

1967-2017: 50 YEARS



OF THE MAZDA ROTARY

CLASSIC DRIVER

ISSUE 75
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ROTARY REVOLUTION

MAZDA COSMO SPORT 110S



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POOR MAN'S E-TYPE?



MAZDA RX-7
'70s JAPANESE CLASSIC



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HRC ICE BREAKER

Once again, over the weekend of 30 September/1 October the Historic Racing Club got the 2017/2018 classic racing season off to a flying start at Hampton Downs with their traditional Ice Breaker meeting.

(Photos courtesy Steve Ritchie Photography)



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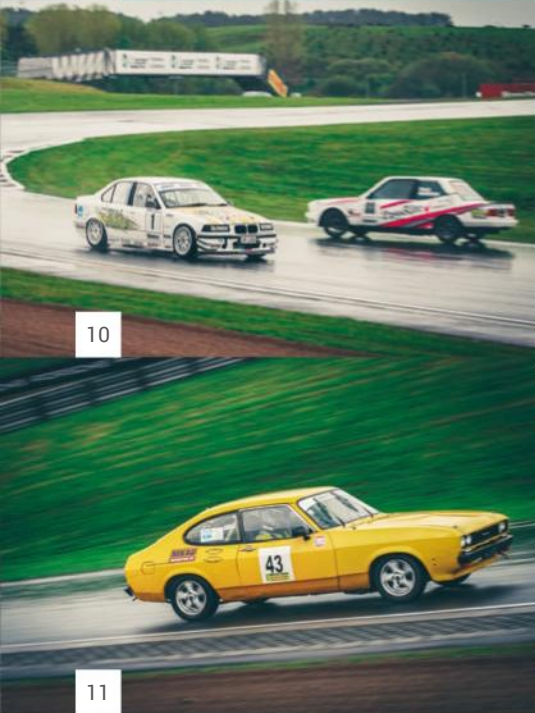
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1. Mike Delmont in his BMW 2002 Turbo replica was competing in the BMW open class
2. Always well presented – Mal Clark's By'Gone Autos Rover P6 V8
3. ERC Arrows Wheels – Bruce Manon at speed in his Escort
4. Despite the poor weather, Dave Silverton won the second Historic Formula Ford race
5. Italians at play in the Trofeo series
6. ERC Arrows – George Adams get wet in his TVR Tuscan Challenge
7. A packed field of BMWs all looking for the dry line
8. The weather took a turn for the worse when the ERC AES competitors took to the track
9. The Classic Trials series draw out a real variety of cars
10. "Which way are we supposed to go?" Wet weather caused a few problems for those competing in the BMW E30 race series
11. Classic Trials – David Tolhurst won the first round of the series in his Ford Capri
12. John Honore's new toy – a 1965 Ford Cortina GT
13. Trofeo series cars in the pits





CLASSIC
DRIVER

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270 Neilson Street Onehunga , Auckland 1061, New Zealand



proudly published by
RnR Publishing Ltd
PO Box 220
28 Oxford Street
Martinborough 5741
New Zealand
ph. + 64 6 306 6030

Operations Manager
Robyn Dallimore
robyn@classicdriver.co.nz

Advertising Enquiries
Bruce Mountain
bruce@classicdriver.co.nz
021 657 090

Editor
Allan Walton
editor@classicdriver.co.nz
021 614 781

Editorial
Tony Haycock
tony@classicdriver.co.nz,
Allan Dick
allan@classicdriver.co.nz

Sub-editor
Thiers Halliwell

Proofing
Tom Clarke

Design + Production
Cameron Leggett

Distribution
Gordon and Gotch
Printing PMP Maxum Auckland

Subscriptions
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ph. +64 6 306 6041
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ROTARY RAMBLINGS

After recently reacquainting himself with the Cosmo Sport 110S and RX-7, Allan takes time out to recall his rotary-motoring past

With the 50th anniversary of Mazda's remarkable rotary engine in mind, as well as putting together the features in this edition of *NZ Classic Driver*, I also found myself looking at all the rotary-powered cars in my past – and there are quite a few!

My involvement with Mazda rotaries began in the early 1980s. I'd just arrived in New Zealand penniless, and once having secured a job, I began to look around for a set of wheels. Not having a lot of money to spend, I eventually settled on a 1975 Mazda RX-2, purchased from the late Nick Begovic from his Grey Lynn car yard for the princely sum of \$5995.

I'd just missed out on New Zealand's notorious carless days (July 1979 to May 1980), but the after effects of that fuel-saving legislation were still being felt and, as a result, no one in their right mind wanted a gas-guzzling rotary-engined car. At that time any Mazda RX, apart from the newly released RX-7, could be had for very little money. So, even with the rising cost of fuel, these cars were actually good value.

Now that I was holding down a decent job, a shiny set of Cheviot alloys wrapped in 185/70 rubber were soon added to give the RX-2 a bit more street cred. Around the same time, I also got my first drive in a Mazda RX-7 but at \$39,995 owning of those was way beyond my reach.

That RX-2 served me well as I explored the country I now lived and worked in but there were some drawbacks, one being its prodigious appetite for spark plugs, not made any better by the fact that it seemed to prefer Champion platinum plugs – at that time around \$16 apiece. I soon developed a relationship with Champion NZ, then located in Mt Wellington, and began buying spark plugs in boxes of a dozen. This reduced the price of each plug by around 50 per cent.

Tuning was also an issue as no one seemed to



A very cool rotary-powered car – NSU's ill-fated Ro80

understand rotary engines. Luckily, I eventually found the late Bill Shiells at Rotary Power in Sunnybrae Road, Takapuna. Bill, who had raced and rallied RX Mazdas, was an absolute guru when it came to rotary engines and every time my RX-2 went to him for a spot of maintenance it came out with its motor running as smooth as silk.

During the remainder of the 1980s, I found myself at the wheel of a whole series of rotary-powered cars including several more Series 1 RX-7s, a very desirable RX-4 coupé, a twin-turbocharged RX-3 coupé (a terrifying piece of kit) and, on one memorable occasion, a Cosmo Sport 110S.

Moving into the 1990s, my rotary experiences widened when I was able to get a drive in an NSU Wankel Spider, and a few months later the Spider's owner allowed me to drive his NSU Ro80. The Spider was a bit cramped and basic but the Ro80 was a great car to drive, although you had

to keep your hand off the gear-lever knob while driving as that activated the electronic clutch.

As we moved into the new millennium, I was able to sample both second- and third-generation RX-7s. The first of these, a turbocharged S4 went fast enough but looked rather too much like a Porsche 924. Coincidentally, at one time my father owned one of these cars (while my mother once owned an RX-2), but he blew the car's turbo showing off down the Ngatea straights. I then got the chance to drive BAT007, the 'batmobile' RX-7 so successfully campaigned on events such as Targa NZ by Anton Tallott. Equipped with rock-hard Öhlins suspension, I remember bouncing down the Howick-Whitford road in this car, every bump in the road threatening to rattle out all the fillings in my teeth. Anton very wisely ditched that suspension setup before tackling his first Targa event.

I rounded off my rotary rambles with a long test-drive in the newly released RX-8 just before Christmas 2003, sampling the car alongside a 1967 NSU Wankel Spider and a 1978 Mazda RX-7. And while I wasn't overly keen on the RX-8's odd styling there was no doubt that it carried plenty of Mazda's rotary DNA.

With the RX-8 now gone, can we expect a return of the rotary sometime in the future? Fingers crossed! 🍀

Allan Walton

editor@classicdriver.co.nz



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1972 MAZDA COSMO SPORT 110S

Words: Allan Walton Photos: Stephen Perry





Rotary Renaissance

We check out a fully restored, very rare and supremely collectible rotary-engined sports car – a genuine, blue-chip Japanese classic

1972 MAZDA COSMO SPORT 110S



Our featured Cosmo Sport 110S as 'discovered' ten years ago in Takanini, South Auckland

The father-and-son team of Gavin and Myles Hicks are well known within local classic-car restoration circles, and over the years many concours-winning cars have emerged from their well-equipped home workshop. Together they can tackle virtually all aspects of restoration, including everything from mechanical rebuilds to spray-painting. Additionally, Gavin is a dab hand with a sewing machine when it comes to repairing or replacing worn interior trim parts.

Although they're probably best known for their work on European classics, including Jaguar, Bentley and especially Maserati, they've also turned their hands to the restoration of classic rally cars such as a Group B MG Metro 6R4, and over the many years I have known Gavin and Myles I've seen them working on a huge variety of cars from many marques: Lotus Esprit, TVR, Alpine-Renault, Peugeot, Rolls-Royce and MG.

However, over the past decade they've also developed a taste for Japanese classics and even organised an informal club to cater for these types of cars. As a result, they have gathered together a number of rather

interesting Japanese cars, including two road-going RX-7s, two racing RX-7s, a rare RX-3 originally raced in a Japanese touring car series and later in the US IMSA racing series and, of course, our featured Cosmo 110S.

ROTARY REALISATION

Turning the clock back to 2007; having become aware of the ever-

increasing collectability of Japanese cars such as early Nissan GT-Rs and the Toyota 2000GT, Gavin and Myles began to focus their interest on Mazda's first rotary-engined car, the Cosmo 110S. At that time, the Cosmo's rarity outside of Japan meant that little had been written on these cars so they remained largely unknown to most classic-car enthusiasts.

Their interest in these cars may have stopped there, but on a visit to pick up some tyres from BDF Tyres in Takanini, Auckland, Gavin heard of a Cosmo they were looking at importing in New Zealand. At that time, as well as importing container loads of used tyres from Japan, BDF Tyres were also bringing in complete cars and the Cosmo was one such car.

Gavin soon discovered that the company had also imported a few GT-Rs and several other rotary-engined cars, including an RX-2 and RX-3. Although they were cagey about disclosing their contacts in Japan, John from BDF Tyres said that he was 'in' with a bunch of guys in Japan who raced Mazdas and that through them he'd purchased a Cosmo 110S and that it was currently on the way to New Zealand. John mentioned that he was also trying to buy a racing RX-7 'batmobile'.

The Cosmo was apparently a complete car with extremely low mileage. On an impulse, Gavin put his name down for the car and a rough price range was decided upon, this to be confirmed on the car's eventual arrival in New Zealand.

However, at the same time that the 110S arrived on our shores in 2007, at a well-publicised auction run by Shannons in Australia, a restored Cosmo was sold for A\$100,000. This resulted in the price of the 110S (as



Gavin and Myles began to focus their interest on Mazda's first rotary-engined car

originally discussed with BDF Tyres) being hiked up. Following a fresh round of negotiations, a new price was eventually settled upon and a deal was finalised.

"I think we probably paid too much and many would have thought we were mad; however, they really didn't know too much about these

cars," said Gavin. Along with Myles, Gavin also knew how original the car was and that it would be a perfect restoration project. In short, their decision to buy was a no-brainer.

As result, they were now the owner of a rather unusual and very rare sports coupé that had only covered a mere 25,000 kilometres since emerging from Mazda's Hiroshima factory in 1972. Further investigation revealed that the car had been part of a private collection of nine Cosmos, and that the collector appeared to have been the car's only Japanese owner. Although virtually 100 per cent complete, the car hadn't been used since 1979 so it was rather dowdy looking and, on the surface, was in need of a spot of serious TLC.





As part of the Cosmo's complete restoration, its body was dip-stripped then mounted on a rotisserie for painting

Around this time, I had my first encounter with the Cosmo, now safely tucked away in the Hicks' home workshop. There I was shown some of the finds they'd made inside the car – including an unopened test-pot of touch-up paint and original factory build docket.

I was later able to source from Japan a book and DVD celebrating the 40th anniversary of the Cosmo 110S. It wasn't much use to me as a reference source as I don't read Japanese; however, Gavin and Myles welcomed the gift, even though they could only gaze longingly at the photographs!

ROTARY RENDEZVOUS

Initially, it looked as if restoring the Cosmo would be relatively straightforward; the car's bodywork was intact and undamaged, and the interior was also complete, although the houndstooth cloth on the seats had yellowed with age and needed to be replaced. New door and window seals would also need to be sourced as the original items had become

In 2009 Gavin and Myles embarked on a five-day parts finding trip to Japan

hard and cracked.

However, a more detailed examination revealed that the seam sealer used during original assembly had dried and split revealing minor surface rusting within the engine bay, on the central tunnel and in the wheel arches. This was something that could not be ignored, especially considering Auckland's wet and humid atmosphere. There was little choice – the Cosmo would have to be completely pulled apart and the bare bodyshell dip-stripped.

Before any of this work began, Myles spent many hours searching the internet for spare parts but eventually came to the conclusion that a parts-finding trek to Japan would be needed.



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The Cosmo's cockpit is well equipped, with a comprehensive set of gauges. Note the footrest beside the clutch pedal

Below: The Cosmo's underside has also been finished to concours condition – here you can clearly see items such as the de Dion rear axle and leaf springs. The small 'OK' sticker survived intact from the car's original factory inspection

Accordingly, in 2009 Gavin and Myles organised a five-day trip to Japan. They'd already contacted the Mazda Cosmo Sport Club in Japan, asking to be put in touch with Cosmo specialists. However, when the two Kiwis arrived in Japan they found that the club had arranged five days of Cosmo-related activities, including visiting specialist parts suppliers, restorers, dealers and private collectors. At that time, the club reckoned they knew the location of around 350 Cosmos – although they were only counting complete, driveable cars, not parts cars. Many of the club members, most from the area around Mt Fuji, had acquired their Cosmos brand new and had never parted with them.

Over those five days, Gavin and Myles made many valuable contacts, found lots of small bits and pieces at places such as Cosmo parts specialist Garage Star Field and were also able to check out the cars owned by company's owner, famed Mazda personality Senji

Hoshino, an enthusiast lucky enough to own many rotary-engined Mazdas, including a Mazdaspeed 787B Le Mans car.

As well, during their journey around Japan, they made contact with Okura Auto Service, the firm behind the Okura Rotary race team and exporter of many rotary parts to New Zealand. Coincidentally, Gavin and Myles also discovered that Okura Auto Service was the source that BGF Tyres had been unprepared to disclose and that they'd also brokered the deal in Japan on the Cosmo.

As a side-note, the deal on the race RX-7 mentioned by John at BDF had actually fallen through, and the car had been purchased by another well-known New Zealand importer. That RX-7 turned out to be an original Autobacs GT300 Japanese touring car and, following yet another deal, this car now resides in the Hick's workshop.





ROTARY RUMMAGE

What became evident while in Japan was that, with values of the Cosmo 110S on the rise, prices for the few original parts available were also heading skywards. Allied to the simple fact that these largely hand-built cars had only ever been produced in small numbers – with most sources stating that Mazda only ever built one car a day – spare parts are just as rare as the cars themselves. Today, the parts that Gavin and Myles acquired on that first trip to Japan ten years ago are even more expensive.

In period, many Cosmos had their seats replaced by aftermarket items, and many gained alloy wheels in place of the originally supplied steel wheels and chromed hubcaps. Of course, many of these items have now been lost and when examples do turn up for sale, asking prices are sky-high. Additionally, many neglected and battered cars (and those that have previously been pilfered for spares) that would once have been useful only as parts cars, are now being offered as 'project' cars, further limiting the supply of valuable parts.

On subsequent trips to Japan, Gavin and Myles watched aghast as prices for even the most knackered Cosmos soared, noting that owners with unrestored cars wouldn't sell any parts and that Japanese classic-car dealers were snapping up all the available average and below-average Mazdas as prices of complete cars rose. As you'd expect, this led to a vicious circle, and as parts supplies dried up, the number of cars being restored dropped. As an example, at one Japanese workshop, Gavin spotted no less than nine Cosmos all requiring a full restoration but with no parts available to actually restore them!

Luckily, as their Cosmo was complete, they didn't require too many parts and the Japanese Cosmo Sport Club came to the rescue by

reproducing items such as rubber door seals – although, as you'd expect, they came at a hefty price. The club also decided to produce a limited run of quarter-light seals (a complicated moulding) and canvassed members to see how many wanted to buy these seals – showing typical Japanese conservatism, when the club only manufactured 60-odd seals, enough to satisfy those who had put their hands up for the items rather than considering it an opportunity to stock up and sell seals to non-club members.

ROTARY RESTORATION

After the trials and tribulations of sourcing parts, the Cosmo's actual restoration was relatively simple. With the body dip-stripped and primed, fresh seam sealer was applied, and the car was repainted in the original shade of white. All exterior trim was refurbished as required, while the car's original steel wheels were cleaned and repainted. Gavin meticulously repainted the 'm' logo fitted to the hubcap centres, although his work was eventually negated when the Cosmo Sport Club reproduced those badges.

New houndstooth cloth was sourced to replace the original faded material and a new set of carpets was also supplied and fitted. The rest of the Cosmo's well-appointed cockpit was in perfect shape, and that included its original Nardi wood-rimmed steering wheel.

Mechanically, the rotary engine was treated to a new set of tip-seals and O-rings. As the car had only ever covered 25,000km, other mechanical parts only required cleaning and servicing, while all suspension parts were cleaned and repainted. Bearing in mind their typical attention to detail, many of the car's minor clips, screws and bolts were replaced with new items, while the underside of the car would also be finished to a very high standard.

HISTORICAL NOTES: MAZDA COSMO SPORT 110S

Mazda's main man behind their rotary engine development was Kenichi Yamamoto, and his success with the radical engine would eventually result in him becoming chairman of the company. Interestingly, Yamamoto's son Nobuhiro would later serve as manager of Mazda's later MX-5 project.

The Cosmo's individual-looking body was styled by Heiji Kobayashi, the most obvious inspiration being the Ford Thunderbird.

The new car received its first public outing at the 1964 Tokyo Motor Show. Although a number of pre-production cars were built (most sources quote as many as 80) during 1965 and 1966, full production would not commence until May 1967.

The first Series I Cosmo/L10A was powered by a front-mounted 982cc twin-rotor Wankel engine driving the rear wheels through a four-speed manual gearbox. Fuel and air – as well as oil to lubricate the rotor tip-seals – was sucked into the engine via a single four-barrel carburettor. Unusually, the engine featured twin distributors and four spark plugs, two for each chamber.

In this form, the rotary engine produced 82kW (or 110bhp, as in Cosmo 110S) at a heady 7000rpm.

Underneath, the Cosmo featured 14-inch steel wheels and a suspension set-up that combined wishbones up front with trailing arms, leaf springs and a de Dion-type live axle at the rear.

Hand built at the rate of only one a day, Mazda produced 343 Series I cars before switching to the Series II. These later cars boasted more power, 95kW, from their 982cc 10B rotary, while other changes including a lengthened wheelbase, larger 15-inch wheels and a five-speed gearbox plus minor cosmetic tweaks. Otherwise the two models remained unchanged.

Production of the Series II models ended in September 1972, with Mazda shifting their focus to rotary-engined saloons rather than sports cars – although in 1978 they'd return to the territory pioneered by the Cosmo 110S.

Very few of these cars ever left Japan and that combined with their limited production run and their status as Mazda's very first rotary-engined car, have made sure that, today, the Cosmo 110S is a valuable and truly international collectible.



1972 MAZDA COSMO SPORT 110S



When time came for final reassembly, both Gavin and Myles agreed that the hardest part was refitting the front and rear screens. Indeed, Myles reckons that the level of difficulty involved in this task was probably the reason why Mazda only ever built one car a day!

The main problem is that there are a number of little flaps that hold the screen mouldings in place. As Myles put it, "Sneeze and they would all fall out and then everything would have to be pulled out and reassembled before trying again." As well, the sharp points on the corners of the front windscreen didn't help installation. And as they were dealing with fragile 50-year-old glass, it was a particularly fraught time as they manhandled these delicate items.

1972 MAZDA COSMO SPORT 110S/L10B

Engine	Mazda 10B twin-rotor Wankel
Capacity	982cc
Bore/stroke	NA
Valves	NA
Comp Ratio	9.4:1
Max power	95kW @ 7000rpm
Max torque	140Nm @ 5000rpm
Fuel system	Hitachi-Stromberg four-barrel carburettor
Transmission	Five-speed manul
Suspension	Front: Independent, double wishbones, coil springs and telescopic dampers Rear: Semi-elliptic leaf springs and de Dion tube
Steering	Rack and pinion
Brakes	Disc/drum
Wheels/Tyres	Steel/155 HR15

Dimensions:

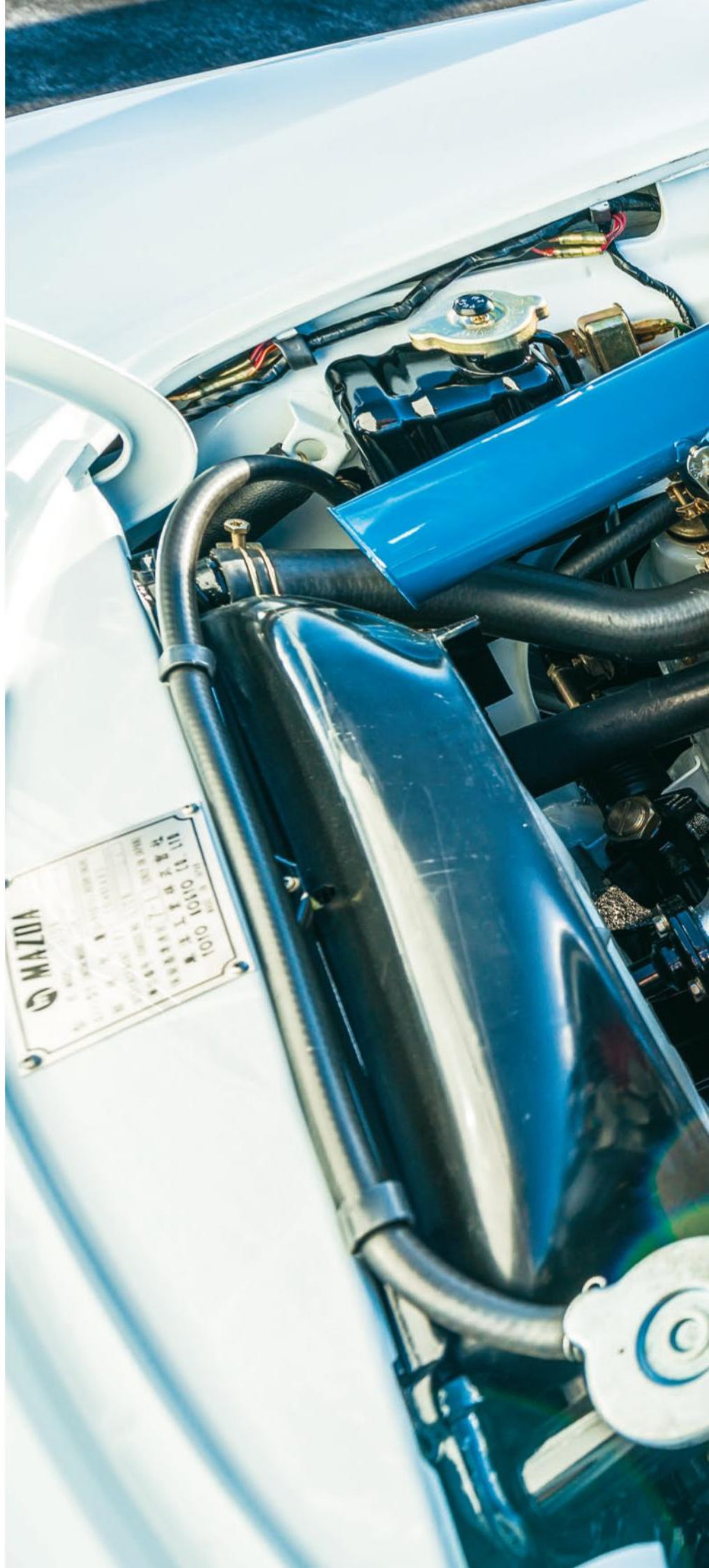
Overall Length	4130mm
Width	1590mm
Height	1165mm
Wheelbase	2350mm
Track F/R	1260/1250mm
Kerb weight	960kg

Performance:

Max speed	199km/h
0-100km/h	9.3 seconds
Standing ¼ mile	15.8 seconds
Economy	13.6l/100km (average)

Production:

1967-1972	343 (Series I/L10A 1967-1968) 1176 (Series II/L10B 1968-1972)
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Finally, it all came together and the long ten-year restoration was finished off only a week prior to our photoshoot as the shiny, chromed hubcaps were fitted to the car's original steel wheels, this task having been left to the last due to the simple fact that these hubcaps, once in place, would probably prove to be extremely difficult to remove ever again without damaging them, as they fit so tightly.

ROAD-GOING ROTARY

On your first meeting with the Cosmo 110S you are struck by its diminutive dimensions. It may look somewhat similar to a first-generation Ford Thunderbird with its bubble-shaped hardtop and those front-wing 'gills' but the Mazda is actually much smaller, about the same size as an MX-5 roadster.

Squeezing into the car's cockpit further emphasises the Mazda's smallness. I'm not as flexible as I used to be, so clambering into the car proved tricky as my head scraped against the top of the door aperture, with the car's large steering wheel also getting in the way as I struggled to get my legs into place.

However, once you're aboard, the Cosmo's cabin is a pleasant place

to be as you peer through the spokes of the Nardi steering wheel at a full complement of classic gauges.

Nice period touches include a town-and-country horn (shades of Aston Martin) activated by a switch on the central console, a map light and a period push-button radio.

However, styling and equipment apart, it's the engine that is the Cosmo's best feature. From cold, it pops and crackles, but once warm it settles down with an exhaust note that all rotor-motor noters will be familiar with. Although not endowed with huge power, on the road the 110S feels fairly quick with its twin-rotor engine really showing its mettle once coaxed into the upper end of its rev range.

The Cosmo also feels well balanced on the road, cornering being accomplished without much body roll despite the car being rather softly sprung. On a nice flat motorway I'm sure the Mazda would make for very smooth progress, but driving over south Auckland's rougher side roads the car is less comfortable and mid-corner bumps can cause the wheels to bobble around providing a few surprises at higher speeds. Taller drivers also run the risk of clanging their head on the car's roof when the car bounces over larger road irregularities.



Myles (left) and Gavin with their superbly restored Cosmo 110S

Nevertheless, when all's said and done, for a car that was originally designed 50 years ago, the Cosmo 110S feels remarkably modern. Unlike other sports cars from the 1960s with their more traditional, reciprocating piston engines, the Mazda's turbine-smooth rotary engine still feels as if it's way ahead of the times. If it hadn't been for the oil shocks of the early 1970s, perhaps all cars would now be powered by Felix Wankel's innovative engine. Certainly, back in 1967, that was Mazda's take on the future of motoring.

