'flat noses'. As one of the brothers mentioned, I can tell you that not only was it completely dismantled, but a number of parts were missing as would be expected when acquiring a basket case classic. The most worrying was the lack of front hubs. I think it was through the good offices of Terry Allan, the long-time Morgan enthusiast and Morgan agent, that a pair of hubs was eventually sourced. As for the auction, the car failed to reach its reserve but subsequent negotiations with the highest bidder resulted in a sale.

Kind regards,
Chris Jewitt

MORE ON MORGANS

Hi Stuart,
I think you might find the Standard Vanguard engine as fitted to the Morgan and TRs is an OHV unit – hence the rocker box cover, as seen in the picture of the Morgan's engine – top right, page 35.

Thanks,
Martin Boardman

Thanks Chris and Martin, you are both spot on about the Morgan engine being OHV. I slipped up while checking this story – and I should know, having grown up in a garage full of Triumph TRs and visiting Morgans. Mike agrees, and we can only blame it on our minds getting more 'classic'. On the 'flat nose' versus 'flat rad' it does appear that 'flat rad' is the correct term.

Perhaps the Alfa 'stepnose' confused the issue? Thanks for adding more to the background of this particular Morgan Plus Four – it's the stories behind the story that add the real value.
Stuart

INTERNATIONAL ACCLAIM

Hi all,
Following the recent VW Club Krugersdorp Hillclimb and the history published in the October 2018 issue of *CCA*, herewith a copy of my 1963 report in *Autosport* – at the time I was the SA correspondent for the international magazine.
Best regards,
Roger Houghton

Hi Roger, thank you for pulling this out the archive. The work that correspondents like you did back in the day was invaluable in establishing SA as a formidable centre for motorsport, and here at the magazine we are grateful you've kept your pen in the game and still support us with interesting content.
Stuart


AUSTRALIA:
Catalina Park Races, N.S.W.
SOUTH AFRICA: Krugersdorp Hill-Climb

KEEPING REGULAR

Hello Stuart,
Everyone compliments you on a very well-presented, upmarket magazine, which no doubt it certainly is. My concern, which may be totally unfounded, is that *Classic Car* is gradually becoming a glossy publication exclusively for the well-to-do, who move in the realms of Ferraris, Porsches and other upmarket vehicles.

The vast majority of motoring enthusiasts are ordinary working people who aspire to renovating an old classic on a shoestring budget so that they too can enjoy club outings, rallies and shows.

My suggestion is to balance the content with more adverts for vehicles needing restoration and if this advertising needs to be offered at reduced rates to be affordable, then hopefully the increase in book sales will be the offset. At the same time, let us see more articles where people have restored or built up cars from barn finds as this is what encourages the amateur restorer to persevere with their own projects.

What about more reports from the various car clubs on some of their interesting gatherings/outings? This will surely encourage members to become more active and to be involved in their own organisations.

Perhaps I am expecting too much and your aim is to only appeal to a certain section of the public with there not being time, money or space to include something for everyone in the publication.
Kind regards,
Dave Hawkins

Hi Dave, thanks for the mail and feedback. As mentioned before, the magazine is as much yours – the readers – as it is ours and we are always open to input like this. We do want the magazine to be seen as a glossy offering, but by this we mean high-quality paper, images and words. It is by no means meant to pander to any certain market or niche, and the main focus is on classic cars, bikes and people on the Southern African scene.

We have spent hours analysing the off-the-shelf sales figures and the results show that the cover image is key in selling magazines. Two major factors come to the fore here. The first is what vehicle features and the second is how striking and different the magazine is from other motoring publications on the news agent's shelf. When we tick both these boxes, the books fly off the shelf.

A point of interest, and one that backs your theory on 'ordinary working people' making up the readership, is that the more 'normal' car covers sell better than the supercars – top sellers include Alfa Giulia, Renault R8, Mini, Capri and – we are hoping – Mk2 Cortina. That said, with beautiful imagery, the Porsche and Ferrari birthday issues and Lamborghini Miura and Lancia Delta Itegrale covers also sold strongly. With the younger generations crazy for these brands at the moment, the age group we targeted dropped somewhat and when the 'youngsters' splashed out on the magazine for the cover story, they were then introduced to a host of other classics they might not have ever seen.

For those wanting to sell cars, bikes, restoration projects and other 'stuff', subscribers can place adverts free of charge in the 'Gearbox Classifieds' section. If not a subscriber, the advert costs R500 for a year and we send you a magazine each month. We are also open to restoration stories but prefer to catch them on completion. So many projects start off well but slow down or cease, so we end up leaving the readers hanging. The best projects like these are documented photographically by the reader throughout the build and then we tie up for a finished product shoot.

It is the same with events and gatherings – we are just not able to attend them all, so if the clubs/organisers can generate the content, we are happy to run something. One consideration here is the timing. For example, the November issue hits the shelf on 29 October and we sign off at the printer on 16 October but in order to edit, proof and design, we need the information before 5 October. These time constraints are sometimes a problem when it comes to events but we still want to receive them and will be using our website and a newsletter system for this sort of thing from January 2019.

It is our goal to be inclusive of all things classic motoring-related. Thanks for the support and guidance – if it wasn't for this, the magazine might be full of my own likes: ropey saloons that develop another gremlin each time they are used.
Stuart

COPORATE RULES

Hi guys,
Whilst looking for an old picture on my PC I found this 1979 photo I took at Jowells Garage in Port Nolloth on my first country trip with BP. If I recall correctly, it was towards year end and cooking hot – my boss was Trevor Humphries, who thought the hot weather would be a good introduction for me to that area. I can't remember, but I somehow doubt each pump had its own tank.

My brand new Mazda 323 GLC (nogal) was overheating going up Piekeniers Pass between Piketberg and Citrusdal. I was chuffed with this car, a silver one when only top management were allowed metallic-colour cars. These cars were selling so fast that there was only a metallic one left, which commanded a few extra Rands, and because of corporate rules I had to pay a penalty, so the company refused to have a radio/tape fitted and I had to do it myself. I had one fitted and just to create more corporate gossip, had the aerial mounted on the roof just above the rear-view mirror at an angle towards the rear. I had lots of questions to answer. Yip, those were the days!

Regards,
J. Chris Pretorius

Lovely shot Chris, thanks. It is interesting to see so many fuel brands being sold from one station. Like you say, it is doubtful that the pumps had individual tanks, and it has me wondering how it worked when it came to working out who sold what litreage. Did all fuel brands come from the same refinery? Were there quality differences between the products? And as a client, did I choose the brand I liked best?

A brilliant story about upsetting the establishment with your metallic paint. I haven't been able to track down how much extra the paint and radio were but can tell you that in 1979, 10 385 1.4 GLCs sold for R5 445, 2 603 1.6 models were bought for R5 845 and 15 272 units of the regular 1.3 Mazda 323 left the Sigma showrooms.
Stuart

NEW YORKERS VISIT KRUGER

Dear sirs,
In 'Cars of the Kruger' in your August 2018 issue, I have identified the two vehicles on the bottom right of pages 28 and 29 that were thought to be Cadillacs as 1948 Chrysler New Yorkers. Google confirmed this. A great magazine, I did not realise there were so many enthusiasts restoring vintage and classic cars here in SA. Thanks for a wonderful magazine, albeit loaned to me.

Kind regards,
Louis de Haas

Hello Louis, yes the classic car fraternity is alive and well in South Africa and the variety of machines and characters is astounding. You are spot on with your Chrysler identifying. The story on the cars in the Kruger Park has proved such a hit and we have just heard of a planned classic car event that will see cars of yesteryear once again visiting the park. I am still trying to work out how the shot of the lions in the foreground was taken and how to bribe a photographer to recreate it.
Stuart

GOING STATESIDE

I see it is time to renew my subscription again and I might try to action directly from the USA this time. Is the price still the same? And do I need a reference number on the payment details? The September issue is the best ever with all the stories about my favourite cars – especially the Morris Minor; I had one back in SA that was a concours winner and continues its winning ways there still.

Kind regards,
Lynton

Glad to hear the magazine has been making it over to you in the States and that we can satisfy your motoring fix. Although classic we have managed to move forward and keep up with the times, so subscribing to either the digital or hardcopy publication is a few clicks of the mouse button away. To subscribe you can register at www.classiccarafrica.com, select the subscription option and use the payment gate offered online. This will automatically transfer the cash to us and allocate your payment via an invoice number and the name you used when you registered. I am glad to hear you enjoyed the Morris Minor article, and the feedback is a useful guide to help keep the content relevant to our readers.
Stuart

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THE TRENDSETTER

Other than a few appearances of the diminutive BMW 600 and 700s, BMW was never really seen as a local racing option in SA. Until Daan de Waal and his BMW hit the scene, that is. **Roger Houghton** catches up with the man who put full-sized BMWs on our motorsport map.

Daan de Waal, hailing from Koster and an enthusiastic member of the Pretoria Motor Club, debuted his new 2002 on the Kyalami and Zwartkops circuits in 1969. Those who know the 02 story will know this was just one year after the model's international launch and although there are a fair number still around, the performance saloons were full imports.

That's not to say we didn't have any BMW family cars running around at the time. Remember the locally assembled Beemers based on the Frua-designed Glas 1700? Here's a quick recap.

Hans Glas's company, which started out making Goggomobil microcars in 1955, launched its 1700 in 1963 but the company ran out of money in 1966 and was taken over by BMW. BMW decided to use the Glas components to build cars at its only assembly plant outside Germany at the time – the facility in Rosslyn which is a major contributor to BMW's global production today. At that stage, the Glas bodies and running gear were fitted with 1.8- and 2-litre BMW engines and a modified nose sporting the famous BMW badge. They were sold only in South Africa, but there was also an assembly plant making the same car in Zimbabwe and badging it as the BMW Cheetah.

But back to the tale of Daan and his 2002. Like many motoring enthusiasts of this era, Daan was an Alfa Romeo fan and drove a Spider. While holidaying in Durban in 1968, he wrote off the Alfa and went shopping for a replacement. The search took him to South End Motors, which was a BMW dealership.

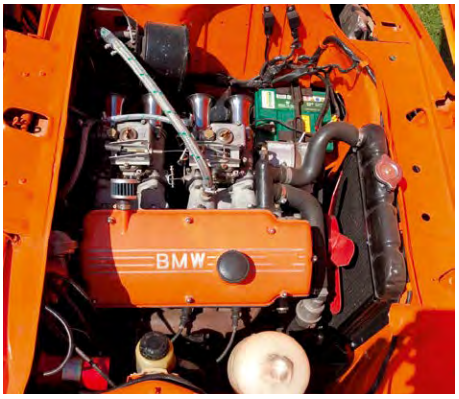
> The salesman, keen to do a deal, then produced a brochure of the 2002 model and said five were on their way to South Africa

Here he saw the new Glas-based BMW and took one for a test drive, but was not impressed. The salesman, keen to do a deal, then produced a brochure of the 2002 model and said five were on their way to South Africa. Daan was sold as soon as he saw a picture of the car and ordered one from the initial batch.

When Daan went to collect his white 2002 in 1969, he was distressed to find that the price had climbed from the original quote of R1 890 to R2 090. This required a visit to the bank and a plea for a loan of R200 so he could take delivery.

Daan had been interested in motor racing from his school days, so joined the Pretoria Motor Club when he got the 2002. He started off competing in a few gymkhanas and club rallies, before deciding to improve his car's performance. The first step was to buy and fit a pair of DCOE 40 Weber carburettors obtained from BMW at Rosslyn to replace the original single downdraught carburettor.

The next step was entering his first race at the original Kyalami circuit. It was a club



meeting arranged by the Rand Motoring Club and Daan was delighted to finish second, not realising that he was making history by racing a 'real' BMW in South Africa.

After a few more races at Kyalami and Zwartkops, Daan entered the Pretoria Motor Club's 3-Hour at Zwartkops. This specific event was nicknamed the '3-Hour Regatta' because of heavy rain. A gearbox oil leak put paid to Daan's chances of finishing and this resulted in the fitment of a five-speed gearbox. He also boosted performance further by installing a Richie Jute camshaft.

He shared the 2002 with Richie in the next PMC 3-Hour. But at half distance, when Daan was due to take over, the engine dropped a valve. This was a big blow to the man who operated a slate quarry in Koster, because he had been promised a full sponsorship for the upcoming Kyalami 9-Hour if he won the 3-hour event.

During the period he owned the 2002, Daan also joined the Kyalami 100mph Club with a speed of 106.202mph down the long straight at the original circuit.

Daan then decided to move up the motor racing ladder and bought a Mallock U2 sports racing car from Arnold Charlton (Dave Charlton's brother). The U2 was similar to a Lotus 7. The BMW 2002 was sold to a buyer in Nigel in its modified form, but never returned to the track.

His racing exploits earned him the PMC's Junior Victor Ludorum award in 1970, which made him very proud as the PMC was predominantly a rally club.

Daan did not race the U2 for very long as his business in Koster required his attention. The U2 was sold to fellow PMC member Abe Reyneke, who became the fourth fatality at the Kyalami track when he crashed between Sunset and Clubhouse bends during a club race meeting.

Daan's love of the BMW 2002 didn't end when he stopped racing in 1971. He subsequently bought two more of these cars about 17 years ago. One was right-hand drive with twin Webers and a five-speed gearbox, while the other was left-hand drive with a turbocharger and six-speed BMW M3 gearbox. He sold the latter model, but has kept the Inca-coloured RHD car, which is in pristine condition.

Daan and his wife, Rona, now live in Potchefstroom and he keeps his BMW 2002 memorabilia on display to remind him of those days when he was a keen motor racer.

Of course, BMW went on to establish itself as a firm favourite with the South African saloon car racing fraternity in the 1970s with drivers like Robbi Smith, Eddie Keizan, Tony Viana, Paolo Cavalieri, Deon Joubert, Geoff Goddard, Sean van der Linde, Farouk Dangor and many more scooping the silverware for the Rosslyn-based brand. And then there was the plethora of local homologation specials such as the BMW 530MLE, 325is and 745i that lapped up the tracks with phenomenal success and saw to it that BMW has been a cornerstone in the South African track racing scene since Daan and the summer of '69.

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OF THE WINNING TYPE

Mike Monk gets to grips with one of the finest examples of Bugatti's most successful competition car with a detailed and distinguished history.

Pictures: Mike and Wendy Monk

Pre- and post-war, Bugatti was synonymous with three things: engineering excellence, motorsport and elegance. While the first applied to both road and race cars, the latter related to the often coach-built bodywork of the road cars. Of course, Bugatti's signature arch-shaped radiator grille applied to all models… For motorsport the cars were simply functional, those representing the factory painted in what is commonly referred to as French Racing Blue in deference to the time when race cars ran in their national colours. And one of the company's most triumphant competition cars was the last evolution of the Type 35, the T35B.

The Type 35 first appeared at the Grand Prix of Lyon on 3 August 1924 with a 90hp/67kW version of the 1991cc 24-valve overhead-cam straight-eight engine that was introduced in the 1922 T29. An unusual feature of the powerplant was a five-bearing crankshaft running in ball bearings, which allowed the engine to spin to 6000rpm. A second feature of the T35 was the passing of the semi-elliptic springs through the hollow front axle rather than simply U-bolting them together as was done on the earlier cars. This set-up was to become a trademark Bugatti feature. The rear axle was supported on quarter-elliptics. Alloy wheels with built-in brake drums were also a novelty, helping to reduce unsprung weight. The steering wheel was positioned on the right.

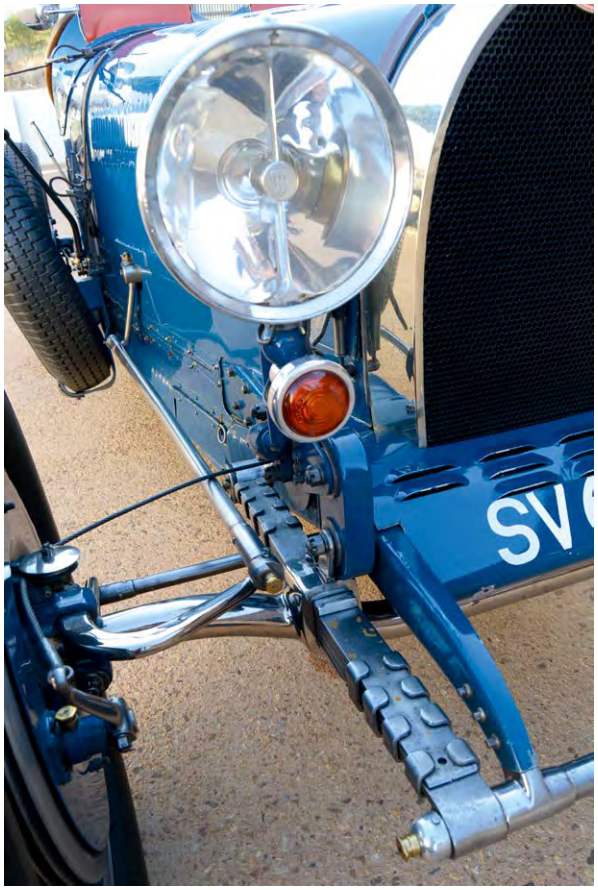
The T35 was followed in 1925 by the slightly less sophisticated, less powerful and less expensive T35A. The following year, and despite Ettore's initial dislike of forced induction (he considered it 'unethical' at first), the T35C was launched with a Roots supercharger blowing through a single Zenith carburettor, helping produce 130hp/96kW at 5000rpm. Also in 1926, the company produced the T35T made

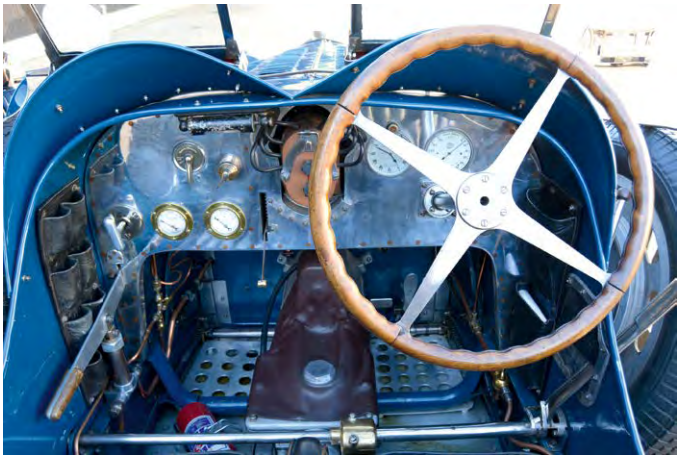
especially for the demanding Targa Florio road race, having an engine enlarged to 2262cc. Then in 1927 came the T35B, originally tagged T35TC, with a bigger blower fitted to the T35T's engine helping to deliver 138hp/103kW at 5500rpm.

