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but sporting Cortina II Lotus





**201** 

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## **Editorial**

rom a personal point of view, this issue is dominated by one car, I so you will have to forgive me for focusing upon the Jaguar XJR-9. I wasn't at Le Mans in 1988 when it won, but I was there the following year and watched at The Esses as Davy Jones led the early laps for the team. Later, we went out to the Mulsanne as screaming Mazda, rumbling Aston and blistering Mercedes tore past at 230mph.

It was an unforgettable experience, and the XJR-9 is still an all-time favourite for me. To spend the day with it for our photoshoot was a real thrill, and well worth the early start to get to Blyton Park.

It was equally exciting to meet former works driver Andy Wallace and discover that he is as entertaining, friendly and down-to-earth as you could wish for. I was an enthusiast first, journalist second, asking him to sign my battered copy of Jaguar Victory '88 before we got to work. The memory of sitting alongside him for a few quick laps is still fresh, and gives me goosebumps every time I think of it.

That the car is still kept in such fine fettle is testament to the folk at Jaguar Heritage. On the day, the ever-affable Tony O'Keeffe came along with Richard Mason, Gary Jones and Geoff Smith. Huge thanks to all of them, as well as to Wallace, of course. I hope you enjoy reading the feature as much we enjoyed putting it together. JAMES PAGE

### Fiddlers on the hoof



The first historic sporting trial in which I took part was held in terrible weather last November, and it was a humbling experience. I've tried again twice since then, most recently at Plashes Farm in August, when the warm, dry conditions flattered novices such as myself. Martyn Halliday entrusted his beautifully prepared Cannon to me and Stephen Barnes, and sitting alongside Barnes as he strolled to victory was an education in itself. Everything he did looked supremely easy, with the minimum of throttle inputs and the car always in the correct place. I, on the other hand, finished well down the order again, but there's always next time.

### Online offerings



Download our free wallpapers, including this fantastic photo of the Jaguar XJR-9



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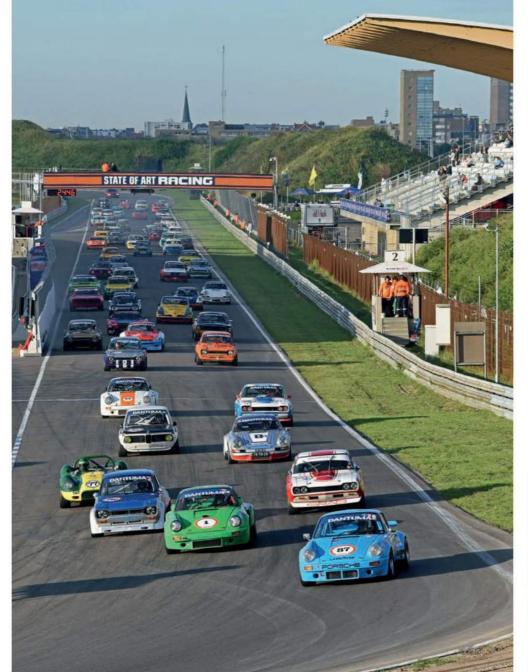
#### KITE FLIES AMONG MOUNTAIN PEAKS

Peter Kite steers his  $1933\,\mathrm{Frazer}\,\mathrm{Nash}\,\mathrm{TT}$ Replica to victory on the Alpine Trial, held from 6-9 September. Along with navigator Terry Thorp, he pipped the Cadillac of James Gately and Tony Brooks by only 24 seconds at the end of the Annecy-based event Gerard Brown



#### **HEALTH AND SAFETY, LOOK AWAY NOW**

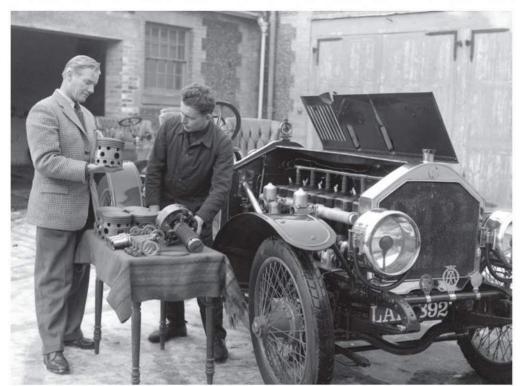
You can read more about the Little Car Show, held in Pacific Grove during Monterey Week, in Cockpit on page 37, but we simply had to include this shot of Bill Hill flame-grilling sausages on his Nash Metropolitan. Despite appearances, no one was hurt, or even lightly singed *Greg MacLeman* 



#### **BUMPER ENTRY IN THE NETHERLANDS**

Zandvoort's pit straight is pretty generous, but the field for the GTTC race at the Historic Grand Prix (page 28) still managed to fill it. Brit Steve Dance took victory in his Capri. The Lister, by the way, was apparently there only as a 'guest' among the much later tintops *Eric Sawyer* 





#### A WILD AND LONELY PLACE FOR A GHIA

Moving the Concours of Elegance to Scotland was an inspired move, and enabled organisers to run a popular Highland Tour as a curtain-raiser. The Rest and Be Thankful hillclimb provides a spectacular backdrop to the 1963 Ghia G230S of Laurentiu Stratulat Bryn Musselwhite

#### THERE AIN'T NO SUB FOR CUBES

Former pilot and motoring enthusiast Douglas Fitzpatrick was a fascinating character. Here he inspects one of the gargantuan pistons from the Maybach engine in his Métallurgique special (page 112), while Gerry Majewski works on the car at Sheringham Hall *TopFoto* 



### THUNDERBOLT ROCKETS TO VICTORY

Thunderous American V8s were the talk of the 18th Goodwood Revival, with the historic Cobra Daytona reunion, gasser dragsters and the debut of the fearsome Alan Mann Racing Ford Fairlane Thunderbolt in the hands of 'Mr Le Mans' Tom Kristensen. The ninetimes victor traded a high-tech sports-prototype for a 7-litre bigblock with a storming drive to win Part 1 of the St Mary's Trophy at the 11-13 September event.

Kristensen had to start from the back after a fuelling problem with the Fairlane had prevented him from setting a practice time. He made "a decent start" – improving several places on the first lap – and had the leaders in his sights with about 8 mins of the 25 remaining.

Up front, meanwhile, MG works driver Andrew Jordan got the jump on his BTCC rival Gordon Shedden – also in a Lotus Cortina – and Frank Stippler in Alex Furiani's Alfa GTA. The trio thrilled the record sellout crowd with a nip-and-tuck tussle, as 'TK' relentlessly reeled them in. He passed Jordan first – down the Lavant Straight – before

dispatching the other two half a lap later, going on to win by 1.25 secs.

"I didn't see Tom coming," Shedden confessed, "although the little Cortina shook as he went past. It was like taking a water pistol to a gunfight!" As Kristensen put it: "I loved power-sliding it through the corners, but it's very easy to make a mistake. The mechanics did an outstanding job of sorting the car."

Henry Mann made it a double in Pt2 the day after (see *Driver's view*).

Cobras dominated qualifying for the RAC TT Celebration – filling three of the top four places – but Chris Ward's E-type was soon in the thick of it, challenging Andrew Smith for the lead. Once in front – around the outside with a brilliant move at Woodcote – Ward gradually eased clear and handed over to Shedden as soon as the pit window opened, followed in by Smith.

Oliver Bryant emerged 15 secs adrift (in the AC started by Smith), but, try as he might, could do nothing about Shedden, who won by the same margin after a faultless drive.

Ward had begun in majestic style on Friday evening in a Cooper that



Ward's E-type battling with Cobra snake



Rolex Driver of the Weekend Ward in T33



Cottingham (28) and Monteverde (25) were the class of the all-Ferrari Lavant Cup race



Verdon-Roe chases Ward into the sunset

### DRIVER'S VIEW Henry Mann

The Revival has always been special for St Mary's winner Mann, whose late father Alan ran the legendary Byfleet-based team: "Goodwood was basically the thing that rekindled my dad's interest in racing. He was invited to race a Lotus Cortina and that was it – the challenge of setting up the car and qualifying it, plus he met up with all of his old mates. He absolutely loved the Revival and talked about little else. When he became too ill to race, I did more of the driving.

"Dad had always wanted Tom [Kristensen] to race one of our cars, and he was really keen. The Fairlane was something of a hot rod when it was racing on the continent, so Goodwood made a lot of stipulations about the Thunderbolt and we rebuilt it in authentic period specification.

"It was fraught in practice because there was a problem with the carbs – it wouldn't run at high revs – but the team did a great job of fettling it. We didn't do enough testing, so it's still a bit of an animal, but we should be able to improve the balance with some fine-tuning. It weighs about 300kg more than our Mustang, but it's certainly quicker in a straight line - it really winds up and goes."





Ashton leads Shackleton, Wilson and eventual winner de la Roche, at least at this corner



Twyman's Alfa 8C had the edge over Talbot

he'd put on pole but took over in fourth from JD Classics boss Derek Hood. He surged through the field to take a clear victory as night fell.

Ward looked to be on for a hattrick in the Sussex Trophy, but by lap three was stymied by a gearbox problem that left him with just fourth: "Of all the places, though, Goodwood is about the best if that happens. Most of the back is in top, it just meant that I couldn't really accelerate out of the Chicane. Bobby Verdon-Roe was victorious with the beautiful Ferrari Dino in which he'd won the '09 Lavant Cup.

Sunday morning kicked off with a mesmerising four-way scrap in the Earl of March Trophy for 500cc F3 cars. Pole man George Shackleton was harried by Nigel Ashman, Sam Wilson and 17-year-old Peter de la Roche. The youngster - up to second by the last lap – bravely went the long way round at Woodcote, caught a twitch on the exit and hung on until the flag. Shackleton tried to retake the lead out of the Chicane but lost control on the wet grass, clouted the pit entry and thumped the tyre wall across the track - furious with himself for the error.

Mark Gillies was in determined mood, taking a fifth win with the familiar pale-green ERA R3A in the Goodwood Trophy. Nick Topliss made a superb start from the second row in R4A, but was chased by Calum Lockie in Sean Danaher's Maserati 6CM and Gillies, who was soon in front on the still-damp



Harris hounds Young in Fordwater Trophy



Laurels with mixed emotions for Gillies

track after the early rain. "It was a bittersweet one for me," Gillies explained, "because my dad died last week, so this one's for him."

A mouthwatering grid of mostly rosso drum-braked 1950s Ferraris contested the Lavant Cup, but it was a two-horse race between James Cottingham in a 500 TRC and the 750 Monza of Carlos Monteverde, who jumped the start. Their battle was decided after an uncharacteristic nudge from Cottingham.

A magnificent grid of pre-war cars evoked Goodwood's early days for the Brooklands Trophy. Gareth Burnett was favourite with his Talbot AV105, but had to give best to Neil Twyman's Alfa 8C-2600 'Muletto'. "This is the best win that I've ever had," exclaimed an elated Twyman, "and my first here."

Veteran hotshoe John Young also took his maiden Revival victory with JD's Jaguar XK120, although Chris Harris kept him honest with Howard Donald's Porsche 356. Andy Middlehurst made it a record five wins on the trot in the Glover Trophy, driving CTL's Lotus 25.

#### FREDDIE MARCH TROPHY

**1** Hood/Ward Cooper-Jaguar T33

2 Nuthall/Wood RGS-Jaguar Atalanta

**3** Kyvalova/Keen Cooper-Jaguar T33

Fastest lap Ward 1:30.208

#### **GOODWOOD TROPHY**

1 Mark Gillies ERA R3A

2 Calum Lockie Maserati 6CM

3 Nick Topliss ERA R4A

Fastest lap Gillies 1:31.348

#### **FORDWATER TROPHY**

1 John Young Jaguar XK120

**2** Chris Harris Porsche 356

**3 Philip Champion** Frazer Nash MM

Fastest lap Champion 1:40.499

#### LAVANT CUP (Ferraris only)

1 James Cottingham 500 TRC

**2** Carlos Monteverde 750 Monza

**3** Max Girardo 250 Tour de France

Fastest lap Cottingham 1:34.976

#### ST MARY'S TROPHY (combined)

1 Kristensen/Mann Ford Fairlane

2 Shedden/Neal Lotus-Ford Cortina

3 Jordan/Jordan Lotus-Ford Cortina

Fastest lap Kristensen 1:30.502

#### **BROOKLANDS TROPHY**

1 Neil Twyman Alfa Romeo 8C-2600

2 Gareth Burnett Talbot AV105

3 Patrick Blakeney-Edwards Frazer Nash 'Owlet'

Fastest lap Burnett 1:45.704

#### WHITSUN TROPHY

1 Nick Padmore Lola T70 Spyder

2 Oliver Bryant Lola T70 Spyder

3 Jay Esterer Chinook-Chevrolet Mk2

Fastest lap Padmore 1:21.164 (the weekend's quickest lap)

#### **EARL OF MARCH TROPHY**

1 Peter de la Roche Cooper-Norton Mk5

2 David Woodhouse

Cooper-Norton Mk9

3 Gordon Russell Mackson-Norton

Fastest lap de la Roche 1:44.240

#### RICHMOND & GORDON TROPHIES

1 Rod Jolley Cooper-Climax T45/51

**2** Gary Pearson BRM Type 25

**3** Joe Twyman Cooper-Climax T45/51

Fastest lap Jolley 1:26.373

#### **RAC TT CELEBRATION**

1 Ward/Shedden Jaguar E-type

2 Smith/Bryant AC Cobra

3 Squires/Tippler AC Cobra

Fastest lap Ward 1:25.577

#### **GLOVER TROPHY**

1 Andy Middlehurst Lotus-Climax 25

2 James King Brabham-Climax BT7

3 Andrew Beaumont Lotus-Climax 24

Fastest lap Martin Stretton Lotus-BRM 24 1:24.062

#### SUSSEX TROPHY

**1** Bobby Verdon-Roe Ferrari 246S

2 Chris Ward Lister-Jaguar 'Costin'

**3** Sam Hancock Lister-Chevy 'Knobbly'

Fastest lap Ward 1:25.49





Gassers laid down rubber each morning



48 Landies paid tribute to the '48 launch



Designer Brock with his awesome creation



### SHELBY COUPES STAR IN SUSSEX

included track parade and pit display (right)

For the first time ever, all six Shelby Cobra Daytona Coupes were reunited for the Revival and were presented in specially constructed Sebring-style pits. The iconic GTs had been shipped from all corners of the globe – including Japan and Argentina – for the gathering.

Shelby team members present included designer Pete Brock, plus drivers Jack Sears and Jochen Neerpasch. "I was just 24 when I teamed up with Bob [Bondurant] for the Nürburgring in 1965," said the German ace. "Over 350,000 spectators turned out for the race. I'll never forget the Daytona, which was a transformation over the Cobra Roadster."

Gregorio Pérz Companc had planned to race CSX2601 with Nic Minassian in the RAC TT, but elected to withdraw due to the pace.

The Earls Court Motor Show featured a remarkable group of Ferraris, including the ex-Ron Fry 250LM and the 250GTO '4115 GT' framed by stylish manufacturer stands from Maserati, Ford, Jaguar, BMW, Porsche, Land Rover, Aston Martin and Vauxhall.

Biggest surprise was the 'gasser' drag-racing demonstration that opened the track action each morning at 9:15. More than 30 of these wild machines took centre stage and launched dramatically from the start line as an American Indian



Battle of Britain display wowed the crowd

danced to keep the rain away – just as they did at Blackbushe in 1964. Highlights included Brian Gibson's Dodge Dart 'Identity Crisis', with 6.2-litre Chevy power, and Martyn Hallam's very squirrelly '33 Willys, while organiser Greg Waters won the Spirit of Goodwood trophy.

As always, the air displays were a constant distraction but this year's Battle of Britain-themed Freddie March Spirit of Aviation featured a record number of Spitfires and Hurricanes, with 12 taking to the air on Sunday for an emotional flypast around the former WW2 airfield.

With the fast approaching end of Defender production, a tribute to the origins of the marque and model was put together with a group of 48 Series Land-Rovers making their way on to the circuit. Leading the pack was HUE 166, the first pre-production 80in, piloted by 'Mr Land Rover' Roger Crathorne with former chief engineer Arthur Goddard alongside.

### World's greatest car park

The diversity of classics in the Revival Car Show was as impressive as ever, and included everything from aero-engined specials to a trio of Mercedes-Benz 300SL Gullwings. Late arrivals on Saturday – and causing a stir – were the Lamborghini Miuras of Graham Robertson and Philip Turner. "We met at Cranleigh, and convoyed in," said Turner. "I've only had mine two years, but I've already driven it over the St Bernard Pass."

The American flavour to this year's Revival attracted a wealth of V8-powered machinery, including Alexander Edmonds' rare '66 Kellison J5. "This is my second and I love them," said Edmonds, who drove from Poole. "With Corvette power and negative caster the performance and handling are incredible, but the steering is a challenge." Among the many rods and customs was Stephen Hill's Ford Model A pick-up, which was a '62 Hot Rod magazine cover car before Hill discovered it dismantled in '97.



Simon Kidston's T57 was much admired



Muscular Chevy V8-powered Kellison



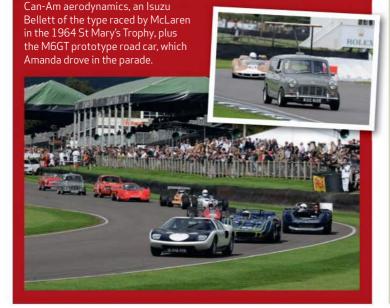
Lincoln an eye-catching Car Show sight



Miuras complete with matching outfits

### Tribute to a champion

An homage to Bruce McLaren has been long overdue, but the sensitive nature of Goodwood after his tragic death there in 1970 has always been an issue. This year, Lord March finally did his childhood hero proud with a superb parade of 28 cars from McLaren's racing career - from Lycoming Special to M14A Cosworth. Bruce's widow Patty and daughter Amanda flew in from New Zealand for the event, while Sir Jackie Stewart led the parade in the M4B, honouring the friend who guided his early F1 testing. Highlights included a Mini van with high rear wing, as used to test



### Our favourite cars

#### **BOND FORMULA JUNIOR**

The first race for 500cc Formula 3 tiddlers in four years guaranteed some rare machinery, none more so than Duncan Rabagliati's 1948 Bond. One of

three built, it possibly raced at the '48 British GP before being turned into a road car. Robs Lamplough's mother-in-law later acquired it for her grandson, presenting it to him by the Christmas tree. It was saved by Rabagliati and restored by Charlie Smith. "This was my first drive and we had a good dice with the Bardon-Turner," said Rabagliati.



#### **AC BUCKLAND**

The unlikeliest race car was Steve Gray's 1952 AC Buckland. The first AC to compete at Goodwood, 'PAR 419' competed twice with original owner

Harold Day at the wheel. Exactly 62 years after its last outing, Gray lined up for the Fordwater Trophy, finishing 24th after a long dice with a Jowett Jupiter. The car was virtually rebuilt by C&SC's Martin Port before Gray took it on earlier this year. "The team worked flat out to get it finished, and we had to borrow the engine," said Gray.



#### **GM FUTURLINER**

The most incongruous sight at the Revival was a GM Futurliner tucked away among the bars and dance area. Number nine of the 12 Parade of

Progress show trucks, the only Futurliner outside the USA was en route to a new German owner. Discovered in 1984 in a storage yard by Bob Valdez, a Californian hair stylist, the 33ft truck was saved for \$2500. During the restoration, Valdez converted it into a motorhome with living room, bedroom and bathroom.



#### THE LYCOMING SPECIAL

Bruce McLaren's first racing car (an Austin Seven Ulster) was missing, but the tribute to the Kiwi legend was led by the Lycoming Special. Two World

Champion aces tried the 5.2-litre four-cylinder boxer-engined machine in period, McLaren at Wigram in 1960 and Jim Clark in '65 at Teretonga. Built by Ralph Watson, it featured home-built fuel injection and a three-speed Studebaker 'box. Raced as both a sports car and single-seater, it remained a winner from 1956-'68.



#### SHELBY COBRA DAYTONA

Standing out among the sensational six Daytona Coupes was the original prototype from the Simeone Foundation Automotive Museum. At

previous reunions in California, only five Cobras had been present because when 'CSX2287' was found in long-term storage a legal battle over ownership had ensued - including claims from pop producer Phil Spector, who once used it to commute to the studio. Pete Brock always rated this as the fastest of the Coupes.





### BLENHEIM SALUTES BRITISH GREAT

A streamlined Jaguar XK120 beat concours-winning coachbuilt beauties to claim the Chubb Insurance Concours d'Elegance at Salon Privé on 3 September. The sleek car beat some impressive entries, including two spectacular pre-war classics from the Peter Mullin collection, and many observers were surprised when Kurt Engelhorn's bubble-topped one-off was called up to receive the Best of Show prize. Developed in 1953, the record car was clocked at 173mph at Jabbeke, driven by Norman Dewis. It was later sold by the factory and, after a club-racing life, was forgotten until being found and restored by JD Classics.

The public had different ideas to the jury, however, and voted for Mullin's glamorous 1937 Delahaye 135MS with swooping Figoni et Falaschi cabriolet bodywork to receive the People's Choice award.

None was more surprised to win a trophy than C&SC's Simon Taylor. His 1937 Derby Bentley 4¼-litre beat both of Mullin's cars, plus Lord Bamford's Lagonda V12 Rapide, in the Pre-War Luxury and Touring class. Taylor was one of the few entrants to drive to and from the event (see Our classics next month).

Other winners included the cute 1955 Goldmanini, a Fiat-powered, Motto-bodied special that hadn't been seen since 1957. It claimed Most Sensitive Restoration for UK specialist Thornley Kelham.

A strong group of historic racing cars was topped by Heinz Swoboda with his meticulously preserved

1964 Lancia Sport Prototype Zagato, which was stashed in the workshop of Italian rally champion Claudio Maglioli for over 20 years.

Two coachbuilt estates were on show, including the wild Ferrari 365GTB/4 shooting brake that was designed by Luigi 'Coco' Chinetti with Gene Garfinkle, and built by Panther Westwinds.

Located away from London for the first time, at the magnificent

Blenheim Palace, the event drew a fine group of Ferraris, including a class celebrating Pininfarina's designs, which was won by David Beck's gorgeous 250GT Lusso.

Chubb Insurance presented a great line-up, including the Aston DB4GT '1VEV' and the Ferrari 250GT Sport Speciale ordered new by Roberto Rossellini. Both would have been strong contenders if entered in the concours.



Pretty little 1955 Goldmanini arrives to collect the prize for Most Sensitive Restoration



Swoboda's Lancia topped historic racers



Bamford's Lagonda with Mullin's Delahaye







James Mitchell in the ex-Hellé Nice T35B



Simon Kidston brought Monteverdi 375/4

### Chantilly attracts design legends

Evert Louwman's Mercedes-Benz 500K Spezial Roadster won the second Chantilly Arts & Elegance on 6 September. This supercharged sensation, known as the 'Butcher's Car', was discovered bricked up in Walsall in 1986, and is now one of the stars of the Dutch collector's museum. The concept car prize went to BMW's CSL Hommage.

The beautiful palace north of Paris provides the space to spread

out the impressive entry, and offers enthusiasts the chance to step back and really appreciate styling.

Classes included two Citroënthemed groups for DS and SM coachbuilt rarities and prototypes. Among the winners was Vincent Crescia's DS19 La Croisette and an SM Mylord (C&SC, Feb '14).

Famous Ladies' Cars were also on show, such as the ex-Hellé Nice Bugatti Type 35B that was entered by American William E Connor, plus the BMW 507 that Elvis Presley gifted to Ursula Andress. Other impressive sets included the cars of the Aga Khan family.

The Chantilly event is much more than a concours, with car clubs packing the wooded estate. A special prize for the best picnic display was won by the Delage Club, while rare sights included a line-up of eight Lynx Eventers.



#### **FUNDS FOR BLUE BIRD**

The National Motor Museum has launched an appeal so that a new gearbox can be built for the ex-Sir Malcolm Campbell Sunbeam. The original was lost following WW2, since when the car has used one from an Albion van. E-mail donations@beaulieu.co.uk



#### **CHAMPION RIDES AGAIN**

Jody Scheckter drove a selection of his F1 cars at CarFest South from 28-30 August. The event raises money for BBC Children in Need, and was held at Scheckter's Hampshire farm. Other attractions included Ross Brawn in his Ferrari 250GT SWB plus a selection of rally machinery and supercars.



#### **CLUBS HONOURS BRIT ACE**

The 40th anniversary of Derek Bell's first Le Mans win was celebrated at the Royal Automobile Club on 9 September. Bell drove his '82 Porsche 956 up the Captain's Drive, and a plaque honouring his achievements was unveiled before a dinner at the Pall Mall clubhouse in London



#### **WEST BERKSHIRE'S FINEST**

The Thatcham Classic celebrates its 10th year on 10 October. Organised by C&SC's Martin Port and featuring the Our Classics fleet, the show will raise funds for Macmillan Cancer Support. Entry is free, but a donation of £5 per car is encouraged. For gen, e-mail enquiries@thatchamclassic.co.uk



Cars and planes will come together

### Museum for historic site

The BOC Heritage Trust is preparing a display for Filton's new Bristol Aerospace Centre, which will be based on the old airfield (see page 164). Chair of the Trust, Stefan Cembrowicz, said: "It will take the form of a stripped chassis, engine and coachwork to display the marque's engineering.

"An engine has been sourced, and the chassis from a 1955 405 saloon] is being worked on by Spencer Lane-Jones and Mitchell Motors."

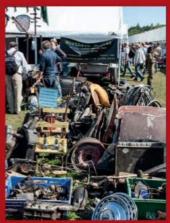
Although the centrepiece will be Concorde 216, the museum will also showcase the different products that were built on-site.

### Bitter-sweet Beaulieu

Despite of a change of date that meant the fixture clashed with the Dorset Steam Fair, 37,000 visitors attended this year's Beaulieu International Autojumble from 5-6 September. With 2378 stands plus 244 cars for sale, numbers were slightly down compared to last year, while the death of Lord Montagu (see pages 18 and 24) meant that the event was tinged with sadness, but stallholders reported that business was brisk nonetheless.

Among the cars being offered were a 1967 ex-police Mini Moke (one of two for sale), a 33,000-mile 1938 Jaguar SS  $2^{1}\!/_{2}$  saloon, and a 1932 Austin Seven that had been driven from the Isle of Man. Bonhams' Saturday sale, meanwhile, was topped by a barn-find 1929 Bentley at £695,900

The Trunk Traders feature was a popular Sunday highlight, with sellers kept busy as the sun finally came out, while Best Stand was awarded to the Austin A30-A35 Club, manned by Harry Douglas and Robert Prinn.







Clockwise: spares aplenty; A30-35 Club with fourth Baron Montagu; dealer stands



Fantastic line-up on the lawn of Holyroodhouse included gorgeous Squire and Maserati



Mercedes-Simplex 60hp was Best in Show



Shirley poses with his 275GTS/4 Spyder

### Stunning the crowds in Scotland

An international entry of 60 cars gathered at Holyroodhouse for the Concours of Elegance from 4-6 September. The spectacular Edinburgh venue followed previous fixtures at Windsor Palace, St James' Palace and Hampton Court. HRH Prince Michael of Kent was on hand to present the Best in Show award - which is voted for by participants - to the 1903 Mercedes Simplex 60hp of Anke Ruckwarth.

Organisers put on a 200-mile Highland Tour ahead of the event, with highlights including a run up the Rest and Be Thankful hillclimb. Klaus Schildbach took home the Spirit of the Tour prize in his '27 Mercedes S Rennsport, and Jon Shirley claimed the Spirit of Motoring award with his Ferrari 275GTS/4 NART Spyder.

Two independent panels of judges - including stylists Ian Callum and Marek Reichman decided on the same recipient for the RAC Club Trophy and the Jaguar Trophy. Michael and Linda

Jewell's immaculate SS1 will be invited to take part in the main concours for 2016.

Special features included a gathering of Ecurie Ecosse cars, a tribute to Sir Jackie Stewart - who was in attendence and drove a 300SL on the tour – plus a Scottish Legends display made up of cars raced by the likes of Jim Clark and Dario Franchitti. The event was also on course to raise more than £150,000 for Action on Addiction and Walking with the Wounded.



#### SPANIARD IN BELGIUM

The People's Choice award at the Antwerp Concours on 13 September went to the oldest surviving Pegaso – a 1951 Z-102 by ENASA. José Ramón Ricart (Wifredo's grandson) presented the prize to the car's owner Johan van Puyvelde. Best of Show was a '27 Excelsior Albert I Court Cabrio.

#### PRIZE-WINNING APPRENTICE

Jack Baker has won the Malcolm Davey Memorial Award, presented annually to students doing an FBHVC apprenticeship in classic vehicle restoration. Baker, of Ashridge Automobiles, got the nod after designing a tool for removing door pins from 1950s and '60s models. He received

his award at the International Alvis Weekend on 31 August.



#### **RECORD BREAKERS TO RUN**

The Brooklands Motorsport Festival will take place on 11 October. Organisers are hoping to run Malcolm Campbell's '27 Blue Bird alongside the Napier-Railton that set the Outer Circuit lap record in 1935. For details, see www.brooklandsmuseum.com



#### **STABLEMATES REUNITED**

Malcolm Ricketts' workshop open day on 12 September attracted the Ian Walker Elan and Eleven Ghia (above), plus David Morgan's Eleven Club. It was the first time the Elevens had been together since the 1958 Geneva Salon.



### Exotics to star in the orient

The Hong Kong Classic will return to the city's waterfront from 9-11 October, following the success of the inaugural event in 2014.

Among the 100 cars on display will be the 1933 Napier-Railton record breaker, making its first trip to Asia, having been loaned by the Brooklands Museum. It will be joined by a 1934 Rolls-Royce Phantom II from the collection of the renowned Hong Kong hotel, The Peninsula, as well as an ex-Sir Paul McCartney Lamborghini 400GT and an AC Cobra originally ordered by Rod Stewart.

Tickets are priced at \$100HKD on the gate, or \$80HKD if bought in advance. For more info, see www.hkticketing.com.hk

### Benz takes the honours

A 1956 Mercedes-Benz 300SC has won the top gong at the third Cascais Classic Motor Show – an event that is rapidly establishing itself as the premier Portuguese motoring festival and concours d'elegance. The superbly presented classic belonged to Paulo Dantas da Cunha, and beat some stiff competition from top European collections.

More than 50 entrants turned out at the historic Hipódromo Manuel Possolo for the 29-30 August event. Félix Machín drove his '35 Auburn 851 650km from Madrid to win the Post Vintage USA class

Corrado Lopresto's Franco Scaglione-styled Alfa Giulietta Spider picked up the Post-War Italian Design award, while the Post-Vintage European prize went to a 1938 Bugatti Type 57C from the Caramulo Collection.

Elsewhere, a massive parade of more than 500 classics took part in a tour of the region's closed coastal roads, while pre-1930 historic cars provided high-speed demonstrations in the Flying Kilometre race – much to the delight of the gathered crowds.



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### **OBITUARIES**

#### **LORD MONTAGU** b.1926

One of the leading figures in establishing and promoting the UK's historic vehicle movement, Edward, third Baron Montagu of Beaulieu, died on 31 August following a short illness.

His father had been one of the country's most prominent motoring pioneers and, at the turn of the century, had introduced the future King Edward VII to the motor car. As a result, when a cash-strapped Lord Montagu opened the family's ancestral home to the public in 1952, he created a small tribute comprising five veteran cars. The attraction was an instant success and would go on to define the path that the peer's life would follow - rapidly expanding to become the Montagu Motor Museum in 1956 and later, in 1972, to reflect the growing stature of the collection, the National Motor Museum.

Lord Montagu's name would become synonymous with old cars. Besides being a regular participant on the London to Brighton Veteran Car Run from the 1950s well into his old age, in 1956 he launched Veteran & Vintage magazine, while he would also author a number of books on motoring subjects. In 1962, recognising the increasing difficulty in obtaining tyres for prewar cars, he established one of the



Palace House display led to today's NMM

world's first specialist suppliers, while, as a founding member of the FBHVC, he actively campaigned in the House of Lords on behalf of historic vehicle owners (see Your events, p24). In 2012 he received a lifetime achievement award for his dedication to preserving automotive history.

Besides his involvement with motoring, Lord Montagu was instrumental in setting up the Historic Houses Association, leading to him chairing the government's Historic Buildings and Monuments Commission, while during the 1980s he also became President of the Museums Association.



Lord Montagu, here on the 1899 Daimler that his father bought new



Pictured in formal regalia in the 1950s

#### **GUY LIGIER** b.1930

Former racer and team owner Ligier was born in Vichy, and was an accomplished all-round sportsman before moving into motor racing. Having made his fortune from a construction business, he began racing motorbikes, then sports cars - he drove a Porsche 904 in the 1964 Le Mans 24 Hours – and finally Formula One.

After competing in 12 Grands Prix, he quit when close friend Jo Schlesser was killed at Rouen in '68 – all Ligiers would carry the initials 'JS' in his memory. The Frenchman's early efforts as a constructor were sports cars but, having bought Matra Sports in '74, he moved into F1 two years later. This quintessentially Gallic équipe was quickly competitive – Jacques Laffite scored its first win at Anderstorp in



'77, then took victory in the opening two races of '79. The following year, Didier Pironi and 'Jack Lafferty' helped the outfit to second in the constructors' championship.

Ligier left the team in '92, and it scored its final win four years later, before being renamed Prost. Ligier himself moved into the organic fertiliser trade.

#### **ERIC THOMPSON** b.1919

Having served in Italy during WW2, Thompson didn't make his circuit debut until he was 28. He started big, though, at the 1948 Paris 12 Hours in an HRG, then won his class at Le Mans and the Spa 24 Hours in '49. In 1950, he joined Aston Martin, arranging races around his job as an insurance broker. He and Lance Macklin finished third in a DB2 at Le Mans in '51, then, two years later, he won the Goodwood Nine Hours alongside Reg Parnell in a DB3S. In 1952, he drove a single GP for Connaught, but work forced him to give up frontline motorsport in '55.