Back to reality and a week or so later when I got behind the wheel of an 1980 RX-7 (see our feature elsewhere in this issue), I received a strong sense of shared DNA between these two rotary-engined cars and, just as importantly, the clear and very pronounced sense of character they also share. A factor not always evident in Japanese cars of any era.

That, I feel, is a perhaps why Mazda's Wankel-engined cars have remained desirable even with today's 'Fast and Furious' generation. 🍷



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**1970 JAGUAR E-TYPE 4.2
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**1966 JAGUAR E-TYPE 4.2
SERIES 1 COUPE**
GR \$170,000 - 190,000 (AUD)



**1987 FERRARI TESTAROSSA
COUPE**
GR \$250,000 - 280,000 (AUD)



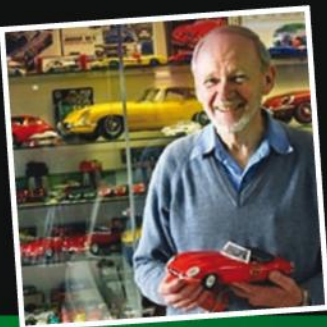
**1965 SHELBY MUSTANG
GT350 'MANUAL' FASTBACK
(LHD)**
GR \$500,000 - 560,000 (AUD)



**1969 FORD MUSTANG 'BOSS
302' FASTBACK (LHD)**
GR \$125,000 - 145,000 (AUD)



**1969 FORD MUSTANG 'BOSS
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Mazda's Rotary Revolution

In 1960, Toyo Kogyo's then president, Tsuneji Matsuda, climbed aboard a Japanese Airline flight to Germany – that trip would irrevocably alter the future of his company (better known today as Mazda)



The intent behind Matsuda's journey to Europe was to meet with NSU Motorenwerke with regard to licensing rights for the German company's Wankel engine, Matsuda being convinced that investment in this new engine would allow Mazda to better compete against their much larger Japanese rivals.

Established in 1920 as Toyo Cork Kogyo Co Ltd (they dropped the 'Cork' part of their name in 1927) in Hiroshima, the company would become best known for their three-wheeled light trucks while the 'Mazda' name was first applied to the Mazda-Go autorickshaw. The company formally adopted the Mazda name in 1984.

With full government approval, in July 1961 a deal was signed with NSU granting Mazda the Japanese right to the Wankel, or rotary engine, at a cost of ¥280 million. It was a brave move for the small company, but right from the start they showed that they were serious about the new engine. The next step was to send a team of their own engineers to Germany

for a crash course in Wankel technology while a prototype 400cc NSU rotary engine was sent to Japan. Basing their work on this unit, Mazda produced their very first rotary engine and had it up and running in November 1961. Their engineers quickly discovered the Wankel engine's Achilles heel – uneven wear on the internal walls of the engine's trochoid chamber due to the rotor tip seals. This would lead to 'chatter' marks on the internal chamber walls – referred to by some as "the Devil's nail marks."

Indeed, it would be one of the engine's flaws that would eventually scuttle NSU, despite the sheer brilliance of their second rotary-powered car, the Ro80. This problem would be successfully solved by Mazda's Rotary Engine Development Division, headed by Kenichi Yamamoto. In partnership with the Nippon



Kenichi Yamamoto



HOW DOES A ROTARY ENGINE WORK?

There aren't a lot of main parts within a rotary engine, which essentially consists of one or a series of triangular-shaped rotors enclosed in a trochoid (oval-shaped) housing. Due to the rotor's three sides, when it is positioned within the housing, the latter is divided into three chambers. It is inside these chambers that the usual engine cycles take place – intake, compression, combustion and exhaust. In order to maintain a seal between chambers, each 'point' of the triangular rotor is fitted with a tip seal, and to keep it properly lubricated, oil has to be introduced into the trochoid chamber.

The only other major component is the eccentric output shaft mounted on the rotor. Turning three times faster than the rotor due to the connecting gears, the shaft then changes the volume in each chamber for every rotation period. Expansion forces within the engine allow the rotor to spin around and turn the eccentric shaft so that a fresh cycle can begin.

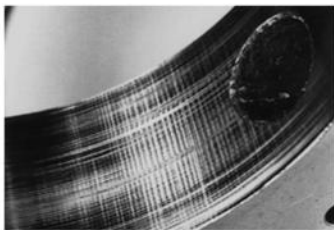
The Wankel unit only needs to spin around a single time to produce what would require four strokes from a more traditional reciprocating engine.

The result is an engine that runs more smoothly, especially at high rpm. As well, due to its relatively small size and weight, the Wankel engine is well suited for both automotive and aircraft use.

The engine's weaknesses are well known; despite all Mazda's work developing them, rotor tip seals are still not as durable as conventional piston rings, while the engine's fundamental design flaw relates to its moving combustion chamber. Simply put, as part of each charge of fuel/air is still burning it is dumped into the exhaust. This leads to wasted energy and increased fuel consumption. And, by burning oil as part of the cycle, emissions are worsened.



MAZDA ROTARY 50TH



Chatter Marks

Piston Ring Co and Nippon Oil Seal Co, Mazda were able to develop a tip seal that eliminated chatter marks, prevented premature seal wear and, in doing so, provided an effective seal between rotor tips and chamber. Surprisingly, Mazda's progress was so swift that they could have beaten NSU to the market with a rotary-powered car, but left that honour to the German company, releasing the Cosmo Sport 110S in 1967.

ROTARY PROLIFERATION

From that point on, Mazda plunged into a far-reaching programme that would see them bring rotary power to their entire range of cars. The first of these would be the R100, a four-door or two-door coupé powered by the same 10A as used in the Cosmo 110S. By 1971, Mazda were attaching the RX prefix to their rotary-engined cars, and these would include the 10A (later 12A) powered RX-3 and the larger 12A/12B-powered RX-2 a four-door saloon and RX-4 coupé. All of these cars had more traditionally powered cousins.

As well as producing a rotary-powered ute, Mazda also took the rather eccentric move of dropping a rotary engine into a Holden HJ Premier, badged as a Mazda Roadpacer AP for the Japanese market.

Alas, the oil crisis of 1973 put paid to Mazda's rotary ambitions. Although they'd made great strides in quelling the Wankel engine's thirst for what was quickly becoming liquid gold, the rotary was still seen as being no more economical than a conventional V8.

With cash running out, Mazda had one final car up their sleeves – taking inspiration from their first rotary-powered car, the 110S, a decision was taken to re-position the rotary engine as a sports car power plant.



COSMO AT THE NÜRBURGRING

Anxious to prove the reliability of their new rotary engine, in 1968 Mazda sent two Cosmo 110S cars to Europe to compete on the gruelling 84-hour Marathon de la Route that took place at the Nürburgring. The 10A engines in these cars were modified to include a switchable side/peripheral port setup but were otherwise in standard form.

Running in the top five for most of the race, the Cosmo driven by the all-Japanese crew finally succumbed to a broken axle in the 82nd hour, but the other car, driven by Belgian drivers, finished the race in a creditable fourth place.



In turn, that decision would lead to the RX-7 a car that would become part of a major invigoration of the Japanese company on the world's motoring scene. Running through three distinct generations, the RX-7 would remain in production until 2002 and (from 1995) it would remain as Mazda and the world's only rotary-engined car.

Not content to sit on their laurels, Mazda's next development of the rotary engine would be the RENESIS 13B and it would power the RX-7's replacement, the 2002-introduced RX-8. However, despite its plus points, the four-door RX-8 could not match the appeal of the outgoing RX-7 and it would only remain in production until 2008.

PRODUCTION FIGURES: MAZDA ROTARY ENGINE CARS

Year	Model	Production
1967–1972	Cosmo 110S (10A)	1176
1968–1973	R100 Familia (10A)	67,781
1969–1990	R130 Coupé/RX-4 Luce (12A-13B)	253,0261
1970–1978	RX-2/Capella (12A/12B)	225,688
1971–1977	RX-3/Savanna (10A-12A)	285,887
1973–1977	Rotary Engine Pick Up (USA Only)	16,272
1974–1976	Parkway 26 Bus (Japan Only)(13B)	44
1975–1977	Roadpacer AP (Japan Only/HJ Holden Body) (13B)	800
1975–1989	RX-5/Cosmo (12A/13B)	104,519
1978–2002	RX-7/Savanna (12A)	
	RX-7 (FC) (13B)	
	RX-7 (FD) (13B REW)	811,634
1990–1995	Eunos Cosmo (Japan Only) (20B)	8875
2003–2012	RX-8 (SE, FE) (13B RENESIS)	193,094

Total Production (all models): 1,997,141

THE ROTARY'S FUTURE

Following the RX-8's demise, for the first time since 1967 there was no rotary-engined car in Mazda's model range. There were some indications that the RENESIS engine could be modified to run on hydrogen, and a Mazda RX-8 Hydrogen RE was produced to test the idea. Alas, when switched to burning hydrogen, power dropped way down – from 154kW to a mere 80kW.

So, is there another rotary-powered car in Mazda's future?

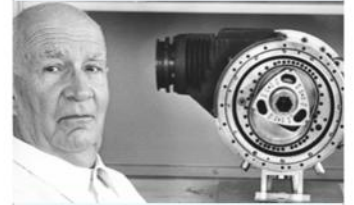


MAZDA AT LE MANS

In 1991 Mazda pulled a truly major victory when the Mazdaspeed 787B driven by Johnny Herbert, Volker Weidler and Bertrand Gachot took on the legendary 24 Hours of Le Mans and won, removing once and for all any qualms concerning the rotary engine's reliability. Three 787Bs were entered for the race, each powered by a naturally aspirated four-rotor 26B engine. Competition came from the turbocharged V8-powered Mercedes C111, Porsche's flat-six 962, and the race favourites, the Tom Walkinshaw Racing/Silk Cut Jaguar XJR-12s. The two other 787Bs finished in sixth and eighth place. To this day, the Mazda 787B is the only Japanese car to ever win at Le Mans.

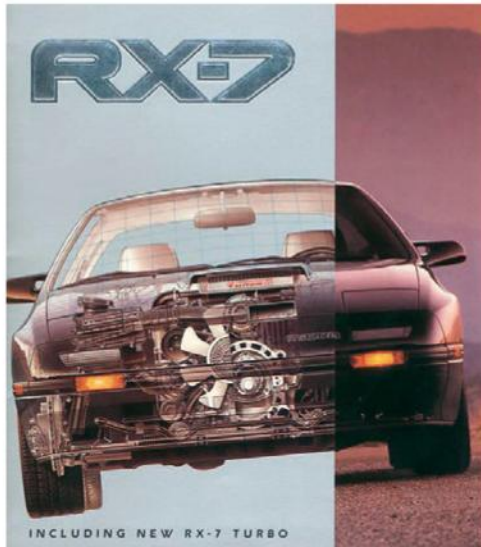


FELIX WANKEL (AUGUST 13, 1902–OCTOBER 9, 1988)



The apocryphal story is that as a teenager, Felix Wankel dreamed about driving a car fitted with a rotary engine that he'd built himself, and then spent the rest of his life trying to make that dream come true. The concept behind a rotary engine wasn't new but Wankel would be the first to bring the idea to life. From small beginnings in 1924, he worked out the basics of the engine's design including the first trochoid chamber. During WWII, Wankel helped to develop rotary valves for aircraft and in 1945 he spent some months in prison.

His fortunes changed and by 1957, now working for NSU, he was able to complete and run the first rotary engine. Both the rotor and chamber rotated on this early prototype. In 1960, the all-new rotary engine was announced to the world, and later that year one was fitted to an NSU Prinz. Following further development, NSU would introduce the world's first rotary-powered car in 1964, the NSU Wankel Spider. Over the following decades, Wankel's business revolved around worldwide licensing agreements as he consolidated his research to found Wankel GmbH, finally selling his shares in 1971 for DM50 million.



Since 2008, the Japanese company have issued a few teasing press releases, and in 2015 mention was made of the Vision RX-9 concept.

Kiyoshi Fujiwara, head of Mazda R&D, is known to be a firm rotary enthusiast and has discussed the possibility of turbocharging future rotary engines in a search for greater fuel efficiency. If the Mazda rotary does return, it will probably be in a sports or performance car, and not a humdrum people-carrier or saloon.

Felix Wankel and NSU started the rotary ball rolling, but only Mazda were up to the game, and in developing their own version of Wankel's revolutionary creation they ended up being the rotary engine's most important champion. Some consider the rotary engine as being something of a technical cul-de-sac and, as Mazda discovered for themselves, one not suited for mass-market vehicles. However, 50 years on from their first rotary-powered car, Mazda have given the rotary a special place within the world's motoring heritage. ❤️



ROTARY RIVALS



As the original company behind the rotary engine, NSU were first out of the blocks in 1964 with

the Wankel Spider, powered by a 497cc single-rotor engine (2375 examples were built between 1964–1967). However, their crowning achievement was the ground-breaking Ro80 with a twin-rotor coupled to a semi-automatic Fichtel & Sachs transmission, all-round independent suspension plus a sleek and a stylish body. Alas, despite the car's qualities, reliability problems left NSU open to being bought out by VW/Audi. 37,398 Ro80s were produced between 1967–1977.



The first C111 series car from Mercedes-Benz was powered by a fuel-injected, triple-rotor Wankel engine, but after

deciding to drop development of the rotary engine, the two other C111 cars were all diesel-powered.



Chevrolet's initial foray into the Wankel world, following much

developmental work, was planned to begin in late 1973 with the introduction of a rotary-powered Chevrolet Vega. However the oil crisis of the early 1970s allied to the rotary engine's poor fuel economy led to the programme being scrapped. GM then stitched two Vega engines together to power the Corvette 4-Rotor, a concept car that could have replaced the Corvette's more usual V8, before they cancelled their entire rotary project. Before scrapping their rotary engine development programme, GM produced one final effort – the twin-rotor XP-897GT. Ironically, this last concept car was eventually fitted with a Mazda 13B engine.



The 4-Rotor lived on, powered by a 6.6-litre V8 as the Aerovette.

The 4-Rotor Corvette engine delivered 310kW.



Rotary Reborn

Six years after the last Cosmo Sport 110S left the production line, Mazda returned to their original concept of a rotary-engined sports car with the RX-7

After dipping their toes into a revolutionary new concept in automotive engine design with the Cosmo Sport 110S, Mazda quickly generated a desire to see their development of Felix Wankel's engine supplanting all traditional, reciprocating-piston power plants. As a result, use of the new engine spread rapidly through Mazda's existing model range. Alas, this big push towards a rotary-driven future received a major blow in 1973 with that year's international oil crisis. Of course, the problems brought to the surface by the oil producing countries affected *all* motor manufacturers, but Mazda were particularly vulnerable due to the rotary engine's notable thirst for petrol.

However, the company were not prepared to let go of their rotary ambitions and during the peak of the fuel crisis, a small group of Mazda engineers put their heads together with a view to updating the original initiative behind the development of the Cosmo Sport 110S in the late 1960s. Although production of that car had ceased in 1972, the idea of using the rotary engine to power a lightweight two-seater coupé appeared to be the way ahead as far as those engineers were concerned.

Although they continued to build rotary-powered cars, Mazda now backed off from their larger ambitions and their fortunes slowly began to improve. With the company achieving better financial balance, the small project instituted in 1973 became a full-blown development programme. Codenamed X605, with Kohei Matsuda and Moriyuki Watanabe in charge, serious work on the fresh project began in May 1976. Sumio Mochizuki, backed by Akio Uchiyama, provided the engineering skills. Mazda's styling team,

headed up by Matasaburo Maeda, produced a whole series of concept sketches as the team searched for a design that would not only be distinctive but one that possessed universal appeal. Stepping away from the overly fussy design that marked many Japanese cars of the era, Maeda was aiming for a smooth and classically styled car unhindered by tinsel and overly decorative details.

Many ideas were tried, and rejected, including a Targa top, a one-piece glass hatchback, and 'frog-eye' Sprite-like headlamps, before a final design was approved in November 1976.

REVIVING THE ROTARY

With its crisp, thoroughly modern lines, the new RX-7

certainly looked the part, and with a Cd of only 0.362 Maeda's body design was efficient as well. Under the skin, the RX-7 eschewed the leaf springs and de Dion-type axle of the Cosmo 110S. In their place were upper and lower tailing arms and a Watts linkage, with cost-cutting MacPherson struts up front. Braking was via front discs and rear drums. Interestingly, after specifying rack-and-pinion steering for the 110S, Mazda decided to kit the RX-7 out with a less precise recirculating ball system.

Power was provided by Mazda's 12A rotary engine with a nominal capacity of 1146cc (to provide equivalency for comparative road-tests, European motoring journalists doubled that figure to 2292cc). Having spent considerable development Yen on the engine since it first appeared in the Cosmo 110S, Mazda claimed to have improved fuel efficiency but the gains were only marginal. As well, the initial version of the 12A actually produced less power than the old 10B – down from 95kW to 78kW.





1980 MAZDA RX-7



This translated to a lower top speed and marginally slower acceleration.

However, when compared to its closest contemporary rivals – the Datsun 280ZX 2+2, Porsche 924 and Triumph TR7 – the Mazda emerged with honours. With a far better build quality than the much-maligned TR7 and a more sporting feel than the bloated Datsun, the RX-7 proved to be a fairly good match against the Porsche. The 924's ex-VW Transporter engine may have been more powerful than the Mazda's 12A, but it didn't take a rocket scientist to identify the silk purse from the pig's ear!

In short, Mazda had a real winner on their hands and the RX-7 name was destined to live on through eight generations before finally being axed in 2002.

IMPORTING A ROTARY

Although they wanted a Series 1 RX-7 to go alongside their Cosmo 110S, Gavin and Myles Hicks really didn't want yet another rotary restoration project. With that in mind, they began looking all around New Zealand for a good original car. However, it soon became apparent that there was nothing for sale that met their requirements. Quite evidently, the worldwide boom in Japanese performance cars meant that too many examples had been re-engined or otherwise seriously modified. As a result, they turned to the world's largest car market, the US. The first generation RX-7 had been an instant hit with US car buyers; even 20 years after production ceased, the Series 1 RX-7 was regularly being voted in the top-20-cars-of-all-time listings produced by many US motoring

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The US-sourced RX-7 came with original sales documents and a service booklet

magazines. With a larger number of cars to choose from, it was a fair bet that an original car would be easier to track down.

And it didn't take too long to winkle out a contender – a 1980 example finished in Sunbeam Silver metallic. A genuine one-lady-owner car, this late Series 1 car had been purchased by Kathy Jo Hays of Houston, Texas on October 23, 1979 for US\$9245 from Joe Denton Buick-Mazda, Rosenberg, Texas. It would appear from documentation that came with the car that Kathy subsequently took delivery of the car on November 13, 1979. She would retain the RX-7 for the next 30 years, and judging by the car's overall condition, Kathy took great pride in ownership of the vehicle. Over that time she clocked up 80,000 kilometres in the car before finally trading it for a newer car in 2009.

As Gavin and Myles sifted through the online images of Kathy's RX-7, they realised that they'd found the right car. In excellent condition throughout, the Mazda showed all the signs of having been well cared for and maintained. Even the car's underside looked to be in clean and tidy condition.

With the decision made, money changed hands and the RX-7 was packed into a container for its journey down-under, arriving in Auckland in 2009.

When the container was unpacked in Auckland, Gavin and Myles suspected that the RX-7 had made the trip to New Zealand accompanied by a dead body as the smell was so powerful – possibly the result of a regulation fumigation of the container. Myles reckoned that the pong was so strong that it had been absorbed into the Mazda's tyres, forcing him to replace the perfectly sound tyres with non-stinky items.

Despite the odd smell, the rest of the RX-7 was exactly as described and only required minor work. The engine bay was given an extensive tidy-up and treated to new hoses and clips, while a good clean and a few minor trim repairs were all that was required to finish off the Mazda's interior. The car's original Sunbeam Silver paint was unmarked so nothing more than a few coats of polish was needed. In fact, the only items that required major refurbishment were the car's alloy wheels. Over the years the clear lacquer protecting them had slowly deteriorated so they were stripped back to bare alloy, repainted and re-lacquered.

Mechanically, the car was sound so all that was required was a thorough service, replacing any worn items such as rotor-tip seals, brake pads and replenishing all the car's vital fluids.

Nowadays the RX-7 is only used during the summer months, and as there are now too few original-condition Series 1 RX-7s available, even in the US, Gavin and Myles have absolutely no plans to ever modify this example.

THE MAZDA RX-7 GENERATION GAME

1ST GENERATION

Series 1 (1978-1980)

Introduced in Japan, May 1978.

Series 2 (1981-1983)

New integrated plastic bumpers increased overall length, while later mechanical improvement included four-wheel disc brakes, a limited slip differential on some models. The 12A now produced 85kW in European trim while for Japan only, the 1983 Savanna RX-7 Turbo produced 121kW from its turbocharged 12A.

Series 3 (1984-1985)

Flagship models now received the fuel-injected 101kW 13B engine, while Mazda Australia released the 'RX-7 Finale' model

Total Production (all models): 437,456



2ND GENERATION

Series 4 (1985-1988)

Styled to look rather more like a Porsche 924 with standard engine being the normally aspirated, 108kW, fuel-injected 13B. A turbocharged 136kW variant was also available.

Series 5 (1989-1992)

Updated styling was combined to improved engine management and higher compression ratios. Standard 13B now produced 119kW while turbocharged unit pumped out 151kW.

Total Production (all models, including non-turbo convertible (1988-1991): 272,027



3RD GENERATION

Series 6 (1992-1995)

With all new styling, the RX-7 FD featured a sequential twin-turbocharger set-up for the revised 13B-REW engine. Power output was 188kW, although the Australian market RX-7 SP produced 204kW – in that form the SP proved itself on Aussie race-tracks in the mid-1990s.

Series 7 (1996-1998)

Minor cosmetic changes and a slight increase in power to 195kW.

Series 8 (1999-2002)

Largely unchanged, top models of the final RX-7 received Bilstein suspension, while engine outputs finally topped out at 206kW.

Total Production (all models): 68,589



1980 MAZDA RX-7

ROTARY ON THE ROAD

Despite having its steering wheel on the 'wrong' side, stepping inside our test RX-7 was virtually a carbon-copy of my experience with the Cosmo 110S featured elsewhere in this edition. The RX-7's larger door opening makes for slightly easier ingress, but you still end up having to contort your legs in order to get them under the large, thin-rimmed steering wheel. Once seated, all the controls are within easy reach, and although not particularly roomy there's a touch more space in the RX-7's cabin when compared to the smaller 110S. Once on the road, the connection between Mazda's first two rotary-powered sports cars is immediately evident. Not quite as powerful as the 10B engine, the RX-7's 12A displays the same jerkiness off the line, but, once the revs rise, delivers its power just as smoothly. As in the 110S, if you listen to the engine note carefully you can just about detect when the carburettor's second-stage kicks in.

Despite having a more modern suspension setup than the earlier car, the RX-7 behaves almost exactly the same on the road. Roadholding is good, and overall the car is easy to drive at speed, although its wheels will momentarily unstick themselves when encountering mid-corner



The Series 1 RX-7 really does have to be considered as a genuine classic car courtesy of instantly recognisable looks and, of course, its flawed but still brilliant rotary engine

bumps. It's rather like déjà vu: the RX-7 and 110S plainly share the same DNA and, dynamically, the only really major difference between the two cars is to be found in their steering systems. As previously mentioned, while the older car was fitted with a precise steering rack, Mazda chose to fit the RX-7 with recirculating ball steering. While not vague or sloppy it is marred by a distinct lack of feel.

Once I'd re-accustomed myself to changing gear with my right hand, the RX-7's five-speed gearbox felt smooth, although the clutch action left something to be desired – this was probably due to lack of use as the car had just been awakened from its winter slumber. With quite widely spaced gear ratios and the rotary engine's ability to retain momentum when lifting the throttle, changes up the 'box' need to be properly timed and are best taken slowly. Conversely, as the rotary engine responds so well to a quick blip on the gas, very swift down-changes are possible. There's really nothing too wrong with the Mazda's gearbox, but it's not a unit that encourages those who like to swap cogs for sheer pleasure. If nothing else, Mazda learnt their lessons well, and anyone who has

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1980 MAZDA RX-7

Engine	Mazda 12A twin-rotor Wankel
Capacity	1146cc
Bore/stroke	NA
Valves	NA
Comp Ratio	9.4:1
Max power	78kW @ 6000rpm
Max torque	143Nm @ 4000rpm
Fuel system	Nikki four-barrel carburettor
Transmission	Five-speed manual
Suspension	Front: Independent by MacPherson struts, coil springs and anti-roll bar Rear: Live axle, trailing arms, Watts linkage gas-filled dampers and anti-roll bar
Steering	Recirculating ball
Brakes	Disc/drum
Wheels/Tyres	Alloy/185/70 HR13
Dimensions:	
Overall Length	4285mm
Width	1675mm
Height	1260mm
Wheelbase	2420mm
Track F/R	1420/1400mm
Kerb weight	1060kg
Performance:	
Max speed	190km/h
0-100km/h	10.5 seconds
Standing ¼ mile	17.3 seconds
Economy	14.7L/100 (average)

Total Production (all models): 68,589

enjoyed the rifle-bolt action of the five-speeder they developed for the MX-5 will undoubtedly concur.

Mazda had hoped that the success of the RX-7 would give a much-needed sales boost for all of their rotary-powered models but during the 1970s, one by one, production of Mazda's various saloon models was quietly stopped. By the end of that decade, the only other rotary Mazda model apart from the RX-7 was the Cosmo/RX-5 and even that was dropped in 1989 to be replaced by the Japan-only Eunos Cosmo. Once production of that model ceased in 1995, the RX-7 was left as the sole rotary-powered Mazda. And, indeed, the world's only rotary-powered production car. However, the RX-7's legacy would continue and in 2003 Mazda released their next-generation rotary-engined sports car, the RX-8.

Today, if you can find one in original, unmolested condition, the Series 1 RX-7 really does have to be considered as a genuine classic car courtesy of instantly recognisable looks and, of course, its flawed but still brilliant rotary engine. 🍷



RED DAWSON'S CAMARO

I read Allan Dick's 'Burning a Grey Pipe' column (*NZ Classic Driver* #71) on Red's Camaro and was at Bay Park the very first time it raced. It looked absolutely magnificent. Although it didn't quite finish first, it showed blinding speed courtesy of its Al Bartz Chevrolet motor.