The T35B's first major race was the 1928 Targa Florio run on 6 May over the five-lap course totalling 504km. The car featured here, chassis number 4913, was one of four entered by Automobiles Ettore Bugatti. It was driven by the successful French grand prix driver Albert Divo, and the T35B – number 56 – won the race in a time of 7 hours 20 minutes 56.6 seconds, just 1 min 37 seconds ahead of Giuseppe Campari's Alfa Romeo 6C. The other works Bugattis – Caberto Conelli's T37A, Louis Chiron's T35C and Ferdinando Minoia's T37A – finished third, fourth and sixth, respectively.

Following this triumphant debut, Chassis 4913 was sold via Bugatti's Zurich agent Bucar to Swiss amateur racing driver Mario Lepori, who had finished ninth in the race. Lepori finished sixth in the Grand Prix of Rome on 10 June behind winner Louis Chiron driving a T35C. Lepori entered the car with Edmond Bourlier as co-driver in the San Sebastián GP on 25 July, but it was disqualified for a minor technical infringement while lying third. In 1929 the car was raced in nine grands prix, including the Antibes GP on the Côte d'Azur on 1 April, which Lepori won, the first-ever Monaco GP

Then in 1927 came the T35B, originally tagged T35TC, with a bigger blower fitted to the T35T's engine helping to deliver 138hp/103kW at 5500rpm





on 14 April where he finished seventh, and the San Sebastián GP on 25 July (eighth).

Late in 1929, the car was returned to the Bugatti factory in Molsheim from where the following year it was sold to Prince Louis Napoleon of France, who as a young man was a keen racing driver – to the extent that his contemporaries gave him the racing name 'Montfort'. During the 1930s, the car was raced at various Swiss events with little publicity because the dashing prince preferred to keep a low profile. The only evidence of his exploits is a photograph taken at an unidentified Swiss event in 1936/7. When WWII broke out, the car fortunately remained in neutral Switzerland, which ensured its survival. Had the car been located in a country that was actively involved in the conflict, it is highly unlikely it would have survived since both Allied and Axis forces were in the habit of melting down any metal they could lay their hands on to be turned into munitions for the war effort.

After the end of hostilities in 1945, the car moved through quite a number of owners. First it was sold in 1946 via Bugatti's Geneva distributor to Gino Bessandona, who made some changes to the bodywork and equipment before selling it to Baron Emmanuel 'Toulo' de Graffenfried, the well-known aristocratic Swiss racing driver, the following year. (As a quick aside, De Graffenfried played Kirk Douglas's body double for the action scenes in the movie *The Racer*.) It quickly passed into the hands of an H. Leichti of Fribourg who, in 1950, sold it to Boris Guinard. At that time, the engine was known to have mechanical problems and it is thought that Guinard was responsible for the removal of the engine.

Then the car became the property of Roland Rutschi and M. Rubi in Berne, who rebuilt the car with a roadster body and some different mechanical parts, including a Type 49 engine. However, this was later replaced by what was said to be a more appropriate Type 43 'engine'. Rutschi, part-owner of the car, used it in some Swiss races.

In 1958, the car was put on sale by the Dutch merchant Bart Loyens, from whom John Truslow of Maryland bought the car. Sometime during the next 13 years, it was rebuilt by world-renowned Bugatti expert Bunny Phillips in Santa Barbara using standard parts to original spec, save for the steering box. In 1971, the car was sold via merchant Chris Renwick to British vintage racing driver Hamish Moffat, but the chassis plate and crankcase stamps had been removed, possibly to facilitate export to the UK.

During Moffatt's tenure, the car's original steering gear was located and fitted, and the car restored by Bugatti specialist Tim Dutton. In 1995, the marque's qualified historian David Sewell did a thorough inspection of the car to clarify its authenticity. In his detailed report the chassis, bulkhead, instruments, front axle, radiator and tank were all shown to be original. As for the engine, the crankcase was not from a Type 43 but bore all the hallmarks of being the original. However, the upper part of the motor was from a T43, but still fitted with the original compressor. The gearbox was from Chassis 4935, and the rear axle had been

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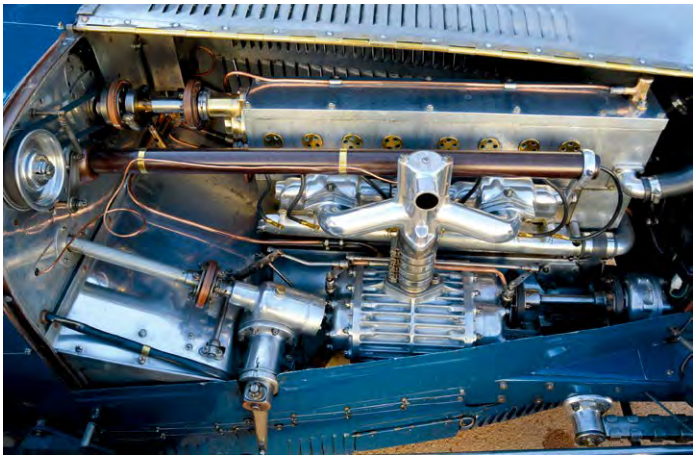

replaced. As a result of all this research, the Bugatti Owners Club issued a replica of a chassis plate bearing the number 4913 as recognition of its identity, and subsequently FIA and FIVA papers were issued. Moffatt kept the car until 1998, after which it was bought and exhibited at the Bugatti Trust Museum in Prescott until it finally became part of the Woods Trust Collection.

So, with such a well-documented history, what is this remarkable car like to drive? As I said in the beginning, for motorsport Bugatti's cars were simply functional, and the T35B bears this out. It is narrow, and I wondered whether my 1.91-metre frame (being tall is not conducive to driving old cars) would even fit inside. But sliding my legs down into the cluttered cockpit, I was surprised to find the driving position to be practically ideal; a tight but comfortable fit. Twirling the big, wood-rimmed four-spoke steering wheel was no effort thanks to the bodyside cutaway leaving plenty of elbow room. The cutaway also provides the space to operate the gear lever, which protrudes through the body. The jauntily angled right-side spare wheel provides some wind protection to the arm when travelling at speed.

The cockpit is an amalgam of precision instruments and controls, not all aesthetically positioned perhaps, but all contributing to the visual engineering excellence for which Bugatti was renowned. A couple of robust turns of the starting handle winds the motor into life, and it sounds and vibrates like a vintage racer should. The clutch is easy to operate, and the gearshift gate is a precise narrow H. The gearing provides eager-beaver performance and the T35B quickly gets up to speed, the aero screen doing its job of preventing, ahem, getting bugs in my teeth.

The ride is firm and surface undulations are felt through the seat of the pants. The steering is nicely weighted and there is no suggestion of wayward handling, despite what the angle of the front wheels might suggest. I have seldom climbed aboard a vintage racer – this car is 90 years old – and felt so immediately at ease. For sure, the narrow tyres limit the amount of grip, but once tuned in to driving this car precisely and making the most of what is available, its virtues are immediately apparent. This Bug certainly bit me!

Built from 1924 to 1930, the Type 35 was phenomenally successful, winning over 1 000 races in its time. It won 351 races and set 47 records in the first two years and took the Grand Prix World Championship in 1926. At the height of its success, T35s averaged 14 race wins per week and won the Targa Florio for five consecutive years, from 1925 through 1929.

Despite having being owned and raced by so many individuals, Chassis 4913 is for the most part remarkably original, and it is widely regarded as one of only a dozen genuine T35Bs left in existence. To be able to indulge in some 'Bugantics' with what is widely considered to be one the finest remaining pre-war Bugattis in the world was a rare and memorable privilege.

At the height of its success, T35s averaged 14 race wins per week and won the Targa Florio for five consecutive years, from 1925 through 1929

HOMECOMING QUEEN

For many of us, there is a specific car that influenced our childhood – could be anything from a Matchbox miniature to a movie star. Iconic automotive movie roles cover everything from Herbie to James Bond's Aston Martin, but nothing has had a greater impact on the silver screen and **Axel E. Catton** than Steve McQueen's 1968 Ford Mustang GT390 Fastback from the movie *Bullitt*. In just 10 minutes and 53 seconds, the car chase through the streets of San Francisco established itself as the benchmark for an entire genre epitomised by the likes of *The French Connection* and *Ronin*.

Photography by Morgan Segal

I was ten years old when Bullitt etched itself permanently into my mind: the chase, the sound of those gear changes and the many hubcaps (six) flying off that jet-black Dodge Charger. You can imagine the feeling when I recently took that call from Bullitt's owner, Sean Kiernan… would I like to be the only writer in the world to be invited to San Francisco to witness Bullitt returning to the original movie locations for one time only? Of course I would! On my way to San Francisco I reminisced about those iconic scenes.

The movie's automotive protagonists were considered lost for more than 40 years – until January of this year when Sean, whose family has owned Bullitt for 44 years, drove his car on stage at the Detroit Auto Show in the presence of Steve McQueen's granddaughter, Molly. Since then, he has brought it everywhere from Detroit to Goodwood. But for us, he returned to the place where Bullitt became legend. Sean agreed to drive his Mustang – although currently not road registered – one last time through the streets of San Francisco, albeit not as dramatically as in 1968. So

Sean agreed to drive his Mustang – although currently not road registered – one last time through the streets of San Francisco, albeit not as dramatically as in 1968

The movie's leading man, Hollywood star and racing driver Steve McQueen, saw the car chase as one of the crucial elements of the film, which was the first of a series that his own company, Solar Productions, produced for Warner Brothers. McQueen was aiming for an authentic movie experience and had the chase scenes filmed in real time. For 10 minutes and 53 seconds all eyes are on the cars dashing through the city at speeds upwards of 110mph. With no music or dialogue to distract the viewer, images cut in fast succession from inside to outside, from wide-angle to close-up – a revolutionary approach for 1968. So

much so that it earned cutter Frank Keller an Oscar. McQueen hired Englishman Peter Yates as director after seeing his work on an equally striking car chase through the city of London in Yates's movie *Robbery*.

McQueen and stunt coordinator Carey Loftin invited stuntman Bud Ekins to join the team. Ekins had started his career doubling for McQueen in motorcycle jumps for *The Great Escape*. Max Balchowsky from Hollywood Motors in Los Angeles was tasked with building two cars with sequential VIN numbers, referred to as 558 and 559.

Once filming was over, both cars were considered lost for decades… until 2017, when the chassis and assorted parts of 558 turned up in California. However, 559 had not been seen for 40 years – until now. 558 was scheduled for the legendary jumps on the corner of Taylor and Filbert Street and fitted with a roll cage. Bud Ekins drove 558 in the movie, while all scenes that showed Steve McQueen at the wheel were filmed using 559. Most of the driving scenes were shot using 559 after 558 was heavily damaged during the jumps. Nerd alert: whenever McQueen is driving, inside shots show his face in the rear-view mirror. When Ekins is behind the wheel, the mirror is tilted.

Both McQueen and Balchowsky wanted the car to have a mean look. The Highland Green body (wrongly called British racing green in the *Road & Track* advert) was stripped of the clear coat to reduce reflections – something that makes it even more difficult today for Sean to preserve the car in its current state. "I had to cover the entire car in hydrophobic paste to minimise environmental impact," admits Sean.

Once filming was over, both cars were considered lost for decades… until 2017, when the chassis and assorted parts of 558 turned up in California. However, 559 had not been seen for 40 years – until now












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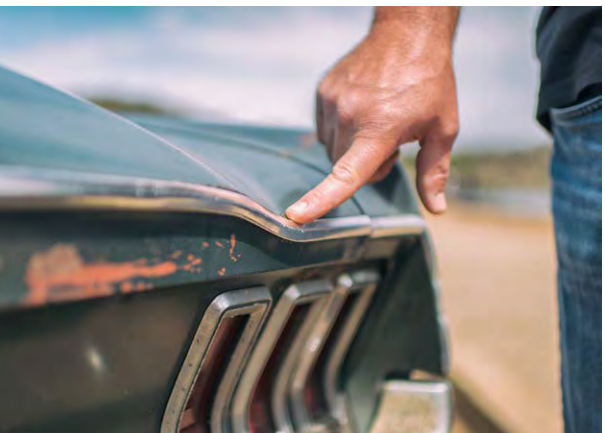

BULLITT


On a cloudy Sunday morning, photographer Morgan Segal and I wait for Bullitt on the corner of Chestnut and Taylor Street in San Francisco's North Beach district

The rear fascia was painted black and stripped of all lettering, the reverse lights are gone and so is all the chrome, save for a tiny strip along the top end of the trunk. There is also no pony at the front for the same reason. Both the underside of the car as well as the engine compartment still bear signs of where the cameras were mounted, while the trunk still has a huge exhaust hole for the generator used to power the cameras. "I know some folks have hinted at a smoke machine being back here, but it was always only a generator," insists Sean.

Engine work was similarly extensive. The 390cid engine (6.4 litres) got a different cam, a polished cylinder head and a larger exhaust manifold from a truck. "Not so much for more power but for more torque at lower revs," explains Sean. Balchowsky also added an Autolite carburettor, which the car still has to this day.

The sound is real, confirms Sean, but it was recorded and added later, which would also explain the odd double-clutch noise. We can only assume that the gas generator in the back was making such a racket that real-time audio was useless.

The book on which the movie was based – *Mute Witness* – is set in New York. However, Yates placed the movie in San Francisco as the mayor wanted to establish the city as a competitor to LA for movie sets. In the end, the crew had four weeks to shoot the entire chase, with anything up to 60 blocks cordoned off at a time. McQueen was a perfectionist and had all the takes done as often as necessary to achieve exactly the look he was going for.

Speculation on the whereabouts of 559 never really ceased, with numerous cars presented as the 'real Bullitt' ending up being fakes of varying quality. All this changed when Ford launched the 2019 edition of the Bullitt Mustang on 14 January 2018 at the Detroit Motor Show. Steve's granddaughter Molly McQueen was also on hand to present Sean Kiernan and his real Bullitt – 559. Ever since, Sean has been touring the world with support from the Ford Motor Company and America's Historic Vehicle Association.

When Kiernan and Bullitt were scheduled to return to San Francisco for the press test drives of the new model, Sean asked me if I would like to come a day early as the world's only writer to witness his car taking on the original chase locations one more time.

On a cloudy Sunday morning, photographer Morgan Segal and I wait for Bullitt on the corner of Chestnut and Taylor Street in San Francisco's North Beach district. This is where the chase scene began. To our left, stuntman Bill Hickman fastens the seat belt in his jet-black Dodge Charger. Moviegoers saw the Charger dash up Chestnut Street, with Bullitt unable to follow because of traffic blocking his way on Taylor. In the background on Columbus Avenue was a huge sign for Bimbo Club 365, one of the few movie remnants still visible to this day.

On cue, a black Ford F-350 Super Duty pick-up (what else?) shows up towing a long nondescript trailer – turns out Sean handles all transport himself. Because it's a Sunday, Sean can park his trailer directly on Chestnut. Even though he must surely feel the weight of this moment on his shoulders, he doesn't let on what it means to him. "Of course, she's insured. But the registration, well, we're waiting for the papers at this very moment, so let's not make too much noise, shall we?" Wait a minute, she? "Sure, Bullitt's a she, always has been," he laughs.

Sean opens the trailer – and I can see Bullitt for the first time in real life. Here, in San Francisco. To call this a high point in my automotive career would be an understatement. Sean quickly starts up that glorious V8. Oh my God, it sounds exactly like in the movie! But it's not until all six rear lights come on that it really hits home what's actually happening. This is not just any car or just any location, this here is the Holy Grail for car aficionados! Sean still comes over as if this is something he does every day.

He drives over to an empty parking space at the side of the road. Time for us to take in the car we have admired so often on TV. Anybody not knowing what this is about might mistake the GT for a wreck. The paint is dull, the fenders and the rear bumper are rusty. But for us, a childhood dream is coming true. On the backseat I notice a cover. "This has to be with the car at all times," Sean insists. "If there is even one drop of rain in the air, you have to throw it over the car, whether I'm in it or not." Morgan and I realise what we're dealing with here. This isn't a restored car; this is a job for a conservationist. Sean Kiernan: curator,

This is not just any car or just any location, this here is the Holy Grail for car aficionados

custodian. How did he end up with this car?

After filming was over, 559 was sold – still bearing its original movie scars – to Robert Ross, a Warner Brothers employee. Ross soon sold it on to New Jersey Police Detective Frank Marranca, who kept it until 1974. It was advertised in *Road & Track* with only five lines, not even a picture. Sean's father, Robert Kiernan, bought it as the family car to replace an ageing MGB GT. "Initially, my dad was looking for a GT350," explains Sean. "This car was clearly advertised as the one from the movie, so we were never in any doubt that it's the real deal. In those days, movie cars weren't such a big thing. My dad loved it mainly for its power and handling. In the seventies, my mom Robbie drove it to work at a Catholic school. She always said the nuns could hear her from afar and said: 'Ah, that's Robbie.'"

In 1977, the family received a letter from Steve McQueen, whose marriage to Ali McGraw (*Convoy*) was on the rocks. Steve wanted to gather around him the things that were important in his life. He was looking to buy 'his' Mustang back, with 'buying' not entirely the correct term here. "He didn't want to pay anything but offered to find us a suitable replacement. My dad politely declined," says Sean with a happy grin.

In 1980, Bullitt went into storage at the Kiernan's New Jersey home after a clutch malfunction. "My dad then bought a 1981 Plymouth Horizon – a car I also still own." Over the decades, Bullitt remained under cover with knowledge of its existence fading. "For us, she was always there. She has been part of the family for longer than I've been around," explains Sean, who was born in 1981. He and his father Rob shared a love for all things automotive, especially Mustangs. Their last experience together was a visit to a local Cars & Coffee event four years ago. "The next day he was dead – suddenly and unexpectedly – at the age of just 66 years," explains his son.

Meanwhile, on location in San Francisco, the experienced owner is feeling the magnitude of the moment getting to him. "My dad and I always wanted to put Bullitt back on the road," he says, "but over the years, we never got around doing it." The resurrection of this car is more than just the revival of a legend. For the public, this has always been Steve McQueen's Mustang. But for Sean, this is first and foremost his dad's car.

> Despite the fact that we're not making a movie, so speed and sound are not being recorded, Sean steps on the gas as if the cameras were rolling

The photographer is ready to go and so is Sean. Despite the fact that we're not making a movie, so speed and sound are not being recorded, Sean steps on the gas as if the cameras were rolling. "I couldn't resist," he says, "I just had to hear that sound." Next, we're on Filbert Street coming down Larkin, with Alcatraz in the background. In the movie, the sequence of locations makes no real sense at all. Later in the chase, the cars are in the south on 20th Street, then they are on the way to the Golden Gate Bridge but don't go over it. A continuity issue, just like the six hubcaps the Charger loses during the scenes and the little green VW Beetle that shows up again and again.