### Events diary

#### **OCTOBER**

3-4 The Autumn Classic Americanthemed fixture at Prescott, with various classes tackling the hill 01242 673136; www.prescott-hillclimb.com

4 Goodwood Breakfast Club Veepower Sunday: everything from veetwin motorcycles to V16 Cadillacs; 8-12am 01243 755060; https:// grrc.goodwood.com/breakfast-club

4 Haynes Breakfast Club From 9am at the Haynes Motor Museum, Sparkford (also on 1/11 & 6/12) 01963 440804; www.haynesmotormuseum.com

10 Coventry Transport Museum **Breakfast Club** Free tea or coffee and a pastry from 9-11am; pre-register online www.transport-museum.com

10-11 Automédon 2000+ vehicles, featuring 80 years of Simca and French Street Rods Showcase at Paris-Le Bourget. 9am-7pm 0033 1 64 46 52 22; www.automedon.fr

11 Autumn Motorsport Day At Brooklands, with Test Hill and M-B World circuit open 01932 857381; www.brooklandsmuseum.com

11 Shelsley Breakfast Club 9am-12pm, with a full Shelsley available. Register online 01886 812211; www.shelsley-walsh.co.uk

23-25 RACV Motorclassica at the Royal Exhibition Building, Melbourne, Australia 0061 3 9321 6760; www.motorclassica.com.au

25 Brooklands Autumn Classic **Breakfast** Full English from 8-9:45am. Pre-booking advised for groups 01932 857381; www.brooklandsmuseum.com

30-1/11 Classic & Sports Car – The **London Show** See supplement starting on p173 08445 811275; www.classicandsportscarshow.com

#### **NOVEMBER**

1 Bonhams London to Brighton **Veteran Car Run** Kicks off at Hyde Park, concours on 31/10 01483 524433; www.veterancarrun.com

6-8 InterClassics Brussels New show 0032 2880 0900; www.interclassics.be

13-15 Lancaster Insurance Classic Motor Show 08712 301088: www.necclassicmotorshow.com

For more events or to add your own, go to www.classicandsportscar.com/diary

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### **AUSSIES TOAST BEST OF BRITISH**





 ${\bf Gorgeous\ Holden-bodied\ Vauxhall.\ Above\ right: famous\ Le\ Mans\ Sprite\ with\ the\ A-H\ Club}$ 





Unusual Australian-market Morris Major

More than 1700 vehicles representing 50-plus car clubs swarmed into The King's School near Parramatta for the All British Day, organised by the Association of British Car Clubs on 30 August. Everything from Armstrong Siddeleys to Wolseleys featured around the grounds of Australia's oldest independent boys' school, which was founded in 1831.

The Rolls-Royce Owners' Club showcased a couple of special cars: a restored to perfect Phantom II, chassis 4GY, originally owned by J Bruce Ismay (chairman of the White Star Line) and a Phantom V kept for use by the Queen, visiting Royals and the Governor General. The latter boasts 'Parade' gearing.

Competition machinery was out in force, including a pre-war HRG and a supercharged MG Q-type campaigned by both Cecil Warren and Hope Bartlett – while nearby was Andrew Woodall's late-1950s Slotus special. It was built by Stan Brown in Sydney, inspired by the Lotus MkVI using an Austin A40 engine and assorted marque parts."

Rarities included an Austin 3-litre in a '70s shade of brown, a Morris Major and a Healey Sprite Le Mans works entry for 1967 and '68.

One of only 10 surviving Leyland Force 7 coupé prototypes was on show, presumably because the parent company at least was British and, likewise, a Rennmax Clubman was probably admitted as a descendant of the Lotus Seven.

### A stampede into Buffalo

The Pierce-Arrow Society's 58th annual meet, from 21-25 July in Buffalo, New York, USA - where the cars were built – was as well-attended as the club's home-town gathering for the 2001 centenary.

Fred Cleaver, aged 84, who has taken part in 45 of the events, drove 200-plus miles from Port Huron, MI, in his '32 Model 54 Brougham with son Greg, 60, and grandson Mike, 27. "When I took my test," Greg recalled, "the inspector said: 'If your father lets you drive that car, you don't have to prove it to me!"

Sean McNew had come further still: 2700 miles from San Diego, CA, in his 1931 Series 43 Doctor's Coupe for the show at the Transportation Pierce-Arrow Museum.

The oldest car present was the magnificent brass-trimmed 1910 66-QQ brought from Hudson, Massachusetts by John Walsh.



Cleaver generations: Mike, dad Greg, granddad Fred and their treasured 1932 Model 54



### Ghost lights shine brightly

The Wolseley Register's National Rally was on 15-16 August at Staunton Harold Hall, near Ashby-de-la-Zouch, where the club celebrated 120 years since the first Wolseley car was made. Activities included a tour of the house - not usually open to the public - by the owners, Mr and Mrs Blunt.

The rally drew 90 Wolseleys from across the UK, plus France and The Netherlands. A highlight was the presence of the firm's earliest-surviving three-wheeler from 1896 and the oldest four-wheeler (1899), both from the HMC. Gavdon, plus one of the last Wolselevs built, a rare 1975 'wedge'.



varied turnout at the NMM featured a colourful selection from the Stag Owners Club



Smith's Healey 100M won People's Choice



Brooks' dazzling Conway Yellow Zephyr

#### MORRIS MEN JOIN HANDS The inaugural Morris Vehicles

**DAVID NEWBY RIP** Jensen Owners' Club stalwart David Newby died recently after a short illness. He was a one-off, whose boundless enthusiasm for all things Jensen – particularly his beloved Healey - rubbed off on everyone he met. The NEC show won't be the same without him...

Association Rally, held with the

Morris Register National Rally in Thoresby Park on 8-9 August, drew more than 400 cars. The Landcrab OCI plus 6/80 & MO Clubs held their nationals at the show, alongside



a sizeable MMOC contingent. Car of Show went to the Oxford MO of Ken Kefford (in the centre).

#### YOU TAKE THE HIGH ROAD...

The Cobra Drivers' Club mustered 26 cars for its third visit to Rest and Be Thankful on 23 August. Aussie former hillclimb champ Ron Thorp was in his Cobra 427, and Jayne Wignall (above) her muchcampaigned Sunbeam Tiger.



#### **JAG LEGEND STARS AT TALK**

Speakers at the Andrew Whyte Lecture (at Jaguar, 22 Nov) include Norman Dewis OBE and Simon Taylor. Tickets (advance only) are £20: send cheques (with SAE) to JDC Area 7 Charity Fund, to Bob Beecham, 1 Waterfall Cottages, Main Road, Meriden, Coventry, CV7 7NL, or call 01676 522037.

### Simply brilliant at Beaulieu show

More than 200 pre-1990 vehicles converged on the National Motor Museum for its Simply Classics & Sports Car fixture on 22 August.

The diverse mixture of club and individual entries included a mint 1984 Rover 3500 Vanden Plas and a '72 Morris Marina 1300 that had been built as an exacting replica of one used on the '74 RAC Rally.

John Smith's lovely Florida Green over Old English White '55 Austin-Healey 100M topped the People's Choice voting. "It was the Earls Court demonstration car and tested by journalists," said Smith, who bought it four years ago.

Runner-up was Gary Collins' immaculate, much-travelled '67 VW campervan, fresh back from

all part of the fun of it." Third place went to Steven Brooks' 1959 Ford Zephyr Mk2 'Lowline'. "It had been restored, but was quite tatty when I got it," he said. "I've refurbished all the chrome and the upholstery, as well as adding period extras such as the sunvisor and spotlamps."

Cornwall. "It's not the most reliable

machine," he confessed, "but that's

### Send us your entries for the C&SC Club Awards!

The C&SC Club Awards ceremony takes place at the end of the first day, 13 November, of the Classic Motor Show. The Awards, in association with Lancaster Insurance, are our opportunity to recognise all of your hard work over the past 12 months. We need nominations for the categories judged before the event, including a new gong for the Club Initiative of the Year – plus those introduced in 2014 for the Best Contribution to Charity and by a Youngster - while a selection of awards will be decided at the NEC.

Only one entry will be accepted per club for each award, and these should be accompanied by a letter from a senior officer confirming them as the club's submissions. Please send them, with photos and explanations, by Friday 16 October, to David Evans at the p6 address or e-mail david.e@haymarket.com

#### **NOMINATIONS NEEDED**

- Club Personality of the Year (the person who has done the most for a model, marque or club over the past 12 months)
- Best Contribution to Charity
- Best Contribution by a Youngster
- Club of the Year
- Lancaster Insurance Club Initiative of the Year • Best Club Run/Rally
- Best Club Show/Event
- Most Improved Club Magazine
- Club Magazine of the Year
- Best Club Website

#### PLUS, TO BE DECIDED ON THE DAY

- Best Club Stand (three awards)
- Best Themed Club Stand
- Most Interesting Selection
- Judges' Special Award
- Car of Show



Morris Minor OC, 2014 Best Themed. Inset: Lotus Seven Club landed Club Mag of Year







From top: Meadows with Frisky; Lloyd 600

### Getting Frisky in the country

A remarkable selection of about 100 vehicles attended the 41st National Microcar Rally, at Hatton Country World, Warwick from 3-6 September. The event had an international flavour. Frisky specialist Mark Green travelled from Warsaw, Indiana, USA, while regulars Gerard Vingerhoed and Udo Jürgens drove their 1957 Heinkel and '61 Lloyd Alexander LP600 TS from The Netherlands and Germany.

The NMCR broke the record for the number of Frisky cars gathered in one place since the days when they were new at the factory, up from 13 to 15. That was no mean feat because only 45 remain around the world, 20 of which are registered overseas and in museums.

Star turn at Hatton was organiser Malcolm Dudley's immaculate '57 Frisky Sports prototype, which was entered on the 1958 MonteCarlo Rally and has been faithfully rebuilt in that guise, with a double-wheel arrangement at the rear.

Marque expert John Meadows (grandson of engine maker Henry) answered myriad questions and generally extolled the cars' virtues.

Best in Show was Bob Purton's recently finished Progress Tourette homage, built using mostly original parts, plus a Nobel chassis, a new body and a 200cc Villiers engine.



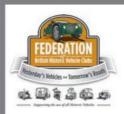
#### MORE POSITIVE CAMBER

All roads lead to Pontins in Camber Sands for Robin and Colette Wethersbee's brilliant festival of '50s culture, featuring music, dance and a classic cruise – the Rhythm Riot! – from 13-16 November. Call 020 8566 5226 or go to www.rhythmriot.com



#### **CALLING ALL LANCHESTERS!**

Marque historian and author Chris Clark is compiling a census to list all the remaining Lanchester cars, built between 1895 and '56. He would like to know whether they are complete, running or derelict, plus the location. Call 01531 890204 with info or use the form on www.lanchesters.com



### Federation update

This column has an unhappy note as we record the passing of our president since incorporation, Edward, third Baron Montagu of Beaulieu. In sharing our sadness, however, we must celebrate what Lord Montagu achieved for the historic

vehicle movement, which would not be what it is today without him.

I am privileged to have worked closely with Lord Montagu. He was incredibly supportive to me, as chairman – always available, always incisive in his advice and the world's most engaged enthusiast of our pastime.

But Edward had a playful side, too, which I think is what endeared him to many people. When I presented the newly written strategy for the Federation in the House of Commons, Lord Montagu invited me to have tea with him in the House of Lords. Afterwards, he suggested that he would accompany me to the Commons where I would give the talk. As I prepared, a security officer arrived to question



Lord Montagu campaigned against the DVLA 'possesion tax' on cars in 2005

my presence having gone from one House to the other without passing through the appropriate security. Somewhat mischievously, Lord Montagu said that he accepted full responsibility for the misdemeanour – at which point the young security officer left saying... thank you, my Lord.

Lord Montagu's remarkable contribution to the historic vehicle hobby set an example for us all and I will greatly miss his support.



#### **DAVID WHALE FBHVC CHAIRMAN**

The FBHVC lobbies in Brussels and Westminster. Call Rosy Pugh on 01865 400845, e-mail secretary@fbhvc.co.uk or see www.fbhvc.co.ul

### Clubs diary

Shows, meets & gatherings

#### **OCTOBER**

### **3 Swiss Classic British Car Meeting** Massive Anglophile gathering draws 1500-plus vehicles to Morges. This

1500-plus vehicles to Morges. This year's invited models are the Range Rover (1970-'92) and MGA 0041 21 825 4531: www.british-cars.ch

**4 Brooklands Morgan** End-of-season gathering, with Test Hill open *01932* 857381; www.brooklandsmuseum.com

#### 11 Malvern Autumn Classic Show

Including Minis and commericals, plus a huge autojumble, at the Three Counties Showground. Andrew Greenwood 01484 667776; www.classicshows.org

#### 11 International Jaguar Spares Day

At Stoneleigh Park, Warwickshire, 10am-4pm; entry £8 01838 200398; www.jaquarsparesdays.co.uk

**11 Mudeford Meet** At Mudeford Quay, Christchurch, for all classics (also on 8/11) www.mudefordmeet.co.uk

#### 18 London Bus Museum Transport Fest

Featuring heritage bus rides as well as displays of taxis, commercial vehicles and military hardware – plus a collector's market – at *Brooklands* 

**18 Red Oktober** Eastern Bloc vehicle gathering from 9am, at the Ace Cafe on the North Circular Road *020* 8961 1000; www.ace-cafe-london.com

**29** Chelmer Valley Car Meet From 8pm, at The Lodge, near Battlesbridge, Essex (also on 26/11) 01245 268157; www.chelmervalleycarmeet.co.uk

#### **NOVEMBER**

**6-8 Autumn Classic Tour** Visiting the Cotswold Motor Museum, Westonbirt Arboretum and Blenheim Palace *01935* 474630; www.merlinevents.com

#### 7-8 Classic Vehicle Restoration Show

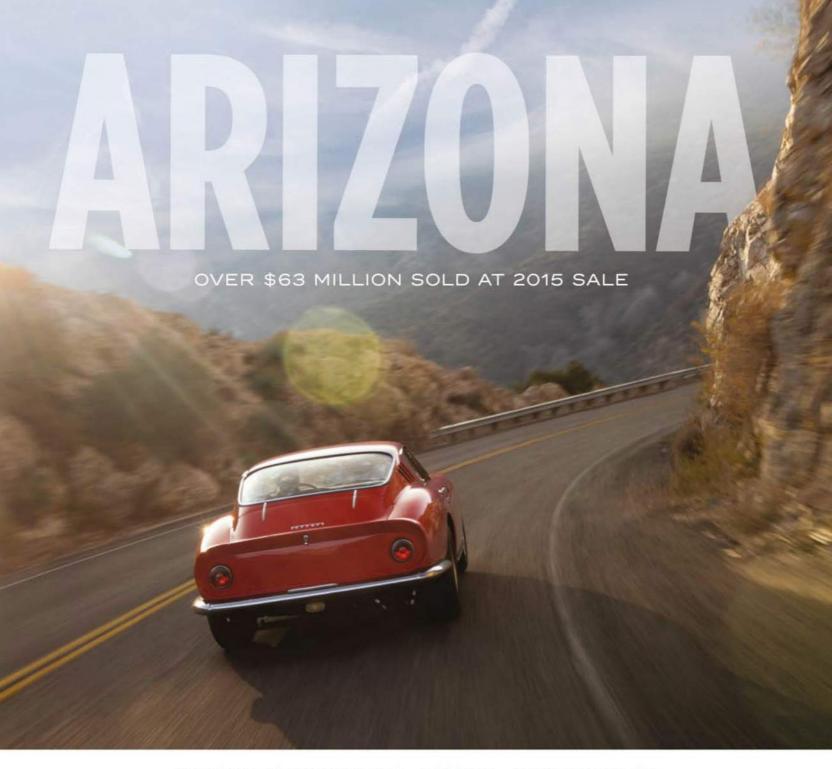
With lots of club and trade stands, at The Royal Bath and West Showground, Shepton Mallet: 9:30am-4pm, adults £8 in advance (£10 on gate) 01507 523456; www.carsandevents.com

**15 Military Vehicles Day** With re-enactors and the M-B World 4x4 course open, at *Brooklands* 

#### **DECEMBER**

**4-6 Christmas Cracker** Based at the Tortworth Court Hotel, near Charfield, Glos and visiting Chavanage House (as featured in the *Poldark* remake) *Merlin* 

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### **CHARTERIS SLAYS GOLD CUP GIANTS**

The spectacle of champion Mark Charteris besting Formula 5000 and F2 single-seaters in a 1700cc Ford pushrod-powered Mallock Mk20/21 re-emphasised the magic of Clubmans machinery in the Derek Bell Trophy showpiece races at the Oulton Park Gold Cup meeting on 30-31 August.

A non-championship F1 event from 1954 - although it morphed through F5000, Thundersports, F3, Touring Car and F3000 and GT iterations until 2001 - the Cheshire parkland circuit's Gold Cup was won five times by Stirling Moss. For the past decade, though, it has been a cornerstone of the Historic Sports Car Club's racing calendar.

Mark Dwyer won the opening DBT stanza this time in his F2 March 742, storming clear of Neil Glover's unique F5000 Chevron B37 and Charteris in a race truncated when '74 Gold Cup victor Ian Ashley's Lola T300 cartwheeled after clipping a lapped car. Miraculously, he emerged unhurt.

Two sensational Historic Touring Car races were among the highlights of the popular Bank Holiday fixture. Jon Milicevic beat

the Lotus Cortinas and Mustangs in the soggy opener, recording his maiden win - "as close and exciting as Formula Junior" - with his pristine Morris Cooper. Tim Davies (Cortina) won the sequel, but title rival Simon Benoy (Hillman Imp) stretched his points lead.

Youngsters Max Bartell/Callum Grant (in an Elva-BMW Mk7S)

deserved their Guards Trophy sports-racing victory, while Mike Whitaker headed the GT grid's TVR Griffiths. Michael Wilkinson/John Bussell (E-type) won the Jaguar Heritage series finale, while Andy Wallace demonstrated the XJR-9 in which he, Jan Lammers and Johnny Dumfries triumphed at Le Mans in 1988 (see page 144).



A chuffed Jon Milicevic beat the HTC Cortinas on sodden track with his Morris Cooper 'S'



Callum Grant had the edge in Formula Ford



Julian Barter's victorious Road Sports Elan



Wilkinson/Bussell won JHR series contest

### Historics do battle on Dutch coast



Deman's Tyrrell leads Hall, with eventual winner Michael Lyons shadowing them in fourth

win in the Pre-'66 GT race. A penalty for stopping outside of the pit window didn't help, but the Cobra crew was already trailing the Daytona Coupe of Leo Voyazides and Simon Hadfield. Alex Furiani and Frank Stippler (Alfa Romeo GTA) got the best of Voyazides and Hadfield (Ford Falcon) in Pre-'66 Touring Cars, though, both pairings lapping the rest of the field.

There were demonstrations aplenty in addition to the 19-race



Voyazides leads Hart early in Cobra scrap



Entrants drove into town on the Saturday

programme. Freddie Hunt drove his father's Hesketh, 40 years after James secured his maiden championship F1 win at Zandvoort.

"It's an incredible feeling," he said. "He would have celebrated his birthday this weekend, and it's an honour to drive here."

Local hero Jan Lammers, meanwhile, joined Michael Bleekemolen to show off a BMW M1 Procar, and the ex-Gijs van Lennep Porsche 917 was also on display.



#### SPRINGTIME GOODWOOD

The 74th Members' Meeting will take place on 19-20 March 2016. It is set to include an all-GT40 grid that will run into dusk on the Saturday. GRRC members can buy tickets now; a small number go on public release on 1 January. See https://grrc.goodwood.com



#### NORTHERN BASE FOR RAC

The route for the Roger Albert Clark Rally has been revealed ahead of the 27-29 November event. It will be centred around Sunderland, and crews will tackle 150 competitive miles over 20 special stages, including two days in Kielder Forest. For gen, see www.rogeralbertclarkrally.org



Only late brake problems in the

first Formula One race prevented

Michael Lyons from claiming the

double at the Zandvoort Historic

Grand Prix from 28-30 August.

The Hesketh driver had to give

best to the Tyrrell 010 of Loïc

Deman, but made amends by

winning the second encounter ahead of Rob Hall's Ligier.

van der Garde and Hans Hugen-

holtz was unable to secure a home

The Dutch pairing of Giedo

All arms and elbows: Scaldwell gives chase

### Mallory serves up VSĆC thrills

A closely contested Dick Baddiley & Edwardian Racing Trophies race was the highlight of the Vintage Sports-Car Club's visit to Mallory Park on 22 August. Tony Lees (Vauxhall), Mark Walker (Darracq) and Richard Scaldwell (De Dietrich) set the pace during practice for the handicap event, but Jonathan Miller was able to hold on to take the win. His Stutz Bearcat crossed the line only 0.2 secs clear of a hard-charging Scaldwell, with Walker another 0.7 secs behind.

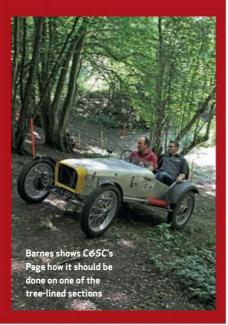
Elsewhere, Fred Harper (Kurtis) took the Bob Gerard Memorial Trophy, Simon Brown (Cooper) beat 500cc rival Peter de la Roche and Tom Hardman (MG Bellevue special) won the Triple M race.

### Summer fun for triallists

Stephen Barnes took victory on the Historic Sports Car Club's trial on 22 August. Piloting Martyn Halliday's Cannon, the experienced driver dropped only three points over the course of the day at Plashes Farm in Hertfordshire. Mark Busfield was second in the Historics class with  $11\,\mathrm{points}$ , while Steve Courts – who had set the early pace in his Facsimile with Chris Craft as his passenger - topped the Post-Historics category with a score of five.

Hot weather and dry ground meant that scoring was good for the 34 competitors, among which were many HSCC regulars, such as Grant Tromans, David Methley and Westie Mitchell.

Racer Michael Lyons made his trials debut aboard a Cannon. After dropping 23 points on his first lap of the six sections, he learnt quickly and amassed only 11 more in the two subsequent circuits. Tromans was another first-timer, and won the Spirit of the Event award for flying to and from the south of France that day to take part.



### Sporting diary

#### **OCTOBER**

3 Castle Combe Autumn Classic Featuring new pre-1966 Touring Cars grid 01249 782417; www. castlecombeautumnclassic.co.uk

3 Edinburgh Trial In Peak District www.themotorcyclingclub.org.uk

**3 The Britannia Cup** One-day version of Tour Britannia 01295 268888; www.tourbritannia.com

10 Throckmorton Challenge Test-based rally interspersed with regularities 01656 740275; www.heroevents.eu

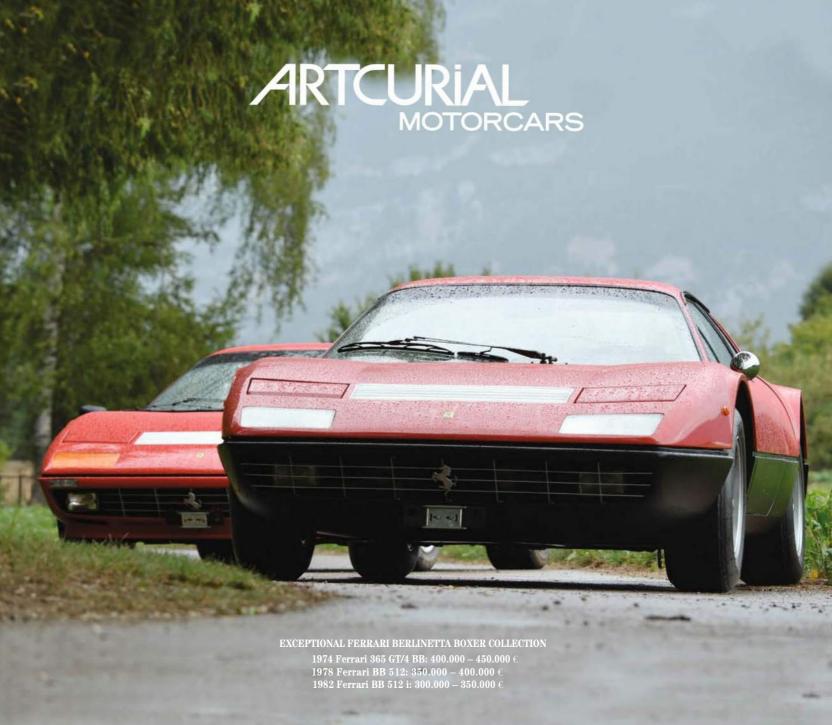
#### 17 HSCC Silverstone Finals

Down to the wire for Historic Sports Car Club championships 01327 858400; www.hscc.org.uk

#### 24 VSCC Autumn Sprint

Goodwood, West Sussex 01608 644777; www.vscc.co.uk

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### **ENIGMATIC MANX KIT UNEARTHED**









Mini authority Jeroen Booij has put me in touch with John Fisher, who recently rescued a Peel Viking Sport from a Yorkshire farm. The car had been bought in 1995 with the intention of selling it to Japan, but the deal fell through and it was left abandoned for 20 years.

The Viking Sport was announced at the Racing Car Show in '66, and was a 2+2 glassfibre monocoque that used the running gear of a donor Mini. Some sources say that only two were built before production went to Bill Last of Woodbridge (better known for the Trident Clipper), who made around 20 more under the Viking Minisport name.

George Gelling, who was foreman at Peel, says that the company had two complete cars at the show and built at least five more for customers who provided a donor vehicle, plus some 20 kits. He reckons that there are still four of them on the Isle of Man. Fisher's car is 'The car had been bought in 1995 with the intention of selling it to Japan, but it was left abandoned for 20 years'

therefore something of a mystery.

It has a Peel Engineering chassis plate with the serial number F809. The doors are steel but Gelling reckons it should have glassfibre ones, though the kit does use the

sliding windows from the Mini.

The car's history is a little vague: it's based on a 1964 Mini, but the registration is an Exeter number from 1979 or '80. There's a badge on it saying Peamore Garage, Exeter, and later changed hands via Autotrader to a dealer who quickly sold it to the Yorkshire owner.

The Peel was in poor condition but started easily and, after servicing and an overhaul of the brake system, gained an MoT.

### Barker-bodied Daimler was abandoned for 40 years



Around 500 coachbuilt Barker Special Sports models were made, making this a rare car

Kevin Bennett of the Daimler & Lanchester Owners' Club is no stranger to restoring the marque, but has he taken on too much with his latest project?

The first owner of EHH 903 is not known, but Bennett does know that a Mr Brookes, from near Salcombe in Devon, bought the Barker Special Sports in the early '70s and used it for several years until the car failed its MoT. The Daimler was then put away in a barn, but was later left in a field and covered with a tarpaulin – remaining there for four decades. "It was said to be in good order when it was laid up," said Brookes, "but the sea air has taken its toll."

Work is now under way to breathe new life into the car. "Having restored



Once-glamorous body needs a full rebuild

several similar vehicles, I am confident this one will return to the road," Brookes told me, "although it is certainly a borderline case. I've managed to obtain a good offside wing from New Zealand, a bonnet from Shropshire and a set of doorhandles from the Midlands." A nearside wing, rear window frame and front apron are still sought. E-mail editordloc@dsl.pipex.com

### Reader find of the month

Send in a 200-word story plus a selection of photographs of your discoveries to the usual C&SC address or e-mail james.elliott@haymarket.com and you could win £100!





Brian Cates from Bournemouth found it remarkable in the current market that anyone would advertise a classic as 'free to enthusiast', but so it was earlier this year when he took ownership of a manual 1980 Lancia Gamma Coupé.

Cates took up the story: "It's a car that I'd admired since I was a teenager, having set eyes on one of the first in the country in 1978. But though I've owned many Lancias in the ensuing period, I'd never had one of Pininfarina's finest."

The Gamma was advertised by its long-term keeper on an obscure



website that carried no pictures: "It had had two owners, covered 42,000 miles, and had been unused for 10 years. It had all its manuals, a toolkit, two sets of alloys and an immaculate interior. After a flurry of e-mails, a date was arranged on which to liberate the Coupé from

the barn where it was stored."

The sight that greeted Cates was not what he had expected, and he could tell that underneath all the dirt and grime was a well-preserved example needing straightforward fettling to get it back on the road.

"On getting the Lancia home and spending just a few hours washing and polishing it," he said, "it was coming back to life and starting to look like a 10-year-old car instead of one that was 35. All in all, a nice gesture from a true gent who was upping sticks and moving to France, and who simply wanted the car to go to a good home. Sometimes it's not all about the money."

To prove that point, Cates has asked that his prize for the Reader find be donated to charity. He told C&SC: "I would ask that the £100 be given to the same charity to which the owner asked me to anonymously donate a sum of my choice, as a gesture for the car. The chap wasn't insistent about it, but of course a donation was made!"



Want to track down a lost love or looking for history on your current classic? Send details and pictures to the p6 address or e-mail your requests to james.elliott@haymarket.com



#### **MARRIED IN A MIDGET**

Half a century ago, Alan Crisp's wedding car was an MG Midget, registration 306 DMR. He is now keen to find out what happened to the little sports car, but all attempts to trace it via clubs and the DVLA have failed. Can any C&SC readers help? E-mail him at strollers/@gmail.com



#### **HUNTING FOR A BIG CAT**

This picture was taken outside Matthew Baber's old home in Awre, Gloucestershire, and features his father's old Jaguar E-type 2+2, SDD 962G. Baber thinks it was sold in the late 1970s or early '80s and that it's currently on SORN. He's keen to be reunited with it. Contact him on matthewbaber@hotmail.com



#### TRACING HIS TRIUMPH

James Barnes recently bought a Triumph TR6, NXC 995M, and it came with history going back to 1984: it's been featured in magazines and had an engine rebuild by Jamie Frost of Power Tune in Pershore. If you know anything about its early life, e-mail james.barnes@btinternet.com



#### MICHAEL WARE

Former curator of the National Motor Museum, Beaulieu. Send submissions to meware@oakenbrow.demon.co.uk

# Unmolested pre-war gem

"Amazingly original" is how David Andrews described his 1937 Morris Eight Series E.

DXC 194 (a London number) went first to Tavistock and was owned by a Colin Turner. He kept the car until '94 but there is no evidence that it was used after the early '60s. The next owner was a Mr Harley from Plymouth, then in '04 it was in Launceston. It came to Suffolk in 2009.

Andrews said: "The engine shows 40psi oil pressure, confirming my impression of a virtually unused unit. My aim is to keep it as original as possible."

David would love to hear from anyone who knew this car. E-mail dandrews46@btinternet.com





Flat-twin 1965 Panhard stands alongside rusty 1933 Tatra chassis – both are for sale

### Gallic estate in quite a state

David Beare, who wrote the definitive book on Panhard's flat-twin models, was on a visit to Scotland a few years ago, having heard via the Panhard Club GB of a left-hand-drive 1965 L9 estate car abandoned in a front garden near Inverness.

Citroën stopped production of the estate in May 1965, so this must be one of the very last made and is ultra-rare in this country.

The car had been imported from Paris in 2000 and given a Morayshire age-related number but was in a pretty parlous state with a great deal of rust, having stood outside and close to the sea for 10 years. In the same garden were three Panhard PL17s and a VW Transporter, all in similar condition – the owner's neighbours had apparently reported him to the Environment Agency for having an illegal scrapyard.

Beare bought the car to save it from being scrapped, but then realised he already had too many projects so sold it to Panhard specialist Chris McPheat. It wouldn't take much to make it a runner again and McPheat is offering it for sale for what he paid: £300. Contact mcpheatauto@gmail.com



Light 15, above, much loved by the Tennant family, but sold to make way for Bristol, right

Tennant, now based in Belgium, with his B



### Searching for Slough-built beauty

Ron Tennant is trying to trace a couple of his late father's cars, and thinks these period pictures might help tease out some information.

He explained: "My late father, Ernest Ronald Tennant, was always a fan of 'different' cars. In 1953, he got himself a maroon Citroën Light 15, ANJ 444. A year later he sold it and got another - also maroon and also made in Slough.

"Dad made JSM 286 absolutely beautiful. I remember going everywhere in it, including holidays to places such as Weston-super-Mare or Aberdovey. Hardly anyone in our street had a car in the mid 1950s, so it was always attracting attention."

Five years after buying that first Citroën, the bug bit again: Tennant spotted a blue Bristol 401 for sale at Stratford Road Garage in Sparkhill. He bought it, giving the Light 15 in part-exchange, but his wife Phyllis disapproved of the sale and all the more so when the garage advertised the Citroën as 'the most beautiful in the whole of England'.

Tennant's father kept the Bristol, STB 788, until 1970, the car always garnering a lot of interest from neighbours, but he started to realise that what he most needed was something normal to get from A to B. He

sold it and bought a Ford Anglia. Tennant added: "I tracked down the Bristol and the owner, John Campbell, is restoring it." The trail on the Citroën has gone cold, though. If anyone knows if it's still around or what happened to it, contact rontenn2001@hotmail.com

### **Improved** or defiled?

We come across many modified classics on these pages, both in the way they look and their mechanicals. Some are nicely done, some reek of necessity and many would appear to do more harm than good.

This '48 Lincoln Continental is currently offered for sale in the United States and would appear to fit into the latter category. The convertible has been off the road and in store for many years having been 'uprated' at some point during the 1960s.

The motor was changed for a 1954 Lincoln V8 mated to an automatic transmission, while the addition of the later bulkier bumpers front and rear does nothing for its appearance.



Not to all tastes: modded Continental



The Overland, pictured in the 1950s...