It looked even better in Marlboro colours, as did the Chev Monza. Your article charts the history of the car. Ian Easton was the guy at Palmerston North who stored the car at one time. He was a legend like Red and I saw him racing a Mustang at the big Hampton Downs meet back in January, and that's where I spotted the 1970 Camaro #35 driven by Grant Dalton, another legend.

We have a 1966 Mustang, just like Red's Mustang #35, and I carry that same number and his name in big letters on the screen of my car as a tribute to him. I guess that is the original car that Grant is racing.

Thanks for a great magazine, always full of stories of bygone years.

Warren Connett, Waitoa

Although it looks the part, Grant's Camaro was built by Ken Hopper as a replica of Red Dawson's car – apparently Red was Grant's childhood hero. For news of Red's actual car, turn to Burning a Grey Pipe on pages 72-75. AGW



Grant Dalton racing his replica of Red Dawson's Camaro

HEALEY REALLY

Have just read the January/February 2017 edition of *NZ Classic Driver* and congratulations are in order. After so many attempts to write the Ross Jensen 100S story, Allan Dick finally got the tale as true as possible.

Brian Rice, Austin-Healey 100S wheel-cleaner, 1956/1957

Thanks for that, Brian, we always try our best to get the facts as correct as possible. AGW

LIN NEILSON

I really enjoyed the article on Lin Neilson in *NZ Classic Driver* #74. I well remember him racing his Minis and Escort and later on when he went rallying. I would like to make a correction to the photo on page 70 in the above article. The other Escort behind Lin Neilson is the Twin Cam of Blair Paton #108 from Oamaru. With Blair driving and brother Bruce looking after the mechanicals, the brothers were a strong team and developed the Escort into an equally competitive car. Halliday Racing Developments did supply some parts hence the name on the front spoiler. Sadly, Blair passed away a few years ago from cancer.

Allan Wills, via email

Many thanks for the correction. AGW

HONOURING OUR HERITAGE

We have people in charge with no imagination!

We have a very proud history of motorsport, and yet we give them little or no recognition.

Why are some of our motorway junctions and overbridges not named in their honour? As examples, what about the Bruce McLaren interchange, Denny Hulme flyover or the Hayden Paddon roundabout.

Other names and suggestions could be provided by *NZ Classic Driver's* readers – but Ronnie Moore and others from the world of motorcycle sports could also be honoured in this manner.

Instead these junctions are designated simply by bland meaningless numbers; like Exit 429. Fine if you must have numbers but how about including the names of some of our many famous motorsport drivers.

Do readers need to begin a campaign?

Don Goodall, Whangarei

Sounds like a good idea to us – do you have any views about Don's suggestions. If so, drop me a line at editor@classicdriver.co.nz AGW

JARVIE SCORPION

I think I owned this car very briefly late 1963 or early 1964, having just left school, and at that time working as a bulldozer driver for Maraekowhai Station in Tokirima where my father was the manager. I believe I bought it off a Dalgety's staff member in Taumarunui and drove it home late at night. Not sure now if it had a soft-top, but it made sense to me to park it under shelter so I parked it in the truck/tractor shed and walked up the hill home. The next day I worked what was normally a 12-hour day at the far end of the farm. On finishing work I arrived back to admire my new pride and joy only I could not find it. Turned out my dear father had a hissy fit when he saw the car and got it put onto the farm truck and made the local Dalgety's manager convince his staff member to accept the car back. As you can imagine there were some ill feelings between father and son. This may not help Graham Cox much (*Letters, NZ Classic Driver* #74) other than add a little interest to the car's history – it was my shortest ever ownership of any car.

Morris Osborne, via email

As my own father would say, "Dad's always know best." AGW

JAPANESE CLASSICS

Gordon Campbell's very interesting article on the Turners' Datsun collection (*NZ Classic Driver* #73) brought back some fond memories from my working career. On leaving school I went into the motor trade assisting the sales team at one of Auckland's British Leyland dealers, Moncrieff Motors Ltd in Onehunga, where we supported Austin, Morris, Wolseley, Riley, MG and BL commercials.

After two years there I moved to Robert Stevens Ltd in Otahuhu and a couple of years later, in the mid-1970s, the company became part of the Andrew & Andrew Group and with it a name change to Andrews & Stevens Ltd. With that came the Datsun franchise and Andrew & Andrew Transport had several Nissan trucks in its fleet along with a variety of British Leyland models.

Dear old British Leyland was on the decline,



Chris Cowin's book, *British Leyland: Chronicle of a Car Crash 1968-1978*, makes very interesting reading, and along with what was happening overseas the face of the motor industry in New Zealand was also changing.

I can clearly remember the new Datsun models attracting a lot of attention. One of our senior company managers had a 240K GT as his company car and our parts manager was driving a 180B. Both my fellow parts men and the workshop staff downed tools when

a new metallic green 260Z appeared at the dealership. Even my parents got in on the act when they bought a 140J. The Datsuns were well made and had extra equipment as standard that wasn't part of the BL package and I was fortunate enough to get to drive a number of the different models.

Well done to the Turners for preserving an important part of the New Zealand motoring story.

Ian Grant, via email

Back in 1997, I recall test-driving one of the 120Y SSS Datsuns that were modified by Dennis Marwood's company, Performance Developments. Further modified for racing, in the hands of drivers such as Marwood and Reg Cook, these small saloons were the cars to beat in the 1200cc class in B&H Saloon Car series during the 1970s. Just one instance demonstrating that Datsuns have, indeed, earned a place within our motoring history. AGW



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FORD SPECIALS

Good to see a few more letters to the editor in the latest edition of *NZ Classic Driver*.

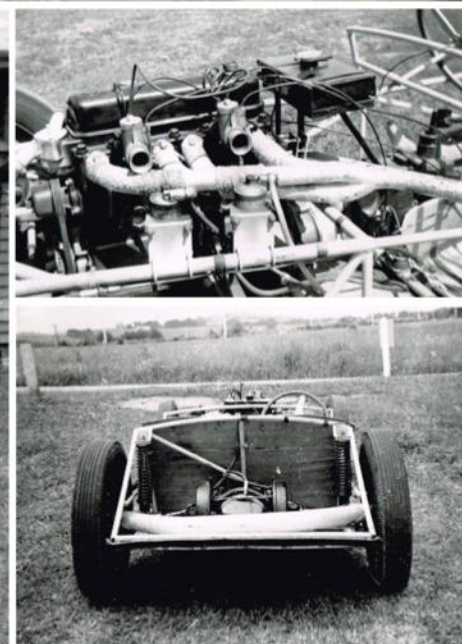
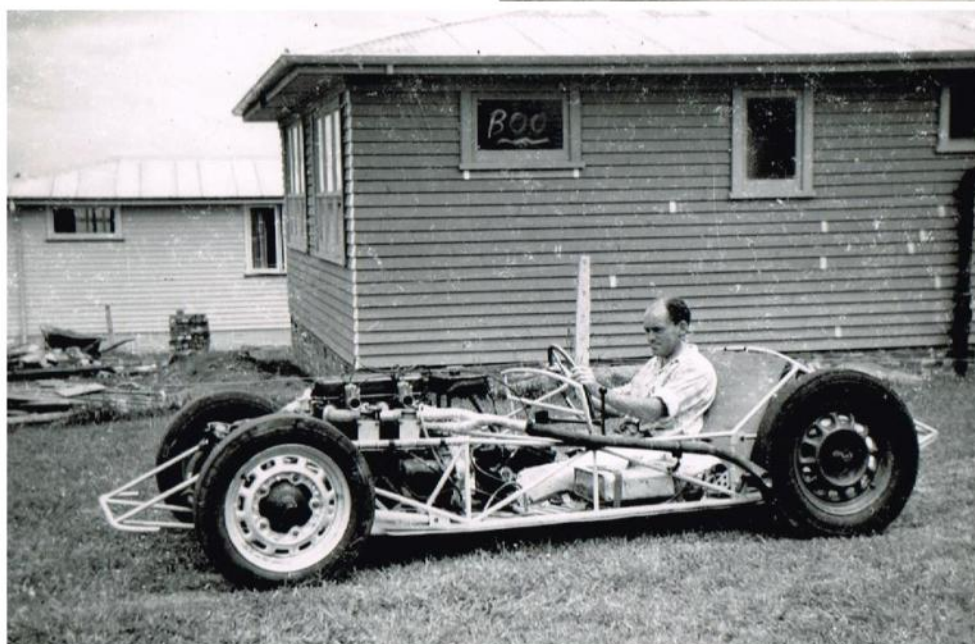
After reading Graham Cox's letter about a Ford 10 special, I was reminded of a Ford special that was built by a Don Tillsley who worked at John Chambers, a company that was a parts supplier (like Motorspecs and Motor Traders) back in the day when I was a motor mechanic apprentice. Don called in on a regular basis as a rep for the company. The motor of his special came from a Ford Consul and was fitted with Amal carburettors and all the usual stuff for those times (free-flow exhaust, hot cam, reworked head, etc.) and it also featured a de Dion rear end with inboard brakes. Don sold the car before fitting a body (probably due to building a house in Howick, Auckland and having a young family – sounds a familiar story?).

The special was subsequently purchased by Johnny Scurrah, an ex-speedway driver who fitted a Lotus-type body and raced it on the track and in hillclimbs. Johnny ended up in Australia and is now no longer with us. I don't know whatever happened to the car. Perhaps one of your readers might know. When Johnny raced at hillclimbs he had a different front on the car that exposed its front wheels.

Richard Sisler, via email

Thanks for the info and photos, Richard. Let's keep the letters flowing! AGW

The Ford Consul-engined special built by Don Tillsley





MORE ON LIN NEILSON

I enjoyed Allan Dick's story (*NZ Classic Driver* #74) about Lindsay Neilson. The feature brought back memories of the good old days. A small correction to the story – I sold Lin the 911 Porsche that I had bought from Feo Stanton of Bay Park fame. At that time Feo was the Mercedes and Porsche dealer for the Bay of Plenty. The car was a brand new RH drive model that Feo was delivering to a customer in Tauranga, when he hit a patch of wet road at Ramarama and swapped ends before ending up in a ditch and damaging the Porsche's RH side. The rest of the car was unmarked. I bought the car in that condition, needing a RH door, RH front guard and some clever panel work by Max Mumby to bring it back to its former glory. As I remember, it had about 100km on the clock. This car was one of the first six-cylinder 911s to come into New Zealand and was, of course, RH drive. How Feo handled the waiting customer I have no idea, however he was a good talker!

NZ Classic Driver's readers may be interested to know that my book has finally been sent off to the printer in China and will hopefully be launched mid-October, for those interested.

Paul Fahey, via email

Allan Dick tells us that history of Paul's car was even more interesting than he remembered! And, along with many of *NZ Classic Driver's* readers, I'm really looking forward to getting a copy Paul's book – hopefully the publisher will be kind and let us have a few copies to give away to some lucky readers. AGW



HEALEY HILLCLIMBER

Further to my letter in *NZ Classic Driver* #73, Healey Hillclimber, I have been informed of my errors.

First was the fact that I never noticed that the photograph was of a Healey 100S and that Joe Lawton drove a 100/6. Secondly, my tale referred to Len Gilbert driving the Cooper-

Bristol at Puhipuhi when in fact it was being driven by Peter Elford. Another well-known driver that competed regularly at Puhipuhi was Jim Boyd.

It seems us old buggers think we can remember all these things from way back, but maybe we can't.

And yes to Allan Dick's question – I am still travelling the country in the motorhome.

If anyone wants to find more information on Northland Hillclimbs, Google 'Brian Skudder Northland Car Club' – 'Skud' is a mine of information on NCC history.

Rowan McLean, via email




HERE'S BRIAN!

It is great to see the increase in Letters to *NZ Classic Driver*, and also to see a letter from my old friend Rowan McLean. Rowan, you should share some of your photos with us through *NZ Classic Driver's* pages. I do take issue with Rowan about Joe Lawton's Cooper being relatively undamaged in the roll-over at Waipu Gorge. I was serving my mechanics apprenticeship at Westons Motors Whangarei and the Cooper was brought in to their panelshop because Eric Weston and George Lawton (Joe's father) were good friends. I attach a photo of the car with the bodywork

removed. The car was extensively dented and Dick Penney, our Foreman panelbeater, painstakingly refabricated the front and rear bodywork by forming small curved sections out of sheet aluminium and meticulously welding it all together.

Mr George Lawton of Lawtons Construction was a good Kiwi bloke who bought a brand new 1958 Chevrolet Bel Air and insisted that we have use of his car as a wedding car.

Brian Skudder, via email

Thanks to Rowan and Brian for their extra information – perhaps Rowan would like to take Brian's suggestion on board and share some of his photos with our readers? AGW 



The Lawton Cooper at Westons Motors Whangarei with the bodywork removed for repair

Mail Bag - Email - Facebook Feedback



If you have anything to share about the world of classic motoring, feedback on these pages, or a story we should cover contact us. Follow us on Facebook, send an email to editor@classicdriver.co.nz, or surface mail to: CD Letters, PO Box 220, Martinborough 5741.



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Events

2017 MINI NATIONALS

WHEN: OCTOBER 21–22

WHERE: CLASSICS MUSEUM,
RAILSIDE PLACE, HAMILTON

Based at the Classics Museum in Hamilton, this Labour Weekend event includes a show and shine in the museum car park on Saturday morning followed by a Mini Monte Carlo event in the afternoon. Sunday's activities include a motorkhana, autocross and a tour around Hamilton district.

For more information, visit: www.miniswaikato.co.nz

38TH NATIONAL MUSTANG CONVENTION

WHEN: OCTOBER 20–23

WHERE: BILL RICHARDSON TRANSPORT
WORLD, INVERCARGILL

Hosted by the Southern Mustang Owners Club, this is the place to be over Labour Weekend for anyone interested in Ford's iconic pony car – with 150+ Mustangs expected to be on show at Bill Richardson Transport World, the second time this special event has been held in Invercargill.

For more information, visit: www.nzmustang.com

TARGA NEW ZEALAND

WHEN: OCTOBER 23–28

WHERE: NORTH ISLAND

Classic and modern cars of all types take to the roads of the North Island for this long-running and popular tarmac rally.

For more information, visit: www.targa.co.nz

37TH ANNUAL LAKE FERRY EXCURSION

WHEN: DECEMBER 9

WHERE: FELL MUSEUM, FEATHERSTON

Organised by the Sunbeam Car Club of NZ (Wellington) each year, this event is open to anyone – club member or not – and all cars welcome, including English, American, Japanese and European.

As usual, cars will meet at the Fell Museum in Featherston at 11am for an 11.30am departure to Lake Ferry, where everyone joins up for a BYO picnic lunch. The hotel at Lake Ferry have confirmed they will be open and should have food available (there are no functions booked at this stage), or you can bring your own picnic lunch.

For more information, contact Bryan Atkins, convener (Sunbeam Car Club of New Zealand).

Ph/Fax: 04 562 7424 Email: atkinsbm@gmail.com

GALAXY OF CARS & SWAPMEET

WHEN: MARCH 18 2018

WHERE: WESTERN SPRINGS STADIUM,
AUCKLAND

Swap Meet starts at 7.30am, Car Show at 10am. A New Lynn Lions project with all profit to a special charity. For inquiries, show car registration, contact Noel Mountjoy Ph 09 826 0504 or 021 321 197 or mountjoy@slingshot.co.nz

THE CLASSIC ALPINE TOUR

WHEN: MARCH 2018

WHERE: QUEENSTOWN

The inaugural running of this event is planned for the weekend before Easter 2018, nicely dovetailing with Warbirds over Wanaka (March 31–April 1), allowing participants to take in both great events while they are in the region. The event is aimed at attracting cars that fall into a general description of being of European origin (including British) covering the period post-WWII up until 1979 being of limited production or



having unique features.

The event is a non-competition one-base rally starting on the Friday evening in downtown Queenstown with a welcome on the waterfront. Saturday and Sunday will see daily drives throughout the beautiful scenery of the region, both of which will be approx. 150km per day. To wrap up the three-day weekend, there will be a display of all the cars in and around the waterfront of Queenstown on the Sunday, for a show that will attract not only locals but international tourists.

If this sounds a bit like you, contact the organisers by the end of October 2017 for more details and entry forms. Email: classicalpinetour@gmail.com

BANGERS TO BLUFF RALLY

WHEN: APRIL 10–21 2018

WHERE: AUCKLAND–INVERCARGILL

Team entries are now being called for the 2018 running of this annual event. Up to 15 'old bangers' will leave Auckland on the 10th of April and spend the next 12 days driving all the way to Invercargill where they will be auctioned off to raise funds for charity.

Bangers to Bluff has been run by the Rotary Club of Half Moon Bay for the last three years with steady growth each year as its popularity increases. So far, Bangers to Bluff has raised \$85,000 for charity, and the masthead charities for 2018 are Hopeworks Foundation (providing information and support for those dealing with brain injuries) and Multiple Sclerosis New Zealand (working to reduce the burden of MS on those diagnosed, their carers and families.)

The route covers approximately 2500km of some of New Zealand's best and most scenic roads, including the North Island's Forgotten World Highway and the South Island's Haast and Arthur's passes. The rally is not a driving competition; it is a fun, friendly event with points awarded for challenges along the way and a trophy is awarded at the end.

Participation can be in the form of entering a team and vehicle to go on the rally, or through sponsorship and/or donations. If you would like to know more information, visit: www.bangerstobluff.co.nz Facebook: www.facebook.com/bangerstobluff or contact Peter Bailey, Ph: 027 473 6994

Email: peterb@foodtechsolutions.co.nz

CLASSIC RACING

OCTOBER 14 TACCOC Classic One Day

Saturday, Hampton Downs

DECEMBER 10 TACCOC Classic One Day

Sunday, Hampton Downs

MARCH 17–18 2018 HRC Legends,

Hampton Downs

2017/18 NZ F5000 TASMAN CUP REVIVAL SERIES

Rnd 1 NOVEMBER 3–5 Pukekohe Park Raceway

Rnd 2 NOVEMBER 10–12 MG Classic, Circuit

Chris Amon, Manfeild

Rnd 3 JANUARY 19–21 2018 Historic Grand

Prix, Bruce McLaren Motorsport Park, Taupo

Rnd 4 JANUARY 26–28 HRC/TRS,

Hampton Downs

Rnd 5 FEBRUARY 02–04 Skope Classic, Mike

Pero Motorsport Park, Ruapuna

Rnd 6 MARCH 16–18 Phillip Island Classic,

Australia



SHED 47: THE BRUCE MCLAREN HERITAGE CENTRE

Bruce McLaren Trust members spent many weeks in August packing up all their treasures at their long-time premises in the old McLaren family garage in Remuera, so that they could be shifted to their new home at Hampton Downs.

With everything finally sorted, Shed 47 – the Bruce McLaren Heritage Centre – was officially opened on August 30. A very appropriate date as this would’ve been Bruce’s 80th birthday, and a special ‘birthday’ cake had been baked to mark the occasion.

As well, with the recent passing of the trust’s patron, Chris Amon, opportunity was taken at the opening to introduce the trust’s new patron, well-known racer and motoring personality, Greg Murphy.

Shed 47 is packed with racing memorabilia, now available to view in bright and modern surroundings, with new additions being the Robin Curtis Photo Room.

Shed 47 is a must-see the next time you visit Hampton Downs.

THE BRUCE MCLAREN HERITAGE CENTRE

As part of the 50-year celebration since Denny Hulme’s Formula 1 World Championship win in 1967, the newly opened Bruce McLaren Heritage Centre will have on display one of the most successful F1 Cars, the McLaren M23, the Ford-powered car that won the World Championship for McLaren in 1974 and again in 1976.

Denny Hulme is New Zealand’s only Formula 1 World Champion.

The Heritage Centre will also display a Formula 2 Brabham, as well as a genuine pair of Denny’s race overalls and memorabilia associated with his racing career.

The Bruce McLaren Heritage Centre will open the display on Saturday October 28 and Sunday 29 and it will run for six weeks.

Bruce McLaren Heritage Centre, Hampton Downs Motorsport Park
Ph 09 280 6586

AUCTION REPORT

Shannon’s Sydney Winter Auction, held at the end of August proved to be yet another sales success, with many gorgeous classic cars – including those included here – changing hands.

1. Originally delivered to its first owner in late 1970, this Falcon XY GT sold with ‘no reserve’ for A\$210,000 following a prolonged bidding duel.
2. Offered for sale for the first time in 70 years, this imposing Barker Torpedo-bodied 1924 Rolls-Royce 20hp Cabriolet sold for A\$123,000.
3. OK, it might not be the super desirable 300SL, but this 1960 Mercedes-Benz 190SL – the baby brother of the legendary ‘gullwing’ – was the subject of a full restoration and had covered a mere 6135 miles in the past 20 years. It was snapped up for A\$195,000.
4. Proving that even relatively humdrum Aussie saloons are worth more than you think, this original and unrestored, one-family-owned 1976 Holden LX Torana SL Hatchback was offered with no reserve and sold for a wallet-busting A\$37,400!
5. It wasn’t all four-wheeled vehicles, this fully restored, circa-1965 Piaggio Vespa 150cc Scooter sold well above expectations, finally going for A\$11,700.





Words + Photos: Mark Holman

HOLMAN EVENTS

Movies, classic race bikes and riders, Formula Junior and others star at Taupō



1

OUT WITH THE OLD, AND IN WITH THE OLDER!

August saw our lovely Alfasud 'Gina' return to Waimak Classic Cars, whence she came, to be replaced by 'Gloria' a 1963 MG Midget Mk I – this being the 1098cc version without exterior door handles or glove box.

Once again bought sight unseen, but with confidence, from this North Canterbury-based classic car specialist, she is an early example of an MG model that was on the market from 1961–1979. About 225,000 Midgets were made, so they are not as common (or probably as practical!) as the B, of which around 512,000 were produced. The name 'Midget' is not misplaced in terms of interior space but she has real charm and simplicity. Anyway, a couple called Mark and Gail have to own an MG at some stage in their lives!

At the time of writing, the weather has not encouraged much open-air motoring, but Gloria has been to one of the Ferrari Club's Italian Car Breakfasts (well, we are still Alfa Romeo Club members!) where she enjoyed briefly communing with a couple of Fiats (including an increasingly rare 128 saloon), some nice Alfa Romeos including John Wilson's road-going racer, and a few Ferraris with an elegant F12 among them.

Unlike the Alfasud, our MG has had a myriad of South Island owners, at least one of whom must have lavished much care on the bodywork and interior; the steering wheel and road wheels also are after-market items. Christchurch enthusiast John McDonald, from whom I bought some useful MG literature online,

kindly sent me a photo of our car competing in a club gymkhana in 1972, so Gloria has form!

CLASSICS IN USE

The week we bought the MG, a Frogeye Sprite with hardtop appeared over the road in the hands of a keen owner who even had the tools of his trade in the back of the car. And just down the hill from us in Karori, a very tidy Bradford van has been parked regularly by the side of the road and is clearly being used. Not many of these utilitarian vehicles can be left now. When we emigrated to NZ in 1957, we stayed with the owners of a café and store in Days Bay, over the harbour from Wellington. They used to do their grocery deliveries in a similar, grey-coloured vehicle.

THE RUSH COLLECTION

In the company of local Peugeot Car Club stalwart Malcolm Edgar and a few of his club's members, I was pleased to make a return visit to the Rush Collection in Feilding in late September. Terry and Joy Rush, and son Tim, have assembled a small but impressive collection of racing cars and memorabilia, as well as a nice variety of road cars and commercial vehicles plus display cases full of models.

The oldest racer on display is a 1952 Cooper Mk VI F3 car (currently fitted with a Triumph 650 motor) that had quite a long career in New Zealand, having been raced at Ardmore, Levin, Ohakea and elsewhere in the hands of Bill Lee, Len Gilbert and others. It also apparently gave Bruce McLaren his very first single-seater drive. Only ten years younger but looking so different is the collection's BT4 Brabham that was raced by Sir Jack and Denny Hulme during the 1963 and 1964 Tasman series before being acquired by Australian ace Lex Davison who, sadly, was killed in the car at Sandown Park in 1965. Now looking immaculate, the Brabham's later historic racing career includes the 2002 Monaco Historique GP.

The impressive trio of F5000 cars

includes an ex-Ulf Norinder/Jackie Oliver Lola T142, the one-off 1970 Begg FM4 that competed in five NZ Grands Prix between 1972 and 76, and an M22, the last McLaren sold as a customer race car. This is one of only three made, and went initially to US privateer Tom Jones (no, not that one ...!). Tim Rush has competed with it at the Leadfoot Festival and Hampton Downs where the car suffered substantial damage a few years ago. Now it's looking immaculate again, Terry is hoping to take it to the USA for the 50th anniversary celebrations of F5000 next year.

The wide and flamboyant white and pink McRae GM9 Can-Am car also features. Never very successful in this guise, the car is built on the Australian GP-winning GM3 and is displayed here with Graeme's helmet and overalls. There are some who would like to convert it back into a single-seater?

Less obviously a racing car, but nonetheless one with plenty of New Zealand competition success to its name, is the 1952 Morgan +4 ex-Alan Freeman (described by Terry as 'a young 96', and still living in Waikanae). In fact, Alan owned the car twice: during its competition years and then later as a road car.

Others that caught the eye, as we looked around enjoying Terry's description of the cars and their histories, included a delightful Austin Seven Wasp two-seater (one of a small number built in Sydney in 1929), an immaculate '54 oval-window VW Beetle that was originally sold in Africa and has been restored at great cost, a Wayne Gardner Replica Commodore HSV and



2

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3

the enormous '49 Seagrave fire truck with its 24-plug V12 – essentially a Pierce-Arrow motor! And that's not counting a fascinating-looking race car transporter that is being built up in the workshop ...

In many ways though, we were perhaps most intrigued by the pair of Crowthers, a coupe and a pick-up. This was one of a number of local attempts to develop a New Zealand car industry in the days of strict import controls in the 1970s. They looked modern and well-engineered enough, with Renault motor and DAF-based transmissions, to have deserved a chance to succeed but the firm never got the backing it needed. How good to see vehicles like this being appreciated for what they represent.

Guided visits to the Rush Collection can be arranged by contacting joycamper@hotmail.com. At just \$10 a head it's an easy way to while away a couple of interesting hours! 🍷



4

1. Mark's new Midget joins up with some rather more exotic sports cars for a spot of breakfast, Ferrari-style
2. Cooper Mk VI alongside the Brabham BT4. The walls of the building are full of interesting photos, household collectibles, spare parts, model display cabinets, and more ...
3. A lovely 'mixed' line-up: the ex-Alan Freeman Morgan +4, an early low-light Minor, and the Australian bodied Austin Seven Wasp. The midget racer in the foreground has no local competition history but is a typical example of its type
4. Lola T142 (currently for sale) and Begg F5000 pairing

ATTENTION ALL OWNERS OF BATHURST PEDIGREE & V8 MUSCLE CARS!