Our last location is 1153 Taylor, Lt. Frank Bullitt's house. By now it's noon and dozens of tourists have shown up, witnessing the car and Morgan. Sean is noticeably nervous; there are too many cars and people around who could cause damage. The owner calls it a day. Bullitt's homecoming is over.

As Sean closes the trailer's tailgate, he says something that puts everything in perspective. At the car's reveal at the Detroit Motor Show in January, Molly McQueen said to him: "Steve would like what you're doing with the car. It's in good hands with you guys."

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TO THE POWER OF 3

Whether you owned one, had a friend who drove one at varsity or just grew up on the back seat of one, the humble Volkswagen Beetle (or 'Volla' as many of us affectionately call the beloved people's car here in South Africa) has made a significant impression on all of us in some way. There was, however, another model from Volkswagen that had massive market share in the '60s when it came to family cars. **Gerhard Greyvensteyn** takes a look at the spacious VW Type 3.

Photography by Mike Schmucker


FXR708 GP

As the 1950s drew to a close, Volkswagen in Germany realised that a bigger model was needed to compete with other larger family car brands. There was a gap in the market that the Beetle wasn't capable of filling. Designers and engineers started working hard and a prototype was completed in 1959. Another 12 prototypes were ready for further testing in 1960 and the green light was given for production to go ahead. This model was to become known as the VW 1500, or Type 3, and was introduced to the public on 21 September 1961 at the Frankfurt Motor Show, alongside the Type 34 Karmann Ghia which had the same underpinnings. Initially, only one body type was available to the public, the 1500 sedan, also known as the Notchback. But this was followed shortly thereafter by the Variant station wagon in early 1962. It is interesting to note that the Variant moniker was never used for the American market as Volkswagen felt that it could be confused with the Plymouth Valiant name. Therefore, the station wagon was known as the Squareback in the US, with the same name later also being used in other markets, including South Africa (albeit only in advertising material).

There was a gap in the market that the Beetle wasn't capable of filling. Designers and engineers started working hard and a prototype was completed in 1959

The VW 1500 sedan was only released in South Africa two years later, on 27 September 1963, and the Variant station wagon was released in November of the same year. These vehicles were imported to South Africa in CKD kits from Volkswagenwerk Aktiengesellschaft (VAG) in Wolfsburg, West Germany and then assembled locally at South African Motor Assemblers and Distributors (SAMAD) in Uitenhage in the Cape.

The Type 3 was very similar to a Beetle in terms of construction. The body was bolted onto a centre tube chassis and fitted with an air-cooled, horizontally opposed

four-cylinder engine with overhead valve arrangement. When released, the 1493cc engine had a single side draught Solex 32PHN-1 carburettor. The engine was mated to a four-speed fully synchronised manual transmission with a differential in a single housing. Independent torsion bar suspension with trailing arms was installed at the front and a swing axle at the rear, and the car was fitted with single-circuit hydraulic brakes with drums at the front and rear. All electrics were operated by a 6-volt system. Interior controls consisted of push-buttons on the dash for headlights and windshield wipers. Ventilation was controlled by three levers on the fascia, with the heater controlled by a twist knob situated on the tunnel. Push-button door handles were fitted to the outside, with separate lock cylinders below. 1964 models were badged as the 1500 S and Variant S and saw the introduction of a rear axle camber compensator. The heater was controlled by sliding levers situated on the tunnel and push-button switches on the dash were discontinued mid-year and replaced by pull-type switches with ivory-coloured knobs. The major changes were mainly cosmetic with the addition of broad side chrome strips, wheel trim rings, wraparound front indicators, larger taillight lenses, chromed wraparound rear reflector housings, a short chrome bonnet grip and then, of course, the 'S' badge on the rear bootlid.

1965 models were known as the 1500 Twin S and Variant Twin S as they were fitted with twin downdraught Solex 32PDSIT-2/-3 carburettors. The only additions were white needle instruments with 100mph speedometer that replaced the 90mph ones with red needles on the earlier models. And a 'Twin S' sticker that was present in the rear window.

In 1966, the sedan model stayed unchanged but the Variant model's engine capacity was upgraded to 1600cc (1584cc). The Fastback was introduced in November of 1965 and referred to as the 1600TL. Cosmetic changes to the Variant – which also reflected on the Fastback – included a bonnet grip that extended the entire width of the bonnet. This was also the same year that a sunroof and two-tone paint schemes became optional. A limited number of cars even had a red (or 'pigalle' as it's also known) interior – only available for the '66 model year. When comparing 1965 and 1966 models with each other, it becomes apparent that

VAG might initially planned to replace the 1500 sedan with the 1600TL Fastback – possibly due to a cost-cutting measure, as the Squareback and Fastback models both shared much more similarities in terms of body construction. It seems, though, that demand for the sedan was so great that VAG decided to keep the sedan in production and rather sell the Fastback as a third variation in the model range.

In January 1967, Volkswagen South Africa (VWSA) was finally formed and it was in the same year that the Type 3 and all other models in the VW range were upgraded to a 12-volt electrical system. Buttons for the wiper and washer switch on the dash became round black plastic knobs. The '1600 L' badge on the tailgate for the Variant/Squareback first appeared and the chrome rubbing strips along the side of the body for all three models were narrower. The Notchback also had a 1600cc engine, but was now referred to as an 'A' model. It was slightly more basic and more affordable than the Variant and Fastback models. It very much resembled the 1963 1500 sedan, with bullet-shaped front indicators and flat taillight lenses. It had no bumper overriders, no side markers, no bonnet grip, no interior clock. Rear quarter windows were fixed and 'VW1600' script was also present on the rear bootlid.

In January 1967, Volkswagen South Africa (VWSA) was finally formed and it was in the same year that the Type 3 and all other models in the VW range were upgraded to a 12-volt electrical system

In 1968, all models were fitted with dual-intake port cylinder heads. Standard on all three models was a steering column, which was collapsible in the event of a front accident. A reinforcement bar behind the front bumper was also introduced for absorbing impact, making it much safer. Exterior door handles were revised, which incorporated a lock cylinder. Round plastic twist knobs operated the ventilation system, with symbols applied to all for easy identification. The petrol filler assembly was relocated to the right front fender, with a finger recess dimple for opening manually. This was regarded as more user-friendly than opening the bonnet to access the fuel tank, as seen on 1967 and earlier models. A revised rear number plate lamp was also incorporated for the Squareback.

1969 saw the introduction of a four-way flasher system. The fuel flap was opened by a remote linkage situated inside the car and the bonnet release lever was relocated to inside the glove compartment. Symbols were applied to warning lamps, with smaller symbols on headlamp and wiper switch knobs. Other changes included short, thick armrests being fitted to the front door cards.

This was also the first year that the three-speed Automatic models were introduced for South Africa. They featured diagonal trailing

arm rear suspension with a fixed camber on the rear wheels. A three-point engine and transmission mounting was used, as well as unequal-length drive shafts with CV joints. A tandem master cylinder with disc brakes at the front also made stopping power more efficient than that of the manual version. High altitude correctors were also fitted to the carburettors. The Automatics ran on black slotted four-lug rims with associated hubcaps and trim rings. 'AUTOMATIC' script on the rear boot also distinguished them from their manual counterparts.

Local production of the Type 3 ran until May 1969, before it was finally replaced by the newly released 411. New vehicle sales figures compiled by the National Association of Automobile Manufacturers of South Africa (NAAMSA) are testament to the fact that the VW1500/1600 models were very popular cars in SA. These sales figures were then published quarterly by *CAR* magazine and show that a total of 38 344 Type 3s were sold through VW dealerships in South Africa. It's interesting that 31 'leftover' cars were sold in 1970. This could have been due to the fact that potential buyers were more interested in the new 411 and dealerships were then left with old stock of Type 3s that wouldn't sell.

The type 3 did undergo a facelift in 1970 for the overseas markets which featured bigger taillights and front indicators, and a longer nose section for more luggage space. Production finally ended in July 1973, with a total of 2 587 981 Type 3s produced internationally.

When getting into the driver's seat of our pictured 1969 Squareback, painted in factory Java Green, it instantly becomes clear why this was such a popular family car. The interior is spacious. Although the gear change is reminiscent of the Beetle, the ride is much softer and the seating much more comfortable. The padded dash with the clock that matches the instrumentation provides a much more luxurious feel. But sadly, with parts not being readily available, maintenance proved to be a nightmare. The result was that many Type 3s got sent off to the scrapyard, making survival rates a bit bleak. Luckily you can still spot one at a car show from time to time, which makes you wonder whether this very underrated car will soon become highly collectable… or maybe it is already?

In memory of my good friend Adriaan Loedolff. His passion for Type 3s and his years of research and the knowledge he shared with everyone made this article possible.

Thanks to Tyrone Morris for use of the featured car.

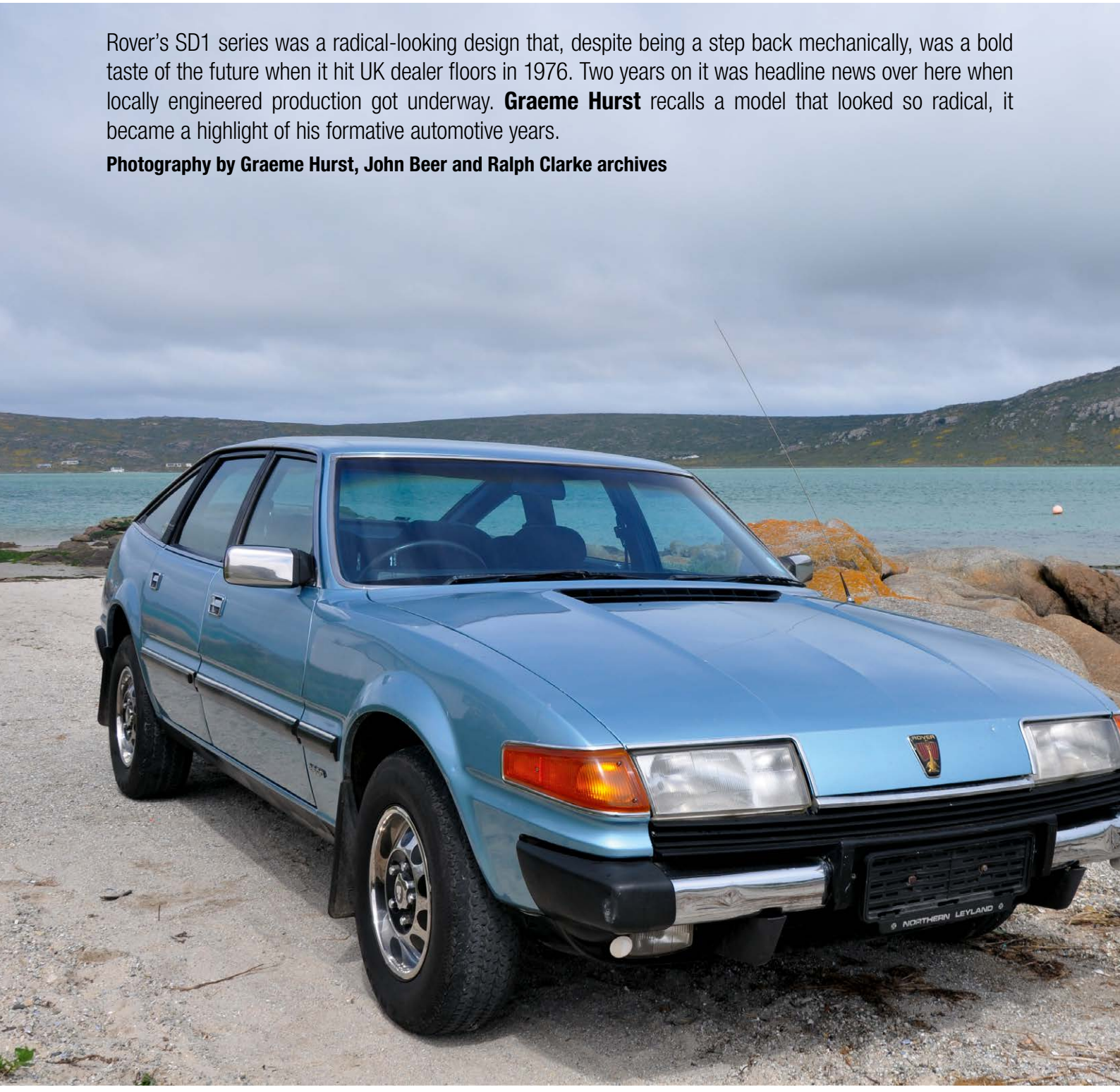
TYPE 3 NAAMSA SALES FIGURES

1963	2 044	(15th in top 30)
1964	5 503	(8th in top 30)
1965	5 762	(7th in top 40)
1966	7 577	(5th in top 50)
1967	7 286	(5th in top 50)
1968	6 009	(6th in top 50)
1969	4 132	(15th in top 50)
1970	31	

TRUMP CARD

Rover's SD1 series was a radical-looking design that, despite being a step back mechanically, was a bold taste of the future when it hit UK dealer floors in 1976. Two years on it was headline news over here when locally engineered production got underway. **Graeme Hurst** recalls a model that looked so radical, it became a highlight of his formative automotive years.

Photography by Graeme Hurst, John Beer and Ralph Clarke archives




ROVER


NORTHERN LEYLAND

What your father drove was hugely important on the playground when I was at primary school. The make of car and specification was crucial to the Top Trumps card-style jousting that often kicked off after the bell rang for mid-morning break. And while the number of cylinders and options like electric windows and air-conditioning that your dad's wheels boasted provided plenty of ammo to outdo your best mate, nothing had quite the gravitas as the shock announcement that your old man was getting a new company car. The obvious implication that he had been promoted aside, a new car was *big* news amongst us youngsters and the make, model and specification all fuelled bouts of break-time brinkmanship as the countdown to delivery commenced. It was such an exciting prospect that I can recall the exact make and model that friends' fathers got in each standard.

My mate Zack's dad's Toyota Cressida (metallic green with brown interior – covered in plastic upon arrival) and friend Ian's dad's BMW 733i (finished in chamois and with so many features it came with a cassette tape to guide you through them all!) were highlights from Standard 3 and 4 respectively, but the standout was the appearance of pal Stephen's dad's Rover 2600 SDX a year later, in 1982. This was a seriously exciting acquisition as not only did this stylish five-door saloon look hugely exotic (about as radical as the Space Shuttle compared to the Datsun Laurel that was previously on Stephen's family's driveway), but it was also the model that was unveiled at the first motor show I ever went to.

The obvious implication that he had been promoted aside, a new car was *big* news amongst us youngsters

That was in Cape Town in December 1977, at the then-recently completed Good Hope Centre. The metallic gold Rover was the first public showing in SA of one of the most exciting cars of the 1970s. To my eight-year-old eyes, the Rover's styling was as futuristic as the vaulted roof (then the largest concrete span in the world) of the Good Hope Centre.

That was just a few months before the Rover was officially launched in SA at the Beacon Isle Hotel in Plettenberg Bay where, much like with my mate's dad's 733i, journalists were stepped through the new Rover's specifications by listening to a tape in each launch car's cassette player. The press launch took place in early 1978 but the Rover SD1 story in SA started two years earlier and involved a fair amount of engineering before it was delivered.

Back in the UK, 'SD' stood for 'Specialist Division' and the new Rover was the unit's first project (codenamed SD1) which kicked off as far back as 1971 when Rover (by then under British Leyland control) sought to replace the ageing P6. Although hugely technically advanced for its day, the P6 was a design still stuck in Rover's by then rather stuffy wood-and-leather past. Leyland's head of styling, David Bache, opted to break free of that by penning an elegant five-door saloon. Appearing long and low, his efforts

boasted a frontal treatment that's often been likened to Italian exotica – specifically Ferrari's Daytona, the shape of which was equally radical for its day.

The SD1's flagship model was to be powered by Rover's 3.5-litre V8, a design which the company had acquired from Buick over in the USA. This all-alloy unit had proved hugely successful in both the previous P5 and P6 series and was also at the heart of the new Range Rover concept. But the V8 was about the only item carried over from the outgoing P6. That model's advanced front suspension, which had the springs mounted horizontally against the firewall to allow for the installation of a turbine engine, was ditched – as was its inboard disc-braked de Dion rear end. So too was the P6's clever bolt-on panel design, which had been inspired by Citroën's DS.

Instead, Bache and Spen King (Leyland's director of engineering and product development) opted for a full monocoque suspended by Macpherson struts at the front with a regular, drum-braked live-axle at the rear, attached with self-levelling struts. The new layout was undoubtedly a noticeable step back in drawing board terms, but it was cheaper to produce. Not that it mattered; the Rover traded comfortably on its eye-catching looks and interior appointments upon launch, factors which helped it scoop the European Car of the Year award one year on. By then two six-cylinder versions (2.3- and 2.6-litre) had joined the V8.

Around the same time, an initiative to deliver the SD1 into our market kicked off at Leyland SA's Product Development division at Elsie's River in Cape Town. The project was christened 'LiSA10', which stood for 'Leyland in South Africa Project 10'. And the project plans were heavily guided by the need to meet local motor industry content requirements which stipulated that new cars sold in SA needed to be two-thirds local by weight on average across the model range. The need to 'localise' was nothing new to Leyland and other manufacturers but the fact that it was such a new and acclaimed car made it hugely exciting for Leyland employees, some of whom were hired to meet resourcing for the project. Capetonian Charles Wight was one of them.

In early 1976, the newly qualified draughtsman responded to an advertisement in the *Cape Times* and, after getting the job, Charles was ushered into a room where a yellow Rover SD1 was on display. "It was all top secret and so quite something to see. We were tasked with drawing up the specifications for locally sourced components which included the back axle, steel wheel rims and the bellhousing, amongst many other items," recalls Charles, who worked under the late Ralph Clarke.

The project was christened 'LiSA10', which stood for 'Leyland in South Africa Project 10'. And the project plans were heavily guided by the need to meet local motor industry content requirements

A locally produced bellhousing was needed as Leyland SA was planning on using the R6 engine for the 2600 model to offset the fully imported V8 engine in content terms. This overhead cam straight-six would also power the 109 Land Rover at a later stage. The engine differed from the one Rover in the UK used and had its origins in the Austin Princess in the UK (in 2.2-litre form) but had been enlarged to 2.6 litres for the Australian market. Leyland SA bought all the tooling from the Aussies to enable the engine block and crankshaft to be manufactured locally.