...and today, awaiting its restoration

### Centenarian to be revived

When John Willys bought Overland in 1907, the Indiana-based company was bankrupt and the first 465 cars made under the new owner were constructed in a circus tent. In 1909 the firm moved into the former Pope Toledo factory in Ohio and by 1910 it was the third largest manufacturer in the US behind Ford and Buick – becoming second biggest in 1912.

Jim Manz, a well-known collector in the Illinois area, is married to a lady called Gail, whose father was an Overland dealer in the 1950s. David Kerr from Chicago explained: "In the '50s he got a call from a man in Texas who said that his family still had a 1913 Overland tourer that they had owned from new. He thought that Gail's father should buy it for old times' sake. He was interested but insisted that the man brought the car from Texas to Chicago for him to see. The owner then jumped into the Overland and drove it from Texas to Illinois, which must have been some undertaking and a slow drive, but suggested he had supreme confidence in the car. After receiving \$500 for it, he caught the train back to Texas."

Gail's brother ended up with the car, which he dismantled before losing interest. Gail and Jim took it over, and it remained in storage until it was recently sold. Now, at long last, the Overland is going to be restored.

### Mystery Car Competition



For this month's mystery car, we are whisking you back to Frankfurt in 1973 and a neat, very angular two-door coupé that pioneered the use of integral

removable shopping bags. Entries by 1 December to Mystery Car Competition (November 2015) at the address on p6 or e-mail james.elliott@ haymarket.com with 'Mystery Car November 2015' in the subject line. Please include your address.



#### **AUGUST'S WINNER**

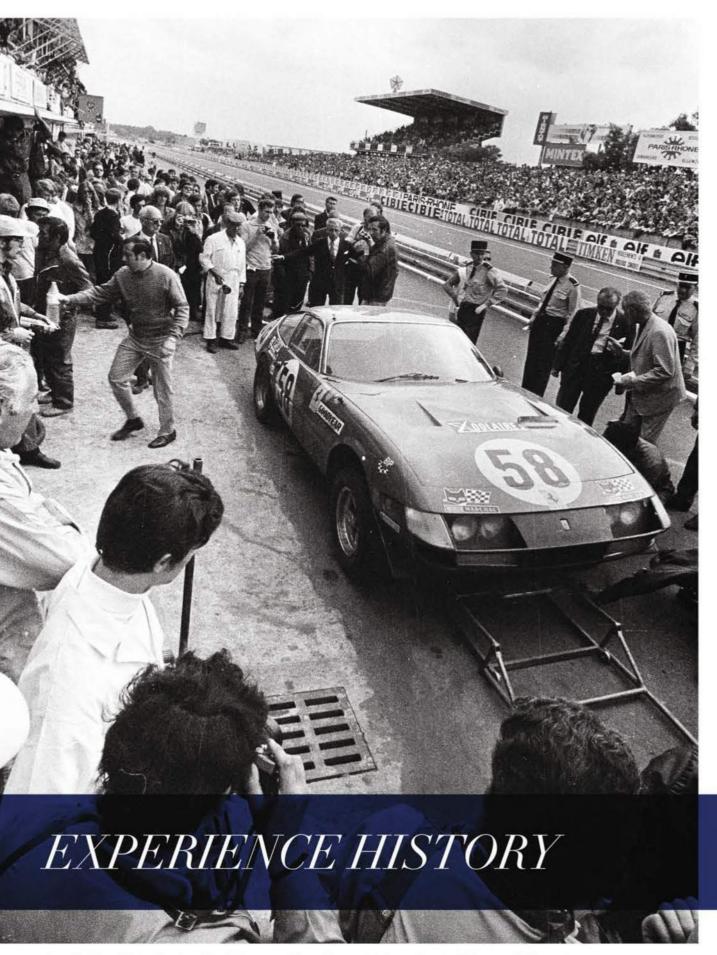
The Lancia ECV2 Group S prototype didn't fool many of you – we had a bumper postbag from readers who correctly identified the Experimental Composite Vehicle (sadly killed off by the demise of Group B). Excellent

answers came from many of you, including Jan-Erling Rydquist, Agustín Calvo Ingelmo and Ifan Ramadhana, but the most comprehensive was from Kenny Smith, who scoops the prize.









In 1971 Luigi Chinetti Jr. & Bob Grossman bring home 5th Overall at Le Mans in the legendary 1969 Ferrari 365 GTB4 Daytona N.A.R.T. Competizione.



Prince Bernhard of the Netherlands with his 1955 Ferrari 212 Inter Pininfarina Coupe.

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The same happened to a De Lorean DMC-12 at the sale before, which settled at  $\pounds57,120$ , and a 1999 Ducati 996 pre-production bike that had

never been ridden, and cruised to a world-beating £48,160.

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# Mick Salandarian Mick S

#### FROM THE COCKPIT

he Monterey Week is guaranteed to provide some unique moments, be it a 250LM howling up Highway 1 to Big Sur, or a convoy of Panteras roaring over the Laureles Grade pass – one of the best driving roads in the area.

After seven days of unlimited exotica, real-world classics are welcome distractions. No event amused the roving  $C \dot{\varphi} SC$  team more than the Little Car Show on the Wednesday in the charming Pacific Grove district. When you spot a 1964 Peel Trident rasping along, dwarfed by monster Suburbans – and whizzing up the hilly streets trailing a 007-style smoke screen to the fun event on Lighthouse Avenue – you know that you're in for 'something completely different' as the *Monty Python* team used to proclaim.

There were some bizarre sights around the free event, none more so than Bill Hill – also known as 'Wild Bill Tattoo' – and his 1959 Nash Metropolitan. Other than the hand-painted artwork promoting his services, a sinister devil mascot on the bonnet, and the registration plate M TATTOO, it looks like a stock Metropolitan until a tower of flame erupts from the back of the car. Much to the astonishment of pedestrians, Hill uses a blowtorch mounted on the boot to cook hotdogs that he handed out to anyone tempted. Unsurprisingly, the display was eventually stopped by the local police. Elsewhere, a

Reliant Robin van was liveried with 'Clarkson Boxing Academy'.

Japanese cars were featured this year and every owner had a delightful story of long-term interest for their novel compact.

Matthew Spielberg first saw a Toyota Sport 800 when he was a student at UC Berkeley. "I'd just met my future wife, and dragged her over to look at this cute silver car," recalls the attorney from Castro Valley. "Thirty years later I bought my first – a rough project on eBay – and now have three including a 700cc Publica. Anyone can own a Porsche, but this is more fun. It'll cruise at 75mph but is bumpy and low. It's a little scary when big trucks roar past. I work on the cars myself but parts are getting impossible. When I visit Japan, I often bring spares back as luggage."

One evening, Spielberg got a call from a New Yorker who'd learned about his interest in S800s: "Ed was 84 and still owned the Toyota he bought new in 1967, which he kept in San Francisco and ran each time he visited. His memories included trips to Michigan and Arizona with his wife Cecilia. After 45 minutes chatting, Ed told me that he occasionally parked the car at Berkeley in the '70s, and I couldn't

'The biggest surprise was

a demon yellow Cyclops II,

the fantasy creation of

illustrator Stan Mott'

believe it. We kept in touch and, when Ed died, Cecilia followed his instructions to contact me and I bought it. He clearly loved the car because the paint is almost polished through in places."

The biggest surprise, among the Bantams, Fiats and Sprites, was a demon yellow Cyclops II, the fantasy creation of illustrator Stan Mott that was introduced in *Road & Track* in '57.

Like me, Jim Ducoing loved the Cyclops adventures that Mott dreamed up and brilliantly sketched: "I'd always wanted to build one, but it

wasn't until I retired that I had time. As an aircraftsman, I'm used to working with sheet metal. It's powered by a Kohler 7hp engine with torque converter. There's no speedo, but we've run it for about

two hours. I can't get a road licence but we've had fun at autocross events. The steering is very stiff with only half a turn and she rides like a buggy."

As we chat about Mott's latest graphic novel, beach buggy legend Bruce Meyers excitedly interrupted: "I can't believe there's a Cyclops here! They had one in the *Road & Track* lobby, and I borrowed it once to take to a car show. We had such a laugh fooling people about Stan's design."

Only at the Little Car Show do such anecdotes arise. If you ever visit the Monterey Week, don't miss this brilliant event.







From top: Spielberg and wife Patty with their highly original Toyota Sport 800; Ducoing's homebuilt Cyclops, based on Mott's Road & Track cartoon capers; star Peel Trident arrives in town

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# James Editor State of the Internal Control of the Inte

'It is the interior and its

bright green moquette

most effusive about'

that Tom Karen remains

he truth has finally emerged over the fate of the original Sotheby Special

– the space-aged Ogle take on the Aston Martin DBS V8 that took the Montreal and Geneva Salons by storm in 1972, before pretty much disappearing off the face of the earth. What happened is that 43 years ago, Richard I'Anson of Tula Engineering mentioned to a Bedfordshire farmer and Aston enthusiast who he was sitting next to at a dinner party that the innovative car might be for sale. The farmer went down to Ogle, snapped up the Special and put it in her barn.

For the past four decades, the car has moved with her from farm to farm and barn to barn, always somehow evading the intention of doing something with it. Now it is to be sold. She says: "I have accepted that I'll never restore it, so, for the car's sake, I need to move it on to someone who will. It would be really wonderful to see someone take it on and put it back on the road as the original Montreal show car."

Even in this sorry state it is a striking vehicle, something a bit special. That's why before it is sold, a rather poignant reunion has taken place. The Sotheby Special prototype – which was to sire two road cars – was returned to the Ogle Design offices in Letchworth where it was born and originally photographed. Current MD Len Martin, who has been with the company since the '70s, was there, but so was the team that built this remarkable machine along with the firm's indefatigable leader,

Tom Karen.
It's easy to forget what a crucible of creativity Ogle was back then, with the likes of Peter Stevens, Martin Smith and more all passing

through, but nothing the company produced topped the impact of the Sotheby Special.

Funded by Wills & Co's catastrophic attempt to launch a new cigarette brand – Sotheby's was short-lived and heads rolled amid flying writs – the car was built in glassfibre with the upper greenhouse supported by a Reynolds 531 tubular frame. It used a prototype fuel-injected V8 mated to a five-speed manual ZF gearbox. The Sotheby Special was just too radical for Aston at

the time, however, even though it wasn't that long before William Towns himself began turning out far more maverick designs for the company. There was also the small matter that, as a mobile ideas laboratory, it would have been ridiculously expensive to put the Special into production – a later road car was converted at a cost equivalent to nearly 10 E-types.

The beauty of this vehicle, though, is that it was built as a show car, in a hurry and by such a small team. The coachlines and script were applied at local dustcart manufacturer Shelvoke and Drewry, and stand proud and beautiful on the now otherwise dishevelled shell like a bow tie on a tramp.

But it is the level of innovation that Karen is still keen to showcase; the mass of 22 lamps that comprise the sequential rear indicators and progressive braking lights – a still-valid safety feature. Then there was the heat-repelling green and gold band Triplex Sundym glasshouse, the failsafe pop-down headlamp shutters and the sideways-facing chaise longue rear seat.

In fact, it is the interior and its bright green moquette that he remains most effusive about: "It is a lovely material, cool in summer, warm in winter. This is a Danish design and I knew the

person who created it." The exterior colour was determined by the cigarettes' packaging.

Design engineer Roger Mills chips in that he still has a small amount of the material somewhere, while

John Pape is semi-pretending (I think) to be distraught over the absence of the original steering wheel boss: "This was my first job and when I joined there was just the detailing to be done. All I did was the boss... and it's missing!"

Also on hand are Clyde Millard (who executed the already designed interior) and Mick Walker. The reunion was masterminded by Malcolm Bates, who said: "This is possibly the last opportunity we'll get. Whatever happens to the car, it







Above, from top: period brochure for the Aston; Ogle team reunited with the Sotheby Special; the same car 43 years earlier

probably won't be in Letchworth again... and who knows where we will be in a few years' time."

True, but I know where they'll be in a couple of weeks' time: the team plans to re-reunite at Duxford on 14 October to see H&H Classic Auctions (www.classic-auctions.com) sell the Sotheby Special. Nor need the buyer worry about upsetting anyone by restoring it – Karen and chums were incredulous that it was to be presented in such a state. "It's lovely to see it again after all this time, but I wish it was in better condition," he said. "It could have been washed at least." I start to explain the 'science' behind the allure of barnfinds and he is quickly shaking his head: "I can't believe people would pay more for something that isn't looking absolutely as good as it can, whatever its condition. That's crazy."

So pay your £100-120k and restore away. Just don't mess with those coachlines!



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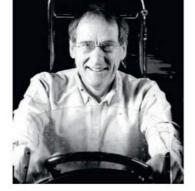
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Banners show the extent of the late-'50s shows on press day, before the crowds. Bottom: a typical display, with a cutaway Minor on a revolving dais

utumn. Traditionally, the end of each year's motor-racing season would be followed by the excitement of the Earls Court Motor Show, providing an antidote to the onset of colder days and longer nights. Today, when there is no longer a proper international new car exhibition on British soil, it's hard to comprehend what a huge event the Motor Show was.

Just about every car maker from around the world would have a display, and many used Earls Court as a platform to launch its new models. Coachbuilders would show their latest bespoke designs, and in the galleries would be stands offering every imaginable accessory and component. Public attendances ran into hundreds of thousands, and people at all levels of the motor industry, from chief executives to humble salesmen, had to be there. Press day, which preceded the first of the 10 public days, attracted news and car journalists from every continent, and the two major magazines of the time, The Autocar and The Motor, would each produce three weeks of special issues: Show Guide, Show Report and Show Review. The Report issues usually ran, with advertising, to more than 400 pages.

It was a major social event. Anybody even remotely connected with or interested in cars, from Grand Prix aces to film divas, politicians to rock stars, would be rubbing shoulders in the crowd. For many years it was possible for members of the public to walk onto a stand and place an order. Often - in those days of easier parking - demonstration models were available outside the hall for them to try.

Starting at Crystal Palace in 1903, the Show ran at Olympia until 1937, when the need for bigger premises prompted a move to the newly rebuilt Earls Court. Almost every year, among the assorted new models making their bow, there would be at least one to rock the car world on its heels: such as the Jaguar XK120, which was the star of the first post-war show in 1948. In 1959, it was most people's first opportunity to see the Mini, which had been introduced eight weeks earlier. The Ford Cortina was launched at the 1962 Show, the Rolls-Royce Silver Shadow in '65, the Lotus Esprit in '74.

The 450-page official catalogue cost just one shilling (5p), and contained very detailed descriptions of each exhibit. A glance at the 1937 edition shows 543 stands, 58 of them for manufacturers from Alvis to Autovia, Lancia to Lanchester, Bugatti to Willys. Evincing a then thriving and now sadly dead craft, there were 33 coachbuilders, from Gurney Nutting and HJ Mulliner to Holbrook and Ranalah.

The Earls Court show lived on until 1976. By then the automotive business was changing, and the big firms and their dealers were ploughing more funds into their showroom locations, where the sales actually took place. The show became biennial, and moved to the dreary wastes of Birmingham's National Exhibition Centre. The magic was gone, and the last one was held in 2004.

There have been other efforts, such as Motorfair and Motorexpo, and in July 2006 there was a British Motor Show at the ExCel Centre in London's Docklands. But many signifi-

cant companies didn't bother to go, and after a second try in 2008 it disappeared.

Now we're told there is to be a 2016 London Motor Show in Battersea Park, held over four days in May. But with seven months to go - and with many major players now allocating large budgets to the Goodwood Festival of Speed little information seems to be available about it.

As for the Earls Court Exhibition Centre, that grand old lady (dating back to 1887) is currently being demolished. What's left is part of an immense 77-acre site being developed by Capital & Counties Properties. It will comprise four urban villages, 7500 new homes – 1500 of them 'affordable' - plus 27 acres of open space, its own high street and parkland that uses the course of an ancient tributary of the Thames.

Ambitious stuff. But whatever Battersea may bring next May, the great days of the real Motor Show are over. Fortunately, we've still got our exciting new London show at Alexandra Palace (www.classicandsportscarshow.com) to keep us cheerful this autumn. See you there.



'Almost every year there would be at least one new model to rock the car world on its heels'









# Buckfire Backfire

don't read many car books because they tend to be unwieldy things to negotiate in bed, but I made an exception recently in the form of Geoffrey Goldberg's *Lancia and De Virgilio: at the Center* – a slightly awkward title for a superb read. Francesco De Virgilio was, of course, father of the company's V6 and not only worked alongside Vittorio Jano but also married into the Lancia clan – a link that didn't always have a positive effect on his career.

The book charts De Virgilio's time at the firm from 1939-'75 (and beyond, as a consultant) through unique access to his personal archive, and includes a fantastic collection of technical drawings and pictures. Many of the latter are relaxed family snaps of 1950s Italian life, but there are also candid shots from his days in the racing department. There's even one picture of Gianni Lancia attempting some welding, and in many ways it was the promise of learning more about this mysterious figure that encouraged me to pick up the tome in the first place.

Goldberg's text is scholarly but also straightforward and readable (with extensive reference notes at the end of each chapter – always a classy touch). He takes a broader view of the social and industrial background to De Virgilio's working life and to the nature of Lancia as a company, rather than the usual narrow appraisal of

the vehicles – a trap into which too many books fall. The politics (of which there were a lot) and the people are equally as interesting as the cars.

I liked the fresh thinking on the firm's collapse in the mid-'50s and the sell-out to the cement tycoon, Carlo Pesenti. Goldberg doesn't accept that it was Gianni's racing obsession alone that bankrupted the company, but rather a combination of factors including his investment in the 16-storey Palazzo Lancia, the first high-rise building in Turin when it was finished in 1956.

Perhaps it would have been wiser to invest in more modern production facilities. Ones that allowed, for instance, for more than one body press. The woeful lack of tooling after the war and into the '50s raises the question of how well or badly the firm did out of the Marshall Plan. The Americans disapproved of Gianni's leftleaning affiliations, although the company ledgers say Lancia received more than \$3 million

Bedtime reading: author Goldberg reckons that Lancia's financial woes weren't only down to cars such as the D50 (here with Ascari at Monaco in 1955)







'The company ledgers say that Lancia received more than \$3million, but what did Gianni spend it on?'

rather than the \$800,000 sometimes quoted.

If that's the case, what did Gianni spend it on? Probably making cars that were too nice – and too expensive – for the people who wanted to buy them. Also, Goldberg recognises that much of the underlying problem in the 1950s seemed to boil down to the fact that the revolutionary Aurelia saloon (surely central to Lancia's upmarket ambitions) just didn't sell that well.

It's often been said (usually by me) that Lancia's saloons were the best engineered and most sorted of the range, but it's equally true to say that the market didn't always see it that way. The various special-bodied Flaminias vastly outsold the four-door, for instance, and the success of the Fulvia Coupé just about kept Lancia alive before Fiat took over in 1969. It would be interesting to speculate what might have been if Lancia had concentrated on building sports and GT cars in bigger volumes and left Fiat to make saloons for the masses.

I suppose the only thing this book lacks is much detail about my beloved 'F' cars, the Flavia, Fulvia and Flaminia. The reason for this seems to be that De Virgilio didn't get on very well with Professor Antonio Fessia (nobody did, really) so Franco was 'relegated' to designing engines for Lancia's heavy trucks. He seems to have been too dignified a character to complain about it.

At least the Gamma gets a mention. In 1970, De Virgilio did an alternative engine proposal for the car – an intriguing 120° V6 that would surely have had more showroom appeal than the 'four'. As a complete aside, Goldberg has put a name to the architect of the Gamma engine: where are you now, Zaccone Mina?

As for the Palazzo Lancia, it still straddles the Via Vincenzo Lancia, although Fiat sold it off in 2005 and the current owners filed for bankruptcy two years ago. It's now due to be auctioned off, a sad fate that chimes with that of the company itself in recent times.

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#### Remembering Colton's Ferrari pair

I much enjoyed your well-balanced article on the cars of my late friend, Richard Colton (C&SC, October).

I have been fortunate enough to drive both of them, the 275GTB on an afternoon swap with my two-cam version during a tour of France (Richard's was much smoother, if not much faster) and the SWB on a memorable trip to Rome for the Ferrari 50th celebrations.

A paucity of advance information meant that this latter journey nearly didn't take place, but as Richard pointed out: "We'd better go as we may not be around for the next one!"

In Calais the car was put on the train for Nice and, after we'd left the city and filled up, Richard tossed over the keys saying: "You pedal now, I'm a bit tired."

Heavy traffic and a multitude of dark tunnels interspersed with brilliant sunshine are not an ideal introductory scenario to someone else's valuable vehicle, but the car's responses were so quick and communicative, any trepidation disappeared almost immediately. Better was to come after the celebrations in Rome, when I was privileged to drive up to Modena.

With an open road and a chance to stretch the car's legs, I began to really understand why everyone raves about this particular model. Despite lacking independent rear suspension, the handling was just so predictable, encouraging (with the owner's support) greater and greater commitment to each successive bend and always giving plenty of warning that limits were being reached. With open windows the accompanying soundtrack was sensational – nothing sounds as good as a Ferrari V12 in full cry.

That was the most memorable of our 'boys only' trips, and I was delighted to read about such use now that Richard has finished his enjoyment of these thoroughbreds.

**David Bridges** Via e-mail









Home improvements are a waste of money, reckons Leaman, yet a Ferrari is anything but

#### Keep your kitchens

Bravo for Richard Colton's generosity in donating his Ferraris to the RNLI. Let's hope they raise zillions.

My respect for the man grew even further on learning of his *laissez-faire* approach to home improvements. I too am a great believer in pursuing life's luxuries at the expense of some of its supposed 'necessities'.

In the enclosed picture you can see my wife Alison in 2004, having just about got over her shock at my taking out a second mortgage to buy a Daytona. As you may notice, the house (a two-bedroom bunga-

low) and garden could do with a bit of TLC – and there is not a new kitchen in sight.

I always tease Alison that the next time I buy a classic Ferrari, she shouldn't give me a hard time about buying it – but about selling it...

**John Leaman**Briahton

#### A brilliant Beemer

The E21 has been the Cinderella BMW for too long. I already had the *Buyer's guide* that *C&SC* ran in November 1995, but it was good to see a feature in the September issue of my favourite car magazine.

I speak from experience when I praise the model, because I own the oldest six-cylinder example in the UK, and possibly in existence.

My car was first registered in November '77 by W Shirley & Son of Croydon, even though the six-cylinder 320 wasn't launched in the UK until January of 1978. The car was Shirley's demonstrator until it was purchased by my father, when it was around six months old.

We moved house shortly after buying the BMW and began using another dealer, who always insisted the car was a four-cylinder whenever my father booked it in for servicing. This garage once even set the valve clearances to the fourcylinder tolerances – unbelievable but true. After that, Dad always did the valve clearances himself.

BMW has little record of these early cars because they were imported by a concessionaire (TKM) before 1980. The car is Polaris silver with Pacific (blue) cloth, has a four-speed Getrag gearbox (a five-speed unit awaits fitment, as does a light body restoration), no power steering and blue tinted glass – of which no supplier seems to have heard.

I do disagree about the Solex carburettor, though. Mine is fine, and the only modification it has had is a later base, which eliminated a very light fluttering noise that was regularly heard at cruising speed.

Keeping the car below 3000rpm in third and top can give the best part of 40mpg, and I used to practise this on the drive back up to university after holidays – although strictly speaking we weren't allowed to keep cars there.

With regard to tyre choice, I took over the 320 (which replaced a '71 2002) in my final year at university, when the BMW was still quite new, and I found the OEM Continentals quite poor in both handling and wet weather grip. I changed the tyres for Goodyear NCTs and the car was transformed in terms of straight-line stability, roadholding and grip—it's not all about lowered, stiffened suspension. With two bags of King Edwards in the boot, it was even okay in the snow!

**John Foster** Lincolnshire Wolds



BMW was economical student transport



#### It was a joint effort

I have just received my September copy of C&SC and was delighted to find that our restoration had received a mention in your piece about the Rolls-Royce Enthusiasts' Club annual rally at Burghley House on 20-21 June (Your events).

Unfortunately, your report gives the impression that I carried out the restoration of our 1958 Silver Cloud single-handedly. In fact, it was very much a 50/50 joint enterprise with my friend and fellow enthusiast, David Whitehead, and the restoration was actually undertaken in his workshop.

I can understand how this happened because, even on the day of the award, the announcer on the PA said exactly the same thing, to my acute embarrassment. Someone obviously had their wires crossed.

Might it be possible to print a small amendment in your next edition to make me feel less guilty for being given all the credit in such a prestigious publication?

Chris Browne (and David Whitehead) Via e-mail

#### Sweet little 16

I greatly enjoyed your article on the remarkable Renault 16 (September), not least because of my close experience with them over the years here in Australia - Renaults of that era being assembled in Melbourne and enjoying commercial success from the mid '60s until about 1980.



Renault 16 was a hit in both hemispheres

My father had one in Adelaide in the late 1960s and I can still remember what a sensationally competent and imaginative vehicle it was.

In almost standard form, the R16 won a number of State Rally Championships in Australia – three in South Australia alone and two years running with the same vehicle. Not exactly a car for circuits, but very effective on the rough tracks they had to contend with.

In those days in South Australia, there was no open-road speed limit, and I used to bowl along in my 16TS at 140kph. They were great fast cruising cars, very comfortable, extremely stable in crosswinds and safe. At that time, with a mere 1470cc 'four', this French hatch could outrun almost everything else on the road, including the State police's V8 Chrysler Valiants. The 16TS engine was a gem.

The R16 was without question one of Renault's best efforts. I'd like a new one today but with power steering and good air-conditioning. John Waterhouse

Perth, Western Australia

#### Canadian Renault

Not long before my dad died in 2005, we had that classic father and son conversation: "What was your best car ever?" His answer was unequivocal: a '71 Renault 16TS.

It all started in 1966 when our family car, a 1960 Buick Invicta, was falling to pieces. It was such a bad car that not even Mum liked it and, as I was the family's official gearhead, Dad asked me what he should buy. I answered: "Why don't you test drive a Renault 16?"

He went straight to Pierre Automobile in Salaberry-de-Valleyfield, and tried a white R16 GL that he bought on the spot.

He couldn't believe that such a small car (by North American standards) could be so comfortable; it was the start of a love affair.

Fast forward to 1971, the GL has done 100,000 miles and it's time for a change. The natural choice was the new TS model, with the Type 807 1565cc engine. This car had the only thing that the GL lacked: power! 85bhp in such a light car was quite sufficient, and Dad discovered the joy of blasting his way along the autoroute at 100mph.

Alas, one day in the summer of '74, an absent-minded fool failed to stop at an intersection and T-boned the TS. No one was hurt, but the car was irreparable. The next logical step would have been a TX, but Canada's import policy had been brought into line with the USA in 1972: no more Euro-spec cars, instead we got 5mph bumpers and the anti-pollution kit. Blimey!

I asked Dad what he liked most about his R16. Another clear answer - winter driving. The average annual snowfall here is roughly eight feet, and the TS had just what it took in a snowstorm: front midengine, narrow tyres, high ground clearance and light weight. It just went through the worst conditions with style. The slogan for the TS here was la Reine de la Route (Queen of the Road), and whenever Dad drove past American barges stuck in the snow, he was always smiling.

François Dugal

Brossard, Quebec, Canada

#### Surprising springs

In your Corvette C3 Buyer's guide (C&SC, October), Malcolm McKay writes that late versions of the car gained a hatch but that 'Chevrolet persists with a transverse leaf spring (in clever composite form) to this day'.

When I first read that, I found myself saying, can this be correct? I looked into it and found that the new C7 Corvette has short/long arm, double-wishbone suspension with cast-aluminium upper and lower control arms, transverse mounted composite spring and monotube dampers.

That's a far cry from the horse cart suspension of old. Nevertheless, Malcolm McKay is quite correct, and it surprised me greatly when I established that.

Adrian Morrow

Via e-mail



#### Pedant of the month

Pedant of the month wins an exclusive C&SC baseball cap. Send your observations to james.elliott@haymarket.com



The Lotus 900 series engine was not based on the Vauxhall slant-four. The layout was arrived at independently of that unit, but because the Luton design had the same bore centres, Lotus used it while developing the 900 top end.

Secondly, the Stevens Esprit body was produced using the VARI process but that was nothing new. It had been introduced in '73 but the Esprit was expected to sell in small numbers, which is why its body was laid up by hand. I've not been able to establish when the process was introduced on the Esprit, but it was not new.

Also, something was missing from the quote 'it was one of the things I hated about the original. I imagine it referred to the trim strip hiding the join on the side. Matthew Vale



#### Comments and clarifications

A Lotus Esprit S1 weighs 898kg and an Esprit SE 1559kg. Really?

John Pearson

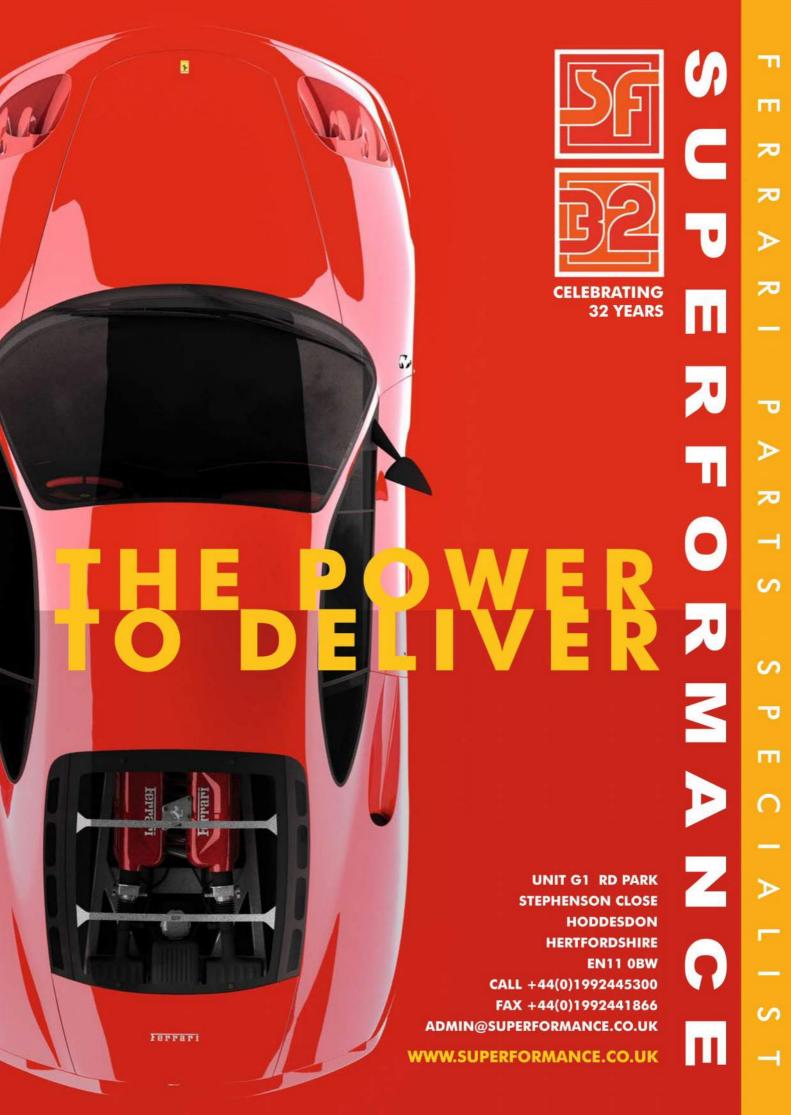
Ed: Autocar's road test S1 weighed 1033kg and its SE was 1330kg

I'd like to correct a serious error that has crept into the Bentley feature in the September issue of C&SC, if I may (page 123).

It wasn't a 3-litre Talbot that came in third at Le Mans in 1930, but rather the 2300cc Talbot 90 a brilliantly designed (by Georges Roesch) four-seater tourer with an engine one-third of the size of that of the Bentley Speed Six.

Furthermore, according to Anthony Blight's book The Invincible Talbot, the car was actually gaining on the Bentley.

Tom Whatton

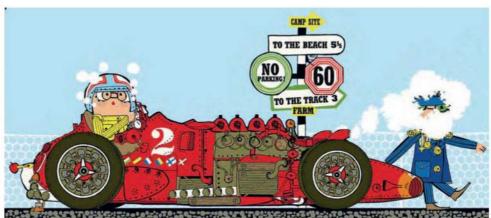


#### MOTORING ART

Clockwise, from below: Stanley the hamster at the wheel of his Series I Land-Rover from Stanley the Farmer; an Italian Job pile-up features in Migloo's Day; Bodkin's Grandad's Garage has a veteran outside; Maserati 250F racer provided the inspiration for this plate from And the Cars Go...











#### William Bee

#### Commercial designer turned kids' author

If you've got children, then you will be all too familiar with the 'favourite book' scenario: re-reading the same stories, night after night. So, when something comes along with added interest for parents, suddenly it's not such a chore. And for any fans of classic motoring, the books of William Bee are a godsend.

Having graduated from the Royal College of Art, Bee went on to work for prominent clients and produced illustrations for the likes of Paul Smith, Issy Miyake and Fortnum & Mason. But the urge to do something other than produce compositions for the commercial sector eventually led him to explore the world of children's books.

The first titles to go to print, Whatever then And the Train Goes... didn't feature any cars of note, but the follow-up, And the Cars Go..., provided the perfect excuse for Bee's love of classics to come to the fore. A Maserati 250F-influenced racer makes an appearance with a beach buggy and a woodie wagon.

For weary parents, however, the

release of *Migloo's Day* (the life of a dog called Migloo) provided a classic spotter's guide. "I was going to give every character a Citroën Méhari customised to suit their job," Bee explains, "although I ended up going to town and including whatever I fancied drawing."