This is an open invitation to owners of Bathurst pedigree cars and all V8 Muscle Cars of all makes to join in at Hampton Downs for 2018's Festival of Motorsport Legends of Bathurst event being held over the weekend of January 13/14.

As part of the celebrations organisers are inviting along any cars that have raced at Bathurst or replicas of cars that have raced at Bathurst – cars with any Bathurst pedigree at all!

The invitation is also there for all V8 Muscle cars.

A number of Iconic cars are already confirmed for the event and a host of star drivers from yesteryear, and today, who have conquered the famous Mt Panorama circuit have already been locked in. The event promises to be a motorsport utopia for fans.

Sharing the limelight with the Bathurst Revival Muscle Car category will be Central Muscle Cars, which boasts numerous Bathurst pedigree machines of its own and is a crowd favourite. There will also be a large field of Formula Libre and Formula Ford cars providing further action on track. Off the track there will be an amazing plethora of cars on display and any interesting V8 or Bathurst pedigree cars are welcome to join the show and shine. On Saturday there will be a Legends dinner event, with Q&A sessions and a look back at some of the most historic moments from Bathurst.

For event entry, tickets and all event information go to www.hamptondowns.com



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Race your car with other Bathurst pedigree cars in the Bathurst Revival Muscle Car field on full the International Circuit – format includes practice, qualifying and three races.

Drive your car in our Bathurst Muscle exhibition category. Slots have been allocated throughout the weekend for exhibition cars to head out on track and enjoy a few laps at a pace that suits.

Sign up for a casual track sessions – this evolutionary concept gives enthusiasts, who do not have a race licence or roll cage, the opportunity to get out on track regularly each day in dedicated time slots, at different speeds.

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CLASSIC MOTORCYCLE MECCA

DUNEDIN AUTOSPECTACULAR

Words + Photos Allan Dick

I don't like using the word 'predictably', but predictably the 39th Autospectacular in Dunedin was a raging success. The surprise would have been if it hadn't. Over the years the organisers, the Otago Classic Motoring Club have got this event down to the proverbial fine art and once again the Edgar Centre was bursting at the seams with a vast and varied display of cars from remarkable rat rods to a display marking the 70th anniversary of Ferrari.

The event is now so highly regarded that people bring cars here from all over the lower half of the South Island and it's become an annual fixture on the Dunedin social calendar. It's where car enthusiasts go in mid-September each year to spend the day meeting up with old car mates, shooting the breeze, telling bald-faced fibs and keeping the food stalls busy.

Each year there is a theme – but this year it was simply 'The Golden Era' which meant pretty much anything and everything.

I made my annual pilgrimage down from Oamaru, this time to judge the American, European and Japanese entries, as well as to select the Car of the Show and present the owner of that winning car with the NZ *Classic Driver* trophy.

I was impressed enough with 14-year-old Izack Hodgson and his 'boy-racer' Nissan Skyline to give him the award for best Japanese, although I was tempted by a rare Toyota Century.

I dithered over Best European – one of the Ferraris, or Bob Henderson's cute Fiat



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Giardineria? But in the finish I gave the award to the magnificent 1921 Fiat 510 tourer that's part of the display that makes up Dunedin's historic home Olveston – a car so big it is almost as large as Olveston itself. It's had a ground-up restoration by Auto Restorations in Christchurch and it's wonderful in every detail.

I may have walked past the Best American car thinking it was 'just another Mustang' but someone suggested I go and take a close look at the car owned by Raymond and Darine



3

2017 AUTOSPECTACULAR AWARD WINNERS

Best in Show	1949 Cadillac Convertible, Roy McDonald.
Best Japanese	Nissan Skyline, Izack Hodgson
Best European	1921 Fiat Tourer, belongs to the Olveston historic home
Best English	Mini utility, Gil Edmunds
Best American	Ford Mustang, Raymond and Darine Campbell
Best Motorcycle	Honda 750, Gordon Nicol
Best Custom	Diesel Rat, Steve Brooks
Best Australian	Holden Torana, Merv and Rachel Fox
Peoples' Choice	The Diesel Rat



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Campbell. I did and I was left in admiration at the restoration/customising job done on this fastback Mustang.

Many interior panels have been replaced by single sheets of metal in a heavier gauge – eliminating seams and welds. Underneath there is a sub-frame to reduce body flex.

Best in Show and recipient of the *NZ Classic Driver* trophy? I agonised over this – so many choices, the Tempero Ferrari GTO, Robert Duncan’s incredible 1918 Packard, Tony Devereux’s gorgeous 1928 Packard roadster ... but they have all won major prizes before and I wanted a first-timer.

So, I selected Roy McDonald’s sassy and smart 1949 Cadillac convertible.

A fantastic event! 🍷



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11



10

1. Car of the show – Roy McDonald’s 1949 Cadillac convertible
2. The Olveston Fiat – Best European
3. Bob Henderson’s Fiat Giardiniera
4. Rare Graham Supercharger
5. Tony Devereux’s magnificent Packard
6. Izack and his Dad plus his Skyline – Best Japanese
7. Remarkably original 1951 Hudson, with extras
8. Best American – fantastic Mustang fastback
9. Dick Fraser’s very nice Holden
10. Ferrari stand celebrating 70 years of the marque
11. Plumbing on the Diesel Rat



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Goodyear NZ Celebrates 100th Anniversary

New Zealand has a longstanding passion for cars of all types and Goodyear tyres have been an integral part of the local motoring scene since their establishment a century ago

The first two cars in New Zealand were imported into Wellington in 1898, the same year that Frank Seiberling founded the Goodyear Tire and Rubber Company in Akron, Ohio.

Just under 20 years later, in February 1917, the Goodyear Tyre and Rubber Company of New Zealand set up its head office on Manners Street in the heart of the country's capital – then a nascent hub of the New Zealand automotive industry. Car ownership was becoming more egalitarian, with Chevrolet and Ford dominating the country's roads on tyres no wider than four inches.

An innovator from the outset, Goodyear pioneered an All Weather Tread diamond-pattern tyre that reached New Zealand shores in 1920. It was a ground-breaking product that helped establish a reputation for cutting-edge engineering that has since become the company's hallmark.

Today Goodyear remains at the forefront of tyre technology, enabling safer, more efficient and more comfortable driving experiences.

"Currently in New Zealand we have nearly 400 different Goodyear tyres available to suit pretty much every budget, application and performance



criteria you could imagine," said Bill Prebble, Head of Technical, Product and Aviation for Goodyear Dunlop Tyres New Zealand. "From passenger cars and off-road vehicles to commercial and aviation, we know what it takes to get people moving."

Prebble has worked with Goodyear in New Zealand for more than 40 years – since not long after the parent company left tracks on the moon as part of the 1971 Apollo 15 lunar mission, and revolutionised its manufacturing model to focus on radial-tyre production in 1974.

"I've certainly experienced a number of chapters in the history of the company," said Prebble. "It has been both exciting and challenging and it continues to be a privilege to be a part of."

CHANGING TIMES

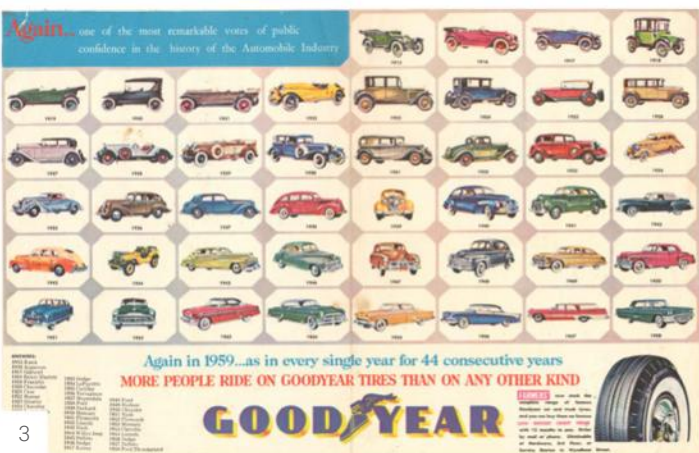
Over 100 years, as the product continued to evolve, so did the shape of the industry and the Goodyear business in New Zealand.

Goodyear's international reputation helped strengthen brand confidence in New Zealand, and by 1929 branches were opening around the country to meet customer demand.

During WWII, the company was forced to sell other manufacturer's



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products due to tyres being classified as essential 'war materials' allocated by the government. Tyre shortages in that period led to a growth in re-treading.

As part of government initiatives to establish industry in New Zealand after the war, a plant was opened in Upper Hutt in 1949 to manufacture Goodyear tyres. The idea of New Zealand-made tyres for New Zealanders was proudly championed and production increased over the next 30 years as the country enjoyed a manufacturing boom.

In 1987, Goodyear NZ joined Dunlop NZ to form South Pacific Tyres NZ Ltd – an association that continues today under the name Goodyear & Dunlop Tyres (NZ).

1. Staff at the opening of head office and warehouse on Tory Street, Wellington in 1929 2. Goodyear Tyres store in Timaru 3. Advert celebrating 44 years of Goodyear tyres on automobiles 4. Goodyear advert from a 1920 edition of MTA magazine, *Radiator* 5. Demonstrating tubeless tyre strength

GOODYEAR NZ: CHRONOLOGICAL HISTORY

- Feb 1917** Goodyear Tyre and Rubber Company of New Zealand (Goodyear) is incorporated under the Companies Act.
- 1920** Goodyear markets its All Weather Tread diamond-pattern tyres.
- 1924** Distribution agreement with NZ Tyre and Rubber Company expires. NZ Loan & Mercantile Agency is appointed as new distributor.
- 1929** Goodyear takes over warehousing and sales of Goodyear tyres in NZ and experiences country-wide expansion with opening of branches. Goodyear's most popular tyre size is the beaded-edge Goodyear Pathfinder in size 31x3.5 inches.
- 1930** Depression causes staff and salary cuts through the NZ business.
- 1930s** Goodyear releases the popular 16-inch Goodyear Airwheel – 6.00–16 to 7.00–16 sizes and converts solid-tyre trucks locally to pneumatic tyres.
- 1938** Government introduces tyre import licensing to control imports.
- 1939** With the outbreak of war, tyres are classified as 'war materials'. In the absence of new tyres, re-treading becomes an even more important product.
- 1940s** Goodyear retrenches from local branches, distribution and sales, appointing Dalgety NZ Ltd as sole distributor.
- 1949** In March, the Upper Hutt plant commences operation, manufacturing Dunlop and Goodyear tyres. The first Goodyear tyre is a 6.00–16 Goodyear Deluxe.
- 1949** June: Goodyear proudly advertises New Zealand-made tyres.
- 1949** With Upper Hutt product flowing, Goodyear again expands its operation. The distribution arrangement with Dalgety NZ Ltd is cancelled and Goodyear recommences its own distribution and sales.
- 1959** Eric W Pearce is appointed Managing Director, the first New Zealander in this position.
- 1970s** Radial-tyre manufacture commences locally, starting with the Goodyear G800 textile belted radial.
- 1987** March: Joint venture of Dunlop NZ Ltd and Goodyear New Zealand forms South Pacific Tyres NZ Ltd.
- 1990** June: Kevin Rodway, last Managing Director of Goodyear NZ, retires after amalgamating the businesses.
- 2004** Goodyear moves to take over the remaining shares from Pacific Dunlop.
- 2006** Goodyear purchases the remaining shareholding of South Pacific Tyres NZ Ltd. The Upper Hutt plant closes. An Eagle NCT5 is the last Goodyear tyre produced on December 20.
- 2009** South Pacific Tyres NZ Ltd company name changes to Goodyear & Dunlop Tyres (NZ) Limited.
- 2013** Head office relocates to Auckland and the company divests the last of its New Zealand retail stores to become solely a wholesale business.

SPECIAL FEATURE



6

6. Goodyear Suburbanite advert

7. Goodyear have always been keen sponsors of motorsport – supporting the Kiwi trio at the top, Chris Amon, Bruce McLaren and Denny Hulme among many others

8. Goodyear advertising from 1953

9. Service Station scene – complete with Goodyear Suburbanite signage

10. These 'wide boots' were made for driving!



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The company focused largely on distribution and retail channels until 2013, when it sold its retail network to local New Zealand businesses

Shortly after the turn of the century, the global landscape again changed the structure of the company. Manufacturing moved offshore in 2006. The company focused largely on distribution and retail channels until 2013, when it sold its retail network to local New Zealand businesses.

“To be in business that long, it’s essential to embrace and adapt to the changes that inevitably impact the industry and your customers,” said Prebble. “Today our focus is on promoting technology that significantly enhances driving in New Zealand and ensuring our customers have access to those cutting-edge products. One thing that certainly hasn’t changed

is a commitment to innovation. We have a number of loyal and passionate Goodyear dealers in New Zealand, and likewise customers, from motorsport participants to daily commuters, there are people all over the country who trust in and rely upon the performance delivered by their Goodyear tyres.

“When you look at the standard of some of Goodyear’s latest products, from Eagle F1 Asymmetric 3 to Wrangler DuraTrac, it’s not hard to see where such loyalty comes from. Throughout all the change over the past 100 years, the common thread is a commitment to innovation and an understanding of what it means to deliver on that promise.”

ABOUT GOODYEAR

Goodyear is one of the world’s largest tyre companies. It employs about 66,000 people and manufactures its products in 48 facilities in 21 countries around the world.



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1973 TRIUMPH GT6 MKIII

Words + Photos: Gordon Campbell



AFFORDABLE ALTERNATIVE

Triumph's GT6 was quickly labelled the poor man's Jaguar E-Type when it arrived on the scene in 1966, but was it really? A tip-off about a freshly restored GT6 was a good opportunity to find out



1973 TRIUMPH GT6 MKIII



The V12 E-Type once owned by Mike Greensill

As past owners of two Jaguar E-Types and current owners of a 1973 GT6 Mk III, Mike and Heather Greensill are well placed to answer the question. Back in the early 1980s they travelled via America to England, where they lived for three years. They soon found jobs in England; Heather talked her way into a job in publishing and Mike went to work in the parts department of a Lotus dealership. They clearly did well, arriving in England with no money, and returning to New Zealand three years later with a Series II E-Type and a V12 E-Type.

The Series II was sold soon after their return, and they reluctantly parted with the V12 in 1990 to fund building a house. Many years followed of family duties and building up a successful small business, but the pair never lost their love of British sports cars. With more time on their hands, they talked about buying another car when Mike retired. Heather suggested they buy one sooner than that, in the hope it would encourage Mike to ease up and think about retiring

MODERN OR CLASSIC?

Jaguar E-Type prices being what they were, owning another one was out of the question, and Mike tossed up whether to buy a modern sports car, most likely a Mazda MX-5, or a classic. He dismissed the modern option and started looking for an MGB, but a friend talked him out of that idea and Mike decided a Triumph TR6 would be a better bet. The search began.

As can sometimes happen, his attention was diverted by a Triumph GT6 restoration project being offered for sale in Oamaru by Tony Travaglia. Mike contacted Tony, who quizzed Mike about his car-owning past, to ensure he would be a suitable owner of the beloved GT6 that Tony had owned for more than 20 years and wanted to sell to fund another project.

Mike did his homework and got three quotes for transporting the car to Taranaki. He chose the company that would transport it straight from Oamaru to Walsh Auto Services in Inglewood without changing trucks along the way, even though that cost a little more. The restoration had been started, and Mike knew that Kevin Walsh was the man he wanted to finish it. Part of the appeal was that Kevin would do all of the work himself, rather than farming out various stages of the project to others. Mike was to have no part in the project – he was leaving the whole job to Kevin. Thus everything was done under one roof, which simplified things.

As it turned out, there were no major issues, thanks to Kevin's thorough approach. The GT6 arrived at Walsh's workshop in July 2016, and the completed car was delivered to Mike and Heather in March 2017. The suspension and brakes had already been refurbished, although some further work was required, and the car was in good mechanical condition, which meant that Kevin concentrated on panel work, paint and a myriad of smaller jobs, such as fitting the many





Like the Triumph Herald and Spitfire, the GT6 enjoyed easy engine access

TRIUMPH GT6 MKIII

Engine	Straight six-cylinder, water-cooled, cast-iron block and cylinder head
Capacity	1998 cc
Bore/Stroke	74.7 x 76 mm
Valves	Overhead valve
Comp. Ratio	9:1
Max. Power	78kW @ 5250rpm
Max. Torque	143 Nm @ 3000rpm
Fuel System	Two Stromberg CDS side-draught carburetors, 44-litre fuel tank
Transmission	Four-speed manual, all-synchromesh, Laycock de Normanville overdrive on 3rd and 4th gears
Body/Chassis	Two-door two-seater with rear hatch, separate double backbone chassis
Suspension	Front: Wishbones and coil springs over telescopic shock absorbers Rear: Pivoting semi-elliptic transverse spring, lower trailing radius arms, telescopic shock absorbers
Steering	Rack and pinion
Brakes	Disc/drum, power assisted
Wheels	Steel disc wheels
Tyres	185/70 x 13 radials

Dimensions:

Wheelbase	2110 mm
Track (F/R)	1245/1270 mm
Overall length	3785 mm
Width	1490 mm
Height	1195mm
Weight	920kg

Performance:

Top Speed	180kph approx.
0-100km/hr	10.1 seconds
Economy	10 litres/100km (average)

Triumph GT6 Production:

Mk1 (1966-1968)	15,818
MkII (1968-1970)	12,066
MkIII (1970-1973)	13,042

1973 TRIUMPH GT6 MKIII



An inspection of the car shows that Kevin Walsh knows what he's doing. The Carmine Red paint is smooth, deep and flawless

new parts that Mike bought from Rimmer Brothers in England. They can supply any part at all for a GT6, some new old stock and some reproduction, although there are more reproduction parts these days. Not only is everything available, but Rimmer's prices are reasonable and their service is excellent.

SMALL CHANGE

Kevin is more used to working on large American and Australian cars, and the small Triumph made a nice change. As usual with any restoration, the job was more involved, took longer and cost more than anticipated. The car had been repainted at some stage and had started to blister. It was quickly realised that the only option was to take it back to bare metal – Kevin had installed a garnet blasting booth some years ago because he was tired of poor service and wanted full control over this important process. With the paint stripped, rusty A-pillars were discovered, along with a small amount of rust in the floor, and poorly repaired accident damage in the right rear. The repair had involved adding lots of lead, and Kevin removed all of that before reshaping the area properly. Repairing the triple-skinned A-pillars was the most challenging part of the restoration. Aside from those areas, the Triumph was in good shape and the restoration was fairly straightforward. Kevin was pleased to be able to keep the project moving along and complete it fairly quickly. When Mike called in every three weeks or so there was always good progress for him to see, so it was a satisfying project for both parties.

NEARLY FINISHED

An inspection of the car shows that Kevin Walsh knows what he's doing. The Carmine Red paint is smooth, deep and flawless. The colour is the original, and was one that was less commonly used by Triumph. A few items are yet to be finished, and Mike and Kevin will get to them in due course. The bumpers will be re-chromed, and the wheels will be painted, but these remaining jobs and a few other minor items don't stop Mike enjoying the car, and he tries to get it out for a run every Sunday. He's not precious about it. If it's raining when he wants to go out, he goes

anyway and cleans the car when he returns home.

It takes a bit of doing to enter the car – it's a case of bum on the seat first and then bring your legs in – it wouldn't be a good getaway car for bank robbers. Once in place it's a comfortable place to be. The cabin is small and cosy, and there's good visibility over that long bonnet with its large bulge. The engine starts easily and has a smooth powerful sound complemented by a pleasant exhaust note. As expected, the ride is typically British sports car firm, and the engine is clearly audible from the cabin. The gear change is a bit notchy, which, from my recollection, is typical of the Triumph 2000/2500 range. The combination of a relatively large torquey engine in a small car means that strong performance is guaranteed. Overdrive on third and fourth gears is a useful bonus that makes for relaxed open-road touring – it's easy to see why it was one of Mike's 'must haves'.

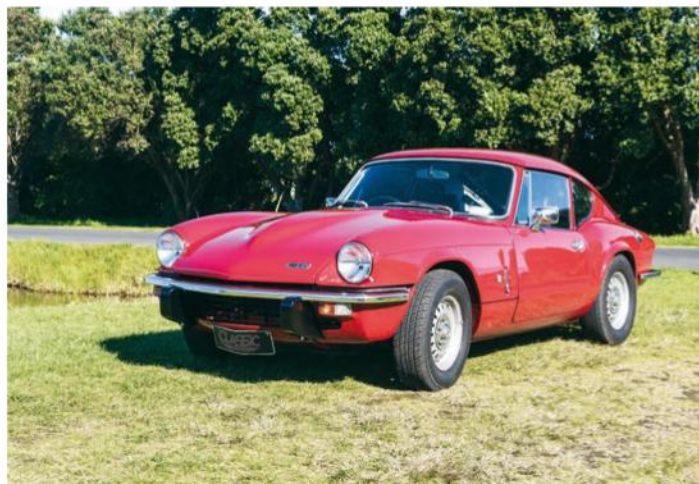
THEORY OF EVOLUTION

Being a Mk III means the Greensills' GT6 is the last and best of the breed, benefitting from on-going development. It's easy to identify the various models at a glance. The Mk I had a rectangular grille with the front bumper below it, and a rounded Spitfire rump. The Mk II's front bumper was lifted to be through the grille and the rear end was unchanged. Michelotti, who designed the original, gave the Mk III an extensive makeover with more of a Kamm tail and a family resemblance to the 2500 saloons and the Stag.

The big changes, however, were under the skin. The swing-axle rear suspension that the GT6 shared with the Triumph Herald caused major problems if a driver had to throttle off in a corner, and it passed this undesirable trait on to its descendants, the Vitesse, Spitfire and GT6. It was even worse in the six-cylinder cars, with more weight over the front wheels. Being based on the humble Herald wasn't all bad, though. Apart from the rear suspension it was a competent package, and an exceptionally tight turning circle was a feature of all Herald derivatives – the GT6 can execute a U-turn in just eight metres.

The GT6 had all of the credentials to be an MGB GT beater, but the Americans really didn't like its wayward handling, and Standard-Triumph knew they had to move quickly to avoid losing this all-important market. The rear suspension was redesigned, with lower wishbones and Rotoflex couplings to drive the wheels. The Rotoflex was more or less a cross between a universal joint and a constant-velocity joint, and the new set up turned the Mk II into a car that handled as a sports car should. The engine was modified as well. A new cylinder head, manifolds and camshaft increased power from 71kW to 78kW, increased the top speed by one kilometre per hour to 172, took two seconds off the 0–100kph time and improved fuel economy from a fairly poor 14L/100km to 11.

The Mk III's changes were also more than skin deep. The rear suspension





seaters with a practical hatch that gave easy access to plenty of luggage space for two. Each had a straight-six engine and a forward-hinged bonnet/body section with a large bonnet bulge, allowing easy access to engine components. Both had independent suspension at each end. Neither was easy to enter or exit, and neither was intended to provide daily transport. Both could only have been made in Britain. There were obvious differences of course. While the GT6 was an attractive and distinctive car, it couldn't hold a candle to the timeless beauty of the Jaguar E-Type, along with almost every other car ever made.

The GT6 was built on humble underpinnings and, if you wanted to be unkind, you could call it a parts-bin special. The Jaguar's monocoque body was cutting edge in 1961, and its rear suspension was state of the art. On the other hand, its gearbox was agricultural while its XK engine was already more than ten years old. Mind you, the Triumph straight-six wasn't any younger when it found its way into the GT6.

Performance is the other major difference. While the E-Type was supposedly good for 240kph, in reality it was more like 210 or so; the Mk I Triumph's top speed was quoted as 171kph. Both were designed for the same purpose – taking two people and their luggage across the country or across the continent (the same thing in America) at speed and in a fair degree of comfort.

Each did it rather differently of course, and although the comparison initially seems manifestly unfair to the GT6, there are enough similarities for the answer to be 'yes'. The GT6 had the major advantage of being an affordable alternative, and would have been at or near the top of the list of anyone shopping for a relatively practical sports car on a modest budget. That hasn't changed. 🍷

was changed yet again, to a 'swing spring' arrangement that was cheaper to produce and did away with the Rotoflex couplings that were effective, expensive, and apparently a nightmare to replace. It also received power-assisted brakes, cloth seat trim and an extra 56kg in weight. This was offset by yet more improvements, including better aerodynamics that increased the top speed to 180kph, and fuel economy decreased to 10L per 100km. Acceleration to 100kph dropped fractionally to 10.1 seconds, but the GT6 was still well ahead of the MGB's 13 seconds and 169kph. However, the MGB continued to out sell the GT6, and British Leyland, the parent company of both brands by then, stopped production of the GT6 in 1973. A few were carried over to sell in 1974.

YES OR NO?

So, back to the opening question – is the Triumph GT6 really a poor man's Jaguar E-Type? They had quite a bit in common. Both were fastback two-



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Words + Photos: Howden Ganley

HOWDEN GANLEY'S MUSINGS

Howden takes in the Silverstone Classic then flies to the US for the Monterey Motorsports Reunion before returning the UK to enjoy the Goodwood Revival

Since I last wrote to you there have been a busy couple of months of historic racing festivals, beginning two weeks after the British Grand Prix when I was back at the same venue for the Silverstone Classic – another three-day affair. I managed to fit in a little golf the week prior, with rounds at a couple of local courses and then the Judy Ganley Mixed Invitational at our home course of Maidenhead, an event won by Sandra Fitzpatrick, wife of the well-known Fitz (of Porsche and IMSA fame) together with one of my non-racing friends, David Overin.

I also squeezed in a visit to the British Motor Museum at Gaydon where I met up with David and Paul Owen, son and grandson of Sir Alfred Owen, the owner and benefactor of BRM through the family firm, the Owen Organisation. Sir Alfred often sent his cars to race in New Zealand, including the incredible V16 to the first New Zealand Grand Prix at Ardmore in 1954, where it was driven by Ken Wharton. Ken sadly lost his life at the same venue three years later when he flipped his Monza Ferrari. A couple of days later I attended another Doghouse lunch; as the only male member of this wonderful ladies club, I do try to attend their functions. David Brabham was the guest of honour, and spoke of how his mother was one of the club founders.