"The block, flywheel and bellhousing were cast at a local foundry," says Charles, who recalls the SD1 body shell requiring some clever engineering to get the R6 power plant (which was deliberately badged 'Rover' on the cam cover to hide its origins) to fit. "The engine was too high so we were asked to look at modifying the bonnet by giving it a slight bulge, which didn't look good. Instead, we raised the body by developing 10mm spacers between the struts and the body to allow the standard bonnet to be used." The spacers were welded into the inner wheel arches on the production line.

The local content drive extended to some of the body panels which were pressed locally, as well as the engine mounts and numerous other brackets, which were fabricated by South African suppliers. Other 'local changes' included wider steel wheels and the use of a shorter final drive in the diff (sourced from Borg Warner in PE) to combat the power-sapping effects of the Reef. Our distances were a concern too, especially given the thirst of the V8. "There was a request to install a second fuel tank but the idea came to nothing as there simply wasn't space," adds Charles.

And our climatic conditions saw the adoption of regular coil springs at the rear after the self-levelling system was deemed to be too unreliable when exposed to excessive heat, although the use of coils no doubt boosted the use of SA-sourced components. Concerns over operating temperatures saw Leyland SA conduct more than half a million kilometres of rigorous road testing in such extreme locations as Keetmanshoop in Namibia to ensure the cooling and air-conditioning systems (both specified and sourced here in SA) were up to the job. And that the body shell was tough enough for our roads.

The assessment regime was backed up with plenty of dynamometer testing for the 2.6-litre unit, in conjunction with Stellenbosch University and the good old SABS. In the end, the twin SU-carb engine was good for a reliable 82kW and 201Nm of torque at 4750 and 2500rpm respectively, and would power the entry-level SD and slightly more kitted-out SDX models.

Both were available with Leyland's Type 77 five-speed or Borg Warner Type 65 auto gearbox, with the entry-level 2600 SD in manual guise costing R7 950 upon launch. That was some way off the full-house 3500 SDE (with the 'E' for 'Executive') which was initially auto only and on offer for R13 500. That was a lot of money for the time – particularly when you consider that a V6-powered Ford Granada Ghia was well over three grand less – but still some way off the R17 750 you would've needed to shell out for a Jaguar XJ6 Executive that also rolled out of Leyland SA's Blackheath plant, where Rover assembly took place.

Price points aside, the efforts of project LiSA10 were a hit with the motoring press. *CAR's* editorial team were quite taken with the gold-coloured 3500 SDE (the first production car and most likely the one I drooled over at the Good Hope show) they had the keys to for their April '78 issue. The testers were impressed with the car's looks, generous interior space and sparkling performance (with 0-100km/h in 11.2 seconds and a top speed just shy of 190km/h). So taken in fact, they proclaimed it as a "new breed of luxury car made even more attractive by its down-to-earth engineering simplicity". The fact that the Rover had lost the P6's clever suspension and all-round disc brake set-up didn't seem to matter as the car *looked* advanced, with *CAR* commenting that it was "capable of preserving its appeal well into the 1980s".

The 'luxury' moniker came thanks to the SDE's high level of appointments: standard electric windows, central locking, air-conditioning and power steering was all heady stuff for a 1970s car in SA, while leather (in place of woollen cloth) upholstery was an option. Leyland SA was also quick to market a range of accessories to personalise the car, from alloy wheels and a rear window louvre to a sunroof and fitted luggage.

Two months on, *CAR* confirmed that the new Rover wasn't just for well-heeled executives when its editorial team were equally bullish about the entry-level SD (in manual form) they had on test. Despite the SD's cut-down spec – it lacked air-conditioning, electric windows and a rev counter, while the seats were covered in nylon – the model still impressed and offered good value. Performance was strong too, thanks to the flat torque curve of the 2.6-litre engine, and *CAR* ended by asking how Leyland could build a car of this quality at such a competitive price.

The three-strong Rover line-up was joined by the manual 3500 SDS at the beginning of '79. That 'S' in the badge stood for 'Sport', which was a stretch for a near-1.5 tonne car, but the five-speed box did help to shave nearly a second off the SDE's 0-100km/h metric. It was priced at R15 195 (less than a grand short of a Mercedes 280E) and so unsurprisingly it wasn't the strongest seller with just 75 cars sold that year, against the 585 2600 SDX manuals that rolled out of Leyland showrooms; the SDX hitting the sweet spot in the market.

A range-wide facelift followed for '83, by when production had switched to Leyland SA's Elsie's River facility, which would later also assemble Renault 9 and 11 models under licence. The styling revisions included the adoption of a shallower bonnet edge (thanks to a dummy grille below), black bumpers and a deeper rear window to increase rearward vision.

The inside was updated too, with the simple geometric instrument binnacle with its aviation-style round gauges giving way to a more elongated arrangement with half-arc instruments and wood veneer trim. The V8 version became the Van den Plas while the six-cylinder cars were badged simply as the 2600S, although variations of trim still applied.

It's one of these we have featured here and, even after 40 years since the model's launch here in SA, the SD1 project's lines are still quite beguiling in the metal: the low-slung, five-door shape with its near flush frontal treatment has a timeless quality that's difficult to date, much like is the case with an NSU Ro80 or Citroën DS.

Inside, the ergonomics of this facelift model don't have quite the impact I recall from that childhood SDX – the original oblong instrument pod and array of square buttons looked very futuristic then – but the layout isn't massively dated by today's standards. There's plenty of space too – particularly in the back – and the driving position is quite comfortable, although the quartic (slightly square) wheel is a little disconcerting in one's hands at first touch.

Not that it matters: a few minutes behind that wheel quickly has me back on the school playground as I recall all the Rover's attributes from Stephen's bouts of Top Trumps card-style bragging. From the aircraft cockpit-style instrument binnacle and the novel electric windows to the silver button-topped gear shift and the quirky door armrest-mounted interior door openers, the SD1 Rover was a hugely impressive taste of the future to a 12-year-old back in 1982. A future that more than 13 000 Rover owners in SA got to sample before the products of one of motoring's coveted badges sadly ceased being built on our shores for good in 1985.

Thanks to Charles Wight, Ryno Verster and Erik Mouton of Mouton Motors (082 690 5050) where the featured Rover is for sale.

A few minutes behind that wheel quickly has me back on the school playground as I recall all the Rover's attributes

PRACTICAL MAGIC

In November 1977, Alfa Romeo launched the Tipo (Type) 116 Giulietta to the European market. Powered by 1.3 and 1.6 units, the underpinnings were based on the Alfetta saloon but the in-vogue styling and promised quality showed the firm's intent to take on the likes of the BMW 3 Series and Ford Cortina in the sales race. With its own production facility, South Africa was soon to follow suit in '79. However, as **Stuart Grant** finds out, the Brits outfit ignored the engines offered overseas and instead fitted a 1.8-litre lump. With claims of it being the most advanced Alfa Romeo to date, it is no wonder Europe followed suit and added the 1.8 to its range too.

In the words of Dr Vito Bianco, managing director of Alfa Romeo South Africa at the time and qualified mechanical engineer, "We have taken all the best features ever used in Alfa Romeo models, refined them, and added some new developments to produce what is the most advanced Alfa ever to go into production."

This development he spoke of began prior to the '77 European launch. Tooling was set up and prototype testing (more rigorous than any Alfa had endured before) showed that no major mechanical changes to the original were needed – except for the decision to dump the idea of 1.3 and 1.6 power plants. Instead, the choice was to employ the new 1.8 'L' engine for the sake of standardisation and to meet the flexibility requirements needed to suit our wide range of road conditions, geography and altitude at the Reef, where the largest market lived.

The South African car was highly specced too, with the likes of velvet-like cloth upholstery, and offered options such as air-conditioning, sunroof, tinted windows and alloy wheels. With a price tag of R8 195, it slotted nicely between the brand's entry-level Alfasud 1300 at R5 145 and the top-dog executive R9 495 Alfetta 2000 saloon.

With the aim of producing around 200 units per month, the Brits plant kicked off production with a 58% local content number but gradually grew this to the 66% mark required by the government officials at the time. Interestingly, the aluminium 1800 engine was a full import – said to be so light it didn't affect the weight-based local content equation enough to warrant the cost of setting up an engine plant.

The choice was to employ the new 1.8 'L' engine for the sake of standardisation and to meet the flexibility requirements needed to suit our wide range of road conditions, geography and altitude at the Reef

Although one of the smaller manufacturing plants, the ratio of hands to cars built was relatively high which meant a decent level of individual attention could be given to a quality product. White-coated inspectors roamed freely and signs reading 'Alfa has a tradition of quality' were displayed around the factory.

The Alfisti had something to cheer about with the arrival of a car that was said to re-introduce the idea of quality, practicality and spirited driving to the market – perhaps the most excitement since the arrival of the original Giulietta 1250 cars in Cape Town in 1958, or the first of these models built at the East London CDA plant in 1961.

Yes, that's right – the Giulietta name applied to the Type 116 wasn't the first Alfa to sport the tag. These honours go to the Type 750/101 launched in 1955 and produced through to 1965. It was a game-changer for the brand which until then had built a reputation as a maker of specialised


ALFA ROMEO Giulietta 1.8L

cars for enthusiasts. Suddenly the world could get a practical Alfa family vehicle that could easily double as a racer at an affordable price. One only has to look at South African race results from the 1960s to see that the original Giulietta was one fine bit of kit and soon garnered plenty of fans. When production of this model came to an end it was replaced on the showroom floors by the Type 105 Giulia four-door. Alfa then spread (or is that clipped?) its wings in 1971 and '72, offering a more entry-level machine in the form of the Alfasud and a step up the ladder to the Alfetta respectively.

The Alfetta continued the success and although the Alfasud had (for the most part) all the right ingredients, the move to a new factory in the South of Italy (Sud meaning South), production issues and dismal quality control severely tarnished the brand. Alfa needed to fix this fast, and planning for the new middle-class citizen started in 1972 under the codename 'Alfetina' (small Alfetta). The brief called for the same Joe Public appeal that the original Giulietta had, so it had to have a combination of practicality, quality and sportiness, but also needed to have more comfort and score high on the active and passive safety charts. With such a brief, it is no wonder that the name Giulietta was yanked out from retirement and applied to the new saloon.

Alfa's in-house Styling Centre were pitted against Giugiaro's Ital Design for the initial concept sketches and models in 1974. Both had to utilise as much of the Alfetta's underpinnings as possible and keep the same wheelbase and track. But when the proposals were scrutinised, Giugiaro's was declined for being too similar to the Alfetta and therefore having the potential to date quickly.

The Alfa Romeo Styling Centre option featured a hard-edged wedge profile, accentuated by a deep-lipped airdam incorporated into the front bumper and a raised 'ducktail' on the boot lid. These were added after tests in the Pininfarina wind tunnel showed them to drop the drag coefficient but improve downforce – the marketing types jumped on this, claiming that they improved high-speed cornering and handling.

Out came the computers and the Type 116 saw stress, safety and comfort tested in the virtual world. The result was the addition of inert sponge-like material to remove vibration and noise as well as a strong encapsulating core structure, and front and rear crumple zones to protect occupants in the event that the spirited

It was a game-changer for the brand which until then had built a reputation as a maker of specialised cars for enthusiasts. Suddenly the world could get a practical Alfa family vehicle that could easily double as a racer at an affordable price

driving ended in a prang. This all meant extra weight (about 30kg more than the Alfetta) but thanks to the fitment of 13-inch wheels instead of the 14s found on the rest of the Alfa models, the 1800 Giulietta was the fastest Alfa on offer in SA at the time, with a 10.5 second sprint.

With the goal of reviving Alfa's quality and addressing – dare I say it – rust issues associated with the Alfasud, corrosion resistance was another focal point in the design. To accomplish this, Alfa Romeo head office claimed that unnecessary gaps and holes were removed from the structure and box sections were made accessible for painting and wax-filling. Different metals were kept away from each other to prevent rot-inducing electrolytic reactions and all metal joins were treated with zinc-rich primers and sealed with PVC. Window frames and bumpers were coated in a nylon-based film and the underside and wheel arches received some PVC protection. These were then tested, along with the safety measures and ability to handle harsh road conditions, at the Balocco research centre outside Turin.

The forward-thinking design carried over into the cockpit. With the dashboard and its drawer-like cubby-hole, and pod-like instrument cluster mounted on top of the black soft-touch dashboard, it was not only borderline sci-fi but also relatively easily swapped from left- to right-hand-drive layouts. Then there was a centre console that wouldn't look out of place in a car in the 1990s and the cherry on top – the digital clock mounted above the rear-view mirror for all occupants to see.

And there was ample space inside for four adult clock readers, with the raised rear body section giving decent headroom. This wedge aesthetic also had the added benefit of making the boot deep enough to swallow all your holiday suitcases vertically – if you ticked another option box on order, you'd get some specially made Alfa luggage. The spare wheel lay vertically in the boot, so you didn't have to unpack an entire bootful of luggage when changing a flat on the way to the coast.

Type 116 made an ideal holiday car with its engine bucking the traditional revvy Alfa trend by dropping the peak torque mark made by the long-stroke twin-cam motor to 4000rpm. Combine this with a five-speed box, a decent aerodynamic package and average speed of 80km/h, and it's possible to dip under 7 litres per 100km and cover 850 kays on a single fill of the 65-litre tank.

Drop the kids at the beach and it's a joy to hit the roads in that Alfisti manner. There's a crisp exhaust note and handling is brilliantly light and responsive. With the engine upfront and the gearbox and clutch at the rear, the weight distribution is near 50/50. It's not a tail-happy monster however, with understeer engineered in for safety reasons – this is done in part by the clutch and gearbox being body-mounted to reduce unsprung mass but also by the fact that these and the fuel tank are located close to the axle for rear wheel grip. Directional stability is handled by a De Dion tube and Watts linkage eliminating camber changes at the rear, while the front is handled by double wishbones with longitudinal running torsion bars on each side.

Giulietta brought the classic Alfa back to the South African market. Whether the 1800 or later 2000Ti, it was the family car for the enthusiastic driver and it looked so darn cool. It was no Ford Cortina or BMW 3 Series, and that's a good thing. But all good things come to an end and for Alfa Romeo South Africa and the Giulietta, that was in 1985. Political pressure saw the factory shut up shop and the brand leave our shores, which meant we didn't get the Giulietta replacement, the 75.

By nature of the style of driving the Type 116 encouraged and the rate at which they rusted (did South Africa follow the corrosion-prevention methods mentioned previously?) the survival rate of these brilliant machines is dismal.

If you find a solid example today, don't hesitate – buy it and drive it. A well-kept Giulietta is an Alfa model of great importance and delivers bang for your buck, sportiness and practicality.

Giulietta brought the classic Alfa back to the South African market. Whether the 1800 or later 2000Ti, it was the family car for the enthusiastic driver and it looked so darn cool

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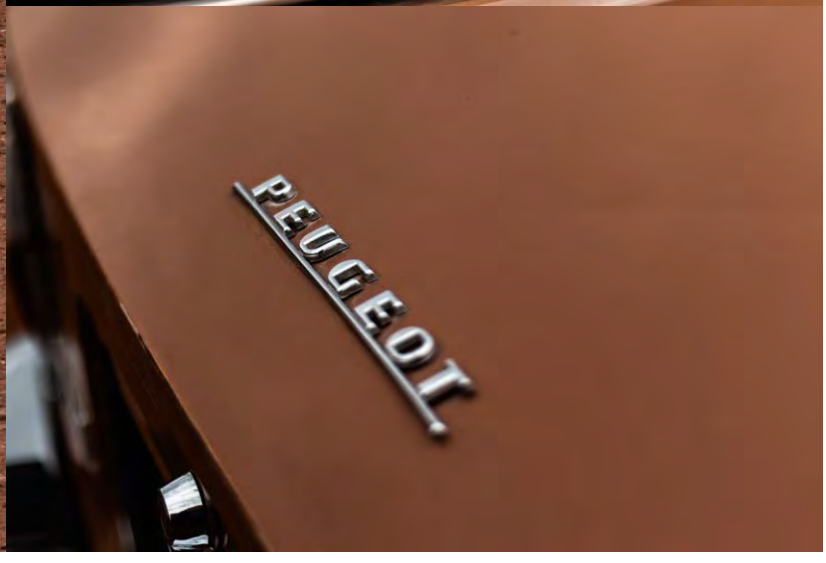
504 THE MIGHTY 504

To some (read: most) people, French cars are objects of ridicule and derision. But fifty years ago, a certain French car made its appearance and stubbornly refused to disappear. The mighty 504 certainly made an impression on **Sivan Goren**, but then she's a little biased…

Photography by Douglas Abbot


504


PEUGEOT

Picture it: Johannesburg, circa 1988. Three kids on the way to school with Dad in his yellow Peugeot 504 station wagon. While others were dropped off in the likes of the latest nippy Golf or the super-cool Opel Kadett, our hand-me-down Peugeot wagon (nicknamed 'The Yellow Peril') was the cause of endless mortification. In my all-knowing, 10-year-old opinion it was big, it was noisy, it was hideous. And today? As far as I am concerned, you can keep your investment-worthy Porsche 911s and Alfa 105s – all I want is a 504, and preferably in a suitably revolting seventies shade of something. After all, what better to remind us of a time when French cars actually worked?

The Peugeot 504 made its debut in 1968 – 12 September to be exact – at the Paris Salon. As an interesting aside, Peugeot had intended to launch its new model in June that year, but this then had to be pushed out by three months. The reason for this? A modern-day version of the French Revolution that began in early May of 1968 and brought France to the verge of a coup. But back to our 504, which by now was gaining attention – so much so that it scooped the European Car of the Year title the following year.

In South Africa, though, the 504 only arrived in 1971. Although the initial 504s produced in Europe had been 1796cc 4-cylinder models, by 1970 the engine had been increased to 1971cc, and this was what the very first South African-produced 504s were given. The 504 GL, introduced in March 1971, was a four-door saloon with all independent suspension and four-wheel disc brakes. Its styling, like

that of its predecessor the 404, had been developed in collaboration with Italian stylist Pininfarina and was neat and functional, yet stylish and aerodynamic too. At R3 408 it was not the cheapest, but this did not seem to deter the South African public, who bought a total of 2 143 of these cars in their first year.

By 1972, an automatic version was added to the line-up, and in 1974 the station wagon (or Estate) was launched. The Estate was mechanically identical to the saloon except that instead of the saloon's independent suspension, the station wagon got a live-axle rear suspension. In the stopping department, the Estate was equipped with drum brakes at the rear while the saloons had discs all round.