Lotus Elan, Méhari, Willys Jeep, Renault 4 and Isetta all feature, but Bee's passion for racing is evident, too. The book includes a Porsche 917, and all the registrations relate to some of his favourite drivers: "The fire engine has the numberplate NL 757784 – obviously Niki Lauda's initials, followed by the years he won the championship."

"1978 was my favourite season: the cars, the liveries, the drivers and the helmet graphics were some of the best," says Bee, who partakes in a little competition himself. "A friend and I did a couple of trials in an Ulster rep that we shared, and I now have a 1929 Austin Seven for VSCC tests later in the year."

Bee's daily driver is a Morgan 4/4, which he says is arguably the

most reliable car he's ever had. It was preceded by an impressive list of classics: Morris Minor, Triumph 2000, Rover P4 and Porsche 964, to name a few. "The Porsche was very efficient and safe," he says, "but it didn't capture my imagination, while the worst was a VW Beetle 1302: I spun it in front of a bus!"

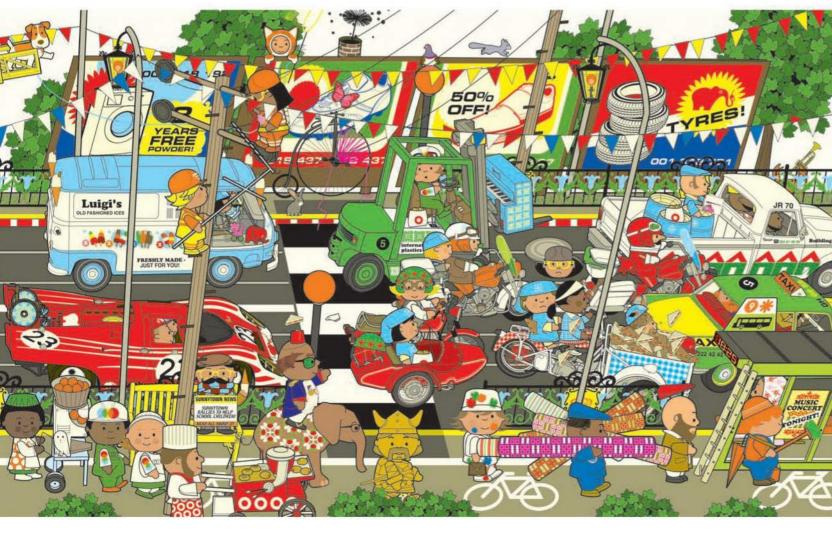
Bee's earlier work was done by hand, but he now uses a computer. Nothing cutting edge, though – an old Mac G5 and Freehand 5.5 (it's now up to version 10!) does everything he asks of it and fits nicely with his latest yearning: "I rather fancy an early Golf. Not a GTI, though. A nice, plain Mk1 that I could use to tow my Seven." MP

Bee's books are published by Walker: see www.walker.co.uk for details



Above: Bee's vibrant interpretation of Colin Chapman's Lotus 49 will feature in a forthcoming title. Below: Renault 4 Fast Post van; gatefold from Migloo's Day is a feast for classic I Spy...





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Coachwork by Freestone & Webb Estimate: £35,000 - 40,000

1939 BENTLEY 41/4-LITRE DROPHEAD COUPE

Coachwork by H J Mulliner Estimate: £140,000 - 170,000

## Bonhams

# BENTLEY THE VINTAGE YEARS

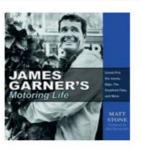
CLASSIC BOOK OF THE MONTH

Clare Hay's superb Cricklewood-era Bentley bible was originally published in '86 as a single volume, but this third edition has expanded to three hefty tomes. Hay's research is exhaustive and includes a wealth of newly discovered photos, the author having combed registration records and archives over the past five years to produce this definitive work.

The first book focuses on the 3 Litre and 6½ Litre models, with an introduction followed by a photographic gallery with extensive captions. The second covers the 4½ Litre, supercharging, the magnificent 8 Litre and the 4 Litre, plus non-production cars including Brooklands specials. A vivid review of racing right up to Jean Trévoux's 1933 entry for Le Mans caps this 1000-page volume, while the trio is completed with a register of every chassis, including history notes.

Beautifully produced in monochrome, this remarkable book is a tribute to the coachbuilders whose work was often lost with the trend for Le Mans-style replicas. WO himself would be impressed by Hay's efforts and, if you

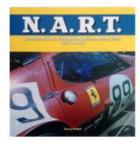
love vintage Bentleys, this book (three really) is a must. With only 1000 printed, it's guaranteed to become a collectors' item. MW £400 Clare Hay, Number One Press. ISBN 978053582747. See www.hortonsbooks.co.uk



#### James Garner's Motoring Life

After his superb biographies of Steve McQueen and Paul Newman, Matt Stone

has focused on James Garner. The star of *Grand Prix* and *The Rockford Files* was as much of a car nut as his contemporaries, as this 158-page work confirms. Besides the actor's extensive off-road motorsport activities, the book covers his Corvette racing team, plus road and TV cars, while Bob Bondurant and David Hobbs confirm his driving talent. **MW** £28 Matt Stone, Car Tech. ISBN 9781613251362



#### N.A.R.T.

At last, a Ferrari book that looks at the legendary North American Racing Team and founder Luigi Chinetti's long association with Maranello. Marque expert Terry O'Neil

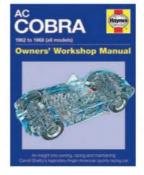
covers the years 1957-'83 and includes a brief resumé of Chinetti's own racing career. As well as the spectacular range of Ferraris raced by NART, the author covers the financial side and problems with the ACO at Le Mans, plus one-off cars. The pictures vividly capture this glorious era, while a 23-page table records every race entry. MW £60 Terry O'Neil, Veloce. ISBN 9781845847876



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#### PHOTO CELEBRATION

Sports Car Racing 1894-1959 is a misleading title, because this excellent photo album covers all types of

competition – as illustrated by the Napier-Railton on the cover. The 352-page reprint features



through to the Isle of Man, with captions by Brian Laban. It's great value, too. £14.99 ISBN 978 3 8480 0558. Check out www.hortonsbooks.co.uk



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#### **BOOKS**



#### Formula 1 in Camera 1960-'69

Paul Parker's excellent series continues with a second look at GP racing in the '60s. Volume one included all the decade's statistics, so those are omitted – leaving room to make better use of the images.

The standard is set early, with a fabulous picture of the Ferrari mechanics pushing a pair of 246 Dinos along the Monaco waterfront, and continues with

shots taken at familiar circuits but from different locations. The '64 Belgian GP, for instance, includes a great photo taken from the Masta Kink, with spectators on the verges, plus trees and lamp-posts nearby. Reproduction is excellent, and the captions full of information. JP £40 Paul Parker, Behemoth Publishing. ISBN 978 0 9928 7692 0



#### Dino - The V6 Ferrari

Safe hands don't come much more secure than Brian Long, who has more than 60 automotive titles under his belt. Yet he can still muster plenty of enthusiasm for the sublime V6-powered middie that, to honour Enzo's late son Alfredo, was known simply as 'Dino'.

The typeface is on the large side, which is fine if your eyesight isn't great,

but the book is crammed with data including the engine's competition pedigree, plus the Fiat and Lancia relations that also used it. Period brochures are nicely reproduced, with lots of archive shots including the orange prototype with a longer – 365P-style – nose than the production model. There's also a concise buyer's guide and, in these days of spiralling prices, it looks good value for a comprehensive marque history. Plus, it's the nearest that most of us will ever get to owning one! **DE £40** Brian Long, Veloce. ISBN 9781 9047 88393

#### CLASSIC MOVIE OF THE MONTH

Motoring moments from big and small screens

#### The Devil's Hairpin

You have to wait over an hour for the feature race in this 1957 movie, but it's worth it just to see the action scenes shot at Paramount Ranch, the short-lived figure-of-eight circuit designed by Ken Miles.

The track was regularly used as a film location, including for Spin Out and The Love Bug, but the most authentic is Cornel Wilde's 1957 work. Besides taking the lead as retired champion Nick Jargin, Wilde also directed and cast his future wife, Jean Wallace, as his co-star. The plot is classic far-fetched B-movie material, with Jargin haunted by a crash involving his brother (around Paramount's turn 10), but provoked back to racing by rival Tony Botari. Despite pressure from his mother, lover, and retired rivals (who all work in his club), Jargin gives in for a final showdown.

The grid features several famous West Coast racers, including Ol' Yeller and the spectacular Porter Mercedes, a special built from a crashed 300SL Gullwing,



while Botari drives one of two Jaguar D-types in the climactic race. As well as several fascinating workshop and car show scenes (watch out for the Von Dutch flamed Gullwing custom), the film opens with a sweep of the paddock to the dramatic Van Cleave score. MW



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B. 1935 M.G K3 Magnette

C. 1935 E.R.A (R2B) "ROMULUS"

D. E.R.A (R5B) "REMUS"

E. 1934 3 Litre Maserati 8 c.m.

F. 1935 750 c.c Austin

G. 1938 E.R.A. R12C "HANUMAN"

H. 1951 Maserati O.S.C.A

I. 1952 Simca Gordini

J. 1954 2.5 Litre Maserati 250F



This is an exclusive never to be repeated Collection to celebrate the motor racing career of Prince Bira and is for sale @ o.i.r.o. £70,000.

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Email: Patpos1@aol.com

### **MOLSHEIM INSPIRES POSTERS**

Automotive artist Sheridon Davies has a wide range of styles, ranging from vivid realism to graphic poster, but a common theme is the great feel for the era he's depicting.

His latest prints are influenced by the diversity of Bugatti design in the 1930s, and feature the Type 57S Atlantic, the Railcar that saved the company, plus the Model 100 plane (that never flew due to WW2).

Davies was recently commissioned by the BOC to produce a poster for its International Rally and, as well as a range of stylish posters, offers a collection of colourful greeting cards. See more work at www.sheridondavies.com



#### Alloy-bodied Shelby Coupe

To mark the 50th anniversary of the Shelby team winning the FIA GT Championship, Kevin Hicks of Streamliner Designs has produced a limitededition work inspired by the Daytona Coupe.

Using a lost-wax casting technique, each one of the solid aluminium sculptures is highly polished to achieve a dazzling finish and measures 300mm long. The series will be limited to just 100 examples, with each one costing £1200.

To find out more about Hicks' work, call 07752 107235 or visit www.streamlinerdesigns.co.uk



#### Stunning image selection

Belgium-based Art Speed Gallery has searched out the greatest photographic archives to offer a wonderful range of automotive-themed pictures.

Depicting everything from epic racing images to film stars (including Steve McQueen as well as Françoise Hardy, pictured below at Monza on the set of Grand Prix), these historic images undergo



many hours of careful retouching by the team's technicians before being published.

To view the full set, visit www. artspeedgallery. com, or for pricing details e-mail daniel@ artspeedgallery .com or call 0032 477 78 99 74.

#### Calendar celebrates Jaguar

Illustrator Julian Kirk has created a superb series of humorous artworks for a Jaguar-themed calendar. Cartoons include duelling Ferrari and Ecurie Ecosse transporters (below) and a D-type pitstop in the style of Munch's The Scream. Limited to 100 signed copies, it's available from www.jaguarautomobilia.com



#### Get the right vintage look

Holden has produced a new range of mechanics' overalls that provide a suitably period option for events where nostalgic dress is a requirement.

The white boiler suit

features an elasticated waistband plus two

chest pockets, and sports an evocative BP Motor Spirit design on the back. Other neat details include a period 'mechanic' armband.

A full range of sizes from small to 2XL is available, priced at £39.50. For more details, see www.holden.co.uk or call 01885 488488.

#### **ARTISTS' SWAPMEET**

German sculptor Martin Heukeshoven and Austrian painter Klaus Wagger have long

admired each other's art, so they recently made a trade. Heukeshoven exchanged his



latest Bugatti Type 35 for one of Wagger's dramatic paintings. See www.martin-heukeshoven.de and www.klauswagger.at

#### **GIANT GERMAN SALE**

The huge number of lots for the next automobilia auction at Ladenberg from 13-14 November has necessitated two catalogues. including a section for Porsche-

themed lots. Highlights include Ferrari yearbooks, Avus race cards, Tatra brochures and rare prototypes. Check out www. autotechnik auktion.de



# Automobilia diary

7-10 October AACA Eastern Fall Meet, Hershey, USA. Huge event that's still a great place for projects 001 717 566 7720; www.aaca.org

9-11 October Veterama Mannheim. Vast jumble in Maimarktgelände, plus classics for sale: 12-8pm (Fri, with insider ticket); 8:30am-6pm (Sat), 8:30am-4pm (Sun) 0049 62 03 1 35 07; www.veterama.de

11 October Newark Autojumble plus Classic Car Show, Newark & Notts Showground. 10am-4pm, entry £10 from 8am (with an earlybird ticket) or £6 01507 529470; www.newarkautojumble.co.uk

18 October Garstang Autojumble, at Hamilton House on A486. Pitches £15, entry £3.50, open 9am-1pm 07836 331324; www.garstangautojumbles.co.uk

22-25 October Auto d'Epoca, Fiera di Padova, Italy. This premier show features an extensive autojumble hall 0039 049 738 6856;

www.autoemotodepoca.com **7 November** Veteran Bazar, Chotusice, Czech Republic 00420

327 399 248; www.oldtimer.cz 8 November Garstang Autojumble. All details as 18 October

13-14 November Seidel & Friedrich, Lustgartenstrasse 6, Ladenburg, Germany (see above)



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#### **EXOTICS SHINE IN THE SPOTLIGHT**

Southern California and Los Angeles are better known for their automotive connections, but few venues can match the dazzling Blackhawk display further north in Danville. Many of the world's rarest cars are dramatically presented in the black halls. Centre stage are BAT 5, BAT 7 and BAT 9, the three sensational Bertone Alfa Romeo 1900s styled by Franco Scaglione, which alone are worth a visit.

The spectacular building – set in the heart of the San Ramon Valley - was the vision of property developer Ken Behring and dealer Don Williams back in 1982, but it was four years before the doors opened.

The 70,000ft<sup>2</sup> purpose-built facility comprises two main galleries that showcase 50 cars from the 200-plus collection. The displays are regularly swapped around, so it's best to check in advance if there are specific things you want to see.

The amazing diversity – from an ex-Al Jolson Mercedes-Benz S-type tourer to the only surviving Mirage M1 sports-prototype – is a key factor in the museum's appeal.

British high-performance sports cars are well represented, with two D-types, one the red-on-red XKD 518 bought new by Peter Blond, and the XKSS '572' that line up with two Aston Martin DB4 GT Zagatos. Other one-offs include a Vanden Plas-bodied SS100, as well as a set of Bertone Aston DB2/4s with a rare spider and a coupé.

Not to be upstaged by the European machinery is a stunning array of Virgil Exner-styled Dodge show cars including Fire Arrow 2 and 4 plus Firebomb with the Plymouth Belmont and Cadillac Ghia.

You'd expect an unusual Rolls-Royce at Blackhawk, and the bizarre 1937 Phantom III 'Copper Kettle' doesn't disappoint. It was reshelled by Freestone & Webb in 1947 for John Gaul and keeps company with the wild Mercer Cobra.

Other 1950s Italian concept cars include the Raggio Azzurra (Blue Ray) pair of Lancias built by Enrico Nardi. Based on Aurelia running gear, these handbuilt coupés feature Giovanni Michelotti bodywork constructed by Vignale.

The first was completed in 1955 and was named after its distinctive two-tone colour scheme and blue Perspex roof. Nardi commissioned the second Blue Ray based on a B24 Spider platform in 1958.

Only at the superb Blackhawk premises have these breathtaking Latin showstoppers shared top billing with the BAT Alfa trio.







#### The knowledge

Address 3700 Blackhawk Plaza Circle, Danville, CA 94506, USA Where? Less than an hour from San Francisco in the Tri-Vallev. From Highway 680, take the Sycamore Valley Road exit, which joins Camino Tassajara **How much?** \$15, concs \$10, under-6s and serving military free Opening hours Wednesday-Sunday 10am-5pm (3pm on 24 and 31 December), as well as public holidays Tel 001 925 736 2277 Web www.blackhawkmuseum.org



As well as its own vehicles, the display regularly welcomes important exhibits loaned from private collections including previous Pebble Beach concours Best of Show winners. The cars are often taken out for premier fixtures and Blackhawk's Figoni et Falaschibodied Rolls-Royce Phantom III recently won its class at Pebble.

There's also an impressive library, as well as a book and model shop that you can browse online. Blackhawk organises a variety of events at weekends, including British car shows, swapmeets, picnics and a series of special lectures. The hugely popular first Sunday Cars & Coffee meet usually attracts more than 700 vehicles. MW





Clockwise, from top: mouthwatering Jaguar trio includes XKSS; imposing building; Mirage M1; BAT Alfas (centre back) with Aston DB4 GT and Zagato; VdP-bodied SS100; Dodge Fire Arrow and Firebomb; ex-Jolson Mercedes S-type





#### Hamburg · Berlin



**Aston Martin DB 4 Series I,** 1959, black sliding roof Webasto, extensively restored, original first leather, FIVA Passport, documented owner history.



**Aston Martin DBR2 Recreation**, 1970, alloy bodywork, Aston Martin engine, UK and German road registration.



Mercedes-Benz 300 Sc Roadster, 1956, only 53 examples produced, restored some years ago, original service booklet.



**Porsche 356A 1600 Cabriolet**, 1958, very original car, extensively restored some years ago.



Jaguar E-Type 4,2 l Serie l Coupe, 1965, completely restored, air condition, 5-speed gearbox.



Alfa Romeo 1900 C Sprint Series I Coupe, 1952, Mille Miglia competitor, FIVA Identity Card, restored.



**Ferrari F40,** 1990, original condition, mileage of only 29 041 KM! Tanks were renewed in 2014.



**Ferrari 212 / 225 S Tuboscocca**, 1951, race history, 1 of 2 with racing frame-body by Vignale, "matching".



**Jaguar XK 150 SE 3.4**, 1959, sherwoodgreen with tan, "matching-numbers", restored in UK.



**Jaguar XK 150 S 3.8**, 1960, grey leather hide, LHD, German first delivery, Overdrive, Heritage Certificate.

Aston Martin DB 2 Vantage, 1951, Heritage Certificate. Bentley 3 l Blue Label Tourer "Gurney Nutting", 1925. BMW 503 Cabriolet Series II, 1958, 1 of 58 cars. Jaguar SS 100 2,5 litre OTS, 1937, old Log Book.

Lancia Aurelia B20 Serie VI, 1958, RHD, full history. Lanica Delta S4 Stradale, 1989, 4-wheel drive. Maserati 3500 GT Touring Coupe, 1961, 5-speed. Mercedes 12/55 PS Typ 300 Pullmann-Limousine, 1927. MB 300 S Roadster, 1953, unique coachwork, restored. Mercedes-Benz 300 SL Roadster, 1960, "matching". Mercedes Benz 540 K Cabriolet A, 1939, 32 produced. RR- Silver Cloud III Mulliner Convertible, 1963.

Many more interesting cars in stock - please ask or visit our website: www.thiesen-automobile.com



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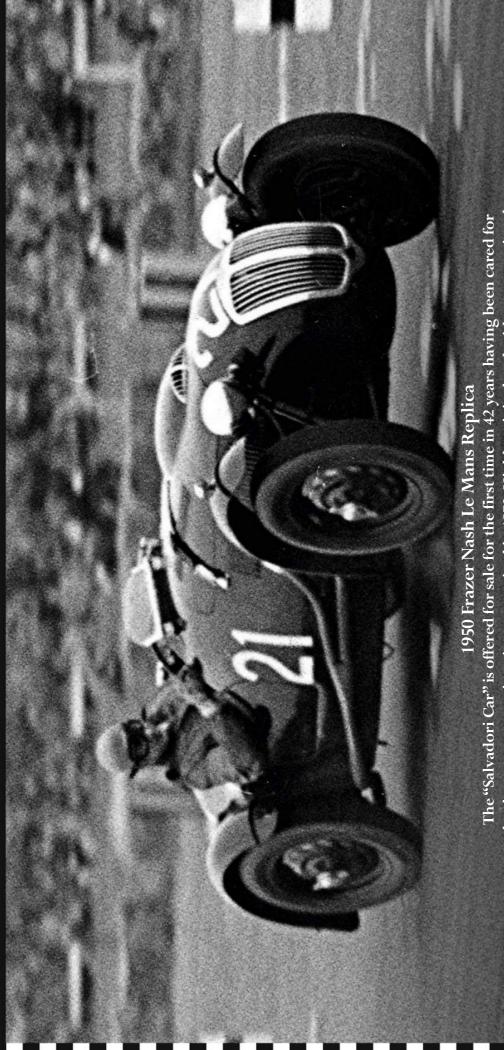
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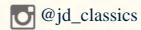






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1983 Countach 5000S ONLY 523miles RHD



1991 Isdera Imperator Gullwing LHD



2002 Ferrari Enzo LHD



1963 Aston Martin DB4 S5 SS Vantage RHD



1996 Ferrari 512M LHD



1987 Aston Martin V8 Zagato RHD



1992 Porsche 964 RS Touring LHD



2008 Ferrari 612 Scaglietti LHD



1973 Ferrari 365 GTB4 Daytona LHD



1976 Jensen Interceptor III Convertible LHD



1997 Hummer H1 Station Wagon LHD



1978 Panther J72 4.2 Litre Roadster LHD

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#### 1974 PORSCHE 911 CARRERA 2.7 - 'LIMEY'

A fantastic early RHD UK car supplied by AFN in 1973. Matching numbers, great original spec including ducktail, electric windows and ESR. In superb condition throughout with full and very comprehensive history from new including original books. Meticulously maintained for the same owner by Autofarm from 1977 to 2006, when they refurbished the car. A well-known car in Porsche circles that has featured in a number of magazine articles. Drives beautifully.



#### 1939 FRAZER NASH-BMW 328

A remarkable find! In the same family ownership since 1971 with a continuous and interesting history from new. Unrestored with lovely patina.



#### **1996 PORSCHE 993 TURBO**

UK RHD example, full black lthr, elec seats/roof. Exceptional and completely original unmarked condition throughout with only 31k miles and full history.



#### 1970 MERCEDES 280SL AUTO

The best! An amazing and very original UK RHD example with just 13k miles and three owners in Jersey that really is indistinguishable from new!



#### 1960 JAGUAR MK2 3.8 OVERDRIVE

UK RHD, original spec and matching numbers. A very early recessed visor car with uprated Sopwith engine. Excellent restored condition. Nice history.

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Inspired by Ferrari's legendary "Sharknose" racing cars, Nuccio Bertone's personal car 3269 GT is an undisputed masterpiece of automotive art. The one-of-a-kind 250 GT SWB Berlinetta Speciale was designed by the great Giorgetto Giugiaro and built by the legendary house of Carrozzeria Bertone. Since its debut in 1962, this magnificent and totally unique car has been acclaimed as both a definitive example of Italian automotive design and a coachbuilt Ferrari of exceptional beauty and significance.













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1962 FERRARI 365 GTC/4 SPYDER

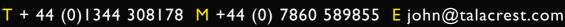


1965 FERRARI 275 GTB ALLOY 6C

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1967 DB6 RALLY CONVERSION, NO EXPENSE SPARED ON THIS CAR • £260,000



1982 V8 VANTAGE VOLANTE, FULLY RESTORED TO PRINCE OF WALES SPECIFICATION • £240,000







1935 LANCIA AURELIA B20 GT COUPE, NARDI MODIFICATIONS & BEAUTIFUL CONDITION • £120,00



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1979 LAGONDA RAPIER, 'THE BEST SMALL CAR IN THE WORLD!' BEAUTIFUL CONDITION • £55,000



1965 LOTUS CORTINA LHD, PREPARED FOR RALLY USE • £55,000



1970 ALFA ROMEO 1750 GTV, VERY PRETTY CAR FULLY PREPARED FOR RALLY USE • £35,000









- Delivery mileage car
- UK supplied

£950,000



2006 Porsche Carrera GT

- Just 6,000 miles from new
- Only three owners
- UK supplied

£599,990



1973 Porsche 2.4 S

- 53,900 miles
- Exceptional condition throughout

£199,911



#### 1992 Porsche 911 RS

- Just 19,900 miles from new
- Iconic colour combination
- Original paintwork in excellent condition

£259,990



#### 1964 Ferrari 275 GTB

- First of only 46 right-hand drive examples
- 1964 London Motor Show car
- Ferrari Classiche Certification submitted

POA



#### 1973 Ferrari 'Dino' 246 GT

- 32,600 miles
- Right hand drive UK car
- Extensive history with full Ferrari Classiche

£399,990



#### 1989 BMW M3

- Just 24,000 miles from new
- Four owners from new
- Impeccable service history

£74,990



#### 1995 Porsche 993 Carrera RS Clubsport

- Just 18,000 miles
- One of only seven UK RHD cars
- Ultra-rare Riviera Blue paintwork

£449,990



#### 2004 Ferrari 360 Challenge Stradale

- Just 9,150 miles from new
- Factory stripe
- Lexan windows

£249,990

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## **Dick Lovett**

est. 1966









### 1995 Porsche 993 Carrera RS Clubsport

£329,911

We are honoured to offer this stunning Porsche 993 Carrera RS Clubsport. First introduced in 1995, the 993 Carrera RS Clubsport was created as a 'factory ready' track focused car.

The Carrera RS in ultra-rare Clubsport guise reduced weight by removing the rear seats, carpets, stereo, power windows, air conditioning and headlight washers. All of the weight saving measures combined reduced the overall weight by around 100 kgs over the regular RS. The exterior of the Clubsport features a bigger rear spoiler and additional front splitter over the regular RS.

Only 227 examples of the RS Clubsport were produced worldwide. Finished in black with a black interior, our beautifully presented car has covered just over 90,000 km and has had only four owners.

To view our latest portfolio of available motor cars, please visit our website or contact us for further details.

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HERITAGE

#### A SELECTION OF OUR CURRENT STOCK:



#### 1978 Aston Martin V8 Vantage

#### **£POA**

Superb V8 Vantage with factory upgrades. Owned for over 20 years by one of the most successful singer and composers of the 20th century, Sir Elton John. Factory up-grades carried out in 1988 include:- 'Engine rebuilt to '580X' specification 410 bhp, post '87 wheel arch profile, 16' Ronal wheels, late model air con and tilt steering column, bare metal repaint and retrim plus many more '88 model features, all recorded on Aston Martin Works Service invoices. A total of 16,800 miles covered since restoration, with just 48,000 miles covered from new. A unique opportunity to acquire a superb late spec / low mileage Vantage, with extensive and interesting history in excellent condition. Fully prepared, serviced and MoT'd



1969 Aston Martin DB6 Volante £650,000



1952 Aston Martin DB2 DHC £POA



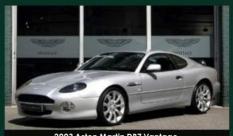
1991 Aston Martin Lagonda £POA



1991 Asion Martin Virag



2004 Aston Martin DB9



2003 Aston Martin DB7 Vantage £36,950



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#### A HANDPICKED SELECTION FROM OUR CURRENT STOCK

2013 PAGANI HUAYRA Dubai Red With Visible Carbon/Black Malevic Leather, Many Special Features, Only 1,800 Miles From New, 1 Of Only 100 To Be Produced Worldwide, 1 Of Only 2 Examples In The UK, Rare Opportunity
1973 FERRARI DAYTONA SPIDER Silver/Black Leather, Matching Numbers, Exceptional Restoration Throughout, Original Book & Tools, 15,700m From New, Ferrari Classiche Certified, 1 Of Only 121 Ever Produced
1985 FERRARI 288 GTO Rosso/Black, Air Con & Electric Windows, 15,000m, Recently Serviced, Original Handbooks, Service Book & Wallet, Only 2 Owners From New, Ferrari Classiche Certified, Faultless Throughout
<b>2009 FERRARI 16M LHD</b> Rosso Scuderia/Tessuto 3D Fabric, Large Carbon Racing Seats, Carbon Exterior Pk, Italian Racing Livery, Radio Navigation, 640Km From New, 1 Of Only 499 Ever Produced
<b>2014 FERRARI F12</b> Black/Black Leather & Alcantara E/Seats, Silver Stitching Throughout, Carbon Driver Zone, Carbon Inserts, Suspension Lift, Huge Spec, Cost New Circa £300,000, 4,000m, As New
2013 FERRARI 458 SPIDER Pearl Yellow/Black Alcantara Racing Seats, Carbon Racing Package, Sports Exhaust, Shields, Incredible Spec, 1,700m, As New
<b>2004 FERRARI 360 CHALLENGE STRADALE LHD</b> Rosso Corsa/Rosso Carbon Fibre Racing Seats, 4 Point Harnesses, 35,000m, Just Serviced, Fantastic Condition Throughout, Great Value
1988 PORSCHE 959 KOMFORT Grand Prix White/Dark Blue Leather, Heated Sports Seats, 15,800m, Recently Serviced, Only 2 Owners, Indistinguishable From New, 1 Of Only 292 Ever Produced
1988 PORSCHE 911 3.2 CARRERA Dark Blue/Black Leatherette, 16" Alloy Wheels, Climate Control, Only 6,000km From New, Original Books & Wallet, Indistinguishable From New
2005 MERCEDES-BENZ CLK DTM AMG RHD Brilliant Silver/Black S/Seats, Climate Control, Keyless Go, 4,500m, As New, 1 Of Only 100 DTM Coupes Produced
1960 MERCEDES-BENZ 190SL ROADSTER White/Blue Leather, Original Colours, Right Hand Drive, Original Matching Numbers Engine, Fitted Luggage, Fresh From Restoration£144,950
1966 ALFA ROMEO GIULIA SPRINT GTA Rosso Alfa/Black Lightweight Seats, Campagnolo Alloys, 1 Of Only Circa 50 RHD Examples Produced, Never Raced, Exceptional
2003 ROLLS ROYCE CORNICHE FINAL SERIES Peacock Blue/Magnolia Piped French Navy, Many Special Features, 7,000m FSH, Faultless Throughout, 1 Of Only 56 Examples Produced

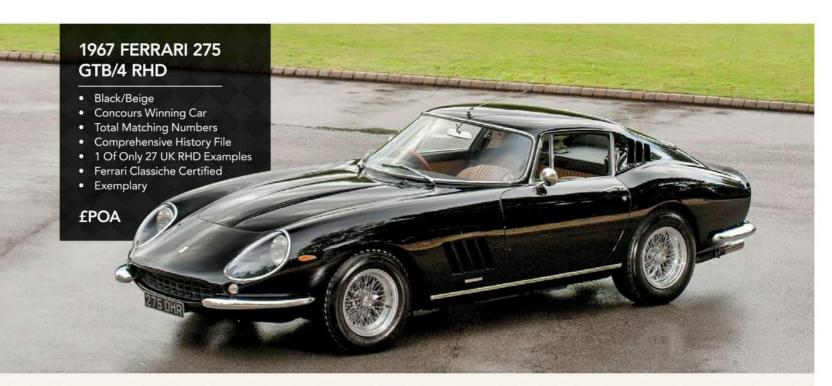


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WE URGENTLY REQUIRE SIMILAR STOCK

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#### HEXAGON

CLASSICS



1953 Bentley 'R' Type Continental Fastback

Right Hand Drive: Manual Gearbox -Lightweight Seats: Concours Restoration



1956 Bentley S1 Continental Fastback Coupé

Chassis No: BC.73.AF: UK Supplied: Ex. Swiss Title Unique Original Build Colour Specification



1972 Aston Martin AM Vantage Coupé

Right Hand Drive: Manual 5 Speed Gearbox 1 of 70 Cars Produced: Concours



1964 3.8 Litre Jaguar 'E' Type Open Two Seater

DMSB HTC Passport FIA Class GT12 UK Registered: Left Hand Drive

1958 Porsche 356 Speedster 1.6: Left Hand Drive: Correct Matching no's. 1972 Porsche 2.7 RST: Left Hand Drive: Black, 1st 500 Production Series: Concours Restoration

#### CLASSIC CARS FROM OUR CURRENT STOCK AVAILABILITY

1955 Aston Martin DB2/4 Mk1 Vantage (3Ltre): 1 of 458 Produced: Mille Miglia Eligible 1970 Aston Martin DB6 Mk11 Volante: ZF 5 Speed / Vantage: 1 of 17 Produced 1988 Aston Martin V8 Volante: Left Hand Drive: Vantage Features 1962 Bentley S2 Continental Drophead Coupé: by Park Ward: Left Hand Drive 1972 Ferrari 246 GT: Right Hand Drive: 1 of 488 Produced: Classiche 1966 Maserati Mistral 4.0 Coupé: Classiche: Left Hand Drive 1970 Mercedes Benz 280 SE 3.5 Cabriolet: RHD: 1 of 68 Produced New/Unregistered Lotus Evora S Sports Coupé: Left Hand Drive: Vat Qualifying

#### DUE INTO STOCK OR UNDERGOING RESTORATION

1954 Alfa Romeo 1900 PF Sprint Coupe by Pininfarina 1969 Aston Martin DB6 Mk1 Coupe Auto/PAS: Concours 1976 Ferrari 308 GTB Vetrovesina (Lightweight): Classiche: 1 of 154 Produced 1978 Ferrari BB512 (Carburettor): Classiche: 1 of 101 Produced

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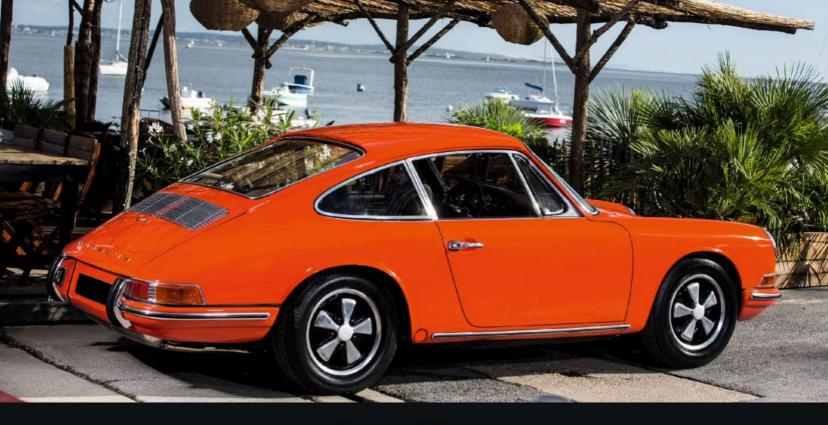
### 1966 ASTON MARTIN DB6 SHORT CHASSIS VOLANTE

1 of only 37 cars made and finished in Balmoral Green with Beige Connolly interior and a Black Mohair hood. This car has been restored over a number of years including a total engine rebuild in 2014 when it was upgraded to a 4.2 and unleaded fuel. This Aston Martin was originally destined to be an interim car between the outgoing DB5 and the new DB6, it utilised the last few DB5 chassis's and was referred to as 'Short Chassis' to distinguish it from the upcoming DB6. Aston Martin and some enthusiast's often mention that this is one of the most interesting and collectable of all the DB Series and was the first Aston Martin to carry the 'Volante' badge which literally means 'flying'.