SILVERSTONE CLASSIC

This event takes over the whole site, utilising both sets of pits and paddock (International and National) with a 22-race programme for



a very wide range of cars from Formula Ford to historic 3-litre Formula One. My principal interest was in the Formula Juniors, in my role as Patron of the Rabagliati-family-organised World FJ Diamond tour. Unfortunately we had no Kiwis running at Silverstone as they were scattered across the globe chasing many other FJ races. In spite of that, there was the usual large entry, comprising 53 cars divided into six classes by period and specification. Duncan Rabagliati asked me to present the trophies, and it was amazing just how many there were.

In the 3-litre Formula One race there were no



less than six Williams FW07s and 07Bs, plus a good selection of Tyrrell, Arrows and Shadows cars along with a smattering of Surtees, Ensign and March – plus a single Brabham. Most of those are safely tucked up in Bernie Ecclestone's collection at Biggin Hill.

The Maserati Trophy for pre-66 Grand Prix cars attracted an even greater entry of 50 cars and 11 reserves, the dominant marque being





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Cooper, with 23 examples from Cooper-Bristol Mk I all the way to a T66. Lotus were also well represented, but of special interest were the more unusual cars including Tec-Mec, a couple of Aston Martins, Scirocco, Assegai, Kurtis and two Scarabs. I was also rather partial to the pre-56 sports cars that included a lovely entry of Aston Martin, HWM, Cooper-Jaguar and Tojeiro not to mention C- and D-Type Jaguars. It looked very like a sports car race at Ardmore in the 1950s.

There was the Stirling Moss Trophy for pre-61 sports cars that included lots of Listers, more D-Types, the usual hordes of Lotus Elevens, and Ernie Nagamatsu (well known in New Zealand) with 'Old Yeller'. Add in the John Fitzpatrick Trophy for under-2-litre Touring cars, a Group C race (only one Tiga entered), a couple of A35 races, with spins galore, a pre-war sports car race and probably a few more I missed while I was book signing – it was a very big weekend. One nice touch is the acknowledgement of the motorcycle world champions – included this year were Wayne Gardner, Freddie Spencer and Phil Read.

MONTEREY MOTORSPORTS REUNION

Time to head back across the Atlantic for this special event, full of all the usual parties,



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concours, car shows and, of course, racing at Laguna Seca.

To properly immerse oneself in the whole event it is necessary to start the previous week when there are two days of racing over the weekend under the heading of 'pre-historics'. Monday is a rest day and then it begins in earnest. This year I promised myself I would take it easy and not attend as many events, but after doing a bit of book signing at the Embassy Suites on Tuesday and Wednesday I was the recipient of an invitation from my friend Mark Leonard of Grand Prix Classics to attend the McCall Jet Centre party. As some will know from previous Musings this is a very high-end party for the rich, famous and beautiful. Some of my friends from times past and present were also there, including Sir Jackie Stewart, Bob and Pat Bondurant (think Bondurant driving schools), Lyn St James, Ken Vendley, and from the world of music, Pink Floyd's Nick Mason and John Oates of Hall & Oates fame.

John raced a Tiga Sports 2000 some years ago and we had not caught up with each other since those days.

On Thursday I caught up with the Kiwi Formula Junior group. Previously we had the 'Famous Five' at Monaco Historic in 2016, then they were reduced to the 'Fabulous Four' and one time it was up to the 'Successful Six' (or could it be the Sexy Six?). So now it was but three as Tony Olisoff elected not to make the long trek out to the West Coast. Neil Tolich brought his Jocko, Roger Herrick his Lola while Michael Sexton was in his Gemini Mk II.

Initially, they all struck a bit of trouble in practice, but by race day Roger and Michael had sorted any minor technical issues. However, Neil's engine had taken off a camshaft lobe so he was unable to race. There followed a huge logistical effort to get the replacement parts



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flown from Auckland to California so the engine could be rebuilt in time to carry on and run the East Coast races.

One of the more unusual cars racing was the Gemini Mk IVA, the type that I raced in 1963. Driven extremely well by a rising young star, Timothy de Silva, it has inboard front brakes that apparently fooled some into believing it was four-wheel-drive car. I had several people tell me about a 'strange pointed-nose car that is very fast'. They seemed surprised when I told them I knew the car and used to race it – as detailed in my book, *The Road to Monaco*.

On Friday I took the Bonhams Auction shuttle to The Quail. More friends there – amazing how we all go to the same events – including John Oates and Sir Jackie Stewart again.



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1. Dr Ernie Nagamatsu in his Porsche 356 Speedster – a car he has raced in New Zealand
2. Cooper-Bristol sports car from 1952. Did one of these cars come to New Zealand?
3. Martin McHugh's rare North Star Mk I – Howden awarded it the 'best presented car' trophy in the Commander Yorke FJ group
4. Kiwi Roger Wills was sharing in the sports car race
5. Lots of Trophies – Crispian Besley collects his from Howden
6. Peter Giddings brought three wonderful cars to Laguna Seca – his Lancia D50, Lancia D24 (with D25 engine) and his 1932 Alfa Romeo Monza
7. Timothy de Silva's Gemini Mk IVA with inboard front brakes and side radiators – eight years before the Lotus 72
8. John Oates (of Hall & Oates) and Howden at The Quail

HOWDEN GANLEY'S MUSINGS



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9. The original McLaren M6GT – Bruce's car
10. Gordini F2, the same type of car raced by Fangio when he first went to Europe – this car was used by his team-mate, Benedicto Campos



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We watched Danny Sullivan and Roger Penske discussing Danny's Indy win when he drove for Roger, and I reminded Roger that in 1971 he was interested in my career, but that phone call to drive for him never came. He laughed, "I guess I have disappointed quite a few young guys over the years!"

I was back at the circuit next morning to watch the other classes, as the Juniors were only racing on Sunday. I had been provided with passes and hospitality by the lovely English lady Gill Campbell, so was able to have a nice breakfast in the sunshine on the balcony overlooking the track. There were 15 different race categories, so something for everyone. This was the 60th anniversary of racing at Laguna Seca.

At Mazda Raceway, to give the venue its full and correct title (Gill will be quick to correct me if I don't make that clear), each class was given two races apiece, which meant that all the racing had to be spread over two days. My route to and from the track took me past Bernardus Lodge, the lovely hotel owned by former driver Ben Pon, and McLaren Automotive had a 'corral' there from which their prospective buyers could take test runs in the new cars. I stopped by to see Amanda McLaren and husband Stephen, for a quick catch-up. Did

you know that it was Ben Pon's father, the VW importer for the Netherlands, who inspired VW to build the Kombi? His original sketches are still with the family.

Courtesy of Ben Horton of Hortons Books, I had a pass to this famous concours, where all those delectable cars fill the 18th fairway of the Pebble Beach course. This year it expanded somewhat as Ferrari arranged a display of their cars from over the years.

After chatting to a number of friends, including the Bondurants as well as Derek Bell, Jacky Ickx and Nick Mason, all of whom were judging, I had to get back to the track to see the Formula Juniors in action and present the FJ prizes at the closing ceremony.

After all that I needed a few days rest and then came a group visit arranged by Manny Schatz to one of those amazing automotive 'Aladdin's Caves' that real guys put together in various parts of the world. In this case it was the collection of Al Engel, featuring just about everything that flies or floats from full size to models. I was intrigued by some of the racing engines he had on stands so they could be run.

BACK TO THE UK

No time for more golf as I needed to be back

in England for the Beaulieu International Autojumble (need a headlight for your 1928 Austin, or some Bugatti engine parts?) and then on to the Goodwood Revival. Sadly, Lord March's father, the Duke of Richmond and Gordon, died the previous week, so soon that title will pass on to Lord March, the man behind the Revival.

Thanks to the ever-helpful Michele Robinson I was able to obtain passes to the Rolex Driver's Club, as well as a press pass.

The Formula Juniors were very much part of the programme, this time the drum-brake cars. Only Noel Woodford of our Kiwi contingent made it, the others having opted to stay in the US and race at Lime Rock and Watkins Glen. Noel had competed in Jac Nelleman's Copenhagen GP, as well as the Ollon-Villars hillclimb prior to Goodwood. Having managed to obtain one of the much-sought-after entries, Noel was very disappointed to have to retire from the Chichester Cup race with a mysterious and massive oil leak.

In addition to the special events such as the children's pedal car race (all in Austin J40s) for the Settringham Cup featuring some of the offspring of well-known racing names, there was a 14-race programme over Saturday and



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Sunday. There was a parade of Fiat 500s and an Ecurie Ecosse tribute each day to celebrate the 60th anniversary of the team's 1-2 victory at Le Mans. With a total of 24 former team cars, as well as their famous transporter, it was an impressive sight.

Another very special parade was the 1957 Grand Prix car 'high-speed demonstration' that included three Maserati 250Fs, a Lancia-Ferrari, Cooper, B-series Connaught, P25 BRM and two Vanwalls. Among the lucky drivers were Sir Jackie Stewart, Dario Franchitti and Tony Brooks in a Vanwall commemorating his and Stirling Moss' winning of the British Grand Prix some 60 years ago.

The place was almost knee deep in D-Type Jaguars, Lister-Jaguars, Lightweight E-Types and SWB Ferraris – a veritable feast of automotive beauty. Oh, and the new Gordon Murray-designed TVR was launched over the weekend, good news for all the TVR enthusiasts who have been awaiting the next model.

What's next? Silverstone BTCC, the Formula One Mechanics Trust lunch, a talk at Brooklands, the Charity Challenge at Sonoma Raceway and a few other events. I will tell you about it all in the next issue. 



16



17



18



- 11. Beaulieu Autojumble – almost ready to drive, few minutes assembly required
- 12. Parts for your Bugatti engine, sir? Some cleaning required
- 13. Bob Dance and Howden at Goodwood. Bob was mechanic with the F1 teams of Lotus, March, and Brabham F1 teams, eventually returning to Lotus as Chief Mechanic. He's now with Classic Team Lotus
- 14. The three principal British F1 cars from the '50s – BRM P25, Vanwall and Connaught
- 15. Pina and Tony Brooks after Tony's drive of a Vanwall in the 1957 Grand Prix high-speed demonstration
- 16. Formula Junior drivers take a photo call (kneeling at the front is Kiwi racer, Noel Woodford)
- 17. A well-known New Zealand car – the DD1 Buckler previously raced by Ivy Stephenson and Jim Boyd
- 18. A brace of Delages – the nearest with an ERA engine



How to Restore a Historic Race Car on a Budget – and Survive!

Restoring a historic race car on a budget! And with minimal mechanical skills! Many will rightfully see a disaster in the making. But here is how Terry got involved in a project and survived to tell the story

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Advertisement for the BMC Mk II in Car & Driver magazine, October 1961

The principal catalyst for this restoration project was probably the thought that it might be great to do something that would compensate for New Zealand's loss of many of its old race cars from the 1950s and 1960s, especially given that many enjoyed their main racing life on our local raceways.

So, at the back of my mind there did lurk an idea that if the opportunity ever presented itself it would be a great experience to obtain a car that was both affordable and an asset to historic race grids here, or anywhere.

Moving ahead ... some five years ago while racing my MG 'Spridget' in the South Island, I met some chaps racing Formula Juniors.



1

1. US racer Tony Escalle and friend with their BMCs, apparently taken where they worked (Photo courtesy Mary Escalle)
2. Laguna Seca race programme from June 1962 profiling Joe Huffaker and the BMC Mk II
3. This feature from Sports Car Graphic magazine of June 1963 wrongly calling the BMC Mk II a Mk6



2

The cars all looked splendid in their period livery, every inch old race cars of the 1950s and 1960s. “What pretty little cars,” my wife said. “You should get one of those.”

At the time, I explained that at an average price of around \$80–90,000 such a car was well beyond my means. The conversation was, however, overheard by one of the car’s owners and he mentioned that if I was interested, he knew where a Formula Junior might be obtained for a lot less, albeit the car would need restoring, having not raced since 1973. Oh, and it was also in the USA!

So, with a level of permission from my personal ‘financial controller’ I investigated the lead offered to me. That took me to an eBay site and a car located in a place called Westley, California, and a car that I had not previously heard of – a BMC Mk II.

HISTORICAL BACKGROUND

These particular BMCs had apparently been manufactured by Joe Huffaker, a San Francisco engineer who had been recruited in 1959 by the USA importer of British Motor Corporation products to build a car to comply with the new Formula Junior class that had started in Italy the year before.

The founder of British Motor Car Distributors (BMC), a Danish American called Kjell Qvale, had seen an opportunity in this new racing formula to promote BMC products that would utilise MG/ Sprite componentry.

A front-engined Mk I BMC had been very successful on the West Coast but the arrival of rear-engined cars such as the Lotus 18 and Cooper T52 forced Huffaker to jump on the same bandwagon and come up with his own rear-engined design, using an early split-case VW gearbox/transaxle with his own close-ratio gears.

Clearly, the BMC had some history and I was already starting to imagine how I would look at the wheel of a gleaming completed car as I lined up for a race in local historic fields. The only apparent drawbacks were some rather ominous comments – “has not raced since 1973” and “needs full restoration”.

With the car being in California I would effectively be buying ‘blind’, but some comfort came from a local New Zealand Formula Junior expert who was convinced that the car could be identified as that once owned and raced in the early 1960s in the San Francisco area by a Tony

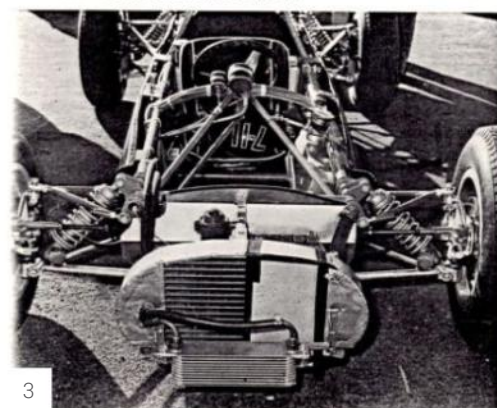
Escalle. So, there was potential for even more history to be attached to the car.

Additional reassurances also came from the car’s current owner, historic racer Denis ‘Butch’ Gilbert. He advised me that he had found the last chap to race the car between 1965 and 1973, a Phil Batson. Phil was apparently happy to provide a written account of his time with the BMC and also provide a list of previous owners who had tinkered with the car but never raced it, right up to the present day.



BMC'S MK. 6

No radical changes, really, but enough minor ones to make one devil of a difference! PHOTO/ARTICLE: PETE BIRO



Front view of newest BMC reveals its Gen-4 developed suspension improvements. The car is driven by top-ranking karter moving up to Juniors. This, we hope, is a trend.

June 1963 SPORTS CAR GRAPHIC

3

BMC MK II FORMULA JUNIOR



DOLLARS AND SENSE

At the time I contacted him, Butch had too many other projects to complete and the BMC was the one chosen for sale in order to make space. An additional factor was that, being a big guy, Butch might have some difficulty fitting within the slim Lotus 20-like proportions of the BMC.

Everything was said to be with the car so restoration should be relatively straightforward. I formed a tentative budget for the project including purchase and freight of around NZ\$30-40,000

OK, all right, I can hear the laughter!

The asking price had been US\$15,000 but as there had been little interest in the car I offered Butch a bit less than that – which he accepted – immediately knowing I had just paid too much. Indeed, I had meant to offer \$12,000 but got carried away and somehow said \$14,000 Oh well, first lesson. Butch did, however, offer to get the car to a freight forwarder in San Francisco and, given the relatively expensive internal USA freight costs, that was a bonus.

The next day I realised that I somehow had to become an expert in the import/export business and hastily began finding out how to arrange export from the USA and transport to New Zealand. Luckily, advice was forthcoming from a number of places with a key factor being to have a crate made up so that all the car's various bits could be kept together. This would reduce the risk of accidental damage or theft, especially as the BMC's four magnesium wheels were irreplaceable. Consequently, I bit the bullet and spent the estimated US\$1500 to have a crate built up at the freight forwarders.

Butch had done a good job getting everything properly prepared, packing most of the parts and the two engines in the car itself. The unusually high roll-bar was a problem because it made the crate larger than it otherwise needed to be, so to lower the height the 13-inch Rostyle 'roller' wheels were rather reluctantly discarded.

A San Francisco-based freight forwarder was chosen on the assumption that the crate would be shipped from there, thus reducing the internal freight, but apparently all vehicle shipping to New Zealand goes through Los Angeles so it really made no difference in terms of either time or cost.



Subject: ad 13/06/1964 for the BMC

BMC FORMULA JUNIOR MK II less engine - 1st 1963 Pacific Coast class II. Disc brakes on front, new body, 4-speed full synchro. close ratio gearbox, Armstrong adj. shocks at rear, many spares, Dunlop R5 casings w/Bruce cap. \$1100. Tony Escalle, San Francisco, Calif.; HE 1-80 days, BA 1-5914 evgs.

6



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In looking at the shipment it was clearly no longer even a rolling chassis but a collection of various parts that could be made into a car of sorts, so for official reasons I described it in that way. This reduced the red tape on export from the USA, where complete cars are often subject to careful scrutiny, apparently due to the numbers of vehicles being stolen for export. It would also hopefully reduce the amount of red tape at the New Zealand end.

There was, however, no avoiding the GST aspect, which is levied on the full price including freight and insurance. That came to around NZ\$3000, ouch!

THE PROJECT BEGINS

As it was likely, despite being resident in Wellington, that a lot of the outwork on the car would be accomplished in Levin for the simple reason that I had a brother and nephew with an automotive engineering shop there – Collier Motor Engineers (CME) – I secured a lock-up unit and got the OK for the crate to be delivered to their yard.

On the designated day, I duly arrived with hammer and crowbar for the grand crate opening and found that yes, all the various bits were present. An unanticipated difficulty was finding four replacement 13-inch roller wheels so we could put the BMC on a trailer and get it to the lock-up – not for the last time regretting having discarded Butch's Rostyles.




7



8

4. Tony Escalle and his BMC Mk II in race mode around 1963 (Photo courtesy Mary Escalle)
5. Escalle BMC with right-front damage after an on-track incident (Photos courtesy Mary Escalle)
6. Escalle advertised the BMC for sale in 1964
7. The BMC at Cotati, California, circa 1966
8. Phil Batson and the BMC around 1965

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BMC MK II FORMULA JUNIOR



9

9. The BMC photographed once again at Cotati, probably in 1968. Note huge slicks and different wheels

10. The BMC Mk II in Butch Gilbert's San Francisco workshop, November 2012



10

The strip-down process went as planned but the obvious question that soon emerged related to the overall integrity of the BMC's original chassis. Examination of the chassis revealed many battle scars and bronze welding as well as flattened and bent tubes. There was also a deep suspicion that it was well out of shape, even to the naked eye. In addition, the common practice at the time of using the chassis tubes for reticulating water between the rear engine and front radiator raised further issues regarding the soundness of the tubes used in this manner. An internal inspection of these tubes would be required.

At this point it was becoming clear that the work involved was going to be more than simply reassembly plus a spot of outwork. Indeed, the project was looking to be well beyond my modest ambitions. After

discussing the problem with Rob and Paul at the CME workshop they came up with a proposition. There were a couple of projects on the go that required a multi-skilled technician able to work across a number of tasks, rather than the specialist crankshaft grinding, engine machinist work that was the core business. If I could guarantee some core hours per week for a few months, they could employ someone additional for all the work.

I agreed to this, and as result, a newcomer – Sean – joined the CME team and set about the task of salvaging the BMC chassis. ☞

[In this next issue, Terry chronicles the steps taken to complete his ambitious Formula Junior project.]



11



12



13



14

11. The BMC awaiting crating as the freight forwarder in San Francisco

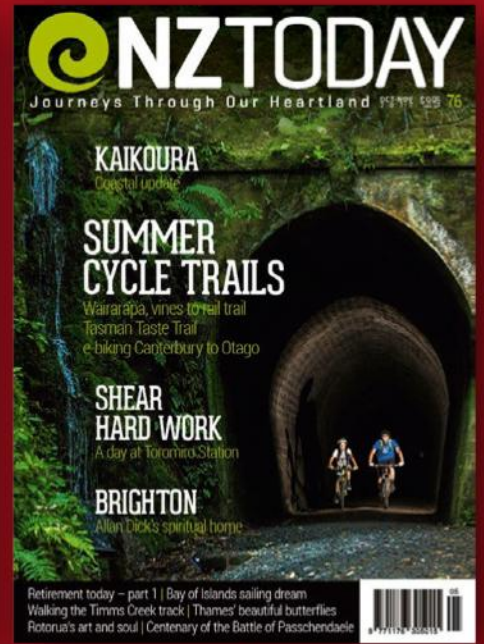
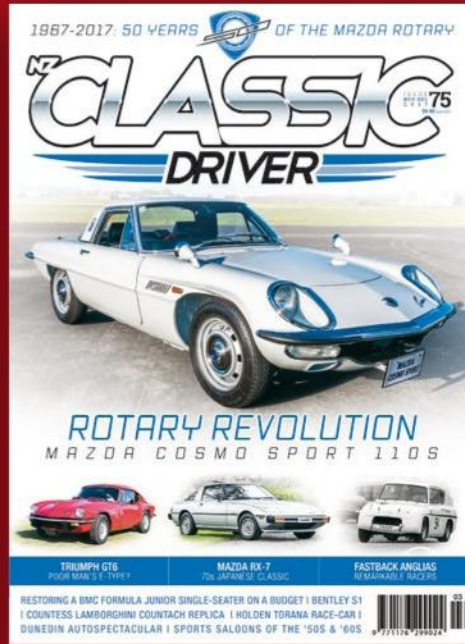
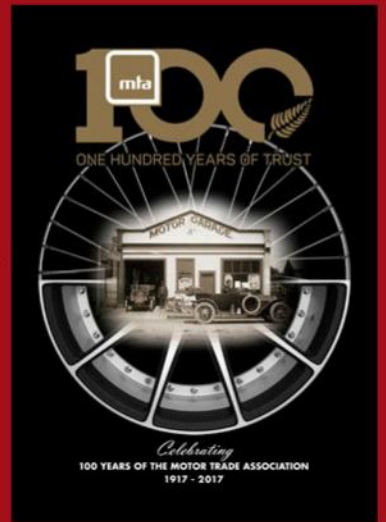
12. The crated BMC arrives at CME's Levin workshop in December 2012

13. What it looked when the packing crate was opened in Levin

14. Chassis damage on the BMC consistent with Escalé's known accident

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HOLDEN *Tony Densem's* TURANA LH



The Australian touring car scene has achieved some lofty popularity heights in its 57 years. A younger generation will no doubt claim that the recent Ford/Holden V8 era will be unbeatable. This may be so, but an older group might, with some justification, claim that the mid to late 1970s was an era of great moments in what was also a Ford/Holden affair



CLASSIC RACING SALOON



1. Tony and his Torana really feel at home on a street circuit
2. All crossed up under power

After a beginning where Jaguar and other British cars were at the sharp end, Ford's Mustang proved to be a winner in 1965, while Holden posted its first championship win in 1970 with the Monaro HT GTS350. The Aussie influence began at that point, and ever since then Holden's battle with Ford has, apart from a period in the 1980s and early 1990s (when Aussie Group C, international Group A regulations reigned), been the hallmark of the championship.

The Monaro remained as Holden's racing car of choice until 1970, when they appeared with a six-cylinder Torana LC, the GT-R XU1 (Torana from the Aboriginal term 'to fly'). This was a second-generation Torana and followed the tamer HB model (in New Zealand, this car was known as the Vauxhall Viva). The racing GTRs were prepared by Harry Firth of

the Holden Dealer Team (HDT).

This car scored immediate racing success with Don Holland winning his class at Bathurst in 1970 and coming home overall third, only one lap down on the Falcon GTHOs of Allan Moffat and Bruce McPhee.

Next up was the LJ model, with HDT developing a 300bhp (224kW), 308ci V8 that was subsequently raced by Peter Brock and Colin Bond in the local Sports Sedan class. They were, however, prevented from developing it further for racing, as were Ford and Chrysler who were also looking at developing racing-style super cars.

The fourth-generation Torana was the LH of 1974, now with a completely new body. It still came with the four-cylinder 1.9-litre Opel-powered option, a fairly mild-mannered unit that would never have terrorised any pedestrian. For those seeking more

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adventurous motoring, the LH also came with a 3.3-litre, six-cylinder engine (as used in the XU1). However, when Holden emerged with two V8s – 253ci (4.2L) and 308ci (5.0L) – the punters took notice. Although not big in horsepower both of these bent-eights made all the right noises and everyone loved them.

The 5-litre model was essentially reserved for racing and became known as the SLR5000 (Sports Luxury Racing). A special Bathurst model was subsequently built (263 only) and that later became the L34. Success was immediate with three cars filling second to fourth positions in the overall 1974 Bathurst standings (GTRs filled the next three spots).

More success followed for the SLRs at Bathurst in 1975 with Peter Brock and Brian Sampson coming home with a two-lap advantage. The Brock era had begun.

FROM SLR TO A9X

In 1976, the SLR was re-badged as the L34. External differences included bolt-on wheel arch extensions to allow for the use of larger rims and tyres. At Bathurst, the new model produced a fairy-tale finish with Bob Morris and John Fitzpatrick plus seven other L34s making up the top ten. Brock finished in third place.

By 1977 the L34 had gone, replaced by the A9X. This model had a larger ten-bolt Salisbury differential with disc brakes and the option of a Borg-Warner Super 10 gearbox. It also had superior suspension to that of its predecessors. While not winning the great race in 1977 (a year when Allan Moffat ruled the roost with his team of twin GTHOs), Brock (teamed with our very own Jim Richards) punished the Falcons the year after and recorded a clear lap victory over fellow A9X pilot Alan Grice. The first of the Falcons home being Murray Carter, with Kiwi single-seater exponent Graeme Lawrence finishing third.

In Bob Tuckey's book, *Australia's Great Motor Race*, the heading for 1978 was "Take That You Bastards" in reference to Ford's staged one-two finish in 1977.

It was a total A9X shut out in 1979, with the A9Xs taking the first nine places in a race won again by the pairing of Brock and Richards. It was a glorious farewell for the Toranas that, by 1980, had been replaced by the Commodore. The Australian motorsport authority, CAMS, decreed that

"Yes I was driving a Ford, but that had nothing to do with the passion of the Australians great Ford/Holden debate"

the Torana and Falcon had to be detuned to meet prevailing emission standards. They issued no such regulations for the new Commodore or the XD Falcon.

In the 57 years of the Australian championship in its various forms, Ford have won 24 times, Holden 20, Jaguar 4, Nissan 3, BMW and Chevrolet 2, Mazda and Volvo 1.

TONY'S TORANA

Fast forward to 1997, and Tony Densem was reflecting on his days as a mechanic for the Christchurch Holden dealership, Blackwells. He loved the arrival of the V8s on the Aussie touring car scene and formation of the HDT with its stand-out colour scheme and Peter Brock constantly doing the business. "The team had carved out a great history and the cars always stood out from the rest," he said.