In April 1973, the 504 T.I. was released. Apart from being fuel-injected, this new model received a few extras such as a sun roof, rev counter and twin reflector quartz-iodine lamps. Fuel injection increased top speed to 161.4km/h from the standard 504's 155.8km/h – a useful bit of extra punch. With the international Oil Crisis that began in October that same year, the more efficient fuel-injected model seemed to come at the right time and in 1975 an automatic version was also added. At R4 395 for a new T.I. in the year of launch, though, these models were pretty costly and only 683 sold in 1973.

But perhaps the 504's most successful version was introduced in April 1976 – the more cost-effective 'L' range. In place of the previous 504's 1971cc engine, a smaller 1796cc 4-cylinder engine was used. The 1800-L had trailing arm, live-axle suspension with coil springs, anti-roll bar and drum brakes at the rear. And although it had a smaller engine than the standard 504, it was also nearly 60kg lighter.

But where costs were really reduced was with the cutting of various 'luxury'

Its styling, like that of its predecessor the 404, had been developed in collaboration with Italian stylist Pininfarina and was neat and functional, yet stylish and aerodynamic too

items. Gone were the centre console and dashboard clock. The seats were plain vinyl with no stylish brushed nylon insets and the plush moulded carpets made way for practical rubber floor mats. Glovebox and trunk lights were left off – hell, even 'luxurious' reverse lights were deemed unnecessary and given the boot. But thankfully items that remained were the heater/demister, hazard lights, reclining front seats and driver door mirror.

This range was so popular that it continued right up to 1985, while the other models fell away in 1980. In the October 1978 issue, *CAR* magazine said: "Two years ago, Peugeot took the bold step of introducing a popular priced 'L' range based on the 2-litre Peugeot 504. It started with the 1800-L station wagon using the established 1800 engine, with a down-to-earth equipment specification which did not omit any essentials, and a straightforward live-axle rear suspension system in place of the big-engined 504's sophisticated independent rear suspension. This was followed by the 1800-L sedan and shortly afterwards, the 1800-L Automatique. These three cars have had immediate acceptance by SA motorists, so much so that the Peugeot 504 range as a whole broke all sales records last year to break into the Top Ten listing with average sales of well over 500 units a month."

And even to this day, this is a car that refuses to die. With its robust body, long suspension travel and torque tube drive shaft, it was durable and hardy – perfect for rough-terrain areas – and became incredibly popular outside of Europe in far-flung places including Brazil, Argentina, Australia and, of course, Africa. In Europe, more than 3 million 504s were produced from 1968-1983. But was this the end of the tenacious 504? Not a chance! Throughout the world, production continued under licence. In Kenya and Nigeria, assembly using knock-down kits continued into 2004 and 2006 respectively. If you consider that this car initially appeared on the scene in 1968, that makes it something like the car equivalent of Mick Jagger…well, as far as staying power goes, anyway.

But was this the end of the tenacious 504? Not a chance! Throughout the world, production continued under licence. In Kenya and Nigeria, assembly using knock-down kits continued into 2004 and 2006 respectively

Need more proof of just how tough this car is? Well, in 1983 Robert Hotz bought a demo model 1.8-litre, 504 station wagon for R5 500. From that time, he used it as his daily car. In 2011, the 504 hit the million – yes, million – kilometre mark. "At one stage parts became a problem, but I found somebody in Pretoria who had a workshop full of Peugeot spares – he even found me an indicator lever when the one in my car broke. The same chap also serviced the car during that time – every 10 000km or so," Hotz said at the time. And would he ever sell? Apparently, even though he has had loads of offers, he would never even consider it.

I totally get it, Mr Hotz. When I do find that perfect 504 wagon, I will hold on to it too. **Photographed car supplied by High on Cars (074 922 8844).**

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MARKET INJECTION

In the early '20s, most big trucks were either petrol-engined or steam-driven. The bulky and heavy compressed-air equipment that was needed to make fuel injection possible made diesels unsuitable for trucks, but in 1924 the Benz company showed the world's first production diesel truck at a commercial vehicle show in Amsterdam. **Jake Venter** takes up the diesel trucking tale.

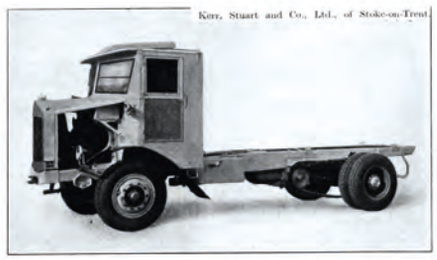

FIG. 36.—7-TON HEAVY-OIL ENGINE LORRY—KERR, STUART

Benz's truck was a 5-tonner powered by a four-cylinder engine delivering 37kW at 1000rpm. Fuel cost was 86% less than an equivalent petrol engine because it ran on very cheap tar oil. This came about because Robert Bosch invented a suitable unit that could inject fuel into the high-pressure conditions inside the combustion chamber without the use of compressed air. That same year MAN also started to produce a diesel-engined truck.

Two years later, diesel trucks were being produced in several industrial countries, but Britain lagged behind. The William Beardmore company started to produce diesel engines for railcars and tried to persuade several British companies to fit their engines into trucks, but nobody showed any interest.

In 1928, the Kerr Stuart Locomotive Company built an experimental 7-tonne truck fitted with a McLaren-Benz engine, made under licence by the McLaren company, famous for its steam tractors. L. T. C. Rolt, a well-known writer on civil engineering history and vintage car enthusiast, was one of the test drivers and his autobiography called *Landscape with Machines* contains details of what it was like to drive what was most likely Britain's first production prototype diesel lorry.

The truck, which was completed in March 1929, was designed to use a 60hp four-cylinder McLaren-Benz engine but the latter company persuaded Kerr Stuart to employ its latest McLaren-Helios engine, sourced from another German company. It was a six-cylinder unit, developing 45hp at 1000rpm, and could be started by winding a crank-handle, while the Benz would have needed a small auxiliary engine to get going.

Rolt was accompanied by Jack Hodgkinson, a fitter, and the truck carried a 6-tonne load of cast-iron blocks. Their first run from the factory at Stoke-on-Trent was to Lichtfield and back on 18 March 1929. They covered 69 miles in 3 hours 40 minutes and their greatest speed on the level was 29mph.

Rolt had to change gear 151 times, and this operation was not as easy as it would be nowadays. The Helios engine was fitted with combined pump-injector units, like some modern Volkswagen diesels. These injectors operated erratically, hunted badly, and did not always respond to the throttle pedal, so that engine revolutions sometimes rose when they should have dropped. This made the mandatory double-declutching almost impossible.

In those pre-glowplug days, starting the engine by crank handle was very difficult on a cold morning. The pair would wind the large handle until their arms were a blur, then they would shout to a third person to move the decompression lever, whereupon the engine would either fire or their arms would be nearly jerked out of their sockets. Sometimes they had to resort to pouring petrol into the engine's throat but then the engine made such a clonking noise that they feared the worst.

> The William Beardmore company started to produce diesel engines for railcars and tried to persuade several British companies to fit their engines into trucks

Their first serious mishap occurred when Jack was in neutral while double-declutching and the engine decided to speed up. The cab was a semi-forward control unit so that part of the engine occupied the space between the passengers. The internal engine cover was not fitted so the inhabitants had to share the cabin with a runaway engine. The engine soon stopped abruptly, and a later inspection revealed that one of the inlet valves had seized, breaking the rocker and making a hole in a piston. The engine was repaired, but during the ninth test run, with only 400 miles on the odo, it put a leg out of bed (i.e. broke a connecting rod) and the company decided to revert to plan and fit the 60hp four-cylinder McLaren-Benz engine.

This had a bigger displacement volume, was more powerful and weighed a lot more, but those four pistons could not be rotated by hand. A small stationary engine was started by hand and then used to rotate the flywheel of the main engine, which was governed to 800rpm. This meant their maximum speed was only 20mph. The gear change was still tricky in spite of the more sorted out engine. The heavy flywheel and pistons made double-declutching a hit-and-miss affair while the clutch, brakes and steering required a great deal of strength to operate.

After 756 miles of testing with this second engine, the fuel consumption averaged 10mpg while a petrol-engined truck would seldom get better than 6mpg running on fuel that cost four times as much as diesel. No wonder many companies preferred steam-powered trucks. The truck was then put into production, but not many were sold. Soon afterwards, the Kerr Stuart company succumbed to the prevailing economic conditions.

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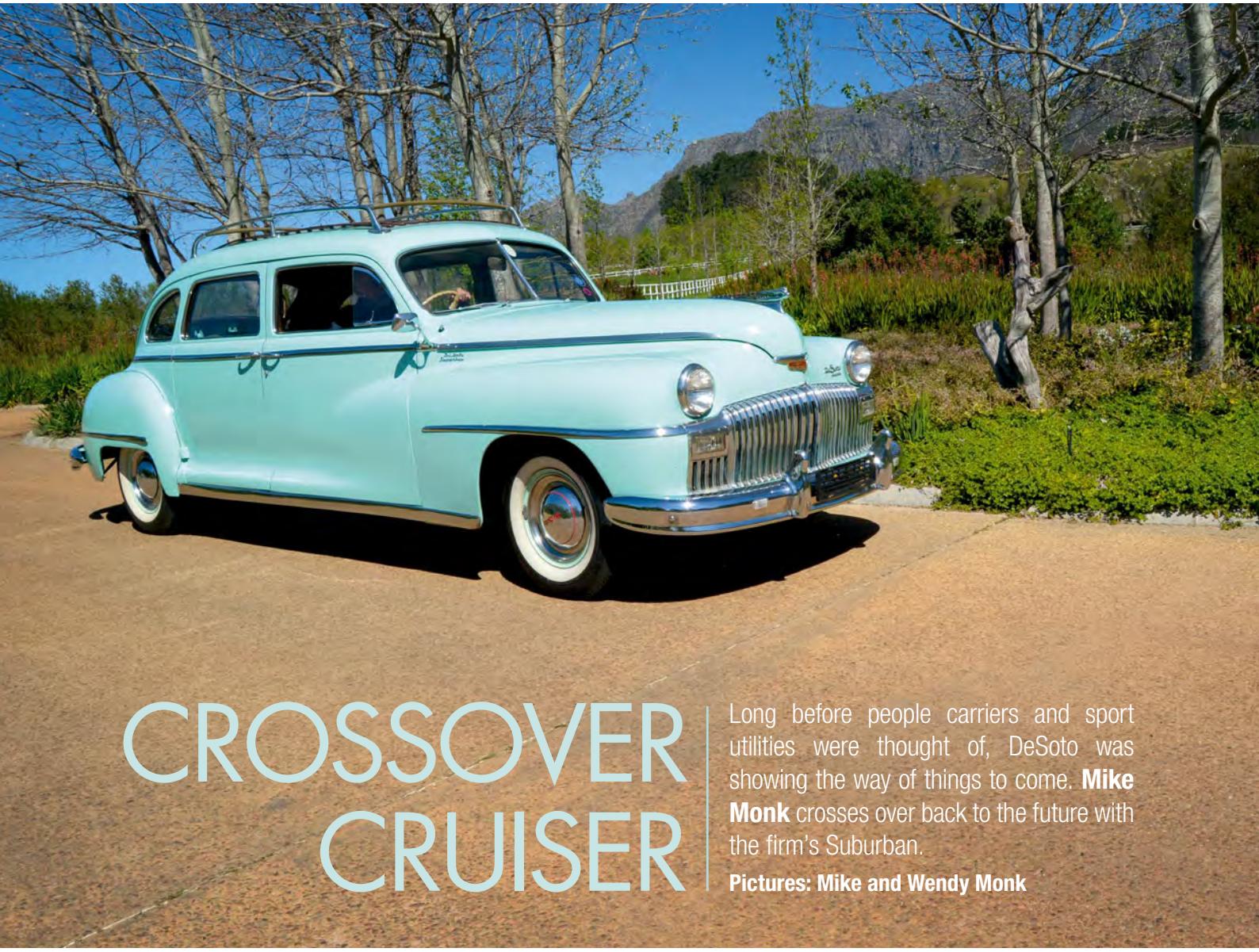


CROSSOVER CRUISER

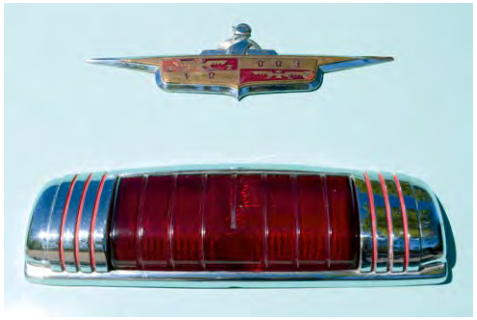
Long before people carriers and sport utilities were thought of, DeSoto was showing the way of things to come. **Mike Monk** crosses over back to the future with the firm's Suburban.

Pictures: Mike and Wendy Monk

Looking back, there have been a number of models introduced into the world of motoring that created a new market niche – some by accident, others by design. In 1949, the DKW Schnellaster ('rapid transporter') appeared followed by the Type 2 VW Kombi, both of which were minibuses – or people carriers – and effectively created what we call today the MPV (Multi Purpose Vehicle) market, which has variations on the theme. The emergence of Sport Utility Vehicles (SUVs) can be traced back to when the Jeep Wagoneer SJ appeared in 1963 that, like its early competitors, featured four-wheel drive. But two-wheel-drive versions became available that blurred the image a little but proved very popular. These models became known as 'crossovers', a modern term adopted by practically every manufacturer to describe any vehicle that was not definitive in its conception. And like many elements of the motoring world, it was nothing new. DeSoto had the idea 70 years ago…

And like many elements of the motoring world, it was nothing new. DeSoto had the idea 70 years ago…

DeSoto was founded by Walter Chrysler on 4 August 1928, and was named after the Spanish explorer Hernando de Soto, who was the first documented European to have crossed the Mississippi River. Chrysler wanted to enter the brand in the mid-price class in competition with its competitors, and



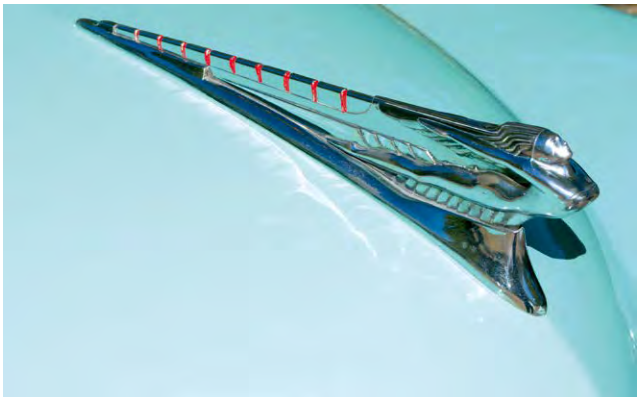
DeSoto served as a lower-priced version of the other Chrysler Corporation products. Strangely, Chrysler also bought out Dodge Brothers to contest the same area of the market, and price-wise it was pitched just above DeSoto, but these positions were reversed in 1933 to try and improve disappointing Dodge sales.

Aside from its Airflow models, the 1942 DeSoto was one of the company's more memorable pre-war models. It featured powered 'Air-Foil' pop-up headlights ('Out of Sight Except at Night'), a first for a North American mass-production vehicle. After wartime restrictions on automotive production were ended, in March 1946 DeSoto returned to civilian car production when it reissued its 1942 models in (base) Deluxe and Custom configurations with a redesigned grille and new bumpers but without the Air-Foil headlights, and with fender contours extending into the doors like other Chrysler products of the immediate post-war period. Ornamentation was new, too. A neat touch, including a speedometer that changed colours in increments: green to 39mph, amber to 50mph and red at higher speeds.

While all Deluxe models and the four base Custom models were built on a 121.5-inch (3 086mm) standard wheelbase, three Custom models – sedan, limousine and Suburban – were built on a 139.5-inch (3 543mm) long-wheelbase platform. Body length was consequently huge, no less than 225.3 inches (5 723mm). It was 77 inches (1 956mm) wide.

So back to the crossovers. The Suburban appeared in the line-up in November

The Suburban appeared in the line-up in November 1946 and was billed as a four-door eight-passenger vehicle by virtue of 'jump seats' fitted behind the rear seats



1946 and was billed as a four-door eight-passenger vehicle by virtue of 'jump seats' fitted behind the rear seats, capable of carrying two adults – and maybe even three children. In taxi spec, the DeSoto was classified as a nine-seater. The whole seat could be tipped up to increase the already huge boot space into a cavern. While the jump seat's cushion was one piece, the backrest was centrally split with each half folding flat, increasing load carrying versatility even more. The back seat could be slid forward to right behind the front seats to create a near 1.8-metre load bed, increasing cargo volume even more. The only limiting factor was the conventional boot opening. Had it been a tailgate, then the Suburban would almost qualify as a pantechnicon, but after all it was a variation on a sedan body. Oh, a full length roof rack was standard equipment – what did not go inside went on top.

So it is easy to understand why immediately after WWII, the likes of Springbok Atlas Safaris and Transafrica Safaris bought Suburbans for use as tour buses, particularly for trips to the Kruger National Park.

So it is easy to understand why immediately after WWII, the likes of Springbok Atlas Safaris and Transafrica Safaris bought Suburbans for use as tour buses

The interior was quite classy. The cushions of the sumptuous seats had foam rubber pads, and the floor had tailored carpets. Burl and grain garnish dashboard and door cappings, leather upholstery and two-tone door mouldings with chrome handles and a full complement of courtesy lights and grab handles added a touch of class to the fittings. A push-button radio was also included. By contrast with the split windscreen, the front door windows featured frameless quarter-lights and the rear door glass was a single pane. Opening rear side windows helped ventilation.

Under the l-o-n-g bonnet lay a fairly unstressed cast-iron 236.7ci (3878cc) in-line six-cylinder engine running in four main bearings. The side-valve motor had lifters and was fuelled by a Ball and Ball carburettor with a 6.6:1 compression ratio. An Oilite fuel tank filter was a standard item. Peak power was 109bhp (81.5kW) at 3600rpm and maximum torque was 260Nm at 1200. A three-speed manual gearbox was standard on the Deluxe with a two-speed Fluid Drive 'Tip-Toe shift' standard on Custom models – optional on Deluxe. Although called Fluid Drive, the DeSoto transmission was in reality a two-speed manual transmission with a conventional clutch mounted behind the same fluid coupling unit that

was installed in straight Fluid Drive cars. Theoretical top speed was 119km/h and 12-inch (305mm) Safe Guard hydraulic drum brakes were fitted all round. White-wall 6.50 x 16 tyres (later 7.00 x 15) were standard on Custom models.

