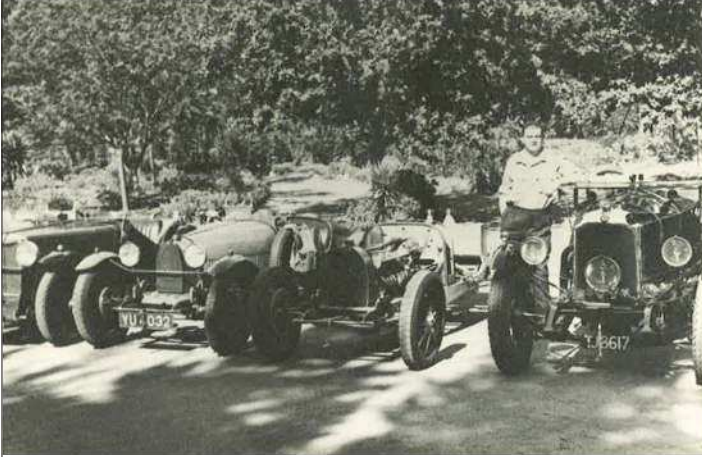


## More on Hindle Cars



The Bugatti on the left of the picture is Hindle's Type 37, still with London registration plates. The car is owned by Robert Van Zyl and performs regularly at the Knysna Hill Climb.

The car without its bodywork appears to be the Type 51. I think this is the same car which was owned by Willsworth during the 1960s when the car was in Simonstown. At some stage the car was sold to an American.

The car on the right is Hindle's 30-98 Vauxhall (Chassis number

O.E. 192). Hindle had acquired the Vauxhall from Guy Warburton while in England.

Warburton had modified the car for "Trials", (also known as 'mud pluggin') by fitting large fat tyres to the rear wheels. The car is owned by Fred Zimmer who lives in Italy.

Does anyone remember the man leaning against the Vauxhall?

*Mike Rourke*  
(ph 082 648 8800)

## FROM THE SUMP

by Felix Furtak

As many of you know I have these days degenerated into a web-server operator, and only touch spanners if all else fails, nevertheless another Über-project had to be finalized after 3 years as the client understandably despaired. Some will have seen the Gamma in Timor Hall, now it is sporting an overall brand-new exhaust, (made up from IMASAF, local original reproduction, and POWERFLOW components). The oil smoking problem has been solved (a blocked crankcase ventilation pipe), the aircon system was put back into operation (a rare event on a 40 year old car), and even a bonnet was fitted. As usual the final touches required 3 long nights and I can say that my body is not quite up to it anymore

When I showed the first pictures of our Gamma rebuild project, I got some reply from a Gamma consortium member that went along the lines of: "if it runs as well as it looks...." -This got me seriously worried.... As you can see here, all the bits and pieces are in a real spaghetti mess! Only the Italians can do that.... and it does not even have an automatic box, which comes with even more pipes and radiators.

The engine itself seems to be running fine.... it got a new exhaust so it sounds alright, but I never tried to rev it up. You can see in the overall maze of hoses the relocated power steering pump. While reasonably straightforward, the devil was in the detail, a lot of

things had to be modified, even the alternator pulley. The radiator had to be moved forward right against the body, both pulley and shaft of the power steering pump had to be flattened to get them away from the fan blades. One club member rightly remarked that it might be easier just to be careful....




While we only found the aircon

condenser too late, we ended up using a Delta condenser which was very similar in construction. To be on the safe side, I did remove the evaporator, which required the removal of the centre console, and was something I regretted. The heater box looked so rotten.... it had to be cleaned....

The car suffers from very low oil pressure reading (only 3-4 bars) however there is a fair chance that the sender unit or even the meter is faulty. Sadly the car it went into was a terrible let down. It was built up from 2 different Gammas using non Lancia seats from some unnamed vehicle.

It had a very severe structural front right damage which was only cosmetically repaired. Even the battery tray was so bent, that you could not fasten the battery.

- But after a wash, it nevertheless looked alright. 

*Wisdom is mother nature's  
substitute for intelligence.*

*People make time for the things they want to do, and for everything else, they make excuses.*

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