Tony at that point had been racing at classic meetings for five years in a 1967 1500 Cortina Mk II. His first race was at Timaru at a Classic Motor Racing Club day. "That was a great car to drive, so forgiving. But the Holden thing had been on my mind," he added. "Yes I was driving a Ford, but that had nothing to do with the passion of the Australians great Ford/Holden debate. I had initially thought of something American, but there was really nothing available at a reasonable cost, whereas there were many ageing Holdens around."

Tony's LH Torana started life as a sedate 1900cc family car. It was clean with not a spot of damage and no rust to deal with but the engine had expired. After stripping the car, the old 1.9-litre engine was replaced with the 5-litre V8 in a fashion that went back to the LH's inception back in 1974. There are of course modifications, but everything about Tony's car is period correct. It runs a standard crank, with Scat con rods and SRP forged pistons, all of which assist racing reliability. The wheels are Symonds three-piece alloys as opposed to the steel wheels used back in the day. Tony first raced this Torana in 2002 at a classic-car meeting.



CLASSIC RACING SALOON



3

3. Tony also has a soft spot for the Ford Cortina and once raced this MkII

4. This Lotus Cortina is the latest addition to Tony's collection

5. Tony has been involved in classic racing since the 1990s

6. Tony and his Torana



4

The car is fitted with a Holden T10 four-speed gearbox with engine power transmitted to a Salisbury differential. The V8 features a modified HQ Holden cylinder head and an original Holden inlet manifold. "Reliability is a big factor for me, I don't want to spend all week in the workshop, only some of it," he quipped.

Tony's affair with the Cortina has not been lost; his old race car still sits in the shed of his rural Rangiora property. Along with the Torana, it has since been joined by a Lotus-Cortina Mk II; a car that he also intends to build up for a spot of classic racing. With three cars to choose from, the one he picks to race will depend on his mood and desire.

As you might imagine, motor racing has always been a big part of Tony's life. His father introduced him and his brother Daryl to the wide world of motorsport with race-day visits to Ruapuna. Daryl was also bitten by the racing bug and for years he has been pedalling a Mk I Escort Mexico. The brothers rarely race against each other now, as Tony and his Torana are currently in the Mainland Muscle class.

CLASSIC RACER


On the completion of his apprenticeship at Blackwells, Tony called it quits from the workshop and has sold cars since. "I prefer to keep my hands clean, but the knowledge has allowed me to work on the racing cars without calling for assistance. I also enjoy working on the cars, so going out to the shed is never a chore."

His racing number (216) has nothing to do with any racing example from HDT and is actually the number that the Motorsport Association gave him when he first raced his Cortina back in 1992, and Tony has simply hung onto it.

For Tony, racing classic cars has been an ongoing pastime for the past 25 years, although he never ventures that far away from home, sticking to Ruapuna, Timaru and Waimate for its bi-annual meeting. He has also given the Torana a run at Highlands Park in Cromwell.

He has never had any desire to compete in championship racing at either a local or national level. "I enjoy the cars that I grew up with, so the classic scene has been the logical option. The classic guys are good to race against too. The majority will back off if it gets too tight. I prefer to put the car on the trailer in one piece at the end of the day, have a beer and reflect on a good weekend. I have been pretty lucky in this regard too, and have only had one accident that was of any significance. That came at Timaru when a fair bit of one side was dealt to."

That accident happened on the exit of the sweeper, when the car stepped out to the right, spun and ended up swiping the tyre wall on the inside of the track.

Car restoration, completing the job, and putting into action the result of his work is very evident. When chatting with Tony on site, I spotted in an adjoining shed another Cortina Mk II that looked to have had only one sedate owner. Presuming that it would be kept for body parts, I was quickly corrected. "No that will be another project... in the future, probably." 



5



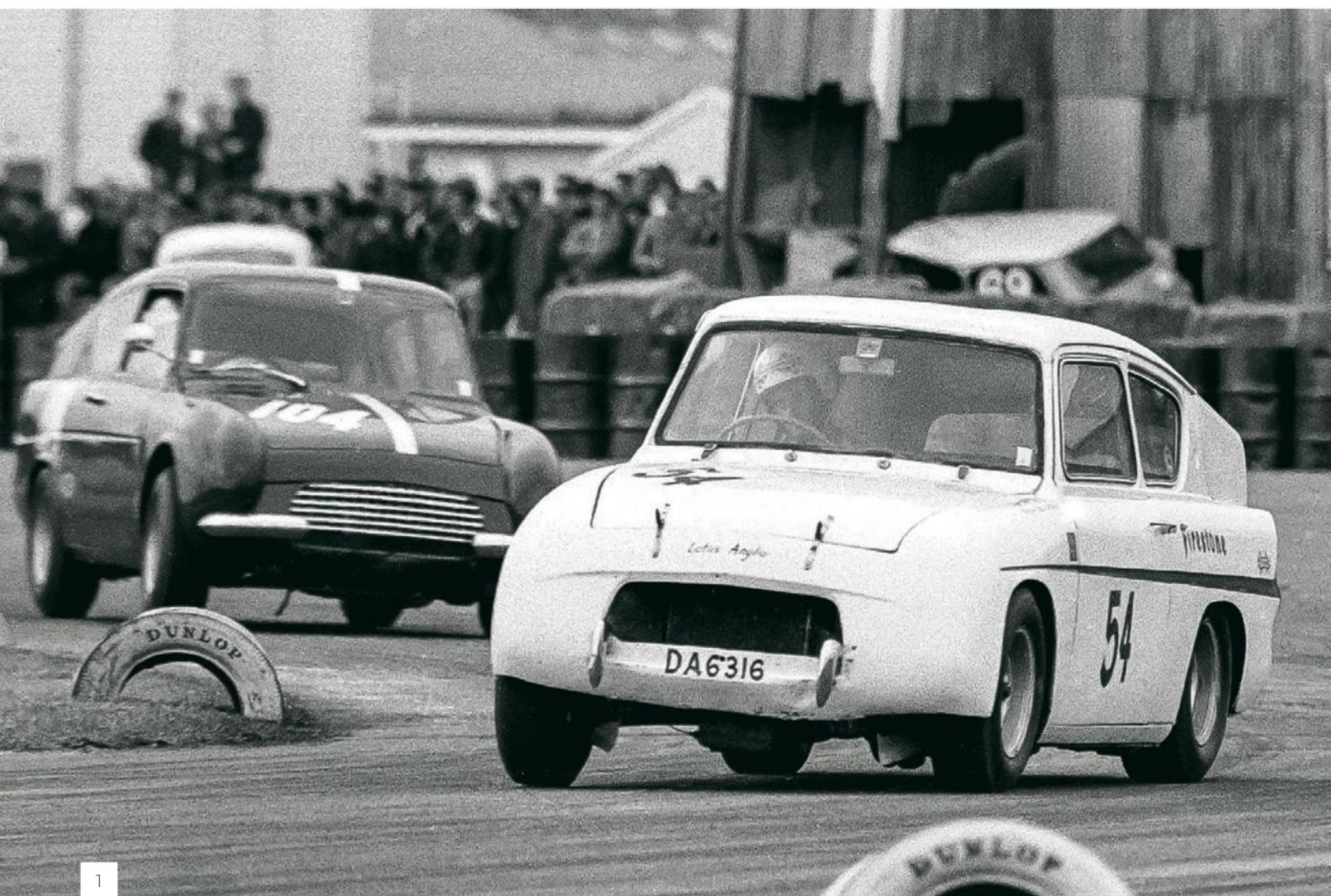
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1

T H E *Fastback Anglias*

Call them 'fastback', or 'breadvan', these remarkable racing Anglias are a New Zealand motor racing institution. Allan Dick looks at how they came to be

Saturday, 6th of November 1965 saw the first major race meeting of the season. It was at Pukekohe and a non-championship meeting, but plenty of new car and new car/driver combinations were making their debut. A lot was expected, but plenty of eyebrows were raised when two new racing saloons appeared, both built in total secrecy, and apart from colour both were so alike they could have been designed and built by the same person.

These were the twin-cam Anglias of defending champion Paul Fahey and newcomer David Simpson. The cars were almost identical, down to having very similar streamlined noses. However, as astonishing as this was, more was to follow.

Fahey had a win that day and set a new lap record of 1.44.4s. A week

later, both were on the small, rough, tough road circuit at Renwick where Simpson won after Fahey retired.

Then, three weeks later, at the season's second meeting back at Pukekohe, both cars appeared with major and unusual body modifications.

Again, both teams worked in total secrecy, thinking they were going to spring a surprise on the other. Both cars appeared with roofline extensions that filled in the gap between the reverse-angle rear window and the end of the boot – to stop turbulence in that area. It was the first time this sort of modification had been tried in New Zealand and while it transformed the appearance of both cars, the question was – would it work?

It would work, and it did! Fahey and Simpson shared a race apiece



2

It was against this background that our motor racing mechanics and engineers became world famous and in demand for their expertise and ability to do anything

that day, with Fahey reducing his own lap record by 2.2 seconds – a whopping amount – and a legend was born, the New Zealand Fastback (or Breadvan) Anglia. A car that was, and still is, unique to New Zealand.

NUMBER 8 WIRE

The mid-sixties was a heady era for motor racing in New Zealand. The sport had become well established and had grown out of its infancy after WW2. It was drawing big crowds; we had a spread of circuits from temporary road circuits to permanent facilities; there was a stream of sponsors; we had three drivers in Formula One; and we were on the verge of a bright new professional period.

But there was one issue that was holding the sport back: and that was the availability of 'good' cars.

New Zealand may have been a land of milk and honey, but in many ways we were the Albania of the South Pacific with incredibly tough import rules that

made life restrictive. And, for the sport, it had been that way since it was organised in 1947/1948. The vast majority of competitors had had to make-do with old cars that they kept going on the proverbial smell of an oily rag and a length of number-eight wire.

It was against this background that our motor racing mechanics and engineers became world famous and in demand for their expertise and ability to do anything.

Some enterprising individuals found long-dead relatives in England or America who had left them an inheritance in a Swiss bank that funded parts or complete cars, but for the majority, it was a case of applying cunning and creativity. This was an area in which New Zealanders excelled. It was an era that has become legendary for the cars that it spawned, an era marked by an almost complete lack of eligibility regulations and one in which Allcomer saloons flourished.

1. Wigram 1966 – it's just the fourth appearance of the Fastback Anglias and already they are legends. David Simpson just ahead of Paul Fahey. Note the Mini Cooper S of Roger Monk parked in the hangars in the background

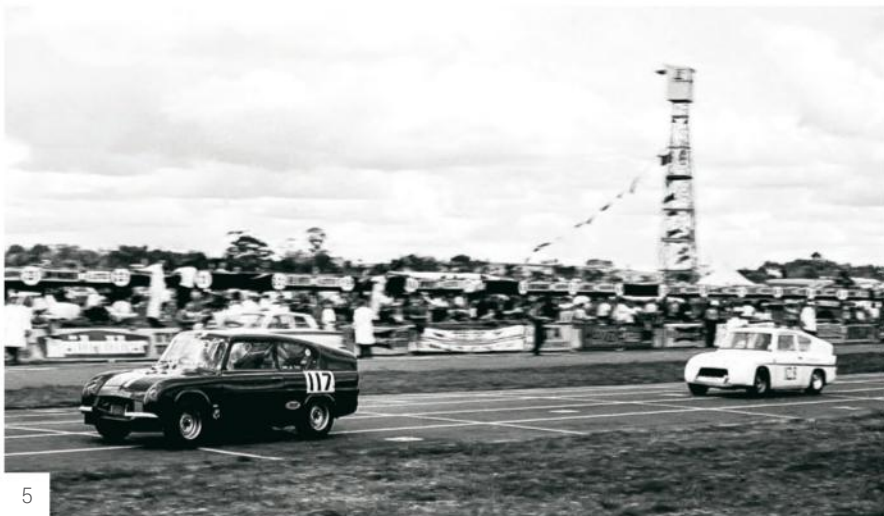
2. By Wigram 1966, Neil Doyle's Anglia-Corvette had become the third Fastback in New Zealand
3. December 1965 and the first appearance ever of the Fastback, or Breadvan Anglia. Simpson's car closer. Paul Fahey and Ray Stone in conference in the background



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4. Although in non-fastback guise, the Anglia-Corvette of Neil Doyle bristles with anger. Two weeks later it too was wearing a fastback
 5. Pukekohe – and Fahey flashes across the line ahead of Simpson
 They were always this close
 6. Teretonga 1967 and while Robbie Francevic leads in the Custaxie, the Fastbacks are there. Radisich is second and Coppins third. Jack Nazer is back a little and ahead of the Fordina of Clyde Collins. The Mustang is Paul Fahey's car

Big engines jammed into smaller cars (based on the old hot rodder's maxim of more cubic inches) gave us cars like Neil Doyle's Anglia-Corvette, Mark Jennings' remarkable Fiat Topolino, Frank Radisich's Zephyr- and Jaguar-powered Humber 80, and the most famous of them all – a bigger engine in a bigger car – the Custaxie.

Entry lists in that era were filled with hybrids – some were pretty, some were pretty awful. Baron Frankenstein was alive and well, building monster Allcomer racing saloons in New Zealand.

However, if there is one aspect of the final days of the Allcomer period that still sparks international interest and intrigue over half a century later, it's not the big-engines-in-little-cars – that's always been a maxim – it's the Fastback Anglia.

The Fastback, or Breadvan Anglia, is uniquely New Zealand and raises more questions and interest than

almost any other aspect of our motor racing history. Whenever the subject of these racing saloons is raised on any motor racing internet forum, there are always people who demand to know how, why and when.

These are questions that have never been answered – until now.

THE ORIGIN STORY

As we emerged from the 1964/1965 season of saloon car racing in New Zealand, it was obvious that to go faster next season you had to think smart and take full advantage of the open slather of Allcomers.

Paul Fahey had won the championship in his very fast, reliable, and well-sorted Lotus Cortina. But it had been a season punctuated by some tense battles with other competitors, notably Rod Coppins in his Corvette-engined Mk II Zephyr.

And for the upcoming 1965/1966 season it was going to get even tougher.

The car that the country had been waiting for during the off-season was Ivan Segedin's Mustang, but it was not an Allcomer and it turned out to be no match for the more highly modified cars – like the two Breadvan Anglias and the Zephyr-Corvette in which Rod Coppins was having his second season.

Fahey sat down with his mechanic Ray Stone and discussed what sort of car would be needed to allow him to successfully defend his title.

Often, a very good small car can comfortably beat an average big car and they decided to build the best small car possible – they'd take everything they'd learned from the two seasons with the Lotus Cortina and miniaturise it – a Lotus twin-cam engine in a smaller Ford Anglia.



6

There was nothing new about big- or bigger-engined Anglias. Since the unconventionally styled small British Ford first appeared, enthusiasts around the world had replaced its microscopic 997cc engine with bigger ones (1200cc, etc.) to take advantage of the chassis the car offered.

A Lotus-developed twin-cam was the ultimate engine swap using Ford parts.

Streamlining the front to achieve easier air penetration was not new – in fact, many drivers had been modifying the fronts of their racing saloons with this aim, and the Fahey team decided to do the same.

The most popular scheme was simply to reverse the concave headlight shell, but their idea was to remove the bluff headlights and the leading

edge of the front guards completely and replace them with an overall, smooth, wind-cheating shape. This was radical body surgery for the time – but the following season would see these preliminary steps taken to some extremes.

Meanwhile, Fahey’s long-time mechanic (engineer today) Ray Stone was getting down to the job of building the best power train and suspension set up he could.

“We had a 1650cc twin-cam engine, which was as big as you could go in those days,” says Fahey today.

The Anglia should have taken Fahey to his second title in a row, but while the car was fast, it had reliability issues.

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7. Start of the saloons at Waimate 1966 with the Breadvans on opposite sides of the track. Back in the pack, the Rod Coppins Zephyr-Corvette positively 'towers' 8. Fastback Anglias continue to be created today for historic and classic racing. The blue example of Paul Ringland is powered by a 302 Ford V8 and is a nice car

"I used pistons and valves from a motorcycle in the engine build," says Ray Stone. "But we'd bored the block out so far, the structural strength had been compromised. At the end of the season, Paul decided he would *buy* his future racing cars, not build them, and I decided in turn to use a bit of restraint in my development ideas."

After those first two races where it was obvious that David Simpson was going to be a tough act throughout the season, they decided they needed an advantage.

"We had a very good body man in Max Mumby," said Paul Fahey. "And using the flexibility allowed under Allcomers regulations, Max came up with this plan to extend the roofline right to the rear of the boot lid. Max drew it all out in chalk on the workshop

floor – there was no wind tunnel or anything like that, just his ideas. I thought it looked good and improved what was really an ugly looking little car."

After so many years, nobody is sure any more where Max got the idea of extending the rear roof, but there were plenty of people who thought air coming over the roof would create a vacuum around the reverse-angle rear window and actually slow the car down.

The Anglia, with the new extended roof given a coat of dark blue paint by Paul's brother, was loaded up and the team headed for Pukekohe, expecting to create a bit of a surprise with the radical look of the car.

"When we got there, we couldn't believe it when we saw Bill Norrish had done exactly the same thing to the Anglia he had built up for David Simpson," says Fahey today. "You'd have thought that they had had someone watching us when we were building ours – the two cars were just so alike. But there was no spying, I just think that it was a total coincidence."

I can only present the Fahey side of this remarkable story, as Bill Norrish died some years back and I've not been able to find David Simpson.

The pits were abuzz with talk of these two radical cars, and such was their impact that their appearance was the subject of a newspaper story that appeared throughout New Zealand on Monday. In Dunedin I read of the appearance of these two cars – dubbed 'Breadvans' – in the *Evening Star* newspaper.

Where did the term 'breadvan', that was so quickly applied to the two cars, originate?

In 1962, Count Volpi, owner of the Swiss-based Scuderia Serenissima wanted to buy one of the new Ferrari GTOs to compete in World Championship sports car races, but Ferrari would not sell him one





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for various reasons. So Volpi bought a year-old, short-wheelbase 250GT and had ex-Ferrari engineer Giotto Bizzarrini rebuild it totally.

Bizzarrini, in association with body builder Piero Drogo, designed a new body shape with a long, flat roofline that ended abruptly, on Kamm principles. The car took on a station-wagon look with the French media calling it 'La Camionnette' (the little truck) while British journalists simply called it 'the Breadvan'.

Someone at Pukekohe that day was obviously aware of the similarity the two Anglias shared with the Ferrari and dubbed them breadvans.

FURTHER DEVELOPMENT

That 1965/1966 season in New Zealand was dominated by the two Anglias, with the unreliability of Fahey's car giving Simpson the title.

Today, talking about his motor racing career, Paul Fahey makes no secret of the fact he didn't enjoy the Anglia. His forthcoming book, apparently, makes that quite clear!

9. Some of the later Fastback Anglias were taken to extreme lengths – like this car of Doug Algie's
 10. In the season before the first Fastbacks, frontal streamlining was tackled this way. Jack Nazer in his Anglia dubbed 'Sabrina'

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11



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- 11. Gary Sprague in the ex-David Simpson car – less fastback
- 12. The Breadvan Ferrari – did it start it all?
- 13. Picturesque Timaru, 1967, with Jack Nazer sweeping up SDH1 ahead of Frank Radisich
- 14. Before the fastback was added – Paul Fahey at Renwick, fending off Rod Coppins in the Zephyr-Corvette. Rod looks determined

“I was often the faster, but just when it looked like I would win, something went wrong,” says Fahey. “The one meeting where Simpson clearly outdrove me was at Teretonga. He was just so fast and smooth around the Loop, where I was on the ragged edge and knew if I tried any harder I’d be off into the sandhills and lupins.”

“Despite the level of competition we all got on pretty well, and Bill Norrish, seeing I was having trouble in the Loop, asked what sort of front springs I was using. I told him, standard Anglia springs but cut down. He said we needed to use MkI Zephyr springs, cut down. Ray (Stone) wasn’t convinced, so I bought the MkI springs myself and had the mechanics at P & R Motors fit them – the car was just so much better.”

At the end of the season, David Simpson, the champion, sold his Anglia to Frank Radisich and retired (but surfaced again some years later with an Escort Twin-Cam). Radisich improved the appearance of the Simpson car by chopping the roof, and after

Allcomers were replaced by more sane regulations, this Anglia was bought (minus twin-cam motor) by Ernie Sprague.

Powered by a big-bore pushrod motor – and minus the fastback – this car dominated South Island Open Saloon Car Racing events for four years or so in the hands of Ernie and then eldest son Gary Sprague. Sprague sold it to Peter Kocis and later it went to Wellingtonian Gary Lang, but then disappeared. However, it has surfaced again in recent times, owned by Dave Goodlass, and is in storage in Palmerston North awaiting restoration.

Paul Fahey sold his Anglia to Rod Coppins and it was shared the next season by Coppins and John Ward in full Fastback trim. It was then owned by Neil Johns in Whangarei for a while before it disappeared.

However, the Fahey car still exists. It was located in terrible condition in Palmerston North and was restored and raced by Mike Laney of Christchurch in the mid-1990s.

A replica was also built and used on the road, complete with small headlights!

The Anglia was supplied new to Fahey by Ford and when bought by Mike Laney in 1995, the registration (ownership) papers showed it had only travelled 18,000 miles!

HISTORIC RACING

The following season (1966/67, the final for Allcomers) saw the fastback and fast front body themes, introduced by the Fahey/Simpson cars, taken to new and quite extreme levels – Jack Nazer’s Anglia being the most obvious example.

Although the New Zealand Saloon Car Championship was for standard-bodied cars from 1967/68, Allcomers continued (mainly in the South



Island) for many, many years under the Open Saloon Car Racing rules. Throughout the country Anglias and Minis dominated entry lists, numerically, and many, many Anglias were given the fastback and fast-front treatment first introduced that day in early November 1965.

Some other Anglias got the fastback treatment before that 1965/1966 season was too old – Neil Doyle with his fearsome Anglia-Corvette was probably the first to follow suit. In fact, Doyle’s Anglia, with its bonnet bristling with vertical exhaust stubs, ultra-wide steel wheels and Fastback is arguably the ultimate New Zealand Allcomer – in spirit

and appearance. Where most had the roof extension fitted so that it could be easily removed, Fahey says he ran that entire season with it on.

Over the decades the term ‘breadvan’ has faded and its origins lost a bit in time, but the term Fastback is still very common and there are still Anglias today, being built for historic racing, that feature this. Since November 1965, dozens – maybe scores – of Fastback Anglias have been built.

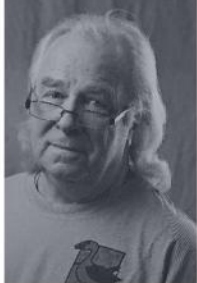
Indeed, the Anglia fastback has become firmly engrained in popular New Zealand motor racing folklore. 

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Words: Allan Dick

BURNING A GREY PIPE

The motoring reminiscences of NZ *Classic Driver* founder, Allan Dick

A couple of months ago I went into one of the super-size \$2 shops and I went mad. In the tools and car section they had all sorts of stuff that I hadn't seen for ages. Accessories!

I left with a couple of bagfuls – little red reflectors, anodised tyre valve covers (in fact two sets, one silver and the other gold), a couple of number-plate surrounds, a chrome exhaust extension, some 'GT' stickers, a sun-visor extension, a set of door protectors, a set of little carpets – and because I thought I really needed it, a multi-plug cigarette lighter extension so I could charge two cellphones at the same time and still have two places left.

Of course, I didn't need the latter as I had forgotten that USB converters replaced these a couple of years back and I already I have three or four of those.

Sadly, I didn't see any artificial 'portholes' or Starfire hubcaps, although I was looking.

Actually, I didn't need any of this stuff, but I bought it (a) because it was so cheap, (b) because I thought I might dress up the old Toyota Corolla, and (c) merely out of pure nostalgia – and it's all still in the plastic bags on a shelf in one of the garages.

As a teenager, I used to haunt the motor accessory shops in Dunedin. At first there was only one – Davis Cycle Centre which had discovered that car stuff made a handy sideline to their bike business. Mostly I used to go in to buy brown paper parcels of stuff that rebored your engine, ground your crankshaft or silenced noisy gearboxes and diffs.

None of it worked of course. But something that did work were the exhaust repair kits –



either black stuff you smeared on and it set like black concrete, or bandages – they worked surprisingly well.

But I also bought 'accessories' because this was an era when cars were plain-Jane and owners were proud of their cars and loved to tinker. Remember the steering wheel spinner?

There was a man in Dunedin I admired greatly for his ability to transform a reasonable car into a work of art. He had a theme going. In the mid-to-late fifties he favoured late-thirties American cars (mainly Chrysler products) and he customised them with a variety of quite spectacular bolt-on goodies. The first car I remember was a bronze-coloured 1938 Dodge coupe – before he got to work on it, it was a smart-enough car, but over the next few weeks it was transformed.

His signature piece was always a double radio aerial that ran over the middle of the roof the length of the car. I forget how it was mounted but he always had a full-width external sun visor, so it must have been complex. He also fitted spats – the sheet metal insets that covered

the rear-wheel cut outs, giving the car a low look. Of course there were mudflaps, plus big red reflectors mounted on chrome stars, the 'portholes' I mentioned before, with the wheels also coming in for attention.

No such thing as alloy wheels in those days, but wheels could be fitted with narrow bands of chrome (or stainless steel) trim to complement the hubcaps and these left about half an inch of bead between the trim and the tyre. This was painted red and the tyres were dressed up with whitewalls.

And, of course, the numbers plates had chrome surrounds with little reflectors holding the plate on.

I didn't know that man, but I expect his interior work was just as spectacular, as would have been the engine bay and the boot. In the period of the late fifties and early sixties he had two or three other cars that he gave similar treatment. Surprisingly, he was not a teenager, but a middle-aged man – maybe in his late forties or early fifties.

A decade later a much younger man became a talking point around Dunedin when he must have cut the top speed of his Hillman Imp in half by turning it into a spectacular Christmas tree of decoration. It was burdened down with so much stuff, there was barely anything left that was original.

Accessories used to be Big Business, but that ended when cars came loaded with everything you wanted and the average man started to look at cars more as transport rather than a hobby.

ROD TEMPERO

Since moving to Oamaru seven years ago I



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have followed the progress of a number of projects at Rod Tempero's workshop, from chalk drawings on a blackboard to fine pieces of automotive art.