Franschhoek Motor Museum's bright green 1947 Suburban Fluid Drive is quite an imposing sight and the rear-hinged ('suicide') rear door is a surprise, although useful in the DeSoto's limousine and taxi model variants. As the output figures suggest, the engine is what can be termed a 'lazy six' – powerful enough to do the job, but do not expect any fireworks. With a 1 900kg kerb weight, performance is leisurely, the easy-going transmission precluding having to keep things on the boil. But what the engine proved to be is robust and reliable, if properly maintained. According to a report in local motoring historian Fred Schnetler's book *A Century of Cars*, anything up to 300 000km was usual before the engine needed attention, and once they reached half a million miles (800 000km), the tour operators sold them to taxi operators.

Providing the suspension has not gone soft, big, heavy cars always provide a stable ride and the Suburban provided just that. The big, stylish plastic steering wheel with horn ring proved to be reasonably weighted, even when manoeuvring, which can be a bit of a chore because of the car's large turning circle. But its space and pace were ideally suited to the roles it played, offering passengers a stretch limo experience for travelling the length and breadth of the country to view our wild life, or simply acting as a multipurpose people/load carrier. Either way, it fulfilled its purpose while offering all the creature comforts of a passenger car rather than the otherwise more commercial vehicle approach.

The basic pre-/post-war DeSoto model line-up lasted until the 1954 model year, but the Suburban fell away after 1952. Individual model sales figures were not given until post-1949, but the total number of Suburbans sold for 1946-49 was given as 7 500. However, one source suggested that 3 339 were sold in 1947. So, in relative terms the Suburban was a success, and its versatility has to be admired even today. The name is a bit odd though as it does not really reflect what the car is capable of. Perhaps 'DeSoto Crossover' might have been more appropriate? C

According to a report in local motoring historian Fred Schnetler's book *A Century of Cars*, anything up to 300 000km was usual before the engine needed attention

THE SLIPPERY SLOPE

When it came to tackling the Japanese onslaught in the 1960s, Triumph and BSA's designers and engineers were still amongst the best in the world, but the grey and dismal board members and accountants who bled off the profits and controlled the budgets held the whip hand. What emerged from the dust when the anticipated reckoning came was a gorgeous-sounding 750cc triple that went like stink and handled well, but was already obsolete in just about every area. **Gavin Foster** takes us through the Triumph Trident/BSA Rocket III fight against the Japanese onslaught, corporate interference and motorsport success.

Original Trident. Its squared-off tank and ray-gun exhausts are now iconic.

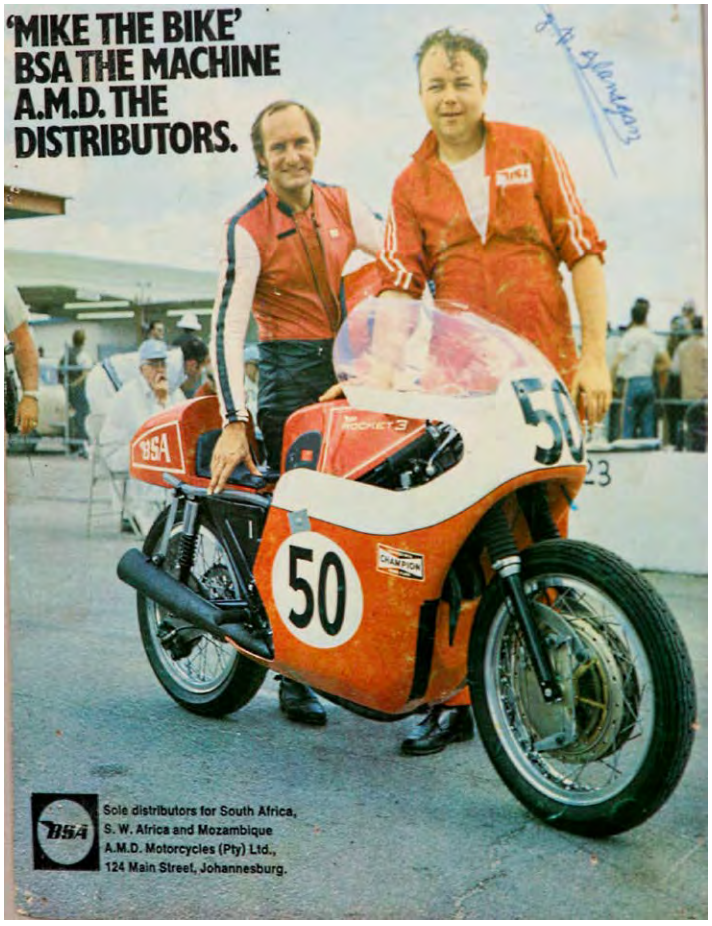
The Triumph Trident's 58hp engine was based loosely upon Triumph's dated overhead-valve 500cc twin which had its roots back in the 1930s, with a third cylinder grafted on between the existing two and a 120-degree crankshaft. The crankcase halves, as usual in British bikes, still split vertically, which was a significant factor in allowing the oil leaks British motorcycles were famous for.

The BSA Group, who owned both Triumph and BSA at the time, had two great engineers in Bert Hopwood and Doug Hele and, seeing ominous Japanese symbols writ large on the motorcycling wall, they had come up with various options as far back as 1963, but the board held back. Then in '65 the pair quietly cobbled together a prototype of their proposed three-cylinder overhead-valve 750 using available parts and tooling as far as possible, and the 58hp bike was finally launched at the end of 1968, just weeks before the arrival of Honda's stunning 750 Four that put out a claimed 67hp.

Where the Honda had four cylinders, a horizontally split crankcase, an overhead camshaft, an electric starter, a five-speed gearbox and a disc brake up front, the British triple had crankcases that split vertically to maintain the quaint tradition of leaking oil, pushrod-operated valves, a four-speed gearbox, and drum brakes front and rear. There was still no electric starter – that would take a further five years or so to arrive. Triumph management apparently bought one of the silky-smooth Hondas straight after the four-cylinder's launch, and when the drive chain broke and smashed the crankcase after just 160km, leaned back and emitted satisfied sighs. The Honda, they decided, was Japanese junk. But it wasn't. After the first few broken chain incidents Honda retro-fitted new, stronger chains to all the 750 Fours and the problem was easily and cheaply solved.

Then in '65 the pair quietly cobbled together a prototype of their proposed three-cylinder overhead-valve 750 using available parts and tooling as far as possible

Honda's brand-new four-cylinder 750, a machine unlike any ever sold before, went from an idea to the sales floor in about one year. The Brits took around eight years to come up with a new flagship machine based upon the bikes they'd already been selling for decades. Why? The blame can be laid fairly and squarely on the shoulders of management. After the prototype was produced and reluctantly accepted in principle in 1965, the clowns in charge, deciding that it needed to be more modern, commissioned an upmarket design company to restyle it. They insisted that there should also be a BSA version, and, to help differentiate the two models, dictated that the BSA's cylinders be inclined slightly forward rather than bolt-upright as in the Triumph. This in turn necessitated a different frame – the Triumph had a Bonneville-type single downtube unit, while the BSA had a double-loop cradle. This meant that two production lines had to be set up.




Hailwood and Jim Rice, Daytona 1971.

For the purists, the British bikes' strong points were enough to make them desirable, but Honda won hands down in the marketplace, outselling the slightly more expensive British bikes

It's possible that this all came about because of the "American Style Management" that *Cycle World's* Kevin Cameron later wrote about as adopted by the British company in a fit of optimism. This suggested that the less a company's managers know about their product and how it's made and promoted, the more unbiased and effective their purely business decisions will be. Anyway, the redesign set everything back by eighteen months and cost Triumph the opportunity to bring out the world's first superbike a year or two – or even three – before the iconic Honda Four. To add insult to injury, the jazzed-up final product weighed 18kg more than the prototype, and the Americans who bought 60% of the British company's bikes hated the squared-off fuel tanks and 'ray-gun' silencers that the yuppie design house had come up with. Both were dropped in favour of more traditionally styled components a couple of years later. To top it all, the manufacturers seemed a trifle undecided about the BSA version's exact model name. The side covers boasted 'Rocket 3' badges while the factory ads and releases referred to it as the 'Rocket III' and newspapers and magazines often referred to it as the 'Rocket Three'. It's the little things that matter, chaps.

Although all this implies that the Triumph Trident and its sibling, the BSA Rocket III, were crap, they really weren't – as long as you didn't mind kick-starting your new bike and attending to the odd oil leak. Straight-line performance was at least on a par with that of the Honda, with both being good for about 200km/h, and the three-cylinder bikes certainly handled better, as well as being more nimble. And the sound was awesome, although the Honda, being the only four-cylinder production motorcycle available at the time, also attracted lots of attention.

For the purists, the British bikes' strong points were enough to make them desirable, but Honda won hands down in the marketplace, outselling the slightly more expensive British bikes by about five to one in the beginning and rubbing it in even more as time went by. The Brits moved about 28 000 Triumph and BSA triples in eight years, while Honda found eager buyers for half a million 750 Fours in roughly the same time. When it arrived in SA in September 1969, the Honda Four cost R1 196 against the Triumph Trident's R1 200. Over the next few years the British bikes gained disc brakes, electric starters, five-speed gearboxes and yes, even left-side gear changes – but it was a case of too little, too late…

Bert Hopwood expressed his feelings a few years after production ceased. "The triple machine which found its way to market in 1968 was a flop and it was not until we reverted to the original prototype style that it started to sell and earn revenue. It should have been in production in 1963, thus five years of production were lost, the Japanese became ever more firmly entrenched and our reputation suffered yet another severe setback."

The British triples may have been flops in the showroom, but when prepared properly they proved to be very, very good on the racetrack. If you want to see and hear a real, live Triumph Trident or BSA Rocket III today, you'd be best advised to go to a classic motorcycle race meeting. You'll probably see more there than you'll encounter in a lifetime on the road.

Mac McKenzie back in the day. He still has this bike today.

Mac McKenzie today.

The triple engine being prepared to fit into the frame.

Three bikes, nine cylinders. It's crowded in Mac's workshop.

THREE FOR THE TRACK

When the mainstream manufacturers all withdrew from GP racing in the late '60s the sport became boring, with Giacomo Agostini on the works MV Agusta winning everything in sight in the 350 and 500cc classes, while hordes of privateers on Yamaha two-strokes duked it out in the smaller categories. Production racing, on the other hand, was strongly supported because the bikes were reasonably cheap and increasingly faster than anything that had come before.

There were plenty of talented riders willing to ride for next to nothing, so the factories could be well represented by great riders, and if you were going to showcase your new bikes, the Daytona 200 in America was the place to do it. The big race in March 1970 saw the new Honda 750 pitted against the Triumph Trident and the BSA Rocket III for the first time. The Japanese team brought in international GP stars Ralph Bryans, Tommy Robb and Bill Smith, and gave a fourth CR750 factory racer to American hero Dick Mann. Mann, a solid BSA fan and regular team racer, had been snubbed by the British because they felt that, having never won Daytona in 14 attempts, he was too old. Triumph had bikes for Americans Gene Romero, Don Castro and Gary Nixon, as well as one for factory test rider Percy Tait. BSA, who raced as a separate team, had local star Jim Rice and the great Mike Hailwood, who they'd lured out of retirement with lots of money.

With honours pretty well evenly divided, Honda stayed away from Daytona in '71 but Triumph/BSA put in another strong effort, and Hailwood led the way for BSA once again

Qualifying had some interesting moments when Harley-Davidson pointed out that the British bikes had Quaife five-speed boxes instead of the production bikes' four, but soon after that world champion Ralph Bryans crashed and the magnesium crankcases of his 'production' Honda caught alight. Everybody looked the other way and whistled while the rule books were put away. Anyway, the British bikes took the top three positions on the grid, with 36-year-old Dick Mann being fourth on the first Honda. During the race the Triumphs led until they started overheating, while the three full-works Hondas all broke down with cam chain problems. Dick Mann, his Honda popping and smoking, crossed the line first to win, with Romero just two seconds behind him on a Triumph and his Triumph teammate Castro in third.

With honours pretty well evenly divided, Honda stayed away from Daytona in '71 but Triumph/BSA put in another strong effort, and Hailwood led the way for BSA once again before suffering engine failure in a repeat of his previous year's performance. Dick Mann won again, this time on a BSA, in front of Gene Romero (Triumph) and Don Emde (BSA). This time it was a clean sweep for the British marques. The bikes were reaching top speeds of around 270km/h in 1971.

The British triples also fared very well

Mac on his own Slippery Sam sans faring at Dezzi Raceway, KZN.

in endurance racing in Europe, and Paul Smart and Tom Dickie won the 1970 Bol d'Or 24-hour race on one of three factory Trident production racers. In fifth place behind them was another works Trident ridden by Percy Tait and Steve Jolly. It's unusual for race bikes to earn pet names but this one did – Slippery Sam is possibly the most famous racing motorcycle in the world. Apart from being a top racer, Percy Tait worked for the factory as a bike tester and to build up mileage would often run errands for management on the bikes, thus killing two birds with one stone. Legend has it that these little jaunts earned Tait the sobriquet of 'Sam the Transport Man'.

Apparently the team's mechanics switched the bike to mineral oil before the big race in France but didn't have time to clean out the dregs of the Castrol R it had run on just before. The mixture of oils formed a sludge that caused oil to be blown out of the breathers, covering the bike and its hapless riders from head to toe in the race. Some joker called the dripping Trident 'Slippery Sam' and the name stuck. Slippery Sam became a household name by winning the Isle of Man 750cc Production TT five times on the trot between 1970 and '74. The bike was burnt out when the British Motorcycle Museum burnt down in 2003, but was supposedly rebuilt.

A few years ago, I interviewed Triumph factory racer Paul Smart who won the Bol d'Or for Triumph in '70 and led the 1971 Daytona 200 for 42 of its 53 laps. I asked him how good the bikes really were. "Our English factory bikes were faster than the American Triumphs – mine and Hailwood's," he said. "They were very fast for those days and we still had a lot to learn. Mine just burnt a hole in one piston. That '71 season was one of the most enjoyable I ever had, though, because the Triumph was such a wonderful thing to ride. It was head and shoulders above everything else, give or take the MV Agusta GP bikes."

In an article in the April 1971 *Motorcyclist* magazine covering the career of Smart's teammate Ray Pickrell, Alan Peck also raises the subject of the Triumph's stellar performance as a racebike. "Apparently there is a lot of rubbish talked by some people in comparing the British threes with the M," he says. "The MV is still considerably faster on top speed but the Triumph can match it up to a certain point on acceleration. On handling they are about the same but, as Ray pointed out, what a lot of people tend to forget is that the British bikes are about 100lbs (45kg) heavier."

It'll be of interest to our readers to hear that Paul Smart (Triumph) and Ray Pickrell (BSA) came out to our country in January 1971 and 1972, along with Giacomo Agostini on the works MV Agusta 500 and a few other top internationals, to compete in the South African TT and Dickie Dale Trophy races at Roy Hesketh. They were given a very hard time by our local top racers. You can read the race reports online, but suffice it to say for now that in '72 Smart and Pickrell were both leading Agostini when all three fell off in oil coming out of Quarry Corner on the 15th lap. That left our own Kork Ballington and Les van Breda to lead Agostini home in third spot after he remounted. The Italian world champion was rather churlish in declining to join them on the podium afterwards, and the two British triples were badly damaged. Pickrell suffered a broken collar bone. The Triumph and BSA triples were obviously competitive though.

Tommy Schoeman aboard his BSA Rocket III.

MAC MCKENZIE TRIUMPHS IN DURBAN

Anybody serious about Triumph triples in South Africa will run across Pinetown businessman Mac McKenzie who has a superb collection of Triumphs, mostly Tridents, on his smallholding at Drummond, near Durban. “My friend then and now, Tommy Schoeman, had a BSA Rocket III back in the ’70s and it sounded like nothing else on Earth,” he remembers. Mac bought his own Trident and a few years later he mothballed it and went across to the UK, where he ended up working at the company’s Meriden factory for six months in ’83. “I was qualified as a diesel and petrol mechanic but worked as a general worker, putting bikes up on the benches, taking engines out and things like that. When the factory went bung and shut down in August 1983 I went to work for Les Williams, who had been the factory’s race team manager – the man who built Slippery Sam. I learnt much more from him and his colleague Arthur Jakeman in the year I spent there than I had at the factory.”

Triumph had in its dying days sold about 500 Triumphs, mainly Tridents, to the Saudi Arabian police, and these soon became sadly dilapidated

Triumph had in its dying days sold about 500 Triumphs, mainly Tridents, to the Saudi Arabian police, and these soon became sadly dilapidated. Les went across there and bought the lot, shipped them back to England and fully restored them. “Most were triples although some were twins. The triples we sold as Triumph Legends, and the twins were Triumph Buccaneers, and they were beautiful, with lots of custom parts,” remembers Mac, who really learnt a lot about building a decent motorcycle there.

When he returned to South Africa, Mac hauled out his Trident and got on with his life. He’s a master craftsman and perfectionist, and his eight or so bikes are as good as any I’ve seen. Most of them are track bikes, and there is, of course, a replica of Slippery Sam amongst them. “I used to work on that bike and I loved it,” he remembers.

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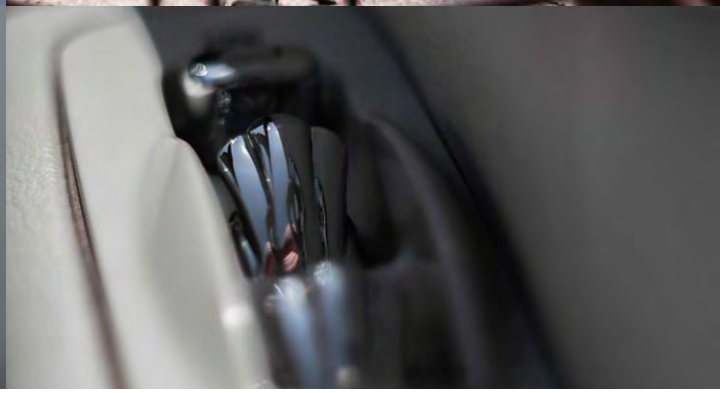
RETRO SPECCED

Question: what car looks like it nipped around the narrow streets of Rome in the '50s but was in fact made in Japan in the '90s? Answer: the quirky little Nissan Figaro – a car that was produced for only one year and was in many ways ahead of its time… or should that be behind it? **Sivan Goren** takes a look at the little Nissan that did retro chic before most of the rest had even thought of it.

Photography by Douglas Abbot

What began as a design exercise from Nissan ended up as a production car, albeit a small production (and an even smaller car). The Figaro was showcased at the 1989 Tokyo Motor Show under the banner 'Back to the Future' and the public went nuts, so Nissan decided to build it. But here's the catch: only 20 000 cars were produced. The powers that be at Nissan figured that demand would outweigh supply – and boy, were they right. So in order to keep things fair, Nissan created a lottery with 100 000 tickets and the lucky 'winners' were allowed to purchase a new model. (I reckon the PR companies of today could learn a thing or two about generating hype from this Willy Wonka-like story, don't you? Genius!)