### 1966 FERRARI 275 GTS ROSSO CORSA WITH BEIGE

The Ferrari 275 GTS made its debut alongside the Ferrari 275 GTB in October 1964 at the Paris Auto Show with production ending in 1968. This particular car was ordered new through legendary Ferrari dealer Luigi Chinetti by Mrs Clara Drefs in St. Louis, USA in 1966. Having hardly driven the car, it was sent back to Chinetti who kept it for many years. Passing through minimal hands & covering to the best of our knowledge under 14,000 miles. It is accompanied by its original tool kit, hand books & Ferrari Classiche Certification signed by Pierro Ferrari.





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356 SPEEDSTER | 1957 - Black and inside red leather - Concours state

VERY RARE 356 COUPÉ CONTINENTALE | 1955 - Fully restored

VERY RARE 356 CARRERA 2 COUPÉ | Grey and inside black leather

EXCEPTIONNAL 356 PRÉ A CABRIOLET | 1953 - Bordeaux and inside tan leather - Like new

356 ROADSTER | 1961 - Dark grey and inside tan leather - Like new

356 ROADSTER | 1961 - SUPER 90 - Grey and inside red leather - Concour state

356 CONVERTIBLE D | 1959 - Ivory and inside red leather - Superb

356 PRÉ A COUPÉ | 1953 - Ivory and inside red leather

356 A SUN ROOF | 1958 - Aquamarine and inside red leather - Fully restored

356 SC CABRIOLET | Black and inside black leather - Fully restored

356 SC COUPÉ | Blue and inside tan leather - Fully restored

ONE OF FIRST 911 | Early 1965 - Chassis 300xxx - Ivory and inside red leather - Perfect state

ONE OF FIRST 911 S TARGA | 1966 - Orange and inside black leather - Never restored - 80% of original painting - Extremely rare state

ONE OF FIRST 911 S COUPÉ | 1966 - Grey and inside red leather - Restored to new 911 2,0 S | Short chassis - Orange and inside black leather - Chassis never restored 911 2,2 S TARGA | Ivory and inside black leather - Hight level of restoration 911 2,4 S COUPÉ | Orange and inside black leather - Fully restored 911 2,4 S COUPÉ | Marine blue and inside black leather - Amazing original state 911 2,4 S TARGA | Orange and black recaro - Perfect 911 CABRIOLET 3.2 L | 1985 to 1989 - Many collection cars - From 60 000€ ATTENTION RARE 993 RS CLUB SPORT | 1995 - 37 000 km of road - Red - New state 964 TURBO S 3.6 L | 1993 - 65 000 km - Yellow and inside black leather - Collection state 993 GT2 | 16 500 km of origine - Never repeinted - Collection state MANY 993 4S | Collection state 993 S | 1997 - 69 500 km - Blue and inside black leather - Very rare original state 993 CABRIOLET C2 | 1994 - Blue and inside blue leather - 85 000km - Perfect

993 TARGA | 1997 - 49 000km - Blue and inside grey leather - Rare state

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1969 Lamborghini Miura S 'Jota' Price: POA I Mileage: n/a

The last owner of this stunning Miura S aimed to produce a car as close to the original Jota specification as possible, spending in excess of £365,000. We have taken this work a significant stage further, resulting in a show-stopping recreation of a famous car.



1968 Aston Martin DB6 Volante Price: £749,995 | Mileage: 106,300

This stunning DB6 Volante was originally supplied in the UK and has extensive and interesting history. Converted to LHD in 2003 but could be converted back to original configuration for a nominal cost. In excellent condition throughout and ready to enjoy.



1989 Ferrari Testarossa LHD Price: £199,995 | Mileage: 1,800

This remarkable Testarossa is probably one of the best and lowest mileage LHD cars on the market today. Delivered new in Milan to its only owner in 1989, it has been driven for less than 3,000 kilometres, and has just had a comprehensive Rossocorsa service.



1977 Ferrari 308 GTB Vetroresina Price: £154,995 I Mileage: 72,000

The Vetroresina is the most desirable version of Ferrari's iconic 308. Only 808 of these early glassfibre bodied cars were produced, of which fewer than 200 were UK right hand drive. This rare example will be sold fresh from a full cambelt service and is sure to appreciate.



2012 Audi R8 GT Spyder Special Edition Price: £124,995 | Mileage: 4,100

This stunning R8 was initially used as an Audi demonstrator and has had only one private owner since. One of only a handful of cars finished in pearl effect Suzuka Grey (a high cost option) this fully loaded Special Edition has genuinely low mileage and full service history.



1962 Mercedes Benz 190SL LHD Price: £104,995 | Mileage: 56,000

This stunning LHD 190SL has an interesting history. Prepared for road tours, the car has recently participated in the Tour de France, and is ideally suited for similar events whilst still being entirely useable as an everyday car. Recently imported into the UK, fully serviced and ready to enjoy.



2005 Aston Martin Vanquish SDP Price: £84,995 | Mileage: 28,000

The Sports Dynamic Pack version of the Vanquish is both rare and desirable, having most of the features of an S. This excellent example has full Aston Martin service history and has travelled only 28,000 miles from new. A great example of the last hand built Aston Martin.



1967 Chevrolet Corvette Stingray Price: £69,995 | Mileage: 29,000

The 1967 Corvette is acknowledged as the best of the second generation of Stingrays. This stunning example was personally imported by its current owner 8 years ago after a long search, and remains in excellent condition throughout. A show-stopping example of an iconic car.



1968 Lotus Elan S4 SE Price: £36,995 | Mileage: 80,000

A lovely example of a baby Elan which has benefitted from significant expenditure in recent years, including a fresh high quality respray, body refurbishment and solid driveshafts. It is the desirable SE version, and represents a great driving investment.







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Ferrari 599 GTO £459,995 Absolutely stunning, With less than 5k miles and full Ferrari history.



Porsche 993 Carrera RS £239,995 An incredible 993 RS, with less than 18k miles from new.



Porsche 993 Carrera RS £234,995 A gorgeous Speed Yellow RS, with just 18k miles from new.



Porsche 993 Carrera RS £209,995 A German-supplied 993 RS, in Guards Red with just 27k miles.



Porsche 964 Turbo 3.6 £209,995 A rare German-supplied 3.6 Turbo, in Amethyst with just 28k miles.



Porsche 964 Carrera RS £179,995 A Maritime Blue 964 RS, with a mere 20k miles from new.



Porsche 964 Carrera RS £179,995 An immaculate 964 RS, with just 21k miles in Grand Prix White.



Porsche 356A 1600 Super Cabriolet £164,995 An impeccable 356A, extensively restored, with hardtop.



Porsche 996 GT3 £79,995 An excellent GT3, with just 27k miles and a detailed service record.



Porsche 964 Carrera 4 £44,995 A brilliant Carrera 4, in Marine Blue metallic with just 53k miles.



Lancia Delta Integrale Evo II £39,995 A handsome Monza Red Evo II, with a mere 36k miles.



Jaguar XJS V12 TWR £29,995 An original TWR-tuned XJS V12, one owner and with just 29k miles.



Porsche 964 Carrera RS £SOLD Similar required.



Porsche 964 Carrera 2 £SOLD Similar required.



**BMW E30 M3 Sport Evolution** £SOLD Similar required.



**BMW E28 M5** £SOLD Similar required.



Ferrari 360 Challenge Stradale £POA Only 16k miles, with factory stripes.



Porsche 996 GT3 Clubsport £POA Exquisite, with just 21k miles.



Jaguar XJS 6.0 V12 Convertible £POA Outstanding, with only 44k miles.



Jaguar XJS V12 £POA Lovely, with just 14k miles.











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#### **03 FERRARI ENZO**

Rosso/Black Medium Sport Seats, Yellow Dial, Red Stitching Throughout, Classiche Certified, 10,000m FFSH, Perfect .... ...£1,300,000



#### 1972 FERRARI 365 GTB DAYTONA LHD

Silver/Black, Air Con, Electric Windows, Original Toolkit & Books, 44,000m, Exceptional Condition..... £595,000

#### **CLASSICS**

C.L	1100100	
1965	FERRARI 275 GTB 6C Rosso/Black, Totally Restored & Race Prepared, Marcel Massini Report, Perfect	£2,250,000
1989	FERRARI F40 Rosso/Red Sport Seats, Non Cat, Non Adjust, Sports Exhaust, Original Toolkit, Just Serviced, 12,500m, PerfectPerfect	£750,000
	FERRARI 365 GTB DAYTONA LHD Silver/Black, Air Con, Electric Windows, Original Toolkit & Books, 44,000m, Exceptional Condition	
1983	FERRARI 512 BBi Rosso/Black 1 Of Only 42 RHD UK Cars, Classiche Certified, Multiple Concours Winner, Original Tools, Service Books And Huge History File, Only 17,000m, Pristing	£POA
1979	FERRARI 512 BB Rosso/Black 1 Of Only 101 RHD UK Cars, Recently Restored By Ferrari, Only 21,000m, 1 Owner, PristinePristine	£350,000
1984	FERRARI 512 BBi LHD Rosso/Rosso & Black Leather, Fully Restored, 11,800m From New, Perfect Condition ThroughoutThroughout	£300,000
1976	FERRARI 308 GTB 'VETRORESINA' Rosso/Black, Original Tools, 1 Of Only 154 RHD Cars, 45,000m, Great Condition, Just Serviced	£POA
1983	LAMBORGHINI JALPA P350 TARGA Red/Cream, 1 Of Only 35 RHD, Featured In Many Articles, Original Tools, Books & Spare Wheels, Award-Winning Example, 40,000	Om. <b>£109,950</b>
1973	LAMBORGHINI URRACO P250 Orange/Cream & Orange, Extensive History File, Very Rare RHD, UK Supplied, 24,000m, Concours Condition	£99,950
1963	JAGUAR E-TYPE SERIES 1 3.8 ROADSTER RHD British Racing Green/Black Hide, Factory Hardtop, Wire Alloys, 80,000m, Beautiful	£POA
1962	PORSCHE 356 B CABRIOLET TWIN GRILLE Slate Grey/Red, Matching Numbers, Certificate Of Authenticity, Original Books, Huge History File, Exceptional Condition	£129,950
1979	PORSCHE 911 SC LHD Guards Red/Tan, Sunroof, Fuch Alloys, Original Books, Recent Service & Clutch, 29,500m, Beautiful Condition Throughout	£59,950
CCI	RRARI & LAMBORGHINI	
		C1 200 000
03	ENZO Rosso/Black Medium Sport Seats, Yellow Dial, Red Stitching Throughout, Classiche Certified, 10,000m FFSH, Perfect	
80	599 HGTE Nero Daytona E/Seats, Sat Nav, BOSE, Carbon Fibre S/Wheel & LEDs, Ceramic Brakes, Red Calipers, Sports Exhaust, 8,700m FSH, Perfect	
08	599 HGTE Vinaccia/Cuoio Daytona E/Seats, Sat Nav, BOSE, Carbon Fibre Driving Zone, Ceramic Brakes, Red Calipers, Many Special Features, 41,000m FSH, Perfect	
09	GALLARDO LP560-4 E-GEAR Black Metallic/Black, Sat Nav, Lifting Gear, Transparent Engine Cover, 19" Calisto Alloys Painted Titanium, Black Calipers, 10,000m FSH, As N	
09	F430 F1 SPIDER Nero Daytona/Sabia Stitched Black, Carbon Interior, Shields, Ceramic Brakes, Yellow Calipers, 21,000m FSH, Excellent Condition	
03	575 F1 MARANELLO LHD Argento/Black, Handling Pk, Shields, Red Calipers, Modular Alloys, 25,000m, Great Condition	£/2,950
BE	NTLEY	
14	CONTINENTAL GT V8 'S' MULLINER Kingfisher Blue/Beluga Stitched Blue, Massage & Ventilated Seats, Power Boot, 20" Alloys, Ceramic Brakes, Huge Spec, 12,500m, As New.	£109,950
12	CONTINENTAL GT V8 Onyx Black/Black E/Seats, Stitched Bentley Emblems, Dark Fiddleback Veneer, 21" Alloys, 14,000m, FSH, As New	
07	CONTINENTAL GTC Diamond Black/Black Hide, Massage Seats, Sat Nav, Heated S/Wheel, Power Boot, 40,000m FSH, Excellent Condition	
07	CONTINENTAL GTC Dark Blue Sapphire/Magnolia Hide, Massage Seats, Sat Nav, 20" Mulliner Alloys, Power Boot, 44,000m FSH, Excellent Condition	
no		•
	DRSCHE	
05	CARRERA GT GT Silver/Ascot, Sat Nav, Full Fitted Luggage, Just Serviced, 7,000m, Immaculate Throughout	
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Fine and Classic is proud to offer for sale this immaculate and very rare limited edition Mk1 Range Rover Monteverdi, which was originally owned by Black Sabbath guitarist Mr Tony Iommi.

The Range Rover Monteverdi was introduced in March 1980 at the Geneva Motor Show.

What made this different at the time was the fact it was a four door conversion of the two door Mk1 Range Rover and while the design work was carried out by Monteverdi, the actual construction took place at Fissore's factory in Savigliano, with two door cars sent (with an extra set of doors) directly by Land Rover to the Fissore factory.

The vehicle has undergone a comprehensive, fully documented, body off restoration, which was completed in 2011, including a bare metal respray in Ivory, at a total cost of £25,000. All leather interior is original.

A Mk1 Range Rover in this condition is rare, but a Monteverdi limited edition is extremely rare and exclusive. It comes complete with all manuals and original Monteverdi advertising literature and provides the chance to buy into a piece of appreciating British motoring heritage.

Original Price: £40,000 - Autumn Sale Price £26,950



Fine & Classic is proud to present for sale this delightful MGA Mk1 1500. Fully restored in 1986/7, it has covered just 14,974 dry miles since the restoration and has won numerous awards.

Originally exported to the US in LHD form, the car was brought back to the UK in 1985, when it was converted to RHD and had a full body off restoration to a very high standard by marque specialist Mark Danes Classic Cars of Somerset. It was then purchased by its only UK owner in 1987.

The car has been meticulously maintained, with all receipts for work and previous MoT certificates included and comes complete with full weather equipment (including a full tonneau cover). All tools, handbooks and a service manual are present.

This is an exceptional traditional British sports car to be cherished and enjoyed.

Original Price: £38,500 - Autumn Sale Price £35,995



Fine & Classic is proud to present for sale this desirable MGA Mk1 1500, one of only 5,869 RHD cars sold originally to the home market.

The car has undergone a complete 'body off' chassis and mechanical restoration to a very high and exacting standard, which has been carried out by its previous motor engineer owner who acquired the car in 1983.

A comprehensive history file containing receipts for all works and services accompanies the vehicle and to improve on the road communication it has been fitted with the later mk2 rear light cluster and front side lights, with separate indicators. The car comes complete with its original weather equipment and tools.

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#### 1990 AC COBRA 'LIGHTWEIGHT' - R.H. DRIVE

Ch. No. AKL 1351 is the last of 6 genuine, original 'Lightweights' (flat dash, no heater or screen vents, no headrests etc.) that I personally ordered from the AutoKraft/AC Cars Ltd. Factory in 1990. Many special features incl. up-rated suspension with front and rear anti-roll-bars, 1965-type Mk III dash with Smiths instruments, satin finish stone-guards, large capacity fuel tanks, Avon CR6ZZ 15" tyres, driver and passenger harnesses etc. The Factory hand-built and blue-printed 302 cu.in. engine has alloy heads, roller cam and solid lifters etc. giving 345 bhp and 0-100 mph in 10.1 secs. Porsche Zinc metallic with burgundy trim; full (black)

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**Lotus XI S2 Le Mans 1500** 



1959 Ferrari PF Coupe



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Second row: 1927 Rolls-Royce Phantom I, 1928 Pierce Arrow Model 81, 1922 Marmon 34 Speedster, 1932 Packard Eight Pheaton.

Third Row: 1951 Mercedes-Benz 170S, 1904 Cyklon Cyklonette, 1952 Mercedes-Benz 300, 1957 Cadillac Eldorado Biarritz.

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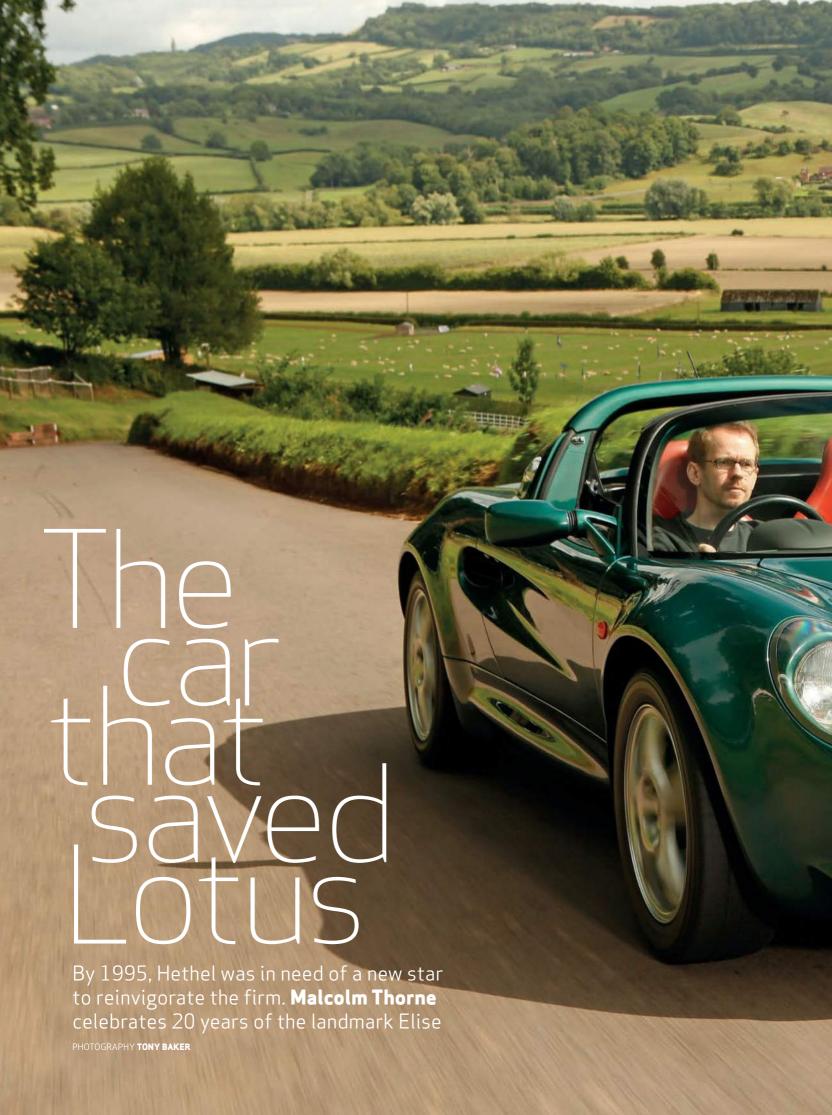
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otus founder Colin Chapman would no doubt have agreed with French writer Antoine de Saint-Exupéry, who concluded in his 1939 memoir, *Wind*, *Sand and Stars*: 'Perfection is achieved not when there is nothing more to add, but when there is nothing left to take away.'

Those few lines so neatly encapsulate the ethos behind Chapman's early creations, they could have been conceived as a company mantra. Words to be emblazoned on the walls of the factory to motivate and inspire, words to define what Lotus was all about.

Think of the Seven, the immortal no-frills roadster that, 58 years after making its debut, still dazzles with its ability. Nothing in its makeup was exceptional, yet the absence of any extraneous *unexceptional* ingredients made it peerless. Chapman's genius was not in what he'd used, but in what he'd left out.

Then, in 1957, came the Elite, a car so fleet of foot and slippery of skin that, in spite of its lowly 1216cc and 75bhp, it could take on the mightiest names on road or track and occasionally leave them emphatically humbled.

Yet, as time went by and the 1960s gave way to the '70s, a change began to creep in. Chasing a rich seam of fatter profit margins, the firm's

products began moving upmarket. Creature comforts including thicker carpets and – horror of horrors – electric windows would make an appearance in the later versions of the Elan and Europa. The cars still offered exceptional handling and remarkable performance, but their weight was creeping up. Lotus was beginning to move away from its roots.

After Chapman's death in 1982, the battle was simply one of survival. By the end of the decade, and despite the aging Esprit being given a facelift and an engineering makeover, the once-great firm needed something new.

That something should have come in the shape of the M100 Elan, a two-seater roadster bankrolled by GM. The car's front-drive chassis was praised for being the finest ever produced, and as an engineering achievement it was an unequivocal success. But, oh the ignominy of it, the Elan was condemned to be a mere footnote by a copycat homage to its namesake and progenitor – Mazda's MX-5.

With General Motors jumping ship in 1993, for a while it once again looked as though Lotus Cars might go under – career-minded staff tripping over themselves to move into the Engineering side of the business. But thanks to a small group of believers, a miracle was waiting to happen. It was called Elise and, true to

#### **LOTUS ELISE SERIES I**

**Sold/number built** 1996-2000/8613 (standard model)

**Construction** riveted and bonded extruded aluminium chassis, glassfibre body

**Engine** all-alloy, double-overhead-camshaft, 16-valve 1796cc 'four', fuel injection

Max power 118bhp @ 5500rpm Max torque 122lb ft @ 3000rpm

**Transmission** five-speed manual, driving rear wheels

**Suspension** independent, by double wishbones, coil springs with monotube dampers; front anti-roll bar

Steering rack and pinion

Brakes discs all round

**Length** 12ft 1½in (3726mm)

Width 5ft 11½in (1820mm)

**Height** 3ft 11<sup>1</sup>/<sub>4</sub>in (1202mm)

Wheelbase 7ft 6½ in (2300mm)

Front track 4ft 8½in (1440mm)

**Rear track** 4ft 9<sup>1</sup>/<sub>4</sub>in (1453mm)

**Weight** 1594lb (723kg)

Wheels and tyres 15in (f) and 16in (r) alloys;

185/55 (f), 205/50 (r)

**0-60mph** 5.5 secs

Top speed 124mph

**Mpg** 28

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Chapman's ideal of achieving excellence through simplicity, it was a minimalist masterpiece.

The genesis of project M112 – the internal code M111 would be adopted later amid speculation that the car would be launched as the One-Eleven – lies in a deal between Lotus and Rover in the early 1990s. Keen to explore extruded aluminium technology, Rover had entered into an agreement whereby Hethel would design and build an aluminium sports car, with Longbridge supplying the mechanical elements.

Dubbed 'step-in car', the machine would be a back-to-basics – yet technically advanced – doorless roadster in the mould of the Seven. Weighing in at a scant 575kg, in production terms it would be a low-volume plaything for none but the most focused of enthusiasts yet, importantly for the Lotus group's new owner Bugatti Industries, it would serve as a banner for

the firm's money-earning Engineering branch.

As work progressed under the leadership of project manager Tony Shute, the concept rapidly evolved. The adoption of doors added weight but increased practicality ("To the relief of dealers, who had been horrified when shown the early renderings," remembers designer Julian Thomson), while early plans for a front-mounted engine and rear-wheel drive were canned in favour of a mid-engined format. Besides the handling benefits and added exoticism, the layout would allow an affordable mass-market front-wheel-drive powertrain to be used with minimal modification.

Despite Longbridge's involvement in the project having, in effect, been cancelled following its 1994 takeover by BMW (leaving Lotus faced with the daunting prospect of finishing the project alone), the power unit would still be provided by Rover in the form of the 1796cc K-series. Offering an excellent power-to-weight ratio (118bhp from 130kg, including the transmission) the engine was within budget and, as a bonus, had already been modified for the mid-engined MGF. Yet if the choice of motor was unadventurous and mainstream, the new car's structure would be anything but.

Chassis engineer Richard Rackham developed an exquisitely sophisticated design from thin-walled extruded aluminium that, in a world first for a production car, would be bonded together. The tub was produced in Denmark by Hydro Aluminium, a firm that Lotus had linked up with via Rover and which was keen to enter the automotive field. At a mere 68kg, it was both lightweight and an exceptionally rigid construction – said to be up to four times stiffer than most production hatchbacks of the day. To some, the idea of a car being glued together might have been inviting trouble, but any fears about the durability of the structure would soon be allayed when stress-testing revealed that the aluminium itself would fail before the bonded joints.

Attached to that hugely innovative platform was a glassfibre body that followed established

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Preview: 1963 Shelby Cobra 289 Mk. I, CSX2104, original 9.674 mls from new! First Cobra in Guardsman Blue, fully documented from the very first day



Lotus practice but which, after the excessively complicated make-up of the M100 Elan, was pared back to the minimum. With just eight panels, it employed half the number used in the M100, thus streamlining the production process and improving quality. Penned in-house by Thomson and selected in preference to 11 other proposals from external design consultancies, the slinky skin was stretched tautly over the four corners like a pair of Lycra shorts.

The influences of the marque's heritage are obvious, with strong cues from the Type 23 and Europa, while the Ford GT40 and Ferrari Dino – of which Thomson was a proud owner (C&SC, May 2003) – are also mixed into the recipe. The result is instantly recognisable as a Lotus, yet still manages to avoid the clichés of retro mimicry.

As Rackham had begun to adopt an extrusion







mindset, he'd realised that the possibilities the technology offered were far greater than he'd first envisaged. This would lead to extrusions being employed not only in the construction of the chassis, but for the

suspension uprights (a world first), door hangings plus side-impact bars, pedal box and the steering column support. The technique offered advantages in terms of structural integrity and low weight, but the simplicity of the unpainted, anodised components also produced an aesthetic treat in what would become a hallmark of the model – a stripped-out interior in which the bare aluminium was a delight to behold.

For anyone who bemoans the excesses of modern cabin design, the cockpit of an Elise is a deeply therapeutic place. In this driver-focused environment, nothing that was not essential to the car's ultimate purpose was included. Carpets? No. Electric windows? No. Stereo? No. Cup-holders? The list went on as the extras were cast off, the whip of austerity turned into a virtue as unwanted mass was swept aside. What you did get was a pair of thinly padded but comfortable seats, perfectly placed and weighted controls, and – thanks to the inherent beauty of the engineering – a sense of being somewhere very special. "It was designed to look good naked," recalls Thomson.

The Elise was unveiled at the Frankfurt Motor Show on 12 September 1995. Public reaction to the concept was hugely positive, the crowds wowed by the audacity of the technology. From the extruded chassis to the revolutionary



#### Releasing the racer within

Andy Napier (left) had been doing track days in an S2 when he decided to join the Lotus Elise Trophy series. The later model was eligible, but Toyota-powered cars were too costly

and Rover versions too slow, so an S1 made sense. "While far from a turnkey racer, potential problems are well known and manageable in terms of labour and cost," he says.

Power and torque can easily be increased via camshaft, piston, valve and vernier upgrades, while specialists can check cylinder heads for hardness, porosity and warping. Thermal shock is a known contributor to head problems, so fitting thermostats with a lower opening point, plus Laminova-type coolers, is worthwhile.

"The suspension is uncomplicated and access is easy," says Napier. "Fine-tuning the geometry can be done with basic tools. Combine that with how well the Elise responds to a set of good aftermarket dampers, and it is ideal for someone who wants a car that will allow them to learn from mechanical adjustments."

Napier says that his S1 has been an amazing platform in all respects: "Over the past 10 years, it has supported my development from a debutant racer, to podium contender, to UK champion to professional instructor.

"By the time I won the Lotus Cup in 2013, the tub had accrued  $150,\!000$  miles of largely on-track use. How many other major club titles have been won by cars that are more than 10 years old with that level of mileage?"

#### Variations on a lightweight theme



#### **111S**

Making its debut at the Geneva Salon in 1999, the 111S took advantage of the 143bhp VVC

K-series that had been available in the MGF since 1995. Combined with the more powerful motor were stiffer springs and revised damper settings, as well as a close-ratio gearbox and cross-drilled discs. Mid-range acceleration was stronger, as was the top speed.



#### 340R

Based on a standard chassis, the 340R did away with all of the unnecessary fripperies,

including bodywork. Unveiled at the 1998 Birmingham Motor Show, the 340R was intended as a concept, but at Geneva '99 Lotus announced that it would be entering limited production. Developing 177bhp, the £35,000 car was good for 0-60mph in 4.6 secs and 132mph.



#### **EXIGE**

A special-order model aimed at enthusiasts for whom the basic Elise was just too soft. Boasting the

340R's engine – with a 190bhp unit available – the extra weight blunted acceleration when compared to its stripped-down stablemate, but its modified bodywork added 80kg of downforce at 100mph. Impractical for everyday use, it became the darling of track day enthusiasts.



#### VAUXHALL VX220

Launched in 1999, the VX220 combined GM's 2198cc Ecotec power unit with

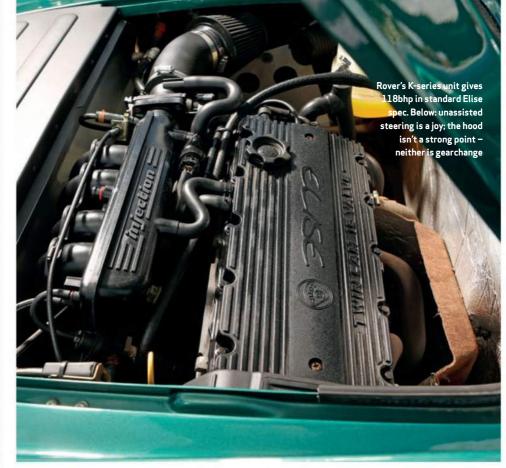
a modified version of the Elise's extruded aluminium chassis. The car was larger and heavier than the Lotus, but offered improved comfort and practicality, as well as a better hood and easier access. The normally aspirated model was later joined by a 187bhp turbo.



#### LOTUS EXPOSÉ

"This came about amid fears that glassfibre would fail to comply with stringent

end-of-life recycling legislation," recalls Tony Shute. The 340R prototype lost its panelwork and was reclothed in transparent polycarbonate. Although cost-effective and strong, quality issues with the vacuum moulded panels negated the use of polycarbonate for production bodies.





Metal Matrix Composite brake discs, which, as well as saving weight, promised (by dint of their aluminium/ceramic construction) to last the lifetime of the car.

Some pessimistically predicted that the Elise might struggle commercially alongside low-volume rivals such as the Renault Sport Spider and Caterham 21. Even without such specialist opposition, the resurgence of mass-market and easily accessible roadsters such as the MGF, Fiat Barchetta and BMW Z3, not to mention the all-conquering Mazda MX-5 that had so effectively seen off the M100 Elan, meant that the Lotus was hardly entering an empty niche in the market. Yet such was its brilliance that demand would hugely outstrip supply and, with 1300 orders having been taken by the end of July 1996, the decision was made to up production capacity from an intended 400 in the first year to







2500 cars annually – the car rapidly becoming the best-selling model in Hethel's history. "In returning Lotus to its roots," says Thomson, "we hit upon a winning formula."

Thanks to the wide, high sills, low-slung seating position and narrow door aperture, climbing into an Elise is an awkward and undignified manoeuvre. Yet the rewards once ensconced behind the tiny wheel more than compensate for the contortions required.

The car feels intimate yet spacious, and there's a sense of quality and sophistication. Yes, the window winders feel flimsy, and the roof is ridiculous, but that aside, the car doesn't feel as if it's going to break up or down. More to the point, for it was conceived as a driver's car, a few hundred yards is all it takes to fall in love with it.

With its fantastic unassisted steering, unparalleled agility and eager responsiveness, the Elise is a revelation on the twisting give-and-take roads of the Cotswolds, boasting point-to-point ability that 20 years ago would have been alien to all but Caterham owners. Yet, as *Autocar* pointed out in period: 'For the first time, the Seven feels slightly old.'

Although it stops, goes and steers with remarkable agility, it doesn't achieve that at the expense of the ride quality. The suspension is firm, but never harsh – and at times it feels

almost cosseting. The only fly in the ointment is a less than lightning quick gearchange, plus – according to those who've taken the car to the limit – a tendency towards sudden lift-off oversteer. At speeds somewhere between exciting and prudent, however, that is reassuringly absent, although with 60% of the weight over the rear wheels it's easy to believe that too much tomfoolery might end in expensive tears.

In fact, accident damage is the most important thing to watch out for when buying an Elise. "If the tub has been damaged, walk away," says specialist Paul Matty, "because although the front and rear crash structures can be replaced, the chassis itself can't be repaired. It's vital to get the car up on a lift and drop the undertray."