Rod had not long started 'on his own' when I arrived in Oamaru, his first project being a Ferrari P4 which graced the cover and the pages of this magazine when it was completed.

Rod had continued in the 'family business' after it was sold to an American but he wasn't happy, so when he was approached to build the P4 he took the opportunity and moved into the disused poultry shed which has now become famous.

Since then, there have been numerous projects from complete cars to mechanical rebuilds and restorations. Stand-outs have been the Ferrari GTO that's also been a cover star on this magazine, and more recently a copy of Juan Manuel Fangio's 1957 250F Maserati – about which the owner asked for privacy.

But even as the 250F was nearing completion, Rod was also well advanced on another important grand prix car – a copy of the Ferrari 246 Dino of 1958, the car in which Mike Hawthorn took the World Championship. Because Rod's so handy, I dropped in regularly and as with all of his projects I watched in awe as the car grew from nothing into a thing of great beauty.

I knew the Dino 246 was nearing completion, and one evening recently I got a call from Rod, "We're running the Dino around the Historic Precinct." So I dashed off, and with a gathering crowd watched as the owner got to grips with the car – checking he fitted the cockpit, that the pedals were in the right place, that the steering was good and that the gearshift worked, that sort of thing.

It all went pretty well – only the gearshift required any sorting out.

While the 250F Maserati, in all of its guises,

is regarded as the most beautiful GP car of all time, a large photograph of Hawthorn in a Dino 246 graced my bedroom wall for a couple of years.

I loved the car because of its almost scrunched up muscular shape, the large power bulge on the nose – and the spectacular and distinctive exhausts – one on each side, that curve up to follow the shape of the rear tyres. Before I knew better, I thought it had a V8 engine! I have always thought of it as an ugly/handsome car.

This is an important GP car in that it was the last of the traditional front-engined cars to carry a driver to a world title. Hawthorn beat Stirling Moss by a single point for the 1959 crown.

There'll be a full story on this car in a future issue, but for the moment let's just say that the 246 Dino was powered by a 2.4-litre V6 engine (the limit for F1 was actually 2.5 litres), and when it was introduced for 1958 it was the first GP car to use a V6 engine – and this was at a time when there were few, if any, V6 (or V4) engines in production road cars. I think I'm right in saying that, at that time, only Lancia had sorted out some inherent balance issues with their narrow-angle-Vee engines.



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1. The steering wheel spinner – once a favourite, today a menace!
2. The latest creation to emerge from the Oamaru workshop of genius artisan Rod Tempero is a replica of a 1957 Ferrari 246 Dino Grand Prix car, the same model that took Mike Hawthorn to his World Championship title. The Tempero car was given a shakedown run in Oamaru's Historic Precinct. The attention to detail is simply breathtaking
3. An earlier Tempero Ferrari was this P4 which is now in the USA
4. Mike Hawthorn was killed in a road crash just two months after taking the world title

MOSS SHOULD HAVE WON!

Although history shows Hawthorn won that 1958 championship, by just a single point, the moral victor was Stirling Moss.

There were 10 races that season (11 if you included Indianapolis which was officially a World Championship race) with Moss winning four to Hawthorn's single win. The season started with the Argentine GP which Moss won sensationally in Rob Walker's 2.0-litre 'joke' car – the Cooper-Climax. This was not a real racing car – a toy, and the win was a fluke, scoffed the pundits. But it was no fluke as Maurice Trintignant won the next race (Monaco) in the same car when Moss went off to drive the Vanwall.

As well as Argentina, Moss also won in Holland, in Portugal and the last race in Morocco. Hawthorn won only the French GP.

But it was more than four wins to one, or a greater number of 'podiums' that entered this equation – Moss's incredible sportsmanship was the deciding factor. In Portugal, won by Moss, Hawthorn was second, but only after first being disqualified after he spun and received a push by spectators. Moss saw the incident and argued for Hawthorn and he was reinstated. That would not happen today.

BURNING A GREY PIPE



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- 5. Murray Holgate with his restored Mack truck
- 6. The replica of the Clyde Collins' Cortina V8 that Murray Holgate had almost completed at the time of his passing
- 7. A 1929 Studebaker President Straight-8 Roadster similar to the one Allan Dick pleaded to buy (and save) off Murray Holgate
- 8. Early Brighton days – the scene outside Murray Holgate's parents' house circa 1959 with Murray's Chev Wentworth Coupe in the centre of the photograph
- 9. John Nicholson – John Nick' – at the wheel of an offshore powerboat. He was good on four wheels and on the water
- 10. Just in case you wondered where it was. Dunedin man Kelvin Townes has owned the ex-Red Dawson Z-28 Camaro for 32 years and hauled it out of his workshop for Autospectacular this year

GOODBYE HOL'

My mate Murray Holgate died last month after a brave battle that saw him live six months beyond the initial prediction by doctors.

Hol' was one of the stalwarts of the Brighton Car Club – the unofficial group of car-mad teenagers who caused terror and mayhem in the small seaside town in the late fifties and sixties.

As a kid, Hol' was a big fan of trucks and he had a tin model with the name 'Holgate's Haulage' hand painted on the side. As a teenager he moved into cars at the same time as every other teenager in Brighton, seeking freedom from the NZR bus timetables. Cars (and motorcycles) were the pivot around which our daily lives revolved.

Hol's first car was a 1929 Chev 'Wentworth' coupe with a dud clutch, that he bought cheaply. After he got it going again, the seller wanted to buy it back!

For a while Hol' almost cornered the Otago market in six-cylinder Wentworths. "They were for spare parts," he joked to me a few weeks before he departed.

He dabbled with hot rods for a while, but then motor racing seized his interest.

Hol' and a bunch of other locals staged their own beach races on the long stretch of beach at Ocean View that ran all the way from Brighton to Blackhead. Other racers of the time included Graeme 'Wop' Amos, Stuart Tikey, John Allum, Shorty Brown, Murray Hamilton, Ian Leckie, David Beedham and others. They bought and stripped down old cars that were raced into the sand.

One night, heading home from work, I saw a gorgeous 1928 Studebaker straight-8 roadster sitting in the driveway to Hol's parent's house. It was red with black guards, and apart from 16-inch steel wheels was totally original.

I locked up and screeched to a halt!

"Watcha doin' with that?" I asked.

"Gonna strip it down and race it on the beach this weekend – only paid 10 quid for it."

"I'll give you 20," I pleaded.

"Nah, thanks all the same, reckon this will be a winner."

Over the next couple of nights, Hol', using an axe, chopped the guards, the running boards and all other non-essential stuff off the car. But on the Saturday, lined up against Brighton's best, the Studey' overheated, ran out of oil and ran its bearings. Hol' left it above the high-tide mark and sold it to a Waldronville man, Charlie Crichton, for scrap.

"I got a couple of quid – should have sold it to you," he always joked whenever I brought the subject up! Which was often.

They were hairy, fun-filled days and it's a wonder nobody was killed.

One winter Sunday, when nobody was around, they went to the Brighton Domain and lined up, five abreast, for a drag race along the kilometre-long access road from the main road to the main gates. They were still five abreast when they reached the two-wide gates – so something had to give! One of them demolished the little sentry box where the gatekeeper stood on busy days collecting the sixpence parking fee.

There used to be a circular, cream-coloured, gravel cycling track in the middle of the Domain and on another quiet Sunday the Brighton Car Club arrived with an old tourer car, a length of rope and a large peg with a swivel on top. The peg was hammered into the middle of the circle of the cycle track, and the car (positioned on the track) was connected by rope to the peg. It was started, a block was placed in the accelerator pedal and off the car was sent – round and round and round – until the rope broke. It headed off, driverless, scattered a group of model-aircraft pilots and finally ran into the lupins.

Then there were the mid-winter mud trials on the unsealed roads in the hills behind Brighton.

Years later, in Queenstown, Hol' built a replica of Paul Fahey's '104' Mustang and competed in it around Otago and Southland and became a star at club days at Teretonga.

Then, living back at Brighton, he started restoring trucks. "He went to town one day, saying he was buying a ute," his wife Penny said. "He returned home with a Kenworth!"



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His last, unfinished project was another replica – the Cortina V8 that Clyde Collins built and raced successfully, later raced by Bruce Bellis and others. This car was almost finished when Hol’ took crook at this year’s Skope meeting at Ruapuna.

He was given just weeks to live. But Hol’ proved the doctors wrong.

He was much loved – witness the huge turnout to his funeral in Dunedin. One of the nicest, most genuine people I have ever known.

VALE JOHN NICK’

John Nicholson died at his home in New Zealand last month at the age of 75. John Nick’ was an influential New Zealander in the world of motor racing across several levels – including an handful of Formula One drives.

Auckland born, at first he followed his father into the world of offshore power boat racing, but decided on four wheels instead, buying the Lotus 27 twin-cam off Taihape’s Dene Hollier for the 1967 season. After just one season in that he upgraded to the ex-Graeme Lawrence Brabham BT18 and he produced several good, but not startling results. He loaned (or leased probably) the car to Graham McRae for at



least one National Formula race that season as McRae’s own car wasn’t ready.

At the end of that season he joined the almost mass exodus of New Zealanders heading overseas.

He didn’t return again as a competitor until 1976 when he competed in the Formula Pacific series in a Modus, but in those eight years he packed an awful lot in.

He had established an engine-building company in association with McLaren (Nicholson-McLaren Engines), won the British Formula Atlantic Series in 1973 and 1974 and had five starts in Formula One races in his Lyncar, including the 1965 British Grand Prix.

At first his engine company specialised in rebuilds of the Ford Cosworth DFV F1 engines and McLaren won two world titles using these engines.

In 1977 he took up power boat racing again

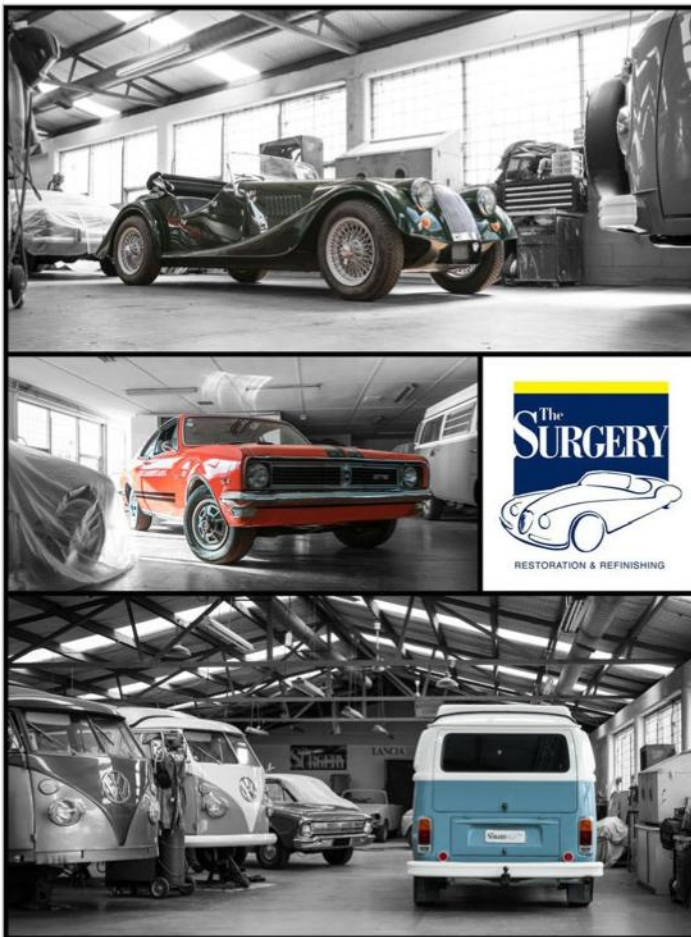
and won the British championship in 1981/82 and 83.

His engine company continues to flourish.

TOP DRIVERS

I had an interesting topic on one of my Facebook pages recently – I named half a dozen or so New Zealand racing drivers of past eras and asked others to name resident drivers they thought might have made a Top Twenty from say 1950 to say 2000. This was to exclude drivers who made it into the Big Time – Chris Amon, Bruce McLaren, Denis Hulme, Howden Ganley, Mike Thackwell and Scott Dixon.

The Top Drivers was one of my favourite annual exercises from when I started writing about motor racing, so for next issue’s ‘Burning a Grey Pipe’ I thought it would be interesting to look back at my Top Twenty for 1966 or 1967. 📖



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FROM SCHOOLBOY TO BENTLEY BOY

For Jeremy Evans, owning this 1956 Bentley S1 turned a childhood dream into reality

As a young schoolboy Jeremy lusted after a black Rolls-Royce Silver Cloud that used to park in the grounds of his primary school. “It was the most amazing-looking thing to a young kid. It seemed so big and imposing,” he explained.

Fast forward 30 or so years and Jeremy made the decision to add a large saloon of the 1950s to his ever-growing car collection. “I have a number of sports cars from the 1960s and felt it was time to purchase something that was a little more comfortable and could be used for longer trips. I had always loved the Rolls-Royce Silver Cloud and the one that I first



saw back in my primary school days still lived in Christchurch, although under a different ownership. I saw it on the road one day and decided that I had to have one.”

Jeremy explained to me that he did a lot of research before finally deciding to settle on an S1 Bentley. “Many articles were read and I had some good discussions with owners of both the Rolls-Royce Silver Cloud and the Bentley S1. They are identical vehicles, other than the radiator grille, mascot, branding on the wheel trims, instruments and rear chrome work.”

The engine options at the time were a straight-six or a V8. From Jeremy’s research, it was evident that while most articles and owners raved about the smooth, quiet straight-six, many rubbished the reliability and roughness

of the early V8. Of course, over time, the Rolls-Royce V8 was tweaked, resulting in a lovely engine. However, Jeremy had fallen for the straight-six and it became clear in his mind that an early S1 Bentley was what he desired.

BENTLEY BOY

The search began, through online trading sites, classic-car brokers and the clubs. Then, one evening while Jeremy was doing his regular TradeMe search, a fresh listing appeared. The description was brief and the photos were limited but it held the promise of being a great car. “After a brief conversation on the phone with the seller a deal was struck and I was the owner of my very first Bentley and 1950s saloon. I flew up to New Plymouth and was collected by the seller of the car. After a brief





discussion and having been shown some of the car's quirks I was on the road home heading south, destination Amberley, North Canterbury."

Jeremy recalls that "The car drove like a dream, silky smooth yet solid and responsive. I travelled from New Plymouth to Wellington in about five hours, arriving in Wellington in the dark."

Jeremy told me how he called into a fuel station in Ngaio and, after filling the beast's capacious fuel tank, he proceeded to start the car and move off to his night's accommodation before catching an early ferry in the morning. However the car had another idea. "It was winding over but not even remotely interested in firing. It was obvious that it was the points, and being hot, the problem had been exaggerated."

Jeremy spent quite some time getting to know his new purchase while waiting for things to cool down before the Bentley's straight-six finally roared back to life.

"The rest of the drive was trouble free and I have since fitted electronic ignition, which has meant the car has been trouble free since."

SWEET CLASSIC

Jeremy explained to me that learning the history of a vehicle is one of the most exciting things about any new purchase. "Being a New Zealand-new car it was not hard to track down the history of the Bentley along with unearthing some information relating to the first owner of the vehicle in Christchurch. The car was purchased for a Mr Archie Scott, a stockbroker in Christchurch, by his wife who was a major shareholder in CSR Sugar." Jeremy is lucky enough to have unearthed some photos of the car on a local Rolls-Royce/Bentley club run during the early 1960s.

Jeremy has named the Bentley 'Archibald' after the first owner, Archie Scott.

I think Archibald is a good name for such a car; strong, regal but not pretentious. When asked if Archibald was going to be a long-term keeper in his collection, Jeremy's reply was instant; "Archibald is simply irreplaceable, he has patina and I love that. I can use him often and not worry about such things as stone chips. Sitting in the driver's seat is like sitting in an old leather club chair. I think Archibald is a car I will grow old with."

So from the young bright-eyed school boy to a busy man in his mid-30s, it seems this love affair with the S1 Bentley will play out for years to come. 🍷



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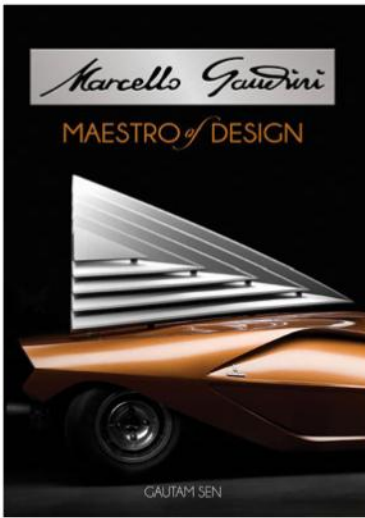
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Words + Photos: Mark Holman

VIEWED + REVIEWED

Post-war Daimlers and Wolseleys, a superb two-volume book on Marcello Gandini and more



\$404

MARCELLO GANDINI: MAESTRO OF DESIGN

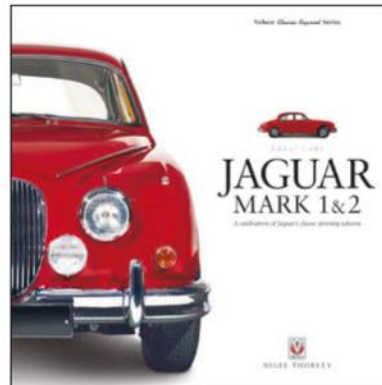
Gautam Sen | Dalton Watson Fine Books | Reviewer's own copy

Stunning is the word that comes to mind in looking at this superbly produced two-volume set. You may say that a book costing a few hundred dollars (for a limited edition copy signed by Gandini himself) should be good – and you'd be right. However, in this instance, it really is that good! Within these 800 pages and almost 1000 illustrations is a mini-history of elegant one-off designs and production cars, from the Lamborghini Miura in 1966 to the 2005 Stola S86 Diamante. Gandini began his career with Bertone, at an early age; imagine adding the design of the Miura to your name at just 27 (although some commentators claim that it was really designed by others)! From there he went from strength to strength, with many show models demonstrating what Bertone was capable of, or to tempt possible manufacturing partners. Sadly many didn't get beyond the mock-up stage, including the Maserati Chubasco and the elegant Citroën Camargue.

Most of the designs featured, however, went either into limited production (Countach, Alfa Romeo Montreal), or ended up being built in quantity like the Fiat X1/9, Citroën BX and the BMW 5 Series. A few Japanese marques also feature, from the Mazda Luce/929 to the dramatic 1993 Nissan AP-X coupe. Each design that came from Gandini's pen gets a mini-chapter (106 in all), describing his involvement with the model and illustrated with sketches and photos from various archives, auction catalogues and other sources. And cars weren't his only brief at Bertone: Gandini also created some elegant designs for scooters and light commercials.

From his Bertone years, Gandini nominates the Lamborghini Marzal and the Lancia Stratos HF as his favourites. The amazingly productive partnership lasted for 14 years but sadly it ended in disharmony when Marcello wanted to lessen his workload and accepted a five-year contract to work exclusively on designs for Renault. By all accounts Nuccio Bertone never really forgave him. Working subsequently as an independent consultant, Gandini continued to delight, although only three designs from the 21st century are featured, including a Matra quadricycle. As well as cars, the Autodromo bus and Angel helicopter feature as more examples of his clever ideas and style!

Along with the usual superb production qualities to be expected from a Dalton Watson book, this is a fabulous way to celebrate the achievements of one of the very best design masters of the 20th century!



\$90

JAGUAR MARK 1 & 2: A CELEBRATION OF JAGUAR'S CLASSIC SPORTING SALOONS

Nigel Thornley | Veloce | Review copy supplied by the publisher

Originally published by Haynes in 2005. Reprinted 2017 by Veloce who supplied the review copy.

If you already have a book with this title written by Nigel Thornley you may turn the page because this is the same book originally printed by Haynes in 2005 and now nicely reprinted on gloss paper by Veloce. If you don't have it, read on because it is an excellent addition to any Jaguar library and presents a very good case for reprinting certain out-of-print titles.

The Marks 1 and 2 epitomised Jaguar's 1950s/1960s values of stylish, good-performing cars at modest prices. Thornley's book starts with the cars' design and development (there are wonderful photos of an early mock-up body propped up on blocks of wood) and runs right through to the final 240s and Daimler V8 250s in 1969. Along the way, many thousands of the various models were sold; they were raced and rallied with great success (a couple of New Zealand photos are included), their engines and braking improved, and the road tests were enormously enthusiastic for many years. The final chapter is the only one that has become a little dated but that doesn't detract from the book. This is a delightful book, with hundreds of photos, period adverts, some fascinating comparisons with competitors' models and it's full of fascinating details such as the non-smoking William Lyons's initial intention not to fit any ashtrays to the first 2.4 saloons! Highly recommended.

BOOK COMPETITION WINNERS

Last month we offered readers two books, all you had to do was answer one simple question:

HOLDEN: A KIWI OBSESSION

Q: In what year did Holden start exporting fully assembled cars to New Zealand?

A: 1954

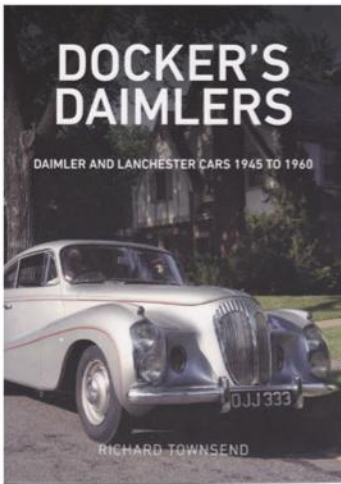
Winner: **Kevin McIvor**

FORD: A KIWI OBSESSION

Q: Kiwi racer Neil Doyle's wild Ford Anglia was powered by what US-sourced engine?

A: Chevrolet Corvette V8

Winner: **Hugh Marshall**



DOCKER'S DAIMLERS: DAIMLER AND LANCHESTER CARS 1945 TO 1960

Richard Townsend | Amberley | Reviewer's own copy

\$35

The totally over-the-top Daimlers created for Norah Docker (wife of BSA Chairman Sir Bernard, who was to be ousted by his board, in part because of his wife's extravagance and press coverage) were a wonderful example of 1950s bling and I have always wanted to know more about them, so I was keen to get this new book.

But, beware, it is not what you might expect. What you have in this medium-sized softcover is a decent 96-page look at Daimlers between the end of WWII and the company's acquisition by Jaguar. There are some rather stodgy-looking saloons and limousines, razor-edged body styles from the likes of Hooper, attempts at more sporty models, a few ambulances and hearses, mayoral transport, the powerful Majestic Major and the out-of-character SP250. The compact Lanchester Leda gets a mention too as does the DN250 which never got off the ground: it would have been, in effect, an up-market V8 Vauxhall Cresta! This is all interesting stuff.

However, to my disappointment, the cars built for Lady Docker only score nine pages, featuring the Green Goddess, Gold Car, Blue Clover, Silver Flash, Star Dust and Golden Zebra (guess which animal sacrificed itself to upholster that one). Fascinating to see and know a bit more about, but it was much less than the title had suggested.

THE MOTORING AGE: THE AUTOMOBILE AND BRITAIN 1896-1939

Peter Thorold | Thistle Publishing | Reviewer's own copy

\$35

If you are at all interested in the development of the motor vehicle, the personalities and technologies involved, and its impact on individuals, companies and communities I reckon that this is one of the very best books you will find. There are no photos in its 390 pages, but don't let that deter you (nor the cover which features a racing car although competition is the one aspect the book doesn't include). This edition is a reprint, the title having been originally printed in 2003. One of the book's many strengths is that it looks at the development and impact of every form of road transport – trucks, buses and trams, farm machinery, etc. – rather than the usual focus of such books on the private motor car. I learnt a lot, yet it is all very readable.



WOLSELEY CARS 1948 TO 1975: A PICTORIAL HISTORY

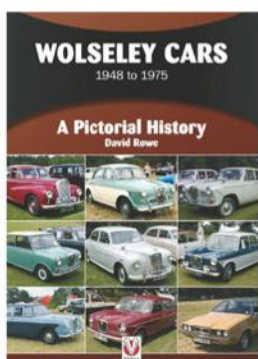
David Rowe | Veloce | Review copy supplied by the publisher

Another book on post-war British cars, this time from Wolseley: a pioneering marque from the very early days of motoring, but which ended up as a badge-engineered version of Morris, Austin and others. This small format softcover book is, however, an excellent guide for Wolseley fans; whether you are an owner, restorer or possible buyer there will be a lot of interest in these 80 pages.

After a brief but useful history of Wolseley, the book runs chronologically through all the various post-war models, from the 1948 6/80 to the 18/22 which was modelled on the Austin Princess. Within BMC and later combines, Wolseley tended to have the more elegant interior fittings whereas the likes of Rileys were of a more sporting nature.

The book is divided into five major groups – Nuffield cars, Palmer-designed cars (such as the 4/44 and 6/90 that featured in so many early British TV police dramas), Issigonis-inspired cars (think 1500 and Hornet), Farina cars (finned 15/60 and the like). The FWD Wolseley Six and others come into the Final Years. Each model gets a short description of its main points, together with small colour photos taken at car displays and the like, some drawings of instrument layouts,

and very detailed specifications including all the variations during the life of a particular model. So, if you want to know the factory colour schemes for the 1300 Mk III, or from which date the 1500 had hidden boot and bonnet hinges, this book will be invaluable.



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THE CASS FILES

David Cass looks back at our motoring history

SPORTS SALOONS OF THE 1940s AND 1950s

David looks at the development of the sporting saloon during the decades directly following WWII

One of the good things that came out of the classic era (that for the sake of this article we'll say began in 1945/46, as the motoring world recovered from WWII) is that almost out of nowhere a new breed of car emerged, one bringing performance, good braking and handling into the family-car world. Suddenly family-car motoring could become fun.

There were signs of the trend beginning to emerge in the late forties, and it developed slowly through the early and mid-fifties, gathered pace in the late fifties and was well and truly part of our motoring life in the sixties, with fun-to-drive cars available in all categories.

In order to learn how this new trend came about, we need some historical background and look back to the 1930s. Family-car motoring back then was a dull business, with most saloons built high, narrow and heavy, with rudimentary springing and often with sluggish side-valve engines. That was probably a good thing on



Ahead of its time – the Jowett Javelin

balance, as twisty roads quickly showed up the roadholding limitations of these narrow-tracked cars with their cart-type springing. And you wouldn't have been able to slow down or stop quickly, with small brakes and cable actuation probably the norm.

Move up an engine size or two, and you could buy a little more performance, but the car surrounding that engine was bigger and heavier, and still of basic chassis design.