The Figaro was showcased at the 1989 Tokyo Motor Show under the banner 'Back to the Future' and the public went nuts



But here's the bit I like the most: instead of your run-of-the-mill colour options, Nissan decided on just four colours – each one representing a different season. Lapis Grey for winter, Emerald Green for spring and Pale Aqua for summer – with 6 000 cars made in each of these three colours. The final – and rarest – of the four was Topaz Mist, to represent autumn – just 2 000 cars were finished in this hue. Originally 8 000 Figaros were produced and an additional 12 000 were subsequently added to meet demand. And with only one year of production, all Figaros ever made are 1991 models.

Based on the Nissan Micra, the Figaro was built at the Aichi Machine Industry plant, a special projects subcontractor dubbed 'Pike Factory', along with other small cars such as the amusingly named S-Cargo (standing for Small-Cargo). You only have to take one look at the S-Cargo to know why the double entendre was used – the diminutive van is reminiscent of a snail. Its styling was inspired by the Citroën 2CV Fourgonnette delivery van which had the nickname… you guessed it… 'escargot'. But the Pike Factory story is a whole other one, so back to the star of our show.

The Figaro is a two-door convertible – a 2+2, although I highly doubt a six-footer could fit in the back seat (there are some advantages to being a stately 1.63m tall…) Unlike a typical convertible, though, the upper side elements of the bodywork are fixed but its fabric top pulls back, resulting in a slightly more sheltered open-top experience – think Fiat 500 as an example. As these cars were only ever intended for the Japanese market, they were also only produced in right-hand drive.

The interior is white, with a special paint used on the dashboard for a soft feel. The seats too are white, clad in leather with contrasting piping detail that matches the colour of the car's external paint. The Figaro's emblem is a fleur-de-lys design, and there are numerous other examples of the motif to be found all over the car, from switches to steering wheel to door handles. Why? Who knows, but you have to admit it's loads of fun. Because it looks like an old car, it comes as somewhat of a shock to find it equipped with a host of modern luxuries like leather seats, air conditioning, electric windows and stereo with cassette and CD player (this was 1991, after all).

But as stylish as its bonnet looks, admittedly there is not a whole lot going on under it. With a one-litre turbocharged four-cylinder petrol engine with three-speed auto

Because it looks like an old car, it comes as somewhat of a shock to find it equipped with a host of modern luxuries

transmission (manual was never an option), it's certainly no racehorse. And while it has adequate power, don't expect much more than that. You will have to plan your overtakes – particularly at altitude, when the turbo only kicks in at around 3000rpm, meaning that it putter-putters up hills and trucks speed past you. This is not a car made for long road trips; it is a city car through and through. It's small and manoeuvrable, perfect for pottering around town. If you struggle with parallel parking, this car was made for you.

You might battle to find parts, but they are not impossible to source – particularly from places like the UK, where these cars are pretty prolific. And while the Figaro may look like an old classic, mechanically it will be a lot more sound than those cars that are older than the Figaro's fairly sprightly (in relative terms) 27 years. If you are wanting to dip your toes in the 'classic' market but still want reliability, this could be just the car: it looks the part yet can easily be used as your daily without too much worry.

A sports car it is not but then, it was never intended to be. What it does have going for it, apart from the fact that it is Japanese-made and therefore bulletproof, is the cuteness and novelty factor. According to Nissan, it was made to inspire "a delicate feeling of stylish elegance in everyday life" for those who have "a zestful desire for a good time". One thing is for sure, it's a car that has that feel-good factor: you can't help but smile when you drive it – or watch it trundling past you.

Thanks to Executive Cars (011 074 9782) for supplying the pictured vehicle.

It's small and manoeuvrable, perfect for pottering around town. If you struggle with parallel parking, this car was made for you

SEXY-GENARIANS

On Sunday 23 September, Glass Sport Motors – GSM – celebrated its 60th anniversary with a grand display at FMM. GSM built the Dart and Flamingo that are generally regarded as South Africa's first mass-produced cars and the GSM Club is one of the country's most vibrant one-make organisations. Apart from the number of cars that still exist that are enthusiastically restored, maintained, driven and displayed under the leadership of chairman Peanuts Fouche, the club has an amazing number of artefacts, memorabilia, journals, drawings, news cuttings and other nostalgia items that reflect the company's history since inception.

No less than 33 Darts, Flamingos, Levy Darts and two bare chassis – including seven of the the first 10 to be built – were displayed

around the museum's quadrant and in Hall C, where all the nostalgia items were on view for visitors to thumb through and admire. Among the cars on display in the hall was the first GSM Dart produced at the Bottelary Road factory, chassis number 5801, which has just been found. The car was first owned by Gilbert Colyn, who bought the car direct from the factory so that the money could immediately help finance the building of chassis number 2. Incidentally, Gilbert assisted Bob van Niekerk with the design of the Flamingo as Verster was in England.

It was in the 1950s that Bob van Niekerk had a dream of building a South African sports car. He teamed up with Willie Meissner and Verster de Wit, and with their individual talents they created a car which they called the GSM Dart. Bob's dream became a reality when the first production car left the factory in 1958. It was a very special occasion and a proud moment in South Africa's motoring heritage, appropriately celebrated over the country's Heritage Day long weekend.

He teamed up with Willie Meissner and Verster de Wit, and with their individual talents they created a car which they called the GSM Dart

THE DEVELOPMENT OF ENGINE OIL ADDITIVES – PART 2

Last month we read a short history about Castrol. We continue with the development of oils and additives. We saw that major changes were made after the regulations which commenced in California some thirty years ago. This led to Mineral oils and their contents of Zinc Dithiophosphates being reduced dramatically as well as other additives which clashed with emission controls. We recall that the ZDDP is essential to older engines which were designed and engineered around those specifications.

Modern oils have now been changed to meet emission controls as well as the demands of the modern engines requiring Synthetic oils. These synthetic oils were not around in early days and certainly could never have been specified in old vehicles owner's manuals! How did Castrol come to reintroduce this range of original oils you might well ask? The Classic & Vintage car/motorcycle fraternity in the UK approached Castrol with the leading question – *are modern synthetic oils suitable to our older cars and motorcycles*? Castrol UK gave full attention to this question answering 'Generally NO' and the end result being that they reintroduced the original spec oils for these cars/bikes.

To differentiate the Mineral oils with Synthetic, Castrol produces the range in the original tin containers with the previous logo as per the bottom of this page. This took place in the UK some ten years ago. Castrol Classic only arrived in South Africa three years ago. Castrol Classic is marketed worldwide and the very comprehensive range is available here in SA, covering vehicles way back from the 1900s up until the early 1980s – pre catalytic converter installations.

Older engines were designed and manufactured well before the catalytic and synthetic era. The ZDDP will clog up catalytic converters; this is where modern oils now come into play, with oils designed for high tech engines made with a cocktail of metals with very fine tolerances, high temperatures and extended oil change periods. Very different to older engines designed by manufacturers for a more regular once a year oil change. An engine of old design has very different characteristics, mainly cast iron and aluminum with cork, graphite, or rope seals, low pressure cog driven oil pumps, wider oil galleries with greater dependence on 'splash & cling lubrication. These engines were also mainly lower revving and with lesser machine tolerances. Such widely different specifications demand totally different lubricants of thicker viscosity with appropriate additives and ZDDP specially included in proven formulations and ratios for the work they have to do.

Castrol Classic oils are now used throughout Europe and endorsed by the "*Federation of British Historic Vehicle clubs*".

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

RESTORING THE FAITH

One only has to browse the various classified sites to realise that there is still an abundance of classic cars being pulled out of barns and yards. Even more exciting is that these are not only the fancy old cars but also regular day-to-day machines from years gone by. Pull one of these forgotten relics out and drive it down to the local shops and you are guaranteed to get more than one adoring comment from a passer-by. This is what classic cars are about – taking a step back in time and rekindling some fond memories. Of course the ravages of time are not always kind to cars and the question of whether or not to restore often creeps into the equation. **Stuart Grant** explores another option for those vehicles that are not too far gone.

While many of today's TV shows make a full restoration look like a walk in the park, it is anything but that. It's not for the faint-hearted and swallows up cash faster than an amateur golf game. In addition, unless the restorer has the required skills and correct materials are at hand, a freshly 'restored' classic is often less desirable than it was before the job got underway. Before jumping in head-first, you might want to consider something called detailing.

So what is detailing? Simply put, it is a top-to-bottom cleaning using specialised tools and products with the aim of restoring the finish to as close as possible to new. Although the occasional touch-up might be made, detailing isn't going to fix rust issues or cracked dashboards. And while detailing is favoured by concours entrants the world over, it isn't exclusively for this set – in fact, the protection and ease with which your car can be cleaned and maintained in future make it well worth doing on any classic.

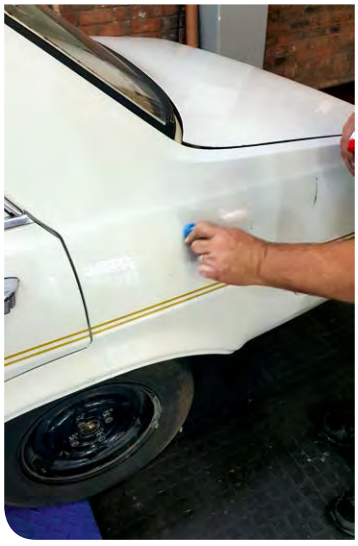
Over the next few issues, we will follow the detailing process of a fresh-off-the-plot Chevrolet Firenza 2.5 SL. The four-door Firenza made use of a 2507cc straight four-cylinder lump and was a popular family sedan sold between August 1971 and 1975. Chevrolet claimed the Firenza SL had an unfair advantage over the competitors, the 2.5-litre engine shoehorned into a compact body to make it the largest-capacity lump in its class, albeit cheaper than many 1600cc offerings. Road tests claimed it to have brilliant performance when driven enthusiastically, but the real feather in the cap was the torque on hand. For the number-orientated buyer it delivered 105bhp (78.3kW) and 215Nm at 2600rpm which, combined with a mass of 860kg, saw the zero to 100km/h sprint being handled in 11.6 seconds, with a top end of 156km/h.

In its launch year, 1 846 units were sold at R2 320 and despite the impending fuel crisis, 1972 and 1973 were top-selling years, with 5 431 and 4 895 units sold respectively. At close of play, and the arrival of the new Chevrolet Chevair, a total of 16 195 Firenza 2.5s were on the streets of SA. Despite this we see very few in use today, with show-goers more likely to see one of the 106 South

So what is detailing? Simply put, it is a top-to-bottom cleaning using specialised tools and products with the aim of restoring the finish to as close as possible to new








African homologation Firenza CanAms displayed than the mass-seller. It's for this reason that we need to save them; preserve them as per original and take them on a road trip (stopping for a roadside picnic of hardboiled eggs and drumsticks on the way).

And that's the plan. We loaded up the car – dust, grime and all – and dropped it at YCE Automotive Detailing (079 494 9622). They will give it to the full treatment before we fit some new tyres (the existing ones look okay, but the date stamp suggests otherwise), service the Chev and then take it to its new owner in Bloemfontein. We'll keep a photographic record of the process, beginning with this month's 'before' pics, and point out the various techniques and technical benefits to detailing as we go along.

Despite having not run for years, the old girl fired up and drove onto the trailer. As the car has been sitting under a tree for a while, the next stage was to drive it straight into the YCE wash bay in order to remove as much dirt as possible. By allowing the soap to foam, any dirt or mud is softened and lifted off the surface. Next step was a preliminary steam clean of the interior and suspension. The body was washed once again to remove dust and dried with soft microfibre cloths to prevent further scratching. The paint decontamination stage is where we are today, with a clay bar process being done. This is exactly what it sounds like: a bar of specially developed clay is used to rub down the paintwork, removing the more stubborn dirt and oxidation from the surface and ensuring that there aren't any particles that could further scratch the car when paint correction starts.

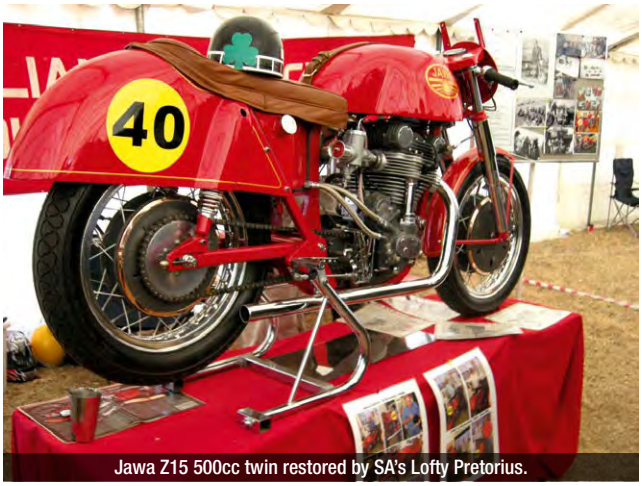
The Chev has lived a life and we are not hoping to fix all its bumps and bruises but are quietly confident that with the oxidation, stains and grime removed and some depth and protection added to the paint, it will look more than presentable at any show. The plan is to treat the interior and the engine bay with as much TLC as possible and get it looking brilliant without losing its individual character and history. A good, solid, honest car of any generation or genre is a worthy candidate for detailing over restoration. C

It's for this reason that we need to save them; preserve them as per original and take them on a road trip (stopping for a roadside picnic of hardboiled eggs and drumsticks on the way)

CZECH THIS OUT

Some of the older generation will remember a time when we had some examples of the Czech automotive industry on sale in South Africa; think Jawa and CZ motorcycles and Skoda cars. Besides a few MZ motorcycles and Wartburg cars from East Germany, these were about the only vehicles from behind the Iron Curtain that were seen on local roads. **Roger Houghton** recently visited the Prague Technical Museum in the Czech Republic and found it a revelation in terms of the various types of two- and four-wheelers developed by resourceful people in this beautiful country.

A Spitfire used by the Czech squadrons.



Jawa Z15 500cc twin restored by SA's Lofty Pretorius.

The museum, situated on a hilltop overlooking the Vltava River which runs through the stunning, historic city of Prague is an excellent example of the importance given by the Czechs to preserving their history and heritage. This imposing museum dates back to the historic collection of the Professional Engineering School, which was started in 1717.

A big step forward came in 1908, when the collection became the Prague Technical Museum. It was relocated to the current site in 1941 and over the years its scope has been widened until, in 1990, it housed 14 permanent exhibitions, one of which was Transport. The museum underwent major renovations between 2010 and 2013 and it is a real pleasure to visit now.

The Transport section is housed in one big hall, with airplanes hanging from the ceiling and parked on the floor, where they are interspersed with displays of cars and a steam locomotive, while the motorcycles are exhibited on a perimeter pathway. Aeronautical memorabilia is displayed on a similar perimeter pathway above that of the motorcycles. The exhibits are generally well restored, clean, and neatly documented.

There is a big surprise when one enters the huge exhibition hall, and that is seeing a Supermarine Spitfire displayed prominently on the floor, with a Rolls-Royce Merlin engine alongside it. The reason is that many Czech pilots and aircrew fled to England during the war. Many Czech pilots came to England in 1940 via France, where they had been fighting for the free French. Nearly 90 of these pilots took part in the Battle of Britain in two Czech squadrons. This well-preserved Spitfire, complete with Czech roundels and colours, was brought back to Prague after the war.

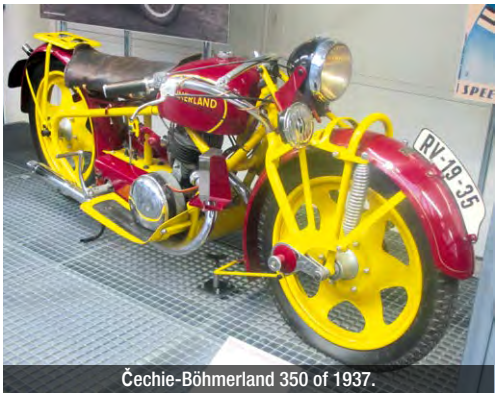
This imposing museum dates back to the historic collection of the Professional Engineering School, which was started in 1717

Czechoslovakia, as the country was named previously, was always highly industrialised and this included the production of a wide range of vehicles. Over the years more than a hundred motorcycle brands and in excess of 50 car and truck brands have been manufactured in this Eastern European country.

The first Czech car and motorcycle were made in 1897 – the NW (name changed later to Tatra) Präsident car and the Laurin & Klement motorcycle. The latter company joined forces with Škoda in 1927, and from 1929 all cars made by the company carried the Škoda name. Škoda is now a very successful part of the Volkswagen group and last year production exceeded 1.2 million vehicles.

The motorcycle brands with the greatest historical importance in terms of both production and motorsport success are CZ and Jawa, both of which came to South Africa in limited numbers in the 1950s and '60s.


Jawa 673-model 350cc racer.



Čechie-Böhmerland 350 of 1937.


German designed and built Wanderer that kicked off Jawa's history in 1931.


Secret wartime production resulted in the Jawa 250 Perak of 1946.


Danik 250cc prototype featuring steering wheel.


The Čezeta 501, typical of the 1950s Czech scooters.

Jawa was established in 1929 by František Janeček, who had worked in the armaments industry and was experienced in production engineering. He initially decided to build a motorcycle under licence and had to choose between the Austrian double-piston Puch two-stroke, the Schliha two-stroke from Berlin and the new, 500cc four-stroke Wanderer. He chose the latter brand due to the collapse of the German motorcycle industry at the time and the fact that Wanderer had already decided to stop production. A major reason for the cessation of production was that Wanderer didn't believe it could compete successfully against the entrenched BMW.

Janeček bought the Wanderer company and the venture proved fairly successful, although the motorcycle was expensive, which limited sales. Jawa, the new company's name, was derived from the first two letters of the founder's surname and the first two letters of the Wanderer brand.

Motorcycling was very popular in Czechoslovakia and many motorcycles were imported from other European countries and the United States. A little-known fact is that the Harley-Davidson Owners' Club of Prague, established in 1928, was the first such club in the world for this iconic brand.

Due to the economic recession of the early 1930s, a cheaper and simpler motorcycle was developed by Jawa. Production of a 175cc two-stroke began in 1932 and it was a sales success, remaining in production until 1946, with total output of this model amounting to almost 28 000 units.

CZ also had its background in the armaments industry. But in 1929, with the decrease in the demand for arms, the company started making bicycles and later fitted some of these with engines. This led to the design and production of motorcycles, with the first model being introduced to the market in 1935. CZ soon became the top-selling motorcycle manufacturer in Czechoslovakia. During WWII, CZ, like most industries of its type, was converted into a dedicated armaments plant again.

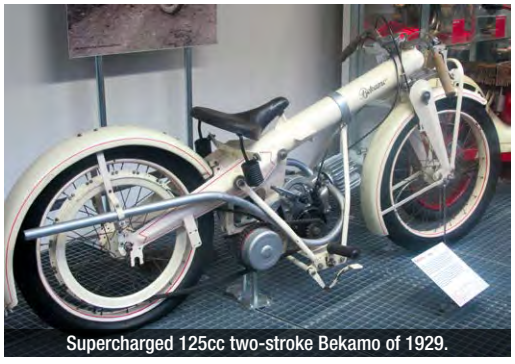
It was interesting to learn that many of the people living in Czechoslovakia did not believe the German occupation would last a long time, so the engineers in the motorcycle industry undertook secret development of new production and motorsport models in preparation for the end of the occupation. They evidently painted the prototypes military green when they went out testing on public roads.

The company was nationalised in 1946 and in 1948 CZ merged with its main rival, Jawa, to form the second-largest motorcycle manufacturer in Europe behind the BSA Group of the United Kingdom. Even though Jawa and CZ were one company, each brand had its own models and they competed against each other, much like BSA and Triumph did in the UK. Jawa/CZ was long on ingenuity, but being a state-owned company behind the Iron Curtain, it was short on hard currency, which hampered the development of new models.

Jawa motorcycles produced in the 1950s included 250/350 two-strokes and a 500cc model with overhead camshaft,


Wikov 728, made between 1929 and 1931.


1932 Tatra 80 with 6-litre V12 engine.


Supercharged 125cc two-stroke Bekamo of 1929.


1972 CZ 420-860, the peak of CZ's racing bikes.


The first real CZ motorcycle, the 175, produced from 1935.

as well as the 50cc Pionyr and Jawetta mopeds. The range of powerful 250cc and 350cc motorcycles with compact engines and rear-wheel suspension were exported to more than 120 countries worldwide – including South Africa – and became the most successful models in Jawa history.

Both CZ and Jawa made good use of motorsport to promote their brands over the years. Most of their successes came after WWII. However, they were limited by only being able to race in countries prepared to give the team visas, so their appearances were often sporadic. Both CZ and Jawa brands built road racers.

Jawa maintained a presence in the World Championship until the mid-'60s, with respectable performances considering their limited budget. Jawa initially had 350cc and 500cc versions of a double overhead cam engine, with the option of supercharging or normal aspiration. However, its most ambitious project was the Z15, built in 1955. It was a purpose-built, twin-cylinder 500cc machine which proved reasonably competitive but was evidently difficult to ride fast due to shortcomings in the handling and roadholding departments. South African collector Lofty Pretorius has restored one of the rare 1955 racers to pristine condition and exhibits it at local shows such as 1000 Bikes and Knysna.

CZ raced in the 250cc and 350cc classes, but these machines were generally uncompetitive – until it introduced its type 860 GP model. This impressive racer had a 350cc V4 engine with 16 valves and an eight-speed gearbox. It produced 63hp (47kW) at 16 000rpm and had a top speed of 240km/h. The 860 GP achieved several good results, with the best being second to Jarno Saarinen (Yamaha) in the 1971 Czechoslovakian Grand Prix. It also led Giacomo Agostini's MV Agusta until near the end of the 1972 Austrian Grand Prix, when the CZ had to retire with a mechanical problem.

CZ abandoned Grand Prix road racing at the end of 1972 to concentrate on less expensive motocross. It became a dominant force in off-road competition for many years, winning seven Grand Prix Motocross World Championships besides overshadowing the competition in the International Six-Day Trial. The CZ motorcycle division was bought by the Italian Cagiva firm in 1993 but the venture failed in 1997 due to Cagiva's financial difficulties, and the CZ motorcycle brand went out of production.

Jawa also switched from road racing to motocross due to financial pressure, where it built an impressive record in motocross until its four-stroke engines were superseded by the more powerful two-strokes. Jawa remained a long-time front-runner in speedway, dirt track and ice racing, where the four-stroke engines still had an advantage. Many speedway world champions owed their titles to Jawa power units.

Jawa has struggled since the dissolution of Czechoslovakia and the dismantling of the Communist Bloc in 1989. It had a small range of Honda-like motorcycles as well as a model with a 650cc Rotax engine, but continued to sell its iconic 350cc two-stroke twin – almost unchanged mechanically since 1970 – with the bulk of these machines going to South American countries. Now the Jawa brand has been bought by the Indian Mahindra conglomerate, which is in the process of introducing a range of Jawa-branded machines.

The number of active Czechoslovakian car and commercial vehicle manufacturers also shrank when companies were

Now the Jawa brand has been bought by the Indian Mahindra conglomerate, which is in the process of introducing a range of Jawa-branded machines


The 1937 Tatra 77 featured a 3.4-litre air-cooled V8.


One of six 750cc Jawas built for the Czechoslovak 1000 mile race, 1935.


1905 Slavia CCR.

1930 Satan with 540cc engine.


500cc Jawa speedway bike built in secret during WWII.

nationalised in 1948 under the communist regime. Now only Škoda (cars) and Tatra (trucks) are major producers of vehicles, although there are fringe makers of trucks and buses, such as LIAZ, which is a regular Dakar Rally competitor.

Škoda, which was an arms manufacturer, sought to expand its scope of operations and bought Laurin & Klement, as mentioned previously, in 1925. Škoda became the market leader in 1936, with almost 40% of the local market. During WWII, the factory was used to manufacture components for military vehicles and airplanes, and the site was bombed repeatedly.

Car production began again soon after the end of the war, but the nationalised factory struggled in export markets against more advanced models from Europe, Japan and the United States. Even in the late 1980s, Škoda was still making cars that were basically similar to those of the 1960s. However, despite dated technology, the rear-engined 1300cc Rapid won its class in the RAC Rally in the UK for 17 consecutive years.

The fall of the Iron Curtain in 1989 was followed by Škoda signing a joint venture with Volkswagen in 1991, which led eventually to Škoda becoming a wholly-owned subsidiary of the Volkswagen Group. Sales then boomed, and it is one of the industrial success stories of the former Eastern Bloc. Škoda Auto is now the fifth oldest company in the world in terms of an unbroken run of producing vehicles. The others are Daimler, Opel, Peugeot and Tatra.

Tatra is the world's third oldest vehicle manufacturing company in terms of uninterrupted production, having been established in Czechoslovakia in 1850. It produced its first car, the Präsident, in 1897, although the company name was only changed from Nesselsdorfer Wagenbau-Fabriks-Gesellschaft to Tatra in 1921. Tatra was known for its innovative engineering such as a backbone chassis, swinging arm independent rear suspension and air-cooled engines. The Tatra 77 of 1934 is considered the world's first fully streamlined production car, with a drag coefficient of 0.245. It was powered by a rear-mounted, air-cooled V8 engine.

Austrian engineer Hans Ledwinka and his son Erich, together with a German engineer Erich Übelacker, were at the forefront of the innovative design and development of Škoda cars. This included the four-seater Tatra T97 which had a rear-mounted, air-cooled four-cylinder boxer engine with luggage storage under the front bonnet and behind the rear seat – all features of the Volkswagen Beetle which Ferdinand Porsche designed a couple of years later. Porsche admitted to substantial cooperation with Ledwinka in the design of the Beetle and Škoda launched a lawsuit against Volkswagen regarding infringement of copyright. The case was withdrawn when Germany invaded Czechoslovakia, but in 1965 Volkswagen finally paid a million Deutschmarks in an out-of-court settlement.

During WWII, Tatra produced trucks and tank engines for the German forces, as well as some of its large sedans for use by German military officers. However, these cars resulted in the deaths of many officers as they did not handle well with their heavy, rear-mounted engines. At one point an official order was issued forbidding German officers to drive or be driven in these cars, which had become known as the Czech Secret Weapon.

Tatra was nationalised in 1945, three years before the Communist Party came into power, and car production ended in 1999. The company still produces a range of mainly all-wheel-drive trucks from 4x4 to 18x18. Awareness of the brand benefitted hugely from Czech truck racer Karel Loprais winning the truck category of the Dakar Rally six times between 1988 and 2001 in a Tatra 815.

The visit to the Prague Technical Museum was my first opportunity to see so many examples of Czech automotive engineering and it was a most interesting experience and highly recommended for like-minded petrolheads to visit when in Prague. **C**

UNCHARTERED TERRITORY

Look back at the first 100 years of Alfa Romeo's history – it was founded in 1910 – and you will find it full of sporty saloons, coupés, convertibles and pure racing cars. It was not until the limited production Giulia Giardiniera appeared in 1969 that a station wagon was offered, and despite having been adopted by a number of new owners during the last 30 years, for the most part Alfa's model line-up has stayed true to its roots. Until now. **Mike Monk** gets behind the wheel of the new Stelvio 2.0T Super Q4, Alfa's entry into the SUV market.

Now part of the Fiat Chrysler Automobiles (FCA) family, it is perhaps not surprising that Alfa should be represented in the burgeoning – and lucrative – luxury SUV market, but thankfully not with something humdrum. By definition, the overall shape of SUVs is pretty much universal but the Stelvio manages to stand out in the crowd, not least thanks to the ongoing use of Alfa's trademark shield-shaped grille and 'moustache' air inlets.

Named after the Stelvio Pass in the Eastern Alps, made famous as a stage of the Monte Carlo Rally, the Stelvio has presence both visually and physically – it is a deceptively large vehicle. It measures 4 687mm long and 1 671mm high but it is the 1 903mm width that can initially catch you out. Squeezing into the average parking bay leaves bodysides vulnerable to careless door opening. But on the plus side, the ample proportions provide plenty of interior space for the five seats. The sloping roofline is not too restrictive but the shallow tailgate glass limits the view rearwards. However, there is a camera for reverse parking.

Such is the commitment to this venture into the unknown that its emergence has precluded the introduction of a Giulia station wagon, but the front half of the Stelvio's comfortable cabin is practically the same as that of its saloon car sibling. Controls, instruments and switchgear are the same, and the fascia top features another Alfa trademark – the twin cowls over the circular dials. The rest of the layout is expectedly high-tech, which in truth means information overload for most of the time; you either enjoy it or ignore it when not required.

All Alfas have 'dna' – a selective driver control system that offers the most efficient and economical settings when 'n' (neutral) is selected, more sporty and responsive operation when 'd' (dynamic) is engaged, and terrain-sensitive reaction when 'a' (all-weather) mode is chosen. It is a well-proven and useful system.

Under the bonnet is a potent 1995cc turbocharged and intercooled inline four-cylinder petrol engine delivering a healthy 206kW in a narrow 5250-5500 rev range, and an even more impressive 400Nm of torque between 2250-4500rpm.

The eight-speed ZF auto transmission keeps everything on the boil and the manual override is really more of a plaything than a necessity. But the Stelvio is different from the norm in that its Q4 four-wheel-drive system is biased towards the rear wheels; it is only when slip is detected that up to 50% of drive is apportioned to the front wheels. High-profile 18-inch tyres help generate a firm but satisfying ride and fail-safe handling. Steering response is sharp and ventilated discs all round offer secure stopping power. The Stelvio provides an entertaining drive, irrespective of which mode of its dna is selected.

The model tested, the Super, is the lesser of two mechanically identical models on offer. It costs R834 900, a considerable R138 000 less than the First Edition, which boasts bigger wheels and a higher spec for the on-cost. Both have an impressive 6-year/100 00km maintenance plan, which significantly reduces running costs.

The Stelvio is a distinctive, competent, muscular, premium, mid-range four-wheel-drive SUV that will take time to convince the motoring public of its credentials. Its saving grace is that SUV stands for SPORT Utility Vehicle. Alfa Romeo's *Cuore Sportivo* lives on…

TECH SPEC

ALFA ROMEO STELVIO 2.0T SUPER Q4

Price:	R834 900
Engine	1995cc inline-four, turbocharged, petrol
Max power	206kW @ 5250-5500rpm
Max torque	400Nm @ 2250-4500rpm
Drivetrain	Eight-speed automatic, four-wheel drive
Brakes	Ventilated disc front and rear
Suspension	Front: Double wishbones, coil springs, anti-roll bar Rear: Multilink, coil springs, anti-roll bar
Steering	Electric power assist
Performance	0-100km/h 5.7 secs; top speed 230km/h
Economy	7.0ℓ/100km combined cycle
Servicing	Per on-board computer, 6-year/ 100 000km maintenance plan

THE CLASSIC DETOUR

Last month **Stuart Grant** was proud to report that a freshly rebuilt pair of Weber carburettors and brake boosters had made their way back to the Alfa Romeo 1600 DeLuxe project. The plan was to flush out the brake lines and manky petrol, fit the items and fire up the old banger for its first drive around the block in fourteen or so years. Easy! But this is a classic car project and, as we all know by now, nothing goes to plan…

With the boosters as good as new, it was decided to rebuild the brake master cylinder and while lying under the car to remove this, the decision was taken to do the clutch slave cylinder at the same time. With the car already jacked up, we figured we may as well inspect the underpinnings. And this is where the first of what will probably be many stumbling blocks raised its rusty head. Yes, that's right, a rusty Alfa.

The mentioned cylinders, although covered in red overspray from a paint job at some stage, were covered in corrosion and undoing the fasteners took numerous applications of penetrating oil to undo. It was while letting the lubricant do its magic that the second (and more worrying) lot of rust came to light – as a result of the numerous non-factory holes in the driver-side floor pan and a bodged sill repair on both sides.

Although from the start the idea had been to make the Alfa mechanically sound and use it for a while before getting stuck into the cosmetics, the decision was made to assess the situation further. This meant the removal of the carpets and underfelt, which could only be done by taking out the seats. A few more squirts of oil and the seat runner bolts and seatbelt mounts came out. Both back and front seats were packed into a corner of the garage. The carpet, although fragile, lifted out without damage but the factory underfelt, which was damp, disintegrated.

Chipping away at the glued-on vibration/sound material revealed rot in the front corners of the pan – likely caused by missing firewall grommets which allowed water to come in, soak through the carpet and sit in a pool at the lowest part of the floor. This section will need to be cut out and new metal added so to save time at a panel shop, the heat gun came out and all the glued-on vibration/sound insulation was removed with a scraper. It might have caused some bleeding knuckles but was well worth the effort.

So what is the new plan? The carburettors are coming off the car again and will sit safely inside a cupboard. The clutch and brake cylinders are at Hydraulic & Brake Service (011 794 6737) being rebuilt before also going into storage. The plan to only tidy up the car mechanically has changed and the move to sort out the rust and repaint the car is next on the job card.

The plan to only tidy up the car mechanically has changed and the move to sort out the rust and repaint the car is next on the job card

The plan is to strip all the brightwork, glass, rubbers and lights and then ship it out to someone with the skills to fabricate new floor sections and sills – we know for sure that the outer sills are vrot but hold thumbs optimistically on the inners being ok.

Every dark cloud has a silver lining… or is that every silver lining has a dark cloud? Well ours is that with the removal of the rear parcel shelf we found a brilliantly preserved example of the Alfa's original paint colour which, together with the paint code tag in the engine bay, means we will be able to match it when it comes to shooting some colour one day. It's a bit more of an orange than the fire engine red it currently sports.

With the holiday season approaching rapidly, it is doubtful we will get much done in the way of bodywork so in the meantime will keep busy cleaning and renovating the trim that we will fit in 2019.

Our second project car, the Matador Marauder, hasn't suffered the same in the rot department thanks to the body and cockpit tub being fibreglass. Progress has, however, been a bit slow, with the only real action being getting all the VDO gauges wired up correctly and working and experimenting with foam bucket seat manufacture.

Once a nose section arrives it will be grafted onto the front and all the unnecessary holes will be filled. It will then be removed from the tubular chassis and sent for paint. The big question here is: what colour should we go for?

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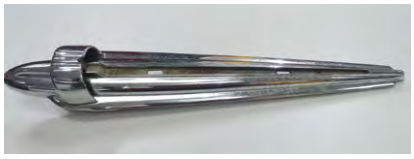

1948 Chevrolet mascot. Comes without Perspex clear cover. R1 200 ono. Contact SW Burger on 073 306 8993.

MG TC spares. A host of spares available. Mail William Hocking for a full list on fiferoad@vodamail.co.za.

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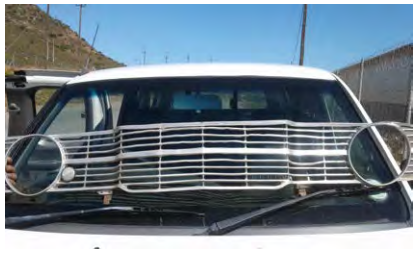

Ford Cortina grille. To fit a 1971-1973 model. R800 or nearest offer. Contact Johan Stemmet on 082 851 7681.

1946 MG TC. Ivory with green leather. Body-off rebuild 85% complete. Hood frame, door handles and running board strips missing. R310 000.
Contact William at fiferoad@vodamail.co.za.

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Puma brochure. Original sales literature for the VW-powered sports car. Good condition. Contact John on 083 380 9221 or john.hampson48@gmail.com.

Engine hoist and stand. 1 x Folding engine hoist and 1 x engine stand. Contact Jacques on 084 951 7414.

1973 Ford Fairlane 500 body. R11 500 or nearest offer. Contact Johan Stemmet on 082 851 7681.

Lotus motor. Complete to fit in Cortina or Escort. Comes with Weber carburettors and branch. Contact Paul at fouche@efs.co.za.

1951 MG TD. Black with beige leather. Previous body-off rebuild. Licensed and running. R390 000.
Mail William at fiferoad@vodamail.co.za.

2004 Mazda RX8. 98 000km with full service history. Great original example. R95 000. Contact Marius on 083 602 8888.

WANTED

Triumph 2.5 engine. 6-cylinder unit as fitted to the Mk2 Triumph 2000 or Chicane. Contact Trevor on 082 894 5251.

Alfa Romeo carb support. For fitment between the airbox and engine mount on a 1600 GT Junior. Call Stuart on 082 921 4583.

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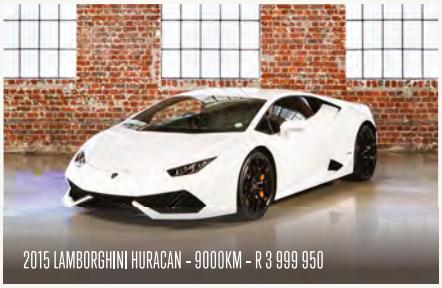

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