That aside, the Elise is a durable, well-engineered design, but it has its weak points. On an example that hasn't been suitably upgraded (see page 109), suspension, balljoints and wheel bearings can all take a pounding if it has lived a hard life of competition use, while steering racks can also suffer. "Everything is light and delicate," warns Matty, "so it's inevitable that various components wear out."

Rover's K-series engine developed an unenviable reputation for head-gasket problems, but Matty is pragmatic about this: "I always stress to people that, rather than getting paranoid, they

should just keep an eye on the temperature." If the gasket does let go, £800-1000 should be enough to get things repaired properly. "The original plastic radiators were rubbish," he adds, "but replace it with an aluminium one and you can forget about it."

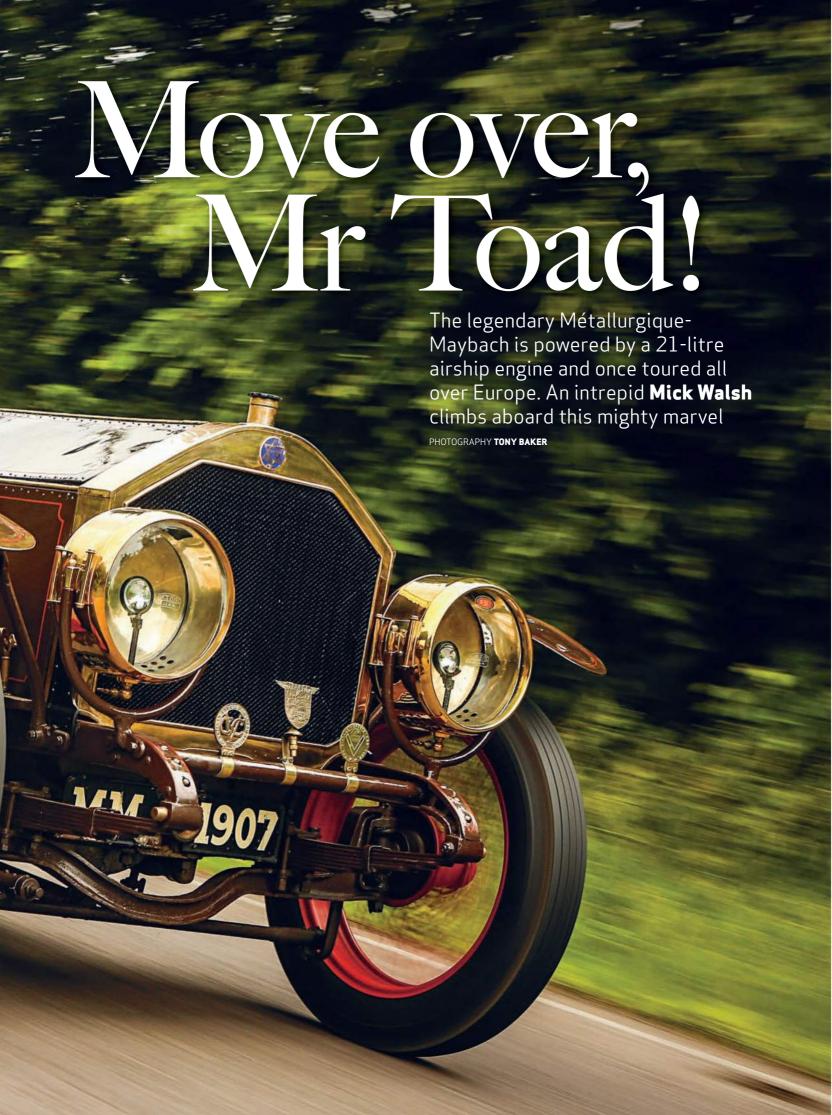
The Series One remains the most soughtafter model today, and prices are steadily creeping up. Good standard cars with lots of history are the ones to go for: £10,000-12,000 should get you an average example, but for a superb, low-mileage Type 49 or Type 79 limited edition, you could pay £18-19,000, with a 340R or Exige setting you back £30-40,000. For the experience that an early Elise offers, that doesn't sound like a lot of money. In fact, it makes the rewarding little car unbelievably tempting.

It may have remained on sale for just four brief years, but the sublime S1 deserves to be celebrated for being the car that so successfully reinvented – and quite probably saved – Lotus. Happy 20th birthday, Elise. Chapman would have been proud of you.

**Thanks to** Paul Matty Sportscars for the Elise (www.paulmattysportscars.co.uk; 01527 835656); the Midland Automobile Club (www.shelsley-walsh.co.uk); Julian Thomson; Tony Shute; Richard Rackham; Steve Cropley







ngland has a unique tradition with aero-engined cars, a fascination that continues with a passionate group of enthusiasts in the Vintage Sports-Car Club. Where exactly the attraction of monster powerplants in pre-Great War chassis with limited brakes originates is intriguing, but Brooklands racing and record-breaking were no doubt key developments.

The stories of Count Zborowski and his fabled Chitty Bang Bangs captivated me as a youngster, but during the 1960s the nearest such machine in England was the 21-litre Métallurgique owned by Douglas Fitzpatrick. On childhood holiday trips to Norfolk, I hoped one day to encounter this magnificent beast on

the open road as it blasted past.

The discovery of 'La Mét' and its rebuild could have inspired Ian Fleming as much as the Zborowski saga. Prior to its first outing in five years at June's Festival of Speed, I jumped at the chance to visit the present custodians, the Moore family, and fulfil a long-held ambition to go to the pub in the mighty Edwardian special.

The original aviation-style starting procedure with tommy bar and trembler coil has been superceded by a starter motor, but the waking of the huge 'six' is still a thrill. Tim Moore is well respected in veteran circles and, despite his extensive experience with early machines, you can sense that he's still apprehensive around the Métallurgique. While I pump up the fuel pressure, he lifts the long bonnet and with a bent wire tickles the twin 2½ in SU carburettors. With ignition retarded and hand throttle set, the Victorian-style switches under the seat are flicked on and the starter pressed. After a brief clatter, the thunderous beast rumbles into life and the whole car jiggles at tickover.

"As long as she's regularly used, she starts fine," says Moore, "but it's a real challenge when

you dig her out after a long rest."

We clamber aboard and trickle away. The locals are clearly used to Moore appearing in strange machines, and we're politely waved out. Quickly he changes to second, and the enormous reserves of torque are apparent as the car launches with hardly a whiff of throttle.

Moore deftly double-declutches for the tricky change to third, which requires a U-turn in the gate and, as the road ahead straightens out, it's swiftly up to top. The effortless performance is magnificent, and your face is pinned back as if in a wind tunnel. To filter insects, it's key to grit your teeth, as the Métallurgique rumbles effortlessly past surprised moderns. Occasionally, Moore sounds the Klaxon Mécanique Blériot horn, its gravelly tone causing great amusement.

The performance at low revs is staggering (1000rpm in third is 60mph), but I sense that Moore is always anticipating the movements of other motorists because the limited braking is a constant consideration. In 1957, John Bolster reported that 'a splendid fire ensued' from the drums after a lap of Brands Hatch. Moore reads the road in advance, and the engine braking feels more effective than the narrow rear linings.

The steering is hard work at low speed but the worm-and-nut action lightens with pace, and the 50:50 weight balance provides neutral handling with a bias to understeer if foolishly pushed too hard. The ride is impressive, the long springs (three-quarter elliptics at the rear) and Hartford















Clockwise, from bottom left: ignition switches; Fitzpatrick and Majewski prepare to fire it up; exposed cockpit; engine produces 1000lb ft at 750rpm; Moore at speed; pedals include two brakes

insisted it was something very different. My ears pricked up and I immediately drove round to see it, but I wasn't prepared for the sight that took my eye when he opened the door. Even Aladdin could not have gone through a greater emotional crisis than I when I saw the monster."

The ugly body, crude radiator and flat tyres didn't deter Fitzpatrick – as soon as he lifted the long bonnet, he was hooked: "It was a splendid sight. Six of the largest cylinders I had ever seen." A deal was done and a lorry was organised to transport the rusty hulk back to Sheringham Hall, where he lived with Thomas Upcher.

Fitzpatrick found the letters MM stamped on many components, identifying the chassis as a Belgian 1907 Métallurgique, which would have originally been fitted with a 10-litre 'four'. Closer study revealed that the frame had been extended to accommodate the mystery engine. Measuring 54in long, it featured six separate

iron cylinders placed side by side on an enormous aluminium crankcase. The T-head combustion chambers breathed in on the right and out to the left, with the valves being opened by two

low camshafts. Each cylinder had three plugs (one reserve) fired by twin Bosch magnetos, but the original carburettors were missing.

Fitzpatrick surmised that the engine was of German origin, and possibly Maybach. 'They informed me it was a proprietary unit manufactured between 1910-'12 for use in motor-boats and airships,' he wrote. Further digging revealed that the chassis was originally commissioned by David Bruce-Brown, an American millionaire who enjoyed racing success before WW1.

As the car was dismantled, Fitzpatrick discovered that the overall condition was good and the workmanship of a high quality. But the rebuild was delayed due to a broken crownwheel and pinion, so a new one was made with a longer ratio of 1.27:1. Running on tall beaded-edge tyres, the Métallurgique was geared for 85mph per 1000rpm in top, but stronger American wheels and tyres reduced that to 80mph. Fitzpatrick claimed to have seen 1400rpm in top, which equalled 120mph! 'Even in second, it is propelled 8ft forward per explosion,' he recorded.

The rebuild greatly benefited from Gerry Majewski, a former German PoW who'd

#### "IT WAS A SPLENDID SIGHT, WITH SIX OF THE LARGEST CYLINDERS THAT I'D EVER SEEN"

dampers soaking up even the worst bumps.

Never have I turned up at a country pub in such style, and thankfully there is plenty of space for the beast – 15ft 8in long and with 1:3 turns lock to lock – to park. One last blast of the horn celebrates our jubilant arrival. "You have to keep one eye on the oil and fuel pressure," says Moore. "She's good for 12mpg and has a range of 200 miles, but you don't have to watch the water temperature – you soon feel it if she's boiling."

Over lunch, Tim's father Brian relates the history and his experiences of this amazing machine, which has been with the family for 25 years. It's believed that Ernest Eldridge began the Maybach engine conversion but abandoned the project in favour of the Fiat Mephistopheles. In 1919, the future Land Speed Record holder sold it to a Norfolk-based enthusiast named Cole, who set about completing the swap. Cole died in 1921, and the Métallurgique, with ugly body and makeshift vee radiator, was abandoned in a barn for the next 30 years.

The car's life really took off with its discovery by Douglas Fitzpatrick. Born in 1906, he travelled extensively during the 1930s and later served with the RAF, where story has it he trained Douglas Bader. An early interest in Edwardian monsters was ignited by Brooklands tales related by a friend of his father. "He vividly remembered that in his young days engines were really engines, not these buzzing machines used nowadays," recalled Fitzpatrick to writer Bunny Tubbs. "He said: 'You could step inside a piston ring of some and draw it up to your waist.' This idea fascinated my impressionable mind."

First-hand experience with Sam Clutton's 12-litre Grand Prix Itala and Eric Milner's 22-litre Blitzen Benz sealed his interest: "Propelled by sheer torque instead of the building-up of engine revolutions, there is a fascination in the instantaneous response of the car to the slightest rev increase. I stepped out more sold on monsters than ever."

After WW2, Fitzpatrick acquired a 1907 3.7-litre Wolseley-Siddeley, but one "never to be forgotten" day in April 1950, the telephone rang at his Norfolk home. A farmer had just started clearing a newly acquired boatyard at Brundall on the Broads, and discovered a rough old car in the shed: "He knew about my Wolseley and

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worked on a local farm and stayed on to help Fitzpatrick. The ex-Panzer engineer carried out the chassis rebuild before it was sent to Panelcraft to be rebodied with an Edwardian-style three-seater layout to Fitzpatrick's design, the third seat mounted over a 10-gallon oil tank for the dry sump system. A new flat radiator was fabricated, but thankfully the magnificent original bonnet and scuttle were retained.

The first start-up day arrived one Sunday morning in November 1955, when the Métallurgique was pushed onto Putney High Street with a few VSCC members enlisted to help. After a tow to the top of Putney Hill, the car was turned around and, with a nervous Fitzpatrick at the wheel, launched off. He let in the clutch in second, the engine roared into life and the Métallurgique hurled away. After turning

around outside the KLG factory and running up the hill in third gear, a jubilant Fitzpatrick headed home with Majewski trying to catch up in the support car.

It took a year to sort teething problems, the locals becoming used to the sight of this eccentric enthusiast impersonating Mr Toad as La Mét thundered past during testing on the Cromer Road. 'Years before



Clockwise, from above; separate four-speed gearbox; single rear seat intended for mechanic; fuel pump; wonderful Klaxon horn; well-worn upholstery from epic continental adventures

Mrs Castle curbed such excitements in this country,' wrote Ronald 'Steady' Barker, 'I remember sitting alongside the dashing Mr Fitzpatrick to have my cheeks pressed flat by a 115mph gale as we cut through a deserted stretch of Norfolk. It was one of the great motoring experiences.'

With his ever-loyal German mechanic, Fitzpatrick ventured all over Europe, on occasion going as far south as Athens. Starting was a well-rehearsed procedure, with Majewski enlisted to turn over the engine with a 4ft tommy bar, while Fitzpatrick intently watched the flywheel to line up the timing marks for top dead centre on number-two piston. With the bar removed, the mags and trembler coil were switched on, and the engine instantly clattered into life. Great care has to be taken that the switches are off before turning the engine over, as Majewski discovered in Munich after the car stalled. When the 21-litre unit kicked back, it launched him across the road and into a cyclist.

The Métallurgique was also seen at VSCC speed events, its owner always driving it to and from venues. In fact, it still holds a Class A standing-start 500m record for Over-10-litre Sports Cars. And when Ken Hughes started production of *Chitty Chitty Bang Bang*, the racing scenes employed many Edwardian car owners for authenticity. Fitzpatrick was tempted out and, with wings and rear seat removed, it battled with Steady Barker's Napier and a group of replicas.

Brian Moore met Fitzpatrick on several occasions. The Métallurgique had always interested him, and after Fitzpatrick's death in 1986 the famous machine remained at Sheringham Hall until it turned up for auction with Christie's at Beaulieu in '88: "We went down to buy it but the car was withdrawn with stories that the

crankshaft had broken. Rumour had it that a tow start had ended with expensive noises."

Two years later, the Métallurgique turned up at the same company's Monaco sale, and Moore secured the car over the phone for £242,486. The family has always bought cars to enjoy, and set about resolving the engine problems: "Thankfully, the crank wasn't broken [the estimated cost of making a new one was £20,000], but the rear flange had worked loose. We welded it up and it's stayed together ever since."

Following the tradition of Fitzpatrick, the Moores continue to drive the Métallurgique to events. Highlights have included a run to Germany for an Edwardian demonstration at the Oldtimer Grand Prix. "I remember a photographer asking if he could climb in the back to get some pictures," says Brian. "Before

There have been many remarkable moments in the history of La Mét, none more so than a guest drive in 1994 for Ken Revis, who had been blinded in 1943 when a mine he was defusing on Brighton Pier exploded. "We thought it would cheer him up," recalls Brian. "He knew how to drive vintage cars, so we organised access to an airfield and I invited him to try the Métallurgique. What I didn't realise was that Ken had also lost his hearing. We got up to about 70mph and the end of the runway was coming up fast. I started shouting but there was no response. In the end, I had to step on the brake and haul the steering over! Ken was an amazing character."

This incredible machine has a vivid history with intrepid owners who have not been intimidated by its spectacular specification. Long may it remain in such enthusiastic hands.





the first lap was over, he was already tapping me on the shoulder to let him off."

They have also competed at Mallory Park – "Other than the hairpin, you can drive around in top gear" – and Weston-super-Mare: "Our convoy in the pouring rain on the M4 – with my wife in a Bentley 4½ Litre and Nick Wrigley's Théophile Schneider – was quite a sight. Unfortunately, my passenger wasn't prepared for the trip. You really need to treat it like a motorcycle. On long runs, we wear a crash helmet for protection as much as for the wind noise."







# CLASSIC

Few locations can match central Carmel for a car show. Mick Walsh and Greg MacLeman meet the entrants at Concours on the Avenue

PHOTOGRAPHY MICK WALSH/TIM SCOTT





he Monterey Week in August has a reputation for some of the most exclusive motoring events, topped by The Quail - a \$600per-ticket, sell-out gathering for classics, supercars and motorcycles. But there's a fast-growing array of shows that are free to attend. Plan your week and the wealth of attractions from Pebble Beach entrants touring Highway 1 to the comical Little Car Show (see *Cockpit*, p37) will cost nothing to see. One undoubted highlight is Concours on the Avenue in Carmel-by-the-Sea, which kicks off the week on Tuesday.

Now in its ninth year, this inspired show packs 200 eclectic cars into the closed Mission Street in the famous Pacific-fronted resort. The combination of amazing classics around downtown Carmel - plus the expensive distractions of shopping, great restaurants and one of California's most beautiful beaches – is a unique automotive experience. Later in the week, the same road is closed for the Pebble Beach Tour, but Concours on the Avenue is far less crowded - particularly for early birds. Even C&SC contributor Alain de Cadenet is enlisted to co-host the prize-giving.

This year's fantastic range spans the Best of Show 1950 Cisitalia 202 Mille Miglia Cassone to a '41 Ford Coe Stake Bed truck. "It's a bit of a hot rod," says restorer Jim Major. "The flathead is long gone and has been replaced by a big block. We've done 25,000 miles since I rebuilt it in my barn. We drove it down towing my wife Barbara's Michelotti Shellette for the Little Car Show.'

Special features include a side street packed with GT350 Mustangs and a 'preservation class'.

#### Jaguar XK120

MICHAEL AND CHRISTINA PAVLAK

From hopped-up Fords to a Mercedes-Benz 300SL Gullwing, movie icon Clark Gable had a lifelong passion for speed. Over the years, Gable ordered several British sports cars including a new Jaguar XK120 in 1952. The sleek Coventry sensation arrived in California while Gable was working on Lone Star with Ava Gardner and, always keen to personalise his cars, he sent the roadster to Barris Kustom.

George's team carried out various special modifications in the legendary north Hollywood shop, including Frenched headlights, a smooth boot with no numberplate binnacle, removing the wing-top sidelights and fitting a Carson hardtop – all finished off with a gold-bronze paint job.

"I'd gone to Wisconsin to buy a 1954 Corvette and in the barn was this mystery XK120," recalls Michael Pavlak from Illinois. "I know a little about one-off Jaguars and had seen a picture of Gable with an XK in books. The car was very original, having done only 17,000 miles, but behind it was this strange hardtop. When I spotted the Barris badges, I knew that it was special.

"The roadster had left California in 1956 and had hardly been driven since. Jaguar Daimler Heritage confirmed the Clark Gable order and, when I visited George Barris, he showed me a photograph on the wall of Gable and the XK120 with a thank-you note for the work. I don't know how Gable managed to fit in the car, though – he was 6ft 1in, and the padded Carson top is very heavy. It takes two of us to lift it."

The diversity is a major appeal of the Carmel get-together, where one minute you're marvelling at a superbly patinated 1960 Porsche 356B Carrera GTL-Abarth and the next smiling at a convoy of Manx beach buggies headed by Bruce Meyers in the prototype 'Old Red'. "I love this event and the people are great," enthuses the 88-year-old buggy movement founder. "We've just completed a six-day coast-to-coast run."

As well as a mouth-watering selection of Ferraris and Cobras, it's the rarities that attract your attention. Strolling down Mission Street we spot a Toyota 2000GT lined up with a Mazda Cosmo and an Alpine A110. And when did you last see a street-parked Enzmann 506? "It was assembled in Switzerland and is based on a VW Beetle," says Erik Ouwersloot from Montrose, CA. "This is production number seven. The 506 was nothing more complicated than the booth number from the '57 Frankfurt Auto Show."

The next Concours on the Avenue will be held on 16 August, 2016 and is open to cars from 1940-'73. See www.carmelconcours.com



#### Mercury Sport Coupe

NICK ROGERS

It's rare to see a Mercury custom on the road – particularly a Grand National Roadster Show winner – but Nick Rogers loves driving his über-cool 1951 coupe. "We cruised down from San Francisco with all my family aboard and didn't see another classic," he says. "This morning we had a great run along the coast on 17 Mile Drive. I grew up building cars in the Bay Area and still have the '65 Mustang convertible that I bought when I was 18.

"The Mercury is my dream project, which brought together all the top specialists – Bill Ganahl at South City Rod and Custom, Matt Townsend and Joe Compani. It was inspired by all of the famous Mercury customs, including the Hirohata, Terry Hegman, and the Barris Brothers. I've christened it the Rugiero Mercury after the name of our original Italian family, who came to America in the 1900s. It's great to have it here this year, particularly with the special class at Pebble Beach on Sunday."



Top right: stunning Shelby Mustang line-up proved popular. Below, from far left: early arrivals on Mission Street, Carmel – 289 Cobra, MG TC and Ferrari 308GTS; Rat Pack special – the stylish Ghia Chrysler; rare Cisitalia 202 Mille Miglia aerodinamica landed Best of Show prize



#### Land-Rover Series I ERIC MEYER

Few cars in Carmel have had more adventures than Eric Meyer's S1 Landie. "It's been in the family since new, has done 506,500 miles and is still on its original radiator," says Meyer, a shoe designer from Morro Bay, California. "My father was a paratrooper during WW2. He just needed a truck in the early '50s, and drove this Land-Rover all over Europe and Africa before shipping it to America. Story has it that Ernest Hemingway rode in it in Africa.

"The factory colour was green but my father repainted it cream in the '60s. It's very original, other than the boxes and pockets that he made for family camping trips. I love the simple design – it's like a big Matchbox toy, but it's no fun on a long trip on the freeway. My limit is 100 miles, but I enjoy taking it to the store or around back lanes. It feels like driving a boat and wanders all over the road. I've never seen another Series 1 in California, and we have to get all the parts from the UK."



Right: fine Ferrari turnout with glorious 275GTB and 330GTC; groovy Japanese classics included gorgeous Toyota 2000GT - nice to see one outside an auction

#### Porsche 356 Coupé GEORGE ALSPAUGH

After years of showcasing over-restoration, preservation is now the fashion in California with enthusiasts continually on the lookout for barn-finds. Following the Pebble Beach Concours, Carmel now has a popular class for original and as-discovered cars. Attracting strong interest was a tatty-looking 356. "It was found two years ago in Orange County, and I spotted it on a VW website," says San Diego lawyer George Alspaugh. "It was only advertised for a few hours, and it had done just 28,000 miles. When I opened the trunk, there was the skeleton of a cat inside.

"I've had several 356s and love the timeless design. I enjoy working on them, and went through this mechanically but tried to retain the as-found state, which is popular at shows. It was bought new by an American, who picked the car up in Germany and went on a tour of Europe – the first service stamp is with the factory. He owned it from 1952-'73. The only alterations are extra Stewart-Warner gauges for oil pressure and temperature in the middle of the dash. The last licence tag was 1980, and I think I'm possibly the third owner."







#### Opel Kadett JOE DeBATTIST

Among all the exotics, the most surprising car was the mint 1964 Opel Kadett Sports Coupé of Joe DeBattista from San Bruno: "I traded it for a VW Beetle convertible and it's the first car that I've restored and painted. They were only imported for a year and sold via Buick dealers in the hope of taking on Beetle sales in the US.

"I only know of one other here and that's now a hot rod. I went to trade school to learn all the skills and did almost everything with a little help from Dad. Just the trim was done outside. Sourcing spare parts was almost impossible.

"We found a business card in the glovebox that turned out to be for the first owner. His daughter later used it for college. I drove it down from San Francisco and have a full week of events. It drives well and, for 54bhp, the performance is really peppy. We like unusual cars: our collection includes a Vauxhall Cresta, a Hillman Minx and a Sunbeam Rapier."





#### Ford Gran Torino

**THOMAS BENEDETTI** 

With Shelby fever having gripped the Monterey Peninsula throughout car week, Thomas Benedetti's imposing Gran Torino made for a welcome change of pace, not just for its lack of blue stripes. "The Medium Blue paint is completely original, and just as found a couple of years ago," he explains. "I bought it from its first owner, in San Francisco, where it had been sitting in a garage since 1981.

"It's got a load of cool features, including the hideaway headlamps, which were a hugely rare option at the time. They cost \$53 - a\$ massive amount when you consider that the 351cu in V8 was priced in the option list at \$97! I'd only driven the Ford for 11 miles before I began to strip it down. We found date markings from 1969 on the rear valance and a number of other panels, showing just how correct the car is. One of the few things I've changed is the hood, but I still have the factory GT item – it's painted and ready to be fitted."

Incredibly, the car was only finished the day before being driven to Carmel-by-the-Sea, making the journey from Los Gatos its maiden voyage: "It goes very well. I was pleased with the suspension set-up, which I had uprated and lowered." Benedetti's wife Joan is a Torino fan, too: "I love riding in it. The styling is so sleek and we get the thumbs-up everywhere."





#### Shelby Cobra 427 BROOKS LAUDIN

Growing up in Boston, Laudin spotted his first Cobra while *en route* to high school. As he recalls: "It was during the winter and this white 289 with roof and side curtains up blasted by. It sounded great and I knew one day that I had to own one. When I moved to California, my neighbour had a 427 and eventually, in 1996, I bought a 289.

"My dad was always a Chevy guy, so he's probably turning in his grave now. I owned it for 15 years and had some great memories, but decided to get a 427. I'd driven a few and don't regret the swap. This triple-black narrow-hip car – CSX 3158 – is very original, including the interior. The mileage was just 19,500 when I bought it and is now 27,800 miles. We do about 3000 a year and it's the only car my wife Suzie goes to sleep in. She always asks about the Carmel event because it's a favourite."

Laudin certainly believes in driving his Cobras. "We've had some great trips to the Rockies," he says, "but the best adventure was to Europe in 2008. We shipped five Cobras for three weeks with no support. The routes through the Alps were a dream.

"We've also had some memorable drives on the Cobra 1000 rallies each year. On one pass – in Colorado in the fall – we came up to freshly fallen snow in the hills. A snowplough met us coming down, but just turned around and led us up to the top. Through life, you accumulate objects and experiences. The great thing about a classic car is that it combines both."



#### Datsun 510 ROBERT JOHNSON

Despite its humble beginnings – and the illustrious company that it kept on the avenue – Robert Johnson's remarkable competition-bred Datsun 510 was one of the most popular classics at the event. "When I bought the car in 2009, it had 62,000 miles on the clock," Johnson recalls, "but had been in storage since 1977. It was in solid shape, so I decided to build it up as a tribute to Pete Brock's BRE team car, which was driven in period by John Morton. I've been into 510s since 1986, and have owned 10 cars since then.

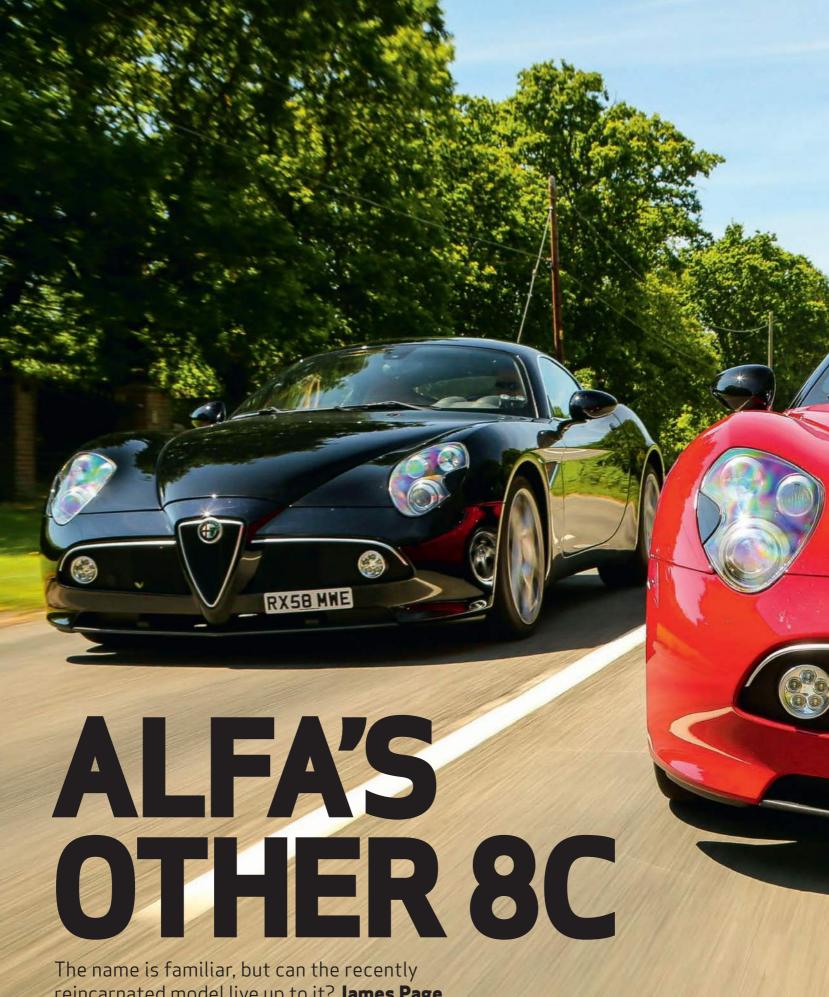
"Each nut and bolt has been replaced and, apart from the paint and bodywork, I did everything myself, including the engine work. It's got a high-compression motor fitted with twin carburettors, while the five-speed gearbox is from a 280Z – 4000rpm in top gear equates to about 70mph!"

Johnson's attention to detail also extends to the interior, which is as faithful a reproduction of the racer as you're likely to see. As he points out: "Even the seat is an original BRE item. John Morton just told me that it's the best 510 he's ever seen. I can't believe it!"





Clockwise, from top: local artist Bill Petterson was inspired by picturesque setting; Major's 1941 Ford Coe Stake Bed truck shone in the hot rod class; Mazda Cosmo alongside Alpine A110 and Porsche 914



reincarnated model live up to it? James Page tries Competizione and Spider to find out

PHOTOGRAPHY TONY BAKER



here are easier places than South London in which to have your first experience of a high-performance car worth a six-figure sum. It's late morning, the traffic is still heavy, and I'm trying to get some sense of where the corners of this Alfa 8C Competizione lie without rubbing them against anything or anyone. Ahead, somewhere, is Richard Norris, at the wheel of a Spider, and I need to keep him in sight so that I don't get lost before our day has started.

Past the remnants of Croydon airport, and through endless traffic lights. The 8C is currently in 'fully auto' mode, which is probably just as well for now, the V8 burbling away and the lazy gearshifts in the six-speed transaxle taking care of themselves. We have already discussed which buttons to press to hand more control to the driver, but that will come later.

We slowly creep south, eventually breaking out of the urban confines and beyond the suffocating M25. The pace begins to increase as we continue on the motorway for a while, the Alfa well able to sweep from moderate to high speed with a gentle prod of the throttle – even in its relatively subdued automatic setting.

Norris has already identified an alternative route to our first stop of the day, where we will rendezvous with photographer Baker. We peel off the motorway and, before heading onto a stretch of B-road, he stops and comes back to check that I have pressed the Sport button and am correctly set up. Now, the speed of the gearchanges is increased – and the timing of them is completely in my hands – the throttle response is keener

and, above 3000rpm, valves open in the exhaust to better liberate the engine's crisp bark.

Most press reports that appeared when the 8C was new were written following a few laps of Alfa's Balocco proving ground. Heroic roadtesters spoke of immediately taking the car to its limits, of balancing the rear end on the throttle when exiting corners and 'using wheelspin' to stay in the powerband. Which is all very well, and some of them might have done just that, but the likelihood is that we've already covered more miles than they did and it's not yet 10am. And driving on a test track bears little relation to how mere mortals will use a car on the public road.

So, Sport mode enabled and we're ready to go. Ahead, Norris buries the Spider's throttle, I follow suit in the Competizione and we charge into the countryside. The engine comes from very good stock, being based upon Ferrari's F136 unit – as used in the 430, plus the Maserati Gran-Turismo and Quattroporte – but bored out to 4.7 litres to give 444bhp. You would be forgiven for thinking that a big  $\sqrt{8}$  would major on torque yet show little willingness to rev. Wrong. You wouldn't believe how easily and quickly it spins around to 6000rpm, at which point you're making exceedingly good progress and basking in the savage noise, but are still 1000rpm shy of where peak power is produced. In straight-line terms, it lacks the once-and-for-all pace of a 430, but few are the occasions when you think to yourself that it could do with more grunt.

The steering is remarkably fast, so much so that it catches me unawares as we barrel into a quick right-hander. The Alfa's long snout turns in far more readily than my clumsy input had allowed

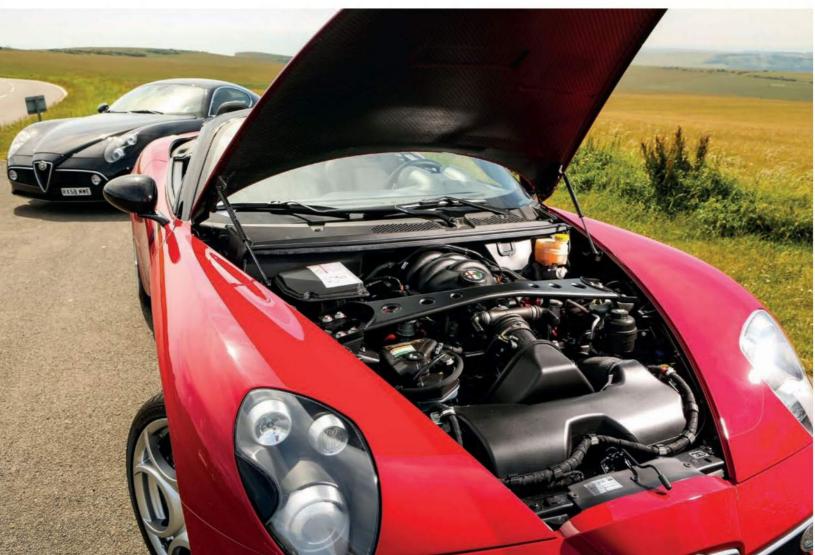
#### **ALFA ROMEO 8C**

Sold/number built 2007-'10/1000 (all) Construction steel platform, separate front and rear subframes, carbonfibre panels Engine all-alloy, dohc-per-bank, 32-valve 4691cc V8, sequential multi-point injection Max power 444bhp @ 7000rpm Max torque 352lb ft @ 4750rpm Transmission six-speed, electronically operated semi-automatic transaxle. RWD **Steering** power-assisted rack and pinion **Suspension** independent, by double wishbones, coilover dampers, anti-roll bar f/r Brakes ventilated discs, with servo and ABS Length 14ft 41/2 in (4381mm) Width 6ft 3in (1894mm) Height 4ft 5in (1341mm, coupé) Weight 3494lb (1585kg, coupé) **0-60mph** 4.2 secs **Top speed** 182mph **Mpg** 17

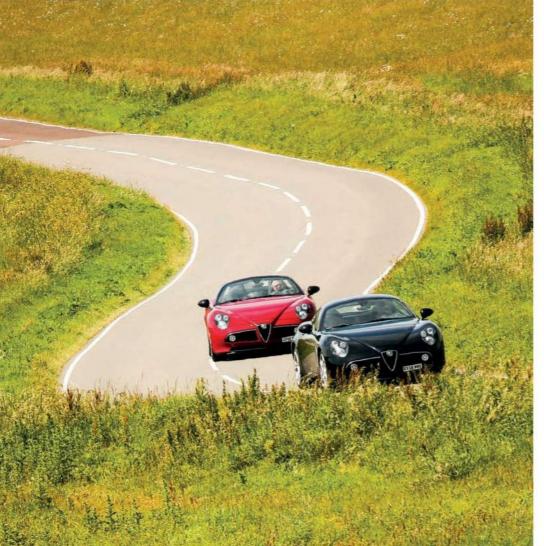
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#### 'AT 6000RPM YOU ARE MAKING EXCEEDINGLY GOOD PROGRESS AND BASKING IN THE NOISE'

for, but not for a moment does it feel like losing grip. While the double-wishbone suspension was sourced from Maserati, the 8C received its own bushes, geometry, springs and dampers. The tyres are bespoke, too – 285/35 ZR20 P Zeros.

The upshot is that the Alfa rides very firmly, jiggling away beneath you and keeping you informed of the road surface via the thin, carbonfibre seat – as seen in the Ferrari Enzo and Maserati MC12. It adjusts fore and aft yet needs removing to be fixed at a different height. Apparently it's only a 20-minute job but is less than ideal if, for example, you're 5ft 7in and need all the help you can get in terms of visibility.

Our exhilarating blast comes to an end near Bolney in the Sussex countryside, and we pause as the cars cool in the summer sun, ticking and pinging merrily to themselves. There is little doubt that, in either Competizione or Spider form, the 8C is a fabulous-looking car. It first appeared as a concept in 2003, when chief designer Wolfgang Egger came up with a two-seater coupé purely to remind folk who might have been disillusioned with its contemporary products that Alfa's heart and soul were intact.

The Fiat bigwigs already had their hands full with Ferrari and Maserati, though, so they weren't keen on a car that could venture into similar territory. Not until 2006, with new



London's Classic Alfa Romeo Specialist





8C Competizione 2008

8C Spider 2009

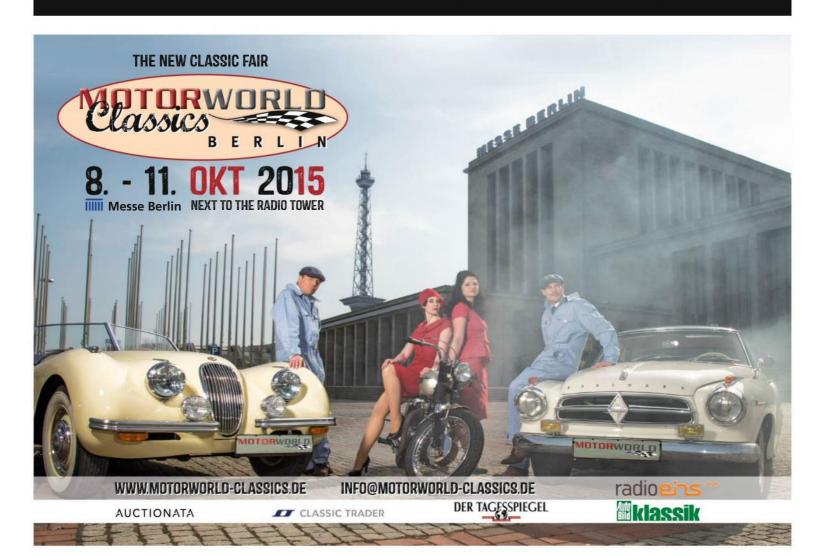
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'THE OVERALL STANCE IS MORE MUSCULAR AND AGGRESSIVE THAN DELICATE AND LITHE'

management in place at Alfa, was it decided that a short production run of the 8C would give the marque a welcome boost. The announcement came at that year's Paris Salon, and the response was overwhelming. There and then, the Milanese firm could quite easily have sold the 500-strong batch of Competiziones three times over.

To turn concept into reality, Alfa used a shortened Maserati M139 (Quattroporte) platform with a central steel section, subframes front and rear, and main outer panels that were all made from carbonfibre. Final assembly was carried out by Maserati, and the result of that weight-saving was that the car tipped the scales at a whopping 300kg less than the GranTurismo.

Pleasingly, the lines remained pretty much unchanged throughout the 8C's development. It is a stunningly good-looking design, curvaceous and well proportioned. Its influences are clear, with echoes of the TZ throughout, although the overall stance is more muscular and aggressive than delicate and lithe. Aesthetically, I'd go for the Competizione over the Spider every time and just accept that you can't really see out of it.

With the sun shining and the clock still the right side of luncheon, we decide to swap cars and press on for the coast. The Spider, launched two years after the coupé, boasts carbon-ceramic brakes that are less easily modulated than the fearsomely powerful steel ones on the Competizione, which features six-pot Brembo calipers up front and four-pots at the rear. All Spiders (and only that model) got the composite discs, which significantly reduced the unsprung weight – offsetting some of the increase from the necessary body reinforcement. The open variant's ride is a little more compliant, too, thanks to

different springs, dampers and anti-roll bars.

As you'd hope for an Alfa, the interior is stylish and special. Traditional cowls house the rev counter and speedo, and contrast with the thoroughly modern digital readout in the middle and the swathes of carbonfibre around the doors and dashboard. The centre console isn't some plasticky metal substitute, either – it's hewn from a solid chunk of aluminium.

Both of the featured cars have the optional 'woven' leather upholstery – a €2000 extra when new – plus the matching Schedoni luggage that would have cost the first owner another €5000. The latter fits into the space behind the rear seats, which is far more useful than the pitiful area (I won't call it a boot) that is beneath the rear hatch. You could also have had a carbonfibre steering wheel and gearshift paddles, plus a Bose stereo. Nothing on the options list was anything less than eye-wateringly expensive.

Ours is a very rare convoy. The chances of seeing one 8C in the UK are remote – only 40 Competiziones came to these shores, most being assigned to the US. And, officially at least, the Spider production run matched the 500 of the Competizione. As a result, seeing two running together is highly unusual, and few things that I've ever driven have caused such a stir.

We arrive at Birling Gap and use the car park to turn around while going back and forth for Baker. Our first run alerts a group of photography students to our presence. On our second, a couple of minutes later, a few have abandoned the spectacular coastline to take pictures of the Alfas instead. For our final pass, at least 10 of them have positioned themselves in various points on both sides of the road.



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"ALFA WANTED TO BUILD A CAR THAT WAS AS EMOTIVE AS POSSIBLE – AND IT SUCCEEDED"



We are no less inconspicuous when we decamp a couple of miles up the road. A class of much younger kids is sitting near a set of challenging hairpins. After a couple of runs, it is all too clear that more faces are pointing in our direction than towards the person trying to educate them on the local flora and fauna.

A little later, the same class walks past as we prepare to set off on another run. Almost all of them give a thumbs-up, a few shout "rev the engine" – we're only too happy to oblige – and the class wag pipes up from the back: "Aston Martins are better!" That aside, I like to think that, in 30 years' time, C & SC might revisit the 8C, and the owner will explain that he fell in love with the car when he saw a pair of them near Beachy Head while he was on a school field-trip.

Having driven a Competizione back from Brescia and a Spider from Stuttgart, Alfa specialist Norris has a good feel for the cars' strengths and weaknesses. He explains that most of them disappeared into collections when they were new, subsequently being used very little, and only in the past couple of years have they started to creep onto the market.

"Prices for the Spider and Competizione are getting closer," he says. "They both initially depreciated by about 10% during 2010-'11 but the coupés have risen about £10k per year ever

since, while the Spiders – which were more expensive when new – have appreciated slightly on their original showroom price." A quick check at the time of writing proved that you won't find many for less than £140,000, and even the oldest are unlikely to yet show five-figure mileages.

"The motor has proven itself in the GranTurismo and Quattroporte," Norris continues, "plus the Ferrari 430 and California. It's a very strong, reliable unit and uses timing chains not belts. That's good news for maintenance costs.

"Alfa wanted to build a car that was as emotive as possible – a stunning design mated with a powerful engine and constructed from modern materials. I think it undoubtedly succeeded – they really are wonderful."

Our run down here has taken in motorways, dual carriageways and swooping B-roads. On all of them, the 8C has proven to be enormously entertaining, but it's one of those cars that has a charisma over and above the sum of its parts. Where a Ferrari or a Porsche might attract a degree of opprobrium, there's none with the Alfa.

At the end of the afternoon, there is one last, slightly surreal, confirmation of its appeal. As a Spitfire appears overhead – the Alfa's V8 for once having to give best in the aural stakes – a wedding party arrives and the photographer asks if the bride and groom can be pictured with the cars.

With the 8C name, these Alfas had an awful lot to live up to, but I'll say it again – I can think of very few cars in which I've received such overwhelmingly positive attention. And the best part is that we've still got to drive them home.

**Thanks to** Richard Norris at Classic Alfa: 020 8688 4443, www.classicalfa.com



# "WE TOURED THE USA WITH TWO ENFIELDS AND RONALD REAGAN LOVED THEM. HE SAID: WHY CAN'T WE DO THAT OVER HERE?"

**Giles Chapman** meets the greatest British innovator that you've never heard of: Sir John Samuel, whose clever electric designs paved the way for today's hybrids

PHOTOGRAPHY TONY BAKER/SIR JOHN SAMUEL/GILES CHAPMAN LIBRARY

e deserves a knighthood. That's what people often say about pioneers who reshape our lives. Take Tim Berners-Lee, the Brit who invented the World Wide Web; now Sir Tim. Apple design genius Sir Jonathan Ive, hailing from Chingford, is another. But there's an issue with John Samuel, Britain's unsung godfather of hybrid-electric cars. Being a fifth-generation baronet, whose great-grandfather helped to establish Australia's New South Wales colony for Queen Victoria, he already has the title.

His story has twisted and turned, and continues to do so – literally. Samuel is deeply involved today in electricity "time-shifting", the capturing of power from renewable sources such as wind turbines to store or feed into grids.

His father, Sir John OC Samuel, was hugely practical, a qualified master builder, a trainer of WW2 pilots, and head of a sprawling post-war business empire. He built one of Europe's finest garden railways at his Walton-on-Thames home, and was a keen Brooklands competitor in his Frazer Nash – holding off Prince Bira's Maserati to win the 1937 Coronation Trial.

Like father, like son: the young Jon, with his teenage chum Ian Bracey, wanted to go racing, but they had only £160 and an old go-kart. They combed the RAC General Vehicle Regulations 'Blue Book' to gleefully discover that competition cars didn't actually require suspension, and no minimum track, wheelbase or wheel diameters were stated. So they installed a 500cc Triumph 'bike twin, renamed this tiny terror the Tiger Shrike, and joined the grid for sprints.

The Blue Book rules were hastily amended to demand suspension, and the bumpy thrills



Clockwise, from above: Samuel's father Sir John in his Nash; rapid Japperwock had no diff and solid drive; Samuel with the car today ended. "It was bloody lethal," Samuel laughs. But the bug had bitten.

He adds: "I used my father's engineering company, Fenlow, for

parts. That's where I designed and built the Japperwock with a couple of mates – a hillclimb car with a 1-litre JAP engine." It was another RAC rule-bender with a crazy 4ft wheelbase, central monocoque and rudimentary suspension: "It ran on methanol and had a small tank for a two-minute blast. No diff, a solid drive, so it really could be steered on the throttle."

Samuel and Bracey fielded the car throughout '64 and '65. By then, the former had graduated in mechanical engineering from UCL but had also suffered the trauma of his father losing his battle with cancer in '62. All his assets, Fenlow included, had to be liquidated to pay 60% death duty, but, with his inheritance leftovers, the new Sir John (the 'h' added after his father's passing) decided to become a manufacturer. He bought Diva Cars.

"I'd purchased one to race," he remembers, "and I was approached by the founder because



Diva was running out of money. GT10Fs were pure competition cars, a tubular spaceframe with a front-mid engine. You had to go racing to sell them, and I took one over to Mugello. It had a Cosworth-Ford MAE 1300cc engine with twin Webers. I co-drove with Mike Franey and we finished 22nd from 200 starters – amazing.

"The car was tiny, and my wrists used to swell up because I needed to grip the wheel so hard. I scared myself in one in the Spa 1000km. Jo Bonnier came past me at the Masta kink, which you had to take flat for a decent lap time. As he roared past me, I felt the sides of the Diva flex in the bow wave, and then I was almost sucked into the Chaparral's slipstream. Every year someone got killed there. When I came in, I'd decided that was the end of racing for me."

that was the end of racing for me."

Diva sold 50 cars: "They were great, but we didn't charge enough for them so it was tough." Samuel placed an advert in *The Financial Times*. It read: 'Successful racing car constructor. Great potential. Requires development finance.'

What happened next almost defied belief. Greek oil tanker tycoon John Goulandris sent a reply. He wanted Diva and the cash was no



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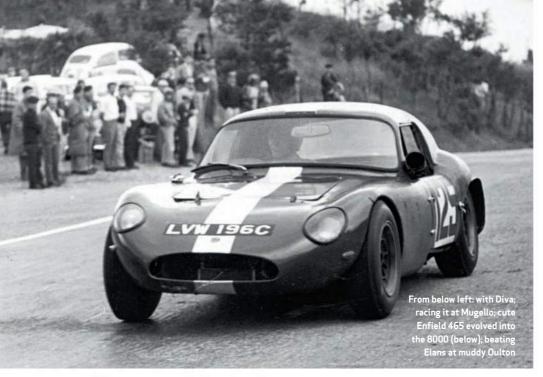
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problem. As Samuel puts it: "Goulandris turned up in a taxi and bought the company. But when I went to see him in Eaton Square, he said: 'I want you to do something else.' It was an electric car for cities." There was no choice in the matter.

Goulandris had already procured a nascent design project from forklift-truck firm Lansing Bagnall. He had also acquired a brand name, Enfield, fully redolent of British engineering ingenuity in rifles and engines. And he wanted to clinch an Electricity Council contract requiring 60 electric city cars for nationwide evaluation.

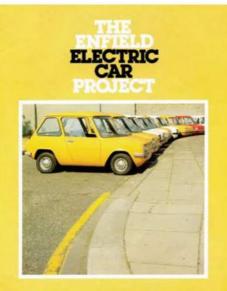
His ships, of course, depended on demand from internal combustion engines. Yet, says Samuel, he was deadly serious, bankrolling premises and equipment in Wimbledon so work could commence immediately: "John Frayling, ex-Lotus, designed a pretty car with a 0.28 drag factor. The weight distribution was excellent, with packs of 48V batteries front and rear."

By May 1968, the prototype was unveiled and began testing around south London, unnerving pedestrians with its silent approach. Andre Loubser, sales director, recalls one reason why this little Enfield 465 was so appealing: "It didn't resemble an invalid carriage in any way!" The Electricity Council contract was duly awarded.

Samuel: "We did the first ones in glassfibre, but Goulandris owned workshops on the Isle of Wight where Enfield powerboats were built in aluminium, so he made them there in metal."

The production  $8000 \, \text{model}$  passed its  $30 \, \text{mph}$  crash test – the only electric car to do so – and could manage a  $40 \, \text{-mile}$  range on just  $8 \, \text{kW}$ .

"I used to commute in an Enfield for years," explains Samuel. "If it ran out of power I'd park, read the paper for 10 minutes, and by then there would be enough charge recovery to proceed,



#### 'THE PROTOTYPE BEGAN TESTING IN LONDON, ITS SILENT APPROACH UNNERVING PEOPLE'

although that wasn't very good for the batteries.

"We took two to an electric car symposium in Phoenix, Arizona, towing them across America on a trailer. Ronald Reagan loved them. He was governor of California at the time and said: 'Why can't we do that over here?'" Enfield sold another 60 examples, but at a hopelessly uncompetitive price, retailing at £2808 when a Mini cost £850.

Samuel departed the struggling venture in '71, using his newfound expertise to form electric car think-tank Advanced Vehicle Systems: "I had a Ford Escort estate converted with Chloride batteries, and used to commute 60 miles each way from Reading to Welwyn Garden City. It was fine, but you have to remember a tank-full of petrol gives the equivalent energy of a half-megawatt-per-hour of electricity. With the Escort, you had to plug it in for recharging absolutely the moment you arrived at either end, or else..."

Samuel was tracked down by Californian



Robert Aronson in '78: "He'd developed a system that could put in 80% of the charge within 30 minutes." He also had a vision for a petrol-electric luxury car that would appeal to adventurous and wealthy American 'early adopters'.

Says Samuel: "He met me at the airport in an electric Renault 4 called Mars II. We took off down the freeway and accelerated to 80mph, although it was weighed down by the batteries. I became the managing director of the Electric Auto Corporation with a complete team, 30 guys, based in Troy, Michigan. The industry thought electric cars were a nuisance, but we gained a small alliance with GM. We had finance mainly funded by US tax shelters, Jimmy Carter's idea to get the private sector to fund R&D. Doctors and dentists were investing in it to get a tax write-off.

"We used a Buick Century because it was one of the last cars around with a proper chassis – a perimeter frame – so you had something to hang the two large battery packs on. It's not easy to convert a standard car, and this one wasn't."

Samuel hired ex-GM designer Henry de Segur Lauve (who also worked on the Citroën SM) to give it a windcheating nosecone and restyle the station-wagon tail. It had to be an estate to give acceptable luggage capacity once the bulky batteries were crammed in at the back.

This was one hefty car at 5200lb, its 144V battery pack alone weighing 1800lb. The 50kW electric motor was supplemented – as in a modern hybrid – by a small petrol engine, a 150cc rotary from a microlight. This generated power for the electrical equipment, but was also an on-board range extender. It had a 105-mile limit at 30mph (dropping to 60 at 50mph), yet the auxiliary power unit (APU), drinking from a four-gallon fuel tank, allowed you to limp home





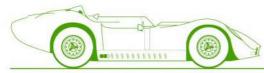
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at 15mph should stored battery power run out.

There was a magnetic clutch in the driveline, which achieved a good power-blending method, although it was all mechanical in those days.

EAC unveiled the gleaming Silver Volt in 1979. It garnered acres of publicity, especially after Hollywood royalty such as Lloyd Bridges and Jack Lemmon had them on loan.

Behind the scenes, though, things were hairy. When one of the cars, suckling at the mains in a Californian basement, overcharged its batteries, a build up of hydrogen that seeped out led to disaster: "Our chief engineer, ex-De Lorean designer Bob Manion, came running in and said 'we'd had a helluva explosion'. The pressure wave had restyled the car, actually turning it pear-shaped. Nuts and bolts shot through steel panels. We hid the wreck before anyone could see the car. It taught us a huge amount about ventilation, but it did turn out that the fan had also failed."

Demonstration runs were seat-of-the-pants affairs. On one stunt driving 160 miles from Palm Springs to LAX, both APUs failed, putting the battery out. Under intense media glare, the team still made the run appear seamless, craftily swapping numberplates and doctoring mileometers.

"Amazingly," says Samuel, "we got away with it. Aronson was a great chess player, he always had a strategy. We also converted a Cadillac that we called the Big E and Yehudi Menuhin drove that for a while. Once, the Big E had to lead a parade of electric prototypes through Philadelphia, with the Mayor aboard. We had to use a light throttle because the Silver Volt behind it had a fault and could only do 10mph. When we reached a humpback bridge, the car couldn't make it – we needed a push from bystanders!"

With a full-on oil crisis, big plans were afoot,

From top left: product placement earned lots of PR for the Silver Volt – Jack Lemmon drove his to the Oscars; Samuel's daily driver Escort; short-lived Whisper; IAD styled neat LA301, first plug-in hybrid

selling at \$14,500 each. This time, though, Reagan wasn't so helpful. He axed Carter's tax write-off scheme.

including 300 cars as

well as a charge station network for a test

programme in Fort

Lauderdale, Florida,

and a factory in Puerto

Rico to assemble 7000

Silver Volts annually,

"You had lots of oddball projects that weren't really R&D," recalls Samuel, "and Reagan put his foot down." This, plus the worldwide recession, hastened the Volt's demise: "I was there for

#### 'WHILE A SILVER VOLT SUCKLED AT THE MAINS, A HYDROGEN LEAK LED TO A HUGE EXPLOSION'

three years, and I think we went to the absolute limits of lead-acid." Amusingly, the car appeared in the 2003 kids' movie *Agent Cody Banks*.

In '84, he was closely involved with the Whisper project in Denmark, for which 20 prototypes were built along Enfield lines. Nordic interest in electric cars grew. Swedish consortium Clean Air Transport was founded, with Samuel as technical director, to chase a £14m contract in LA. The city was offering the cash to tempt the auto industry into developing electric cars that could help to reduce the area's chronic smog.

"Los Angeles wanted to act as a catalyst," he says. "The car had to cover 200 miles, do 80mph,

and still have air-con, and that's how we came up with the LA301 in 1990. It was the first plug-in hybrid, with a transverse 750cc Mitsubishi triple plus the batteries under the floor, and the body was in Lotus-style RIM-injected plastic.

"We got the contract and took our concept to IAD in Worthing. They created the car from the ground up, ready for volume production. I don't think people perhaps realised it but the LA301 had completely British engineering."

On the day he landed in Los Angeles to unveil the LA301 in 1990, the fumes were so thick that buildings nearby were invisible. The imperative was staring Detroit in the face, but from Motown came stony indifference to the LA301.

So, in '91, Samuel and crew took the car to the Tokyo show, where it was besieged by interest: "It inspired Toyota and Honda to go for hybrids, and have huge success in the US. It was sad for the shareholders that it didn't go into production but it was satisfying that we did it. Our car was big battery/small engine whereas the Prius is small battery/big engine, and that was much more practical for the first mass-made hybrids."

Although his current focus is away from cars, Samuel makes sage observations about their earliest, latest, and future developments: "Electric cars did well in the earliest days of the 20th century because they were so easy to use. Only the invention of the electric starter, which got rid of tedious cranking, enabled petrol engines to take over. That alone killed electric cars. Now you have people such as Elon Musk [of Tesla], with internet money looking for green causes. It's fantastic – he's my hero. But there's still nowhere like the UK for engineering. Just like railways, we taught the world how to do it, and we continue to be brilliant innovators."

# fora

It might not be everyone's first choice of family transport, says **Ross Alkureishi**, but Richard and Lynne Bull's Lamborghini Espada has been through a lot since they bought it in 1977





eing a driven, single-minded and highly successful individual, Ferruccio Lamborghini wasn't the type to accept second best. Disillusioned with the products of Maranello that he'd sampled, in 1963 he founded Automobili Lamborghini SpA and aimed the new company's sights firmly at Ferrari and Maserati.

Just four years after the introduction of the 350GT, this automotive upstart would have three models in its line-up: the revolutionary Miura, elegant Islero and extravagant Espada. The bullish industrialist would no doubt have expected such progress and for his products to be competing for the adoration of the glitterati, yet it's unlikely that he could ever have envisaged one as a family hatchback in a small Kent village.

"My husband Richard had always wanted an E-type," recalls Lynne Bull. "Until 1977, when he saw a black Espada in St Katharine Docks." By chance, shortly after, he caught sight of the car he would buy, parked in the New Eltham area: "A few weeks later he saw it again, in the Crown Woods Way Service Station showroom - there were three second-hand Espadas for sale - and when he came home, he said he had to have it."

A "decent contract" with the gas board meant business was good for heating engineer Richard, so they set about planning the funds. "Because it was a hatchback, technically he could use it for work," says Lynne, smiling. "The finance people didn't know that a Lamborghini was anything special and we spread the payments over 36 months. It cost £9500, just a couple of years after we'd paid £10,200 for our three-bedroom semi.

"It was always the car, our everyday transport. We had no garage, so it sat outside. I used it to take the kids to school, visit the supermarket – the barriers were only a bit wider than the car-and drive to work on Fridays at the pub. There was a big skip at the side of the car park, and I'd tuck it in beside that. Regulars used to come in and say: 'There's a Lamborghini out there!' They couldn't believe it belonged to the barmaid."

What a sight this Espada must have been as it competed with Allegros et al on the shopping run – there'd be no danger of the frozen food melting on the way home. Lynne also has fond memories of popping her two boys in the back for the long blast down to Devon for family holidays, and of being there "in spectacular time".

After her son had an accident in a work lorry, a traffic officer visited the house and spotted a

#### "THERE WAS A BIG SKIP AT THE SIDE OF THE PUB CAR PARK, AND I'D TUCK THE ESPADA BESIDE IT"

photograph of the Espada. "That's a brown one, isn't it?" he asked, remembers Lynne. "Richard informed him that it was one of only two in the country. 'I'll get the b\*\*\*\*\*d one day,' the policeman replied. It turned out that he used to sit on the A2 and, by the time he radioed through to his partner, it had gone and couldn't be caught - of course, it must have been the other brown one."

In 1983, the silencers rusted through and, because nobody knew where to get replacement Ansa units, it was left outside – where it would stay - and they bought an Austin 1300. Surely that must have been a comedown? "Actually, it was quite pleasant in many ways, because I could park it easily and it had four doors."

Five years later, the Bulls moved and had the Espada transported, where it took up residence in the garage and slowly became buried. "Quite sad, when you think about it," says Lynne, and a far cry from the glitz of the model's launch.

Its unveiling at the '68 Geneva Salon certainly had the wow factor. A master of publicity, the previous year Ferruccio had used the striking Bertone-styled Marzal prototype to whet the world's appetite. As the first true four-seater *gran* turismo, the Espada demonstrated the growing versatility of engineers Gian Paolo Dallara and Giampaolo Stanzani, while meeting their master's demand for an innovative new model.

Its punt-style chassis – similar to the Citroën DS - of sheet steel pressings, foldings and large



square-tube sections, was built by Marchesi and C of Modena. Power came from the exquisite Giotto Bizzarrini-designed quad-cam, four-litre V12, but mounted conventionally up front instead of the Marzal's transverse rear set-up.

The adoption of six horizontal twin-choke Webers – instead of the Miura's four triple-choke downdraught items – meant that at 325bhp it was 25bhp down, but this had a civilising effect... to an extent. Despite a beefy kerb weight of 1761kg, it would still crack 0-60mph in 6.5 secs on its way to an impressive top speed of 158mph.

A five-speed 'box, all-round Girling discs and independent double-wishbone suspension completed a sophisticated package, as did the vast air-conditioned cabin trimmed with eight hides. This luxurious express was endowed with supercar power, yet was capable of transporting four adults comfortably and returning 18mpg. But it was the aesthetics that had everyone talking.

Marcello Gandini's design took styling cues from the Marzal and the Bertone Weekend Telegraph Pirana. The former's gullwing doors were deleted after complexity, and cost, nixed the idea. Stealthily low and outrageously wide, the Espada had a brooding and malevolent presence.

'It deserved a prize for the ugliest car in the show,' remarked Motor Sport's Denis Jenkinson, after Earls Court in 1968. Yet C&SC's Simon Taylor, writing in *Autosport* on 15 April 1971, described it as 'one of the most dramatic looking



Richard Bull (right) with Valentino Balboni at Sant'Agata



Reassembly of restored Espada at Jennings Engineering

#### Top Gear's top tips for buying

"There are two main considerations with an Espada," says Top Gear Specialist Cars' Carlo McCrindle (www.topgear-cars.co.uk). "Engine and body. The V12 isn't that highly strung and is pretty bulletproof if it's looked after, but remember they were £20k cars for a long time. To rebuild one is expensive because of the sheer quantity of parts, so you're looking at anything up to £30k. Check for smoke from the exhausts, and listen for any disconcerting rattles.

"If a car hasn't been restored at some point, then it's likely that the body will be hiding a multitude of sins, even if it appears solid on the outside. Have any prospective purchase fully inspected: Espadas have guite complex panels. and that means any body restoration is very involved - cost will vary depending on a car's condition, but it'll likely be expensive."

Most mechanical parts are available, but you can encounter difficulties with suspension components, glass and trim items: "It's the later Series III cars – with power steering – that are more sought-after, and manual gearboxes over autos. You can pick up an average car from £40k, but expect to pay up to £150,000 for a fully restored or low-mileage example."





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cars of all time'. The buying public turned it into Lamborghini's best seller over the next decade, as it shifted an impressive 1227 examples – numbers that wouldn't be achieved again until the last Countach iterations, and Diablo.

The Bulls began thinking about a restoration in 2001: "Richard had joined the club and we kept saying 'one day, one day', but life just drifted on. Eventually we spoke to Valentino Balboni at the factory and sent him photos. 'About \$60,000, worst case,' he said. When the car got there, he phoned, in tears, saying 'it is so bad'. The cost would be double, so we couldn't afford to do it."

Audi had bought the company, so a shift to working with the euro – strong against Sterling – exacerbated the situation. Eventually, they decided that the factory would rebuild the engine and drivetrain; the cost in '04 was €26,000. They were also introduced to Bruno Paratelli, whose Ferrara-based firm made the original interior. He took everything out and remade it to the exact spec, including the unique leather perforations.

Once everything had been shipped home, the Bulls took a breather. In 2006, on recommendation, the Espada went to Jennings Engineering, in Essex: "Michael and Colin were great. We told them that it was a hospital job, and to take as long as they liked. They stripped it and sent us more than 1000 pictures of their progress."

In the meantime, Lynne set to sourcing parts: "Driver's door glass cost £600 from the factory,



and I looked everywhere for a windscreen until I spoke to Peter Swan at Pilkington, in Sheerness, who said: 'Ah yes, I've made 17 Espada 'screens."

The Carello lamps proved the most difficult: "I spent two years searching; there were plenty of left-hand-drive items, but no RHD ones.

"Then Richard was called out on Christmas Eve to a boiler breakdown, got chatting and mentioned 'Lynne's headlight obsession'. The chap had just been headhunted for a leading Ferrari agent, and in the New Year turned up at my house with two brand new 1971 lamps, still boxed and with £12 written on it."

New Michelin XWXs came from a fresh Classic Tyres batch and the magnesium Cromodora alloys went to Lepsons, in Gillingham, for refurbishment. After an epic rebuild, the Espada finally hit the road in September 2011. Richard



#### LAMBORGHINI ESPADA SERIES III

Sold/number built 1968-'78/1227 (all) Construction steel monocoque, aluminium bonnet Engine all-alloy, qohc 3929cc V12, with six twin-choke Weber 40DCOE carbs; 350bhp @ 6500rpm; 290lb ft @ 5500rpm Transmission five-speed manual, RWD

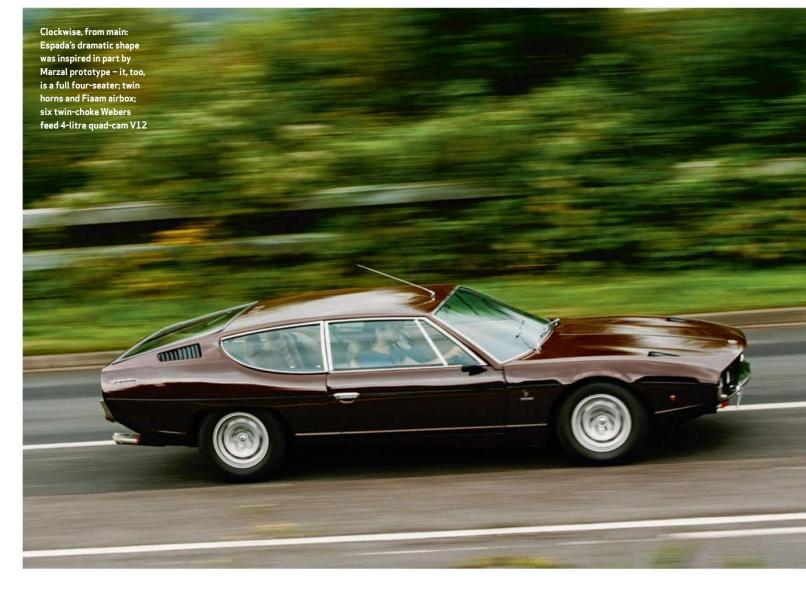
**Transmission** five-speed manual, RWE **Suspension** wishbones, coil springs,

telescopic dampers, anti-roll bar **Steering** ZF worm and sector; optional power

**Brakes** vented Girling discs, with twin servos **Length** 15ft 6½ in (4730mm) **Width** 6ft 1½ in (1867mm)

Height 3ft 11in (1195mm) Wheelbase 8ft 8½in (2655mm) Weight 3875lb (1761kg)

**0-60mph** 6.5 secs **Top speed** 158mph **Mpg** 15 **Price new** £10,945 ('73) **Now** from £40,000



## AUTOMOBILIA AUCTION LADENBURG

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promptly won the Lamborghini Club UK's Car of the Year award. Then disaster struck en route to the 2012 Classic Motor Show at the NEC.

The Espada was rear-ended at a junction by a tow truck, as Lynne recalls: "The impact pushed us sideways, the nearside rear wheel broke and we ended up across two lanes and up a kerb. Richard had to climb out of the passenger door, because his had been pushed in by 4in. Luckily, we were okay save for some lumps.

"The insurance firm wanted to write off the car, but specialist Bob Forstner made us a wonderful offer. He'd take it to his facilities in Germany, jig it, geometry test to check the damage wasn't too severe, prepare a quote, and return it free of charge if we didn't want him to repair it." It was collected on 24 February 2013, and returned on 4 September, just in time to earn third in Salon Privé's 50th Anniversary Lamborghini class.

All of which leads us to my opportunity to climb behind the wheel. As a Series III, this Espada benefits from the previous version's 350bhp high-compression engine plus powerassisted steering, which ensures that this behemoth is very simple to manoeuvre.

Inside, it feels quite like a Maserati Ghibli SS, even with a similar handbrake - you can't engage it when belted in. Lynne "used to avoid hills like the plague". Yet here you have four full seats, and ride a stunning V12. It's so understressed that you can trickle through villages and towns barely



ticking over. Hit the throttle, though, and the rear squats instantly, releasing a vicious surge of torque, and a glorious noise. The induction roar from the carburettor sextet competes with a quad Ansa tailpipe wail for your attention - show me another hatchback that sounds like this.

The longer you drive this car, the more that large body seems to shrink. With a wide track, low centre of gravity and chunky rubber, it's so planted, with little body roll. The gearshift is the only weighty control, yet you always return to that addictive throttle. That thunderous school run must have been something else: "Both of the boys love the car, but it wasn't until much later they told me they did feel a bit conspicuous.'

For the Bulls, restoring the Espada was inevitable. "I decided that it would be my grandson's inheritance," explains Lynne. "When he was 10,



he was diagnosed with a brain tumour. Kings removed it, and the Royal Marsden has been treating him for the past eight years. Thankfully, he recently got the all-clear - we're eternally grateful. Trouble is, I have three grandsons, so now he's fully fit they'll have to fight for it."

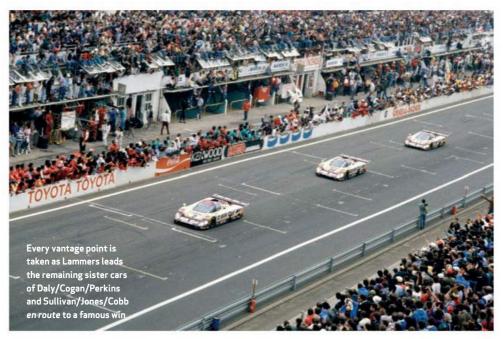
All that the Bulls have been through shouldn't have been a complete surprise, though. In its July 1969 test, Road & Track concluded: 'The striking thing about the Espada is that, for all its purposeful looks and legendary V12 performance, it's a reasonably practical family car.' But there's one last thing that I need to know... did they buy a Lamborghini because of that surname? "No,' smiles Lynne. "We just loved the shape."

Thanks to Lynne and Richard Bull, Lamborghini Club UK: www.lamborghiniclub.co.uk









ndy Wallace is clearly starting to enjoy himself. This is perhaps the longest stint that he's had aboard the most famous of Jaguar XJR-9s for many years, and each time he comes back into view, away to our left with lights ablaze, the bellow from the 7-litre V12 grows ever more strident. When he does finally peel into the pits, it's not to call it a day. "Get in," he shouts, "the tyres are nice and warm..."

I slide into what passes for a 'passenger area'. The shape of the tub pushes my feet across towards the clutch pedal, so I pull my legs out of the way as best I can. Wallace selects the dogleg first gear and heads out. Over the course of five manic minutes, I will try in vain to maintain any sort of semi-dignified braced position before giving in and simply enjoying the ride.

Into second and a burst of throttle unleashes 750bhp – there's no pause, no gathering of momentum due to the super-long Le Mans gearing, it just *takes off*. Through a tight left, into third for a short run to another left and then through a fiddly chicane, the Jaguar changing direction as fast as Wallace's hands can move.

Short-shift into fourth, and on to the back straight. In among being thrown around by the g-forces, I've been trying to glimpse the rev counter. Wallace says that it'll spin to 7000rpm, and through the lower gears he's using 6000rpm.

Even missing out the chicane halfway down the straight, Blyton Park doesn't allow this spectacular big cat to stretch its legs, but it's certainly beginning to unfurl its paws. The performance is beyond that at which you utter expletives – it's simply mesmerising. And the *noise*…

Hard on the brakes for the tight left-hander at the far end of the circuit. Wallace uses the powerplant's immense torque, running up to the next left in third, then holding that before shortshifting into fourth for the fast right-left-right sweepers that complete the lap.

It's a fabulously violent experience – loud, fast

and exciting – that you cannot relate to the Le Mans 24 Hours itself. Trying to imagine being in that car for hour after hour, at night, among dozens of slower competitors, beggars belief. It is a reminder that there are those who drive racing cars – and then there are racing drivers.

At the beginning of 1987, Andy Wallace was well established as one of those. The '86 British Formula Three champion had travelled to the Macau Grand Prix at the end of the year, and won that too. In the process, he beat Jan Lammers, who was about to join Jaguar's sports car outfit.

Wallace is sure that the Dutchman put in a good word, and he received a call from TWR's Roger Silman, asking if he was interested in being an extra driver for Le Mans. Wallace, his sights set on Formula One, declined, only to suffer a desultory year in Formula 3000 on a meagre budget. At the end of '87, Silman phoned again – and this time Wallace bit his arm off.

"We went to Paul Ricard," he remembers. "The fastest thing I'd driven was the F3000 car, which is quite small and light compared to this. In those days, the Jaguar looked enormous! The biggest impression was that it was very low-drag. That was [designer] Tony Southgate's forte – he was brilliant with aerodynamics. On the straight, it was just getting faster and faster, and I was thinking 'bloody hell'.

"We were using radial tyres all year, but because of the speeds at Le Mans we had to switch to crossplies. They've got less traction, less braking capability, and they wander. So you've got this car that's weaving around at well over 200mph and you feel like you want to bring it back, but it's very difficult to do."

Fortunately, Wallace was able to learn from his team-mates: "Jan said, 'Just let it do its thing, don't do anything abrupt'. You sort of work yourself into it. I ended up doing laptimes close to what the regular guys were doing."

Wallace had a promising start to his Jaguar career, finishing second alongside John Watson and John Nielsen in the season-opener at Jerez.





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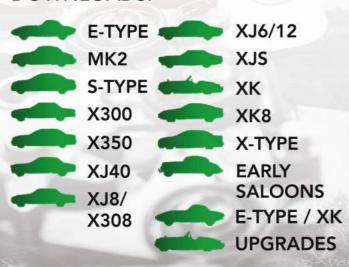
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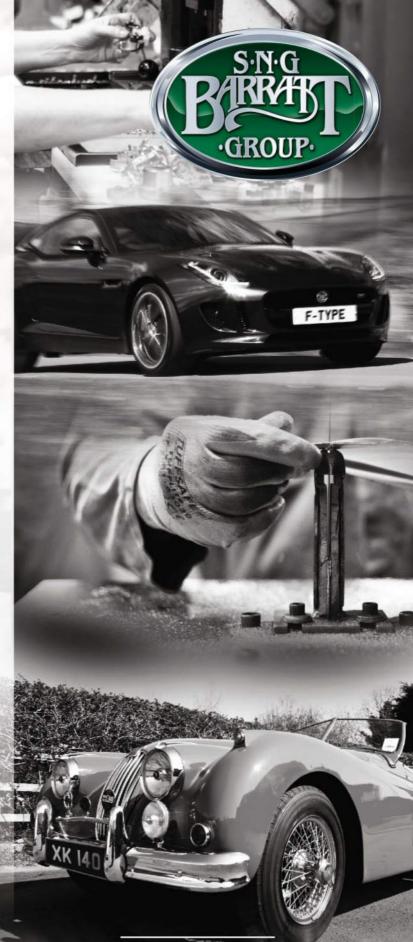
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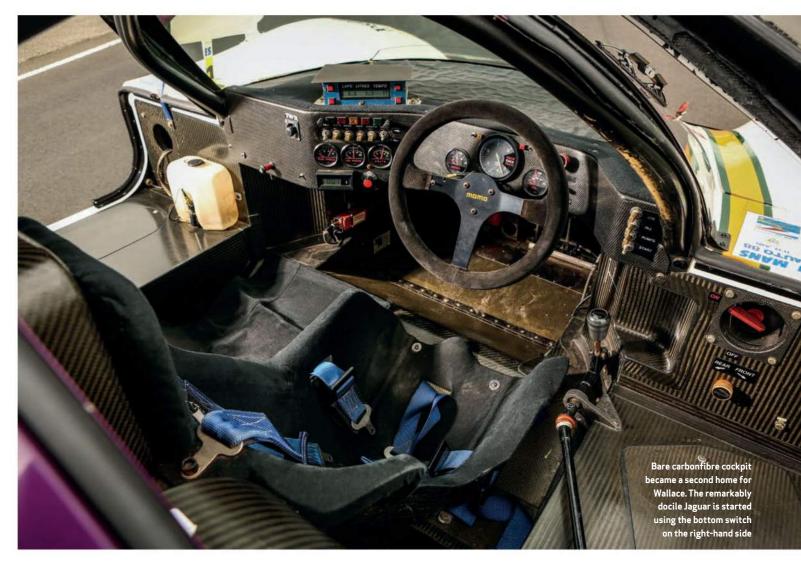


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He didn't race again until linking up with Lammers and Johnny Dumfries at Le Mans, when Jaguar arrived with a five-car assault to face the might of Porsche and Mercedes.

At a time when reliability was by no means as bulletproof as it is now, you would not have placed money on chassis 488 being the one to uphold British glory at La Sarthe. Its record with Lammers and Dumfries to that point read: Jerez, DNF (transmission – hold that thought); Jarama, DNF (spin); Monza, DNF (spin). At Silverstone, it didn't even take the start, such were its problems during practice.

Here again, though, Lammers' contribution would prove vital. "Basically, Jan was the leader of our team," remembers Wallace. "His job was to try to win Le Mans. You're not going to do that if there are three of you all doing different things. You'll end up breaking the car, which happened a lot in those days.

"The gearbox was usually the weakest link. I'm not sure the engine even had a rev limiter on it, and downshifts were the main problem – you could break a valve spring. You had to be really careful. If you drive to save the car, you won't be quick enough, but there is a way to do the same sort of lap time without hurting the car. And that's Jan's speciality.

"The first thing he did was sit me down and say: 'Here's what's going to happen. The gearbox is going to break and we've lost the race.' There was a pause, then: 'Unless we do this...'

"We went around the circuit in a Jaguar road car, and we walked it as well. He showed me exactly what we had to do for each corner – which gear, how to take it. The chicanes you could take in second, but we used third; Mulsanne Corner and Arnage you could take in first, but we took them in second."

That would save a minimum of six gearchanges per lap, a useful amount considering they would cover 394 laps, and that would be crucial. "I really did trust Jan," says Wallace. "All three of us said in the motorhome: 'This is how we're going to drive to make it to the finish."

Hans Stuck was on scintillating form in qualifying, his Porsche running extreme levels of boost as he posted 3 mins 15.64 secs. By way of comparison, Martin Brundle was the fastest Jaguar driver on 3 mins 21.78 secs. Wallace, meanwhile, was using every opportunity to learn the circuit – there had been no Test Day in 1988 due to resurfacing work and the installation of an extra layer of Armco on the Mulsanne Straight.

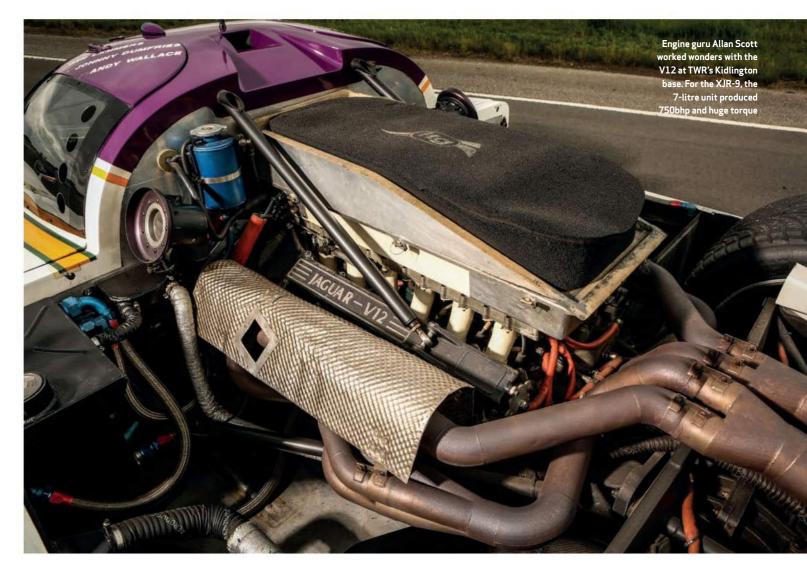
Sadly, the Mercedes challenge ended when Klaus Niedzwiedz suffered tyre failure just after the Mulsanne Kink. Telemetry showed that the rears were running too hot – hold that thought as well – and the team had no option but to withdraw. Lammers had qualified '488' fifth fastest, and in the warm-up discovered that softer rear springs enabled the ground-effect Jaguar to run in a slightly nose-up attitude down the Mulsanne. Crucially, that reduced drag and made it faster in a straight line than its sister cars.

It was the Dutchman who started the race, and by two-thirds of the way round the opening lap he was already up to second. Five laps later, remembers Wallace, he was in the lead: "Jan said: 'I'm just going to take it easy, it's a long race, we'll stick to the plan.' Okay – that's taking it easy, is it? I was wondering if he'd just thrown everything out of the window, but he hadn't – he was still looking after the car. And when I got in, I just did exactly what he'd told me to do."

Wallace's first stint was a double-length effort into the evening: "Because we had less power than the Porsche, you'd come on to the straight and they'd go past you under acceleration. But they had more drag than we did, so about halfway down you'd get a really good tow and go back past. It got to the point where you'd give them a little wave when they went past, because you knew that you'd get them a bit later.







"Although the straight was nicely resurfaced, it had a crown in the middle. You couldn't cross the centre line very easily. I've seen videos of it and it looks like a piece of cake. You put the lock on and go up the camber but it's trying to push you back. So you put more lock on, then as soon as you've crossed the centre you go too far. When you're passing cars, your heart's in your mouth just crossing lanes."

The other consideration was tyre failure, especially after what had happened to Mercedes and, in 1987, Win Percy, who survived a huge accident on the Mulsanne. On the XJR-9's dashboard is a small box, which usually gives a fuel readout. In each corner is a red light. If a tyre is getting hot, that light will flash. Press it, and it gives you the temperatures across the tyre.

Wallace: "You'd think, 'Okay, the light's going to flash if I've got a puncture. That's great.' So you're going at 240mph and thinking that, well, it won't hurt if I crash because everything will just go black and that'll be that. You're in your 20s and you've got no imagination...

"But I'd be on the straight thinking: 'What if the bulb's broken?' So I'd push the buttons in turn and get the readouts. Fine. Then I'd get three-quarters of the way down the straight and think: 'I wonder if the bulb's broken now?' It sounds funny, but if the tyre blew you knew you'd get airborne. With a radial, the sidewall blows out and it's not pleasant but you won't necessarily fly. With a crossply, it unravels and takes the wing with it. Then you're upside-down, and you can't slow down when you're on the roof."

Throughout the race, Wallace, Lammers and Dumfries were at the sharp end, battling with various Porsches. It was a stressful place for a rookie to be, and as the other Jaguars faded or retired, all eyes turned to '488'.

"In the middle of the night you'd be in your caravan trying to get some rest," says Wallace, "and all you can hear is that bloody Mazda going around. You come out and they put you in the car, and in less than 30 seconds you're doing more than 200mph, so you need to be awake. Our trainer would get you up a few minutes early, stick you on an exercise bike, then he'd start punching you to make you angry. When you'd finally had enough and punched him back, he'd say: 'Okay – you're ready.'

"Your elbows hurt, your legs hurt, your neck hurts, and it's really easy to get sick. You've got all the adrenalin going around, you're pumping liquids in because you're sweating like crazy, and you don't feel like eating but you need to have as many calories as you can. I had no idea what to expect, so again Jan and Johnny were a great help. It was a lot harder than I thought."

The second half of the race distilled into a straight fight between '488' and the Porsche of Stuck, Derek Bell and Klaus Ludwig, which was charging hard after an earlier delay. At 6:30am, Lammers stopped to have the windscreen changed, which was completed in just over three minutes, but much worse was to follow.

"We'd already had a car retire with a gearbox problem," says Wallace. "Jan had a chat with them, and whoever it was said: 'I came out of a corner and there was a vibration, then it jumped out of gear, so I went for the next one and it wasn't there, then there were no gears, then the car stopped'. One of the gears on our car – I can never remember whether it was third or fourth – was already making a graunching sound as it went in, and in the last hour of the race exactly the same thing happened to Jan. There was a bit of a vibration then it popped out of gear. He found another one [fourth] and had the presence of mind to leave it there."

The thumping torque of the V12 enabled Lammers to even make a last-minute 'splash and dash' without taking the car out of fourth gear. Remember, at Le Mans that ratio was good for more than 200mph.



## The road to a Le Mans winner

It was Bob Tullius who took the Jaguar name back into sports-car racing with the XJR-5, his Group 44 IMSA team also crossing the Atlantic to run the car at Le Mans in 1984 and '85. Tom Walkinshaw, meanwhile, had been busy winning the European Touring Car Championship with the XJ-S. Rather than adapting Tullius' American-spec XJR-5 when Jaguar asked TWR to move up to a World Sportscar Championship campaign, Walkinshaw recognised the need for a pukka Group C car – it would be lighter, for a start, and more fuel efficient. He therefore gave Tony Southgate a blank sheet of paper for the XJR-6 (above), which appeared in late 1985.

The following year was TWR's first full campaign – Derek Warwick and Eddie Cheever winning at Silverstone – and in '87 the XJR-8 claimed the title with eight wins in 10 races. For 1988, TWR would also take over the IMSA programme from a new base in Valparaiso, Indiana, squeezing out Group 44 entirely.

The XJR-9 was an update of the '87 car, but with 17in wheels all round – the Group C-spec XJR-8 had 19s on the back. That enabled the rear bodywork to be reshaped, the dampers to be repositioned and the floor modified. The diffuser was also reduced in size to comply with new regulations limiting ground-effect.

"We knew that Porsche was monitoring our radio," says Wallace. "The last pitstop was 25 minutes from the end, and Jan came on and said: 'I've got a secret but I'll tell you after the race.' People weren't aware, so when he was struggling to leave the pits they were wondering what was going on. The Porsche was getting quite hot, so they'd turned the boost down but were only about 90 seconds behind. If they'd have heard about the gearbox fault, maybe they would have thrown caution to the wind."

With the clock ticking down, Lammers found the remaining XJR-9s and they circulated in formation. For the first time in 31 years, Jaguar was going to win at Le Mans, and 216,000 fans roared their approval.

"There were so many people in the pitlane!" says Wallace. "They were trying to steal anything with 'Jaguar' written on it, the race was still going on, and people were invading the track."

Lammers stopped on the pit straight and

climbed onto the roof of '488' to salute the masses. Wallace is adamant that the brilliant Dutchman was the right man to coax the car home: "When they took off the back of the gearbox, one of the shafts had snapped completely. Had we used all the gears, we would never have made it – and that was Jan's insistence."

Wallace had won Le Mans at his first attempt, and Tom Walkinshaw had kept his promise to Jaguar. When TWR took on the firm's World Sportscar Championship programme, he said that winning at La Sarthe would be a three-year project. Right on schedule, he came up trumps.

"You're so wiped out by the end of it, and so much nervous energy has been used up, that you're wasted," says Wallace. "All we wanted to do was go to bed, but you can't do that because you've just won Le Mans. Jan said: 'No – let's go out.' We went to an Italian place but couldn't stay awake. Someone would be talking and the other two would be face-first in the pizza."

Wallace went on to have a long and hugely successful career in sports car racing, winning Daytona three times and Sebring twice, and says that the things he discussed with Lammers and Dumfries remain relevant – with one exception: "It's almost impossible to break an engine or gearbox now. When you change gear in the Jaguar, you have to come off the throttle, and it's quite a long travel – if you looked at a speed chart, it would have distinct steps in it. That doesn't happen now. You come out of a first-gear corner, flat on the throttle and you're just pulling gears. It shifts in milliseconds.

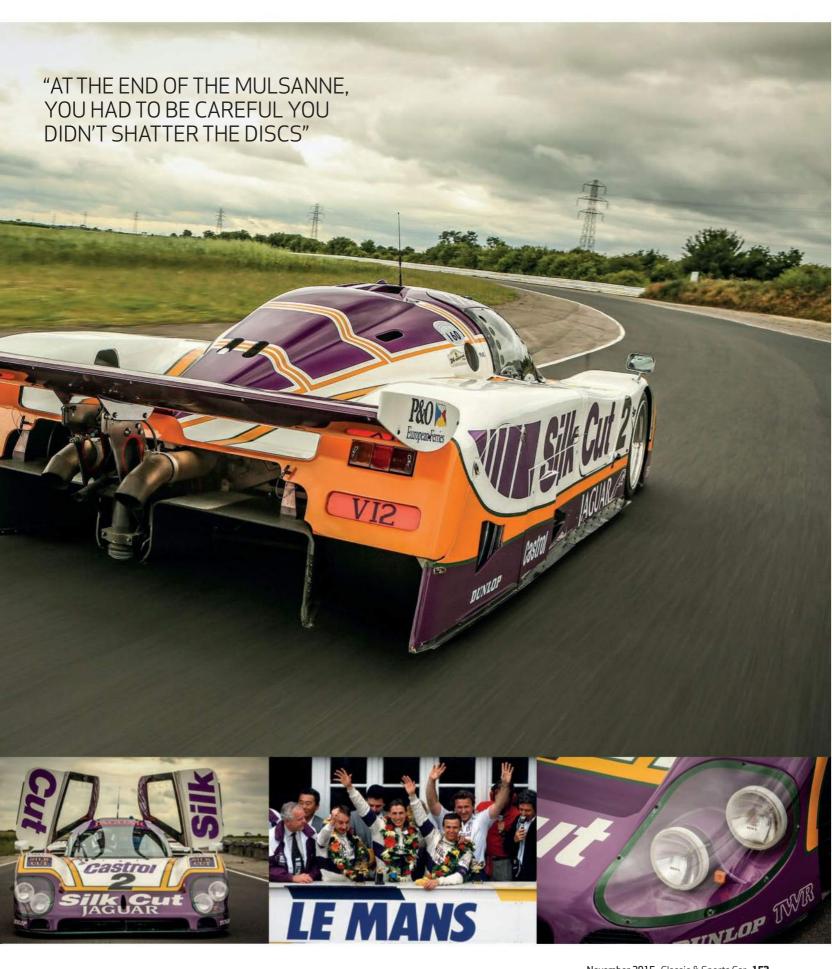
"Changing down, you really had to pick your moment. Now, if you're in the middle of the corner and you need another gear, take another gear. If you have a car that understeers like this one used to do, you arrive at a slow corner in sixth, go down four, then when you're turning in and you've got most understeer you take the final downshift and it rotates the car. That said, if you lose the rear end in a modern car, it'll just go. With this, even though you had a V12 acting as a pendulum, the tyres were a lot more linear.

"Also, this has got iron brakes. They're quite good, but at the end of the Mulsanne you had to be careful that thermal shock didn't shatter the discs because they'd have cooled down. We were taught to dab the pedal with our left foot to bring the temperature back up before standing on them. The difference that carbon makes is incredible – it's all so last-minute now. With the XJR-9, braking and changing down was a process that you went through."

Wallace may have had a long career, but chassis 488 was immediately retired and put into the Jaguar Daimler Heritage Trust, where it is kept on the button and ready to go. Through its short active life, it finished only one race, and even that by the skin of its teeth. To Wallace, Lammers and Dumfries, however – to say nothing of Walkinshaw, Jaguar and thousands of enthusiasts – it was the only race that mattered. Its place in history is secure.

**Thanks to** Tony O'Keeffe at Jaguar Heritage; Andy Wallace; Richard Usher at Blyton Park: 01427 628922, www.blytonpark.co.uk







## GIUGIARO BEAUTIES

Malcolm Thorne picks his favourites from the great stylist's massive back catalogue

PHOTOGRAPHY LAT/C&SC/FIAT

s a teenager, Giorgetto Giugiaro dreamt of being an artist rather than a designer. In 1955, though, when Dante Giacosa saw one of the young Italian's watercolours (Giacosa's uncle was Giugiaro's tutor at the Academy of Fine Arts in Turin) a job offer from Fiat soon followed. Four years later, aged just 21, the stylist joined Bertone and so began an illustrious career that would include a stint at Ghia before setting up his own studio, ItalDesign, in 1968.

Giugiaro was awarded the accolade Car Designer of the Century in 1999, with a remarkable portfolio that contains many of the most iconic shapes ever to have been created.

As a result, narrowing down his work to a shortlist of 10 was never going to be easy. The Maserati Boomerang, Lotus Esprit and Alfa Romeo Canguro almost made it, as did the pretty little Simca 1000 Coupé (below).

Beauty and style are very subjective matters, and we're expecting a few letters questioning this selection, but these are my favourites...





### **1** ASTON MARTIN DB4 GT JET

Giugiaro's second show car for Bertone, the Aston Martin Jet was unveiled at the Geneva Salon in 1961, also putting in an appearance at Turin later the same year. Based on the last of 75 short-wheelbase DB4 GT chassis produced by the Newport Pagnell firm, the car was unusual in featuring steel bodywork in place of the aluminium coachwork usually found on Astons. The extra weight of the panels blunted the performance of the 3.7-litre twin-cam 'six', but the use of steel prompted speculation that the design had been conceived with series

production in mind. Despite such rumours, the Jet sadly remained a one-off. The taut lines exuded a sense of modernity that left the standard Touring-bodied coupé looking like a relic from another era, although the styling was definitely more Ferrari than Aston in flavour. Identity crisis or not, it is surely one of the most glamorous Aston Martins ever built.

**Anorak fact** Keen to use the Jet as its maker had intended, former owner Hans-Peter Weidman once took it on a 950-mile overnight drive from San Francisco to Vancouver, the 37-gallon tank allowing him to get there with a single fuel stop

### 2 ALFA ROMEO ALFASUD

Launched at the Turin show in 1971, the 'Sud represented a whole new direction for Alfa Romeo. Not only was it the Milanese firm's first foray into the compact front-wheel-drive market, the car would also be built at a state-sponsored factory near Naples – hence the name (sud being Italian for 'south'). Powered by a free-revving, single-cam-per-bank 1186cc flat-four and featuring disc brakes all round (inboard at the front), the Alfa offered class-leading dynamics while Giugiaro's timeless styling made it one of the prettiest small family cars of its day. A hatchback improved the practicality of later versions, while bigger engines upped the power output, but the addition of clumsy plastic detailing gradually spoilt the looks. The model would spawn a pretty coupé, the Sprint, also styled by Giugiaro, but both would gain a fearsome reputation for rust. The 'Sud was, nonetheless, a truly inspired design that Alfa Romeo would struggle to replace.

Anorak fact Gianfranco Mantovani Wainer built a twin-engined Alfasud for rallying, featuring a second motor mounted behind the driver





#### 3 GORDON-KEEBLE

First seen as the Gordon GT at Geneva in 1960, just three months after Giugiaro had joined Bertone from Fiat, the Gordon-Keeble was only his second assignment for the famed styling house, and was his first to be revealed at an international motor show. Aged just 21 when he penned the sublime Anglo-American GT, Giugiaro was still very much learning his trade and, in a 2001 interview, recalled that he had initially come up with side windows that were far too tall to be housed in the doors once they were wound down. In spite of such problems, he produced a brutishly handsome design that, thanks to its angled quadheadlamps, remains instantly recognisable today. Powered by a 5.4-litre Chevrolet V8, the glassfibre-bodied four-seater was a fast and highly capable GT, but a scant 99 cars were built (from 1964-'67) before the money ran out and production – at Eastleigh then Sholing - drew to a close. Another was later assembled in a London mews, in 1970. **Anorak fact** The tortoise badge – typical of Jim Keeble's humour – was adopted after one crawled into view during a brochure shoot

### **5 PORSCHE TAPIRO**

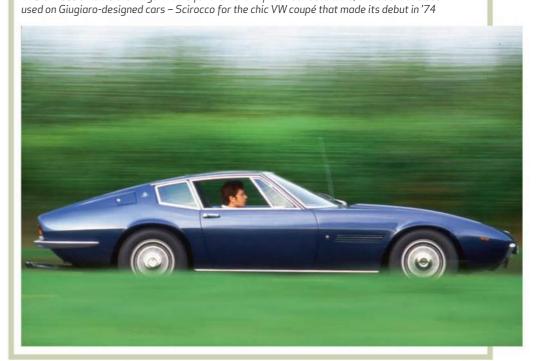
Unveiled at the 1970 Turin show, the Tapiro marked the arrival of a theme that would become a hallmark of Giugiaro's work throughout the '70s: the wedge. The Boomerang, Esprit and BMW M1 may be better known today, but it was this Porsche concept that gave the world a hint of what was to come from the ItalDesign studios. The soft curves of the '60s had been swept aside in favour of angular geometric shapes, with four gullwing doors boasting huge windows that wrapped into the roof – the rear pair providing access to the luggage compartment. The future had clearly arrived. Beneath the stunning exterior lay the running gear of the VW-Porsche 914/6: the mid-mounted flat-six, having been tuned by Bonomelli, was good for 220bhp at 7800rpm. **Anorak fact** Once its glamorous motor show career was over, the Tapiro was reputedly sold to a Spanish industrialist and subsequently burnt out when his employees set fire to it!

#### **4 MASERATI GHIBLI**

Displayed in prototype form at the Turin show in November 1966 – and put on sale the following year – the sensational Maserati Ghibli was the epitome of the large-capacity thoroughbred Italian grand tourer. It may have been hampered by a leaf-sprung live back axle – an anochronistic hangover from the 1950s compared to the Ferrari Daytona's sophisticated independent rear end – but it was more competent on twisty roads than its prosaic underpinnings would have you believe.

As a trans-continental tourer, meanwhile, it had few peers, its quad-cam, 4.7-litre, dry-sump V8 providing massive low-end torque and remarkable refinement, as well as astonishing pace. The factory claimed a top speed of 174mph. The sharp-edged, dart-like profile gave an early hint at the direction Giugiaro's work would take in the 1970s, but the long and almost impossibly low nose – combined with the squat roof and shapely tail – bestow it with a truly timeless elegance.

Anorak fact Ghibli is the Libyan name for the North African scirocco wind, and both have been



### **6** ALFA ROMEO GIULIA GT

Of all the Bertone projects that Giugiaro was involved with, he is most proud of the beautifully proportioned 105 Series Alfa coupé. Launched in 1963, it was intended to be a coachbuilt special, but when Nuccio Bertone showed the shape to the Milanese bigwigs they were determined that it should go into volume production. Powered by the addictively sonorous twin-cam engine (ranging in capacity over the years from 1290cc to 1962cc), the little 2+2 was a joy to drive. Giugiaro once described the shape as being an evolution of many cars that he had designed previously, but that's far from being a bad thing. **Anorak fact** Giugiaro would eventually own a GT himself, but the young designer could only afford one three years after it went on sale



#### **7 FIAT PANDA**

It's easy to be dazzled by supercars, but, if proof were needed of Giugiaro's supreme talent, look no further than Fiat's back-to-basics baby. Introduced in 1980, at first glance it appears to be a simple box on wheels, but closer inspection reveals a flourish of clever minimalist details. In place of a conventional dashboard, there's a simple cloth hammock – a feature echoed by the rear seat. The corrugated lower panels were repeated in the interior pressings, eliminating the need for trim and thus reducing costs – as did the flat glass and single wiper. Beneath the skin was the air-cooled 652cc twin from the 126 or the water-cooled 903cc 'four' that had begun life in the 1955 600, but driving the front wheels. A cheap-to-produce cart-sprung rear axle gave the early ones a choppy ride, but the car was a hoot to drive. The Panda remains one of the great man's favourite designs. **Anorak fact** Different engine layouts meant that the slots in the metal grille panel were transposed from the right on twins to the left on 'fours'





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#### 8 ISO GRIFO

Surely one of the sexiest GT cars of the 1960s, the Grifo was a low-slung blend of muscular curves and gorgeous details. Like the G-K and Mangusta, the Grifo relied on a blue-collar American V8 – a variety of Chevrolet and Ford lumps being used over its nine-year run. The result was epic performance with none of the histrionics associated with an exotic Italian V12 and in 7-litre form (as below) it was the fastest road car that you could buy at the time - in theory, at least. In truth, the claimed top speed of 186mph was never independently verified, and it's unlikely that the Iso could get anywhere near it. Exaggerated performance figures or not, the car had looks to die for and, by the time that the model was retired in 1974, some 412 had found buyers. **Anorak fact** The Grifo shares its tail-lights with another Giugiaro masterpiece, the 105 Alfa GTV