Move up a price range or two, and you got a

better car, but one outside family-car pricing, unless you bought secondhand. However, the average run-of-the-mill family saloon was an old-fashioned, lack-lustre beast and a family-car buyer wanting fun in his or her driving would probably have considered an older secondhand 'quality' saloon. My dad bought a Riley, then later an Alvis, with exactly that end in view, replacing disappointing family saloons of the era.

There were exceptions to this gloomy state of affairs. Citroën's Traction Avant proved itself a good-handling car and surprisingly quick from A to B. Lancia produced the trend-setting Aprilia in the late 1930s and a smaller version, the 900cc Ardea in 1939. The Aprilia in particular was an advanced car that shifted the goalposts for all other saloons in its size range, outperforming contemporary rivals in acceleration and top speed by up to 30 per cent, and it remained in production throughout the 1940s. In Britain, Riley's 9hp and 12/14/15hp saloon ranges and smaller MG saloons were traditionally engineered but effective performers and handlers, still just about priced at the upper family-car end of the market.

Cars from the US in the thirties were livelier performers, with bigger six-cylinder or flathead V8 engines that allowed zippier acceleration and faster cruising speeds on straight or easy roads.



Italian style, the technically advanced Lancia Aprilia



Distinctive styling for Volvo's PV444

However, chassis design was still rather basic, and safe fast cornering required some expertise. They were popular in New Zealand and Australia due to their strength and durability, as well as their performance.

DAWN OF THE 1950S

After WWII, things slowly began to change as new designs began to emerge from 1947–48 onwards. Chassis design was improving fast, with more cars being fitted with independent front suspension, while better body design reduced wind resistance through improved aerodynamics. Cars could now be built lighter and lower, some with unitary construction, and body width was slowly increasing allowing use of wider tracks for greater stability in cornering. Engine design saw the increasing use of overhead valves, so engines produced a little more power and revved more willingly. These slow improvements in basic design parameters were, in hindsight, key factors in allowing designers to consider enhancing the performance of the everyday saloon.

While not yet performance family cars, some of the new designs offered big steps forward in handling, performance and economy. British examples that spring to mind include the Morris Minor, that although hobbled by its pre-war side-valve engine, offered a major step forward in road ability for its class. The Jowett Javelin, a Gerald Palmer-penned design, far outperformed its 1.5-litre rivals. The Riley RM series and the MG Y-type saloon with its perky 1250cc engine had old-style bodies but more modern chassis design, and both offered fun motoring. From France came Renault's economical and lively 4CV, the flat-twin Dyna Panhards, and the sturdy Peugeot 203 in 1948, and from Germany the VW Beetle that could

(just) cruise at 100kph. From Sweden, Volvo introduced the technically modern but old-fashioned looking PV444 saloon in 1947.

In Australia, Holden's 48/215 or FX evolved from an earlier US design, but quickly showed itself a lively performer with its tunable six-cylinder motor in a surprisingly light unitary construction six-seater body. Australians took to the car in a big way. It was durable and economical, and soon found its way into tin-top racing.

Stateside, new lightweight OHV sixes and V8s began to appear, bringing extra performance to lucky US drivers.

An allied development, following on from the more modern design of some of these



Down-under motoring – Holden 418–215

cars, was an increase in the number of firms offering tuning kits to increase engine power and improve handling. While this was not a rewarding exercise with earlier cars with very basic suspension design, some of the newer cars could now handle more engine power and uprated suspension set-ups that the manufacturers had not seen fit to provide.

THE EARLY 1950S

Changes continued while the pace quickened. European cars led the charge, with Alfa Romeo and Lancia setting the benchmark for mid-size saloons in 1950, Alfa with their 1900 twin-cam and Lancia with the V6 Aurelia B10. Simca's Aronde (with some design input from Fiat) appeared in 1951, and Renault offered factory-backed 1063-series performance versions of the 4CV.

The UK companies were often at least a few years behind in technical terms, though Jowett's Javelin saloon still led the 1.5-litre field in performance. Rootes developed the Sunbeam-Talbot 90 into a decent fast touring car, thanks to participation in rallies. Riley's RM series saloons still belied their older-style looks with fine handling, and remained fast cars point to point. Nuffield's Morris Minor still steered and handled well, but the 1952 replacement of the pre-war side-valve engine by the first 803cc BMC A-series OHV motor was little improvement, as the engine was at first a lack-lustre unit, and did no favours either for Austin's 1952 roly-poly little A30.



Dumpy but effective – Fiat 1100



Another wonderful Lancia, the Aurelia

THE CASS FILES

However, Austin's 1200cc OHV engine in the A40 Devon and Somerset was a better engine, but the cars themselves were unsporting, as indeed was the case for all Austin's saloon cars. Nuffield's 1952 Wolseley 4/44 showed promise of better things to come, with their new designer Gerald Palmer (that Jowett Javelin man again) producing a handsome Italian-like body on a chassis with IFS and rack-and-pinion steering, though its 1250cc engine with only 33kW did not deliver performance to match the promise of the rest of the car.

Ford's Mk I Zephyr, introduced in 1951 to replace the pre-war design Ford Pilot V8, was a popular car here in New Zealand; its six-cylinder 2262cc engine could urge it along pretty well, though its nose-heavy weight distribution (58/42) could make it a handful on corners. Vauxhall's E-series Velox was a worthy rival to the Zephyr, and also developed quite a following in New Zealand.

Holden introduced the FJ in 1953, an improved version of the FX. It had an extra 5bhp to lift the performance a little.

THE MID-50S

Britain began to catch up from around 1953. BMC's Nuffield arm introduced the MG Magnette ZA late in 1953 for 1954, effectively a modified Wolseley 4/44 treated to the 1.5-litre 45kW B-series Austin engine it should have had right from the start. It had a decent gearbox, rack-and-pinion steering, and the extra 7.5kW over other B-series installations gave the MG a noticeable 20–25 per cent performance edge. The ZB Magnette followed in 1956, with a 51kW engine from the MGA sports car that gave the Magnette another performance lift. The twin-carb Riley One-Point-Five and even single-carb Wolseley 1500 in 1957 used

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Ford's Mk I Zephyr, introduced in 1951 to replace the pre-war design Ford Pilot V8, was a popular car here in New Zealand; its six-cylinder 2262cc engine could urge it along pretty well, though its nose-heavy weight distribution (58/42) could make it a handful on corners

the same BMC B-series engine in a rebodied Morris Minor chassis, using sensibly high gearing in the lighter Minor-type chassis to combine economy with performance.

The Minor 1000 became a much better car in 1956, with a revised, strengthened and more reliable 948cc A-series engine and better gearbox. The same engine change transformed Austin's A30 into the much better A35, and both A35 and Minor 1000 gained around 40 per cent or more in performance. They still weren't sports saloons but were quite quick across country nonetheless.

BMC introduced in 1956 a surprise package, in the shape of the A105 six-cylinder saloon with the C-series 2639cc engine developing 76kW with a twin-carb set-up, and a luxury

equipment package. This was a serious rival to Ford's Zodiac and Vauxhall Cresta, and in the hands of a capable driver was a fast car from A to B. Anyone who doubts this need only watch some of the mid-late fifties British-made international rally film footage – the big Austins were often used as camera cars and can be seen almost matching rally cars for performance on tricky roads.

Ford's 100E Anglia and Prefect, though still with side-valve engines at last caught up in chassis design in 1953, and the 1956 Mk II Zephyr and Consul were considerably improved cars, with the Zephyr again proving a fast car with its 2553cc six-cylinder engine. Standard's 8 and 10 rivalled BMC's Austin A30 and A35 babies with better handling, and upmarket a little, the Vanguard Sportsman had some of the right ingredients though the recipe was not quite right. It was a 'nearly' car that did not get the development it needed.

Rootes introduced the Sunbeam Rapier in late 1955, promising, but not there yet with its 1390cc engine barely powerful enough at its introduction. Rootes, to their credit, continued the rallying program that had so improved the Sunbeam-Talbot, and the Rapier would also benefit.

The Europeans were still ahead of the game. In Italy, Lancia introduced the Appia in 1953 and the Aurelia received continuing development. Fiat's lively 1100–103 saloon, introduced in 1953, was joined six months later by a fast Turismo Veloce version with 33 per cent more power, while Alfa Romeo's twin-cam Giulietta TI in 1955 set the new Italian benchmark for small saloons. Fiat introduced the rear-engined 600 saloon that Abarth quickly developed into a very fast small car.

Renault introduced the Dauphine in 1956,

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Rootes chimed in with the sporty Rapier



Classy Berlina – 1955 Alfa Romeo Giulietta

not a good handler as standard but the 1093 series competition-modified versions were quick little cars, and the light FWD Panhards were occasional rally winners. Peugeot's 403 from 1955 was in no way designed as a sporting car but was quicker than it had any right to be from point to point, just like its predecessor the 203 and successor the 404. Citroën's futuristic DS and ID19 set new standards in 1955 for the larger family saloon. Simca too were not slow to take advantage of the tuning potential of the Aronde, with the 1957 introduction of a 57bhp variant of the 1221cc engine.

Borgward's big-bodied 1.5-litre Isabella saloon appeared in 1954, and surprised everybody with its performance, good with the standard 60bhp engine and excellent with the 56kW TS model of 1956. DKW's fast three-cylinder two-strokes re-emerged on world markets in 1953 and VW's Beetle with the uprated 1200 engine (1954) remained a great fast cruising small car, though its handling with the swing-axle rear suspension (like the Dauphine) needed careful driving on twisty roads, or preferably an aftermarket kit to improve rear suspension behaviour and reduce oversteer. In Sweden, the Saab 93 and 93B with 750cc three-cylinder two-stroke engine and revised suspension were rally winners, while Volvo in 1956 introduced the durable and lively Volvo 122. The PV444 was up-engined to become the 544 series – both of those were rally winners too.

THE LATE 1950S

Austin's 1958 updated version of the A35, the new A40, featured a stylish and practical Farina body design and handled rather better than the A35, thanks mainly to a wider track. Tuned A40s quickly became preferred racing saloons. Unfortunately, BMC lost the plot with the MG Magnette in 1958/59 by canning the ZB

and replacing it with a badge-engineered and ill-handling Austin A55/A60 Farina-bodied Mk III Magnette. Very definitely not a 'driver's car'! The same applied to the new Magnette's twin, the Riley 4/68, though at least the blue suits at BMC had left the lively One-Point-Five alone.

However, BMC's big news was the introduction of the Mini in August 1959. It wasn't a sporting car by design, but it handled like a dream and most people drove it like a sports car. It was in some ways the beginning of a new age in small-car family motoring, and we'll look at it, and the other 1959 introductions in our next issue.

Ford in Britain introduced the new 105E Anglia in 1959, with a short-stroke OHV engine replacing the old 1172cc side-valve motor. It didn't handle as well as the Mini, but tuners and fast drivers loved the rev-happy new engine.

Rootes uprated the Rapier in 1958 to Series II with a bigger engine, more power and higher gearing. It was beginning to be the car it should have been at the start. The process continued with Series III in 1959, with a closer-ratio gearbox, front disc brakes and an alloy head for the 1494cc motor. The other big news from Britain was the Triumph Herald, not a sports saloon, its swing-axle rear suspension not helping handling, and the same applied to Renault's lightly tuned Gordini version of the Dauphine, though they attempted to improve the handling with the Aerostable variable-rate suspension system in




Badge-engineering produced the odd gem – the

1960. Renault built some serious sports versions of the Dauphine, but only experienced rallyists could get hold of one of these – they were fast little cars.

Simca in France introduced the P60 series Aronde in 1958, with engine size now 1290cc. The design was aging, but aging well.

Mercedes saloons of the era did not look sporting, but good drivers could make them really motor to rallying success. The two-stroke DKW now sported a 889 or 980cc engine, and remained a lively performer, at the cost of quite heavy fuel consumption.

And down under, development of the Holden continued through the mid-late fifties, with body size increasing, but matched by slight power increases.

Our focus has been mainly on British and European design, with sidelong glances elsewhere. We've also not quoted performance figures – they seem feeble compared to present-day vehicles – but as someone who lived through this era of motoring, the important thing was the percentage performance increase compared to standard saloons, and 25–40 per cent increases made a huge difference to motoring fun to those lucky enough to experience it. And things got better still in the 1960s – more on that next time. 



From Germany, Borgward H1500 Isabellas

INSURANCE TIPS FOR CLASSIC CAR CLUBS

Winning a prize could invalidate your car insurance

In these perilous times when almost daily disasters and calamities result in multi-million-dollar losses around the globe, adequate insurance protection should be considered by all sensible club committees.

While officials of incorporated car clubs often believe they are protected from liability problems, they can still be named, sued and held personally responsible to pay potentially large damage claims for a range of possible accidents and events.

The simplest of these could be if some club activity or action of a member causes damage to motor vehicles or other property owned by a third party, such as a social barbecue burning out of control and setting fire to a crop or buildings.

However, club officials have the same responsibilities as directors or officers of limited liability companies to protect the interests of their members and properly manage the financial affairs of their club on behalf of its members.

They can be held personally liable for losses resulting from theft, fraud or failure to meet the various requirements of Government-imposed rules and regulations. Under the Companies Act, individual club officers can be individually sued or held legally responsible for any defaults by their club and this type of exposure is normally not covered by personal home/contents or

motor vehicle policies.

As the cost of securing public liability insurance can be significant for individual clubs, some years ago the FOMC arranged a low cost 'Combined Association Liability Insurance' programme. It is provided to member clubs on application, for a negotiated premium depending on their needs. It has been specifically designed and priced for the club members of the FOMC and provides more extensive benefits than standard public liability cover.


The additional benefits include: Fidelity Guarantee – this will indemnify clubs should an officer or director or executive member steal club funds; Accidental Death – this covers the death of any club officer; PR Costs – covers the costs associated with dealing with media coverage of an event damaging to the reputation of the club; Loss of Documentation – this benefit compensates for the costs associated with any loss of documents caused by the officers of the club; Forest and Rural Fires Act – if a club barbecue or other event causes a fire, this provision will pay any resulting fines or costs associated with a callout to the fire service; Punitive and Exemplary Damages – should the club or entity be grossly negligent and a court awards damages over and above the liability claim then there is an additional cover available; Crisis Loss – in the event that there is

a major issue due to negligence an additional \$25,000 will be provided to cover associated financial losses.

However, while the FOMC liability policy generally covers a club's activities and events and the actions of its members, should they cause physical damage to another person's property there are limitations.

Perhaps the most significant is that the FOMC liability cover is not in effect when vehicles are moving under their own power or being driven, because they should then be protected by the owner's motor vehicle insurance.

So when club members' vehicles are out on the road participating in a trial or rally or taking part in a gymkhana or circuit event, any damage resulting is the responsibility of the drivers and not covered under the public liability insurance.

But as many standard insurance policies exclude vehicles while they are being used in racing, rallying, hillclimbs or competitive events, those owners who regularly participate in club events should check the limits of their individual motor vehicle cover and how their insurance company defines a 'competitive' event. Winning a chocolate fish for answering the most questions on the route sheet during a club run may just be enough to cancel the insurance cover on your prized classic. 



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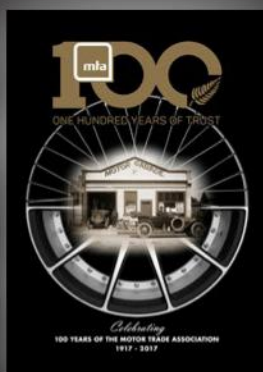
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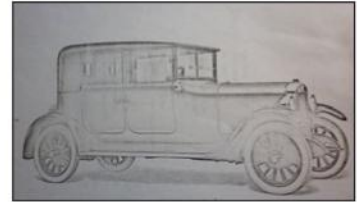
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WIN

THE #53 CD-PANHARD LE MANS COUPÉ

Q: **What does the 'CD' in the cars name stand for?** Hint, it is not from 'coefficient of drag'.

To enter, email your answer to editor@classicdriver.co.nz

Competition closes December 1, 2017.

1962 CD-PANHARD LE MANS COUPÉ

Readers of this column will know that I typically write less about the model being featured, and more about the actual car that the model is based upon. And prior to writing each column I normally know at least a little about the featured car. This time I freely admit to having absolutely no advance knowledge of the CD-Panhard. However, an online search revealed some interesting facts about this aerodynamic French coupé.

Prior to 1962, the French automaker Panhard took part either directly, or through its clients, in international motorsport to showcase the qualities of its air-cooled, twin-cylinder boxer engine, as fitted to its Dyna road cars. Because of this engine's excellent performance it was a favourite with makers of small-engine racing cars. One of these was the Champigny-based firm DB (founded by the French duo of Charles Deutsch and René Bonnet). DB had been using


Panhard engines since 1949.

At the end of 1961 the 25-year partnership between engineer and aerodynamicist Deutsch and racing driver and constructor Bonnet, ended. René Panhard then approached Charles Deutsch to design a successor to his DB HBR 5 for the 1962 24-Hours of Le Mans. This would be Deutsch's first post-DB project, and he drew up plans for what would become the CD-Panhard. The engine was of course the 702cc Panhard air-cooled boxer, with power boosted by larger valves, a higher-lift camshaft and twin down-draught Zenith carburettors. The car's transaxle was from the Panhard PL 17.

Five cars were built; one prototype with a hand-hammered steel body, and four more with bodywork in glass-reinforced plastic (GRP). The first car, chassis number 101, was finished in just 70 days. The next four cars were given designations 102 to 105. They were variously called the CD-Panhard, the Panhard et Levasor CD Le Mans, and the CD-Panhard Dyna Coupé, but in the results from the 1962 Le Mans it is simply listed as the CD Dyna.

Three cars were entered in the P850 (prototypes with engines of up to 850cc) class at Le Mans in

1962. These were chassis numbers 103 (car #53), 104 (#54), and 105 (#55). While #54 and #55 failed to finish the race, #53 driven by André Guilhaudin and André Bertaut finished first in class and 16th overall. After Le Mans, to prove the performance of the Panhard engine and aerodynamic efficiency of his design, Deutsch used one of the coupés – with some engine and aerodynamic modifications – to reach a top speed of 204kph (126.8mph).

SPR Models currently has all three of the 1962 Le Mans CD-Panhard coupés (Spark item numbers S4710, S4711 and S4712) available on their online store – spr-models.co.nz. They are high-quality 1:43rd resin models, and are mounted on a wooden base and protected by a clear acrylic display case. 

For more information about the Spark, Bizarre, TSM, TopSpeed, Looksmart, Brumm or ARMCO ranges, email john@spr-models.co.nz or phone 09 414 5959.

LAST MONTH'S WINNER

Jeff Richardson,
Geraldine



Item # 18S224 - 1:18th
Brabham BT24 #2
3rd Mexican Grand Prix 1967
(Denny Hulme - World Champion)



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CROSSWORD 18

Clues Across: 7. Famous name in UK motorsport history, beginning with Formula 3 after the war, continuing through to F1 World Championship success in 1958–59 (6) 8. Assemblies of usually twisted wire strands used for mechanical push/pull/twist connections, or electrical connection (6) 10. Upmarket version of the late fifties Standard Ten, with nearly 43,000 sold between 1957 and 1960 (7) 11. British married couple noted for 1920s motoring achievement, sometimes with AC cars (5) 12. Now unfashionable vehicle engine location, though it has some advantages: Fiat, Renault, VW and Porsche have been successful users (4) 13. Name for the narrow blade-type mudguards used on many vintage and classic sports cars (5) 17. Model name for several series of six-cylinder Humber models built from 1929 to 1948 (5) 18. Noted Aussie racing driver, successful in saloon and sports car racing both in Oz and mainly Europe; his nickname was 'Yogi' (4) 22. Slightly sporty coupé version of Ford (UK) Classic, built from 1961 to 1964; its second coming in 1969 was more successful (5) 23. Up-market Singer badge-engineered versions of the Hillman Imp, nearly 50,000 built (all models) from 1964–70 (7) 24. Italian maker of go-faster kit, mainly for Fiat, and successful as sports car builders from 1949–71 – the company still exists somewhere in FCA (6) 25. Spanish truck maker and briefly, expensive sports car manufacturer, based in the old Hispano-Suiza factory (6)

Clues Down: 1. Model name for upmarket Humber versions of the sixties-seventies Super Minx and Hunter models (7) 2. A _____ cover fits over unoccupied passenger seats in an open car (7) 3. Maserati rear mid-engined V6 coupé, a successful car for the company, with over 1800 made from 1972/3 to 1982/3 (5) 4. This endless flexible strip was a vital component for a classic's water cooling system; you really needed to carry a spare one (3,4) 5. What we are speaking of when we say, Reo made

several Flying ones, and Rolls-Royce several Silver ones (5) 6. Successful subsidiary make for Hudson, 1918–32/3; noted particularly in Australia for a series of spectacular endurance runs (5) 9. Austrian-built variant of the Fiat 500 Bambina (5,4) 14. British car company, with an intermittent history from 1925: most famous classic is the 100mph low-chassis sports car, 1931 Monte Carlo Rally winner (7) 15. UK motoring magazine, with a publication history going back to 1895 (7) 16. UK car company, founded in 1945 building small numbers of luxury sporting saloons; the company failed in 2011, but under new ownership it still services its earlier cars (7) 19. Fastback coupe 2+2 (Types 76 and 84) built by Lotus from 1974/5 to 1982 (5) 20. Flying _____ was a 19-litre Ricardo V12 diesel record car used by George Eyston to set speed records for diesel cars

pre-WW2 (5) 21. AMC's candidate as ugliest car ever? A two-door sedan introduced, I believe on April Fools Day 1975? (5)

ANSWERS TO LAST ISSUE'S CROSSWORD

Across: 1. Octavia 5. Agnelli 9. Zundapp 10. Klement 12. Facellia 13. Wankel 14. Delta 15. Magna 19. Eifel 20. Jaray 24. Marcos 25. Trikappa 26. Javelin 27. Felicia 28. Weslake 29. Maxaret
Down: 2. Crusader 3. Andretti 4. Impala 6. Gullwing 7. Ermini 8. Lancer 11. LaFayette 16. Dipstick 17. Catalina 18. Dauphine 21. Palace 22. Schell 23. Gilera

Crossword Winner:
Zane Goode, Foxton



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Complete the crossword and post, or scan and email to: Classic Games, PO Box 220, Martinborough 5741 | Email: robyn@classicdriver.co.nz

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1988 COUNTESS - KIWI EXOTICA

Today, when it comes to bespoke motoring, the upper echelons may very well be crammed with technically advanced, breathtakingly rapid and gob-smackingly expensive cars, but when it comes down to it if you ask anyone in the street to describe a supercar, nine out of ten times they'll end up talking about a Lamborghini Countach. With its symphonic V12 engine, bulging wheel arches, steamroller-sized rear boots and, of course, that massive V-shaped wing, the Countach remains the quintessential exotic car. Of course, they're a bugger to drive; lack of ventilation means you'll be cooking on a hot day, they take real skill to reverse, and that iconic wing may look terrific but it actually hinders the car's top speed. Mind you, only the bravest drivers would be prepared to have a crack at reaching the Lambo's reputed top speed of 180mph plus.

Today the Countach is a blue-chip collectible but even in its day this was one expensive motor

car, probably costing more than most people's houses. So, not surprisingly, those without the suitcase-full of cash required for the purchase of a genuine Lamborghini, instead looked towards cheaper replicas. And as with all such kit-based replicas, there were the good, the bad and the ugly.

Interestingly enough, one of the better examples was actually designed and built right here in New Zealand.

Based in Feilding, David Short was one of those guys who lusted after a Countach but didn't have the cash to realise his dreams. His first move was to import a kit from the UK, but the car's fibreglass bodywork seemed too flimsy. Instead, David turned the kit car's body into a buck and used that to produce a better body mould. With a chassis designed by Bruce Turnbull, the car quickly took shape and Countess Mouldings was established in 1988 to sell kits. At that time, David was only

24 years old. Over the following years, David's company was able to get the Countess successfully through Australian Design Rules and the car also proved popular with Japanese enthusiasts, with many cars being exported to Japan. David also proved the car's worth by competing on Targa NZ with Racing Ray Williams as his co-driver.



David wound-up Countess Mouldings in 2008, by which time he'd built 80 cars as well as one uncompleted Diablo. In 2010 he was persuaded to build two final cars.

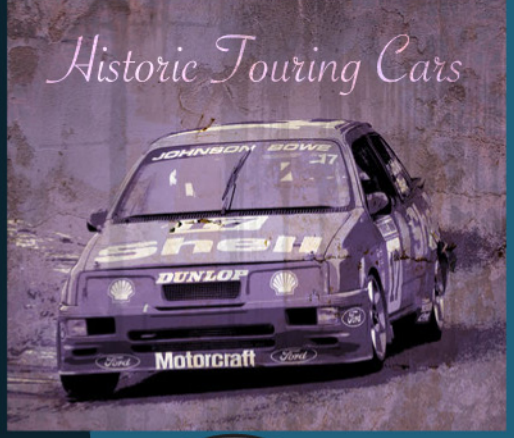
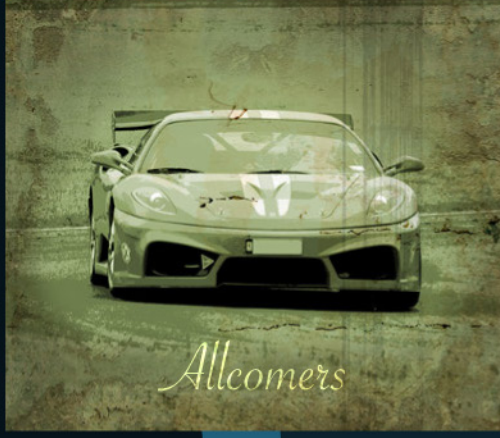
That brings us to the 1988 Countess featured here. With a chassis number of CM019808, this car was once registered in New Zealand as WT4168. The car is fitted with a 350ci (5-litre) small-block Chevrolet, most probably a Camaro motor, mated to a Porsche transaxle. This car has been off the road since 2001 and has only just recently resurfaced. The current owner, presently refurbishing the car, believes that this Countess resided in the lower half of the North Island in the late 1980s and 1990s. He is currently looking for photographs showing the car during that period on the assumption that the car's proud owner/builder would have displayed at various motor shows through that time. 📷

If you any readers can help, contact the editor via snail-mail or at editor@classicdriver.co.nz



ADMISSION:

Friday: Practice - Adult & Children - FREE 9am start
Saturday: Adult - \$20 Children under 14 - FREE* 8.30am start
Sunday: Adult - \$20 Children under 14 - FREE* 8.30am start
* Children must be accompanied by an adult.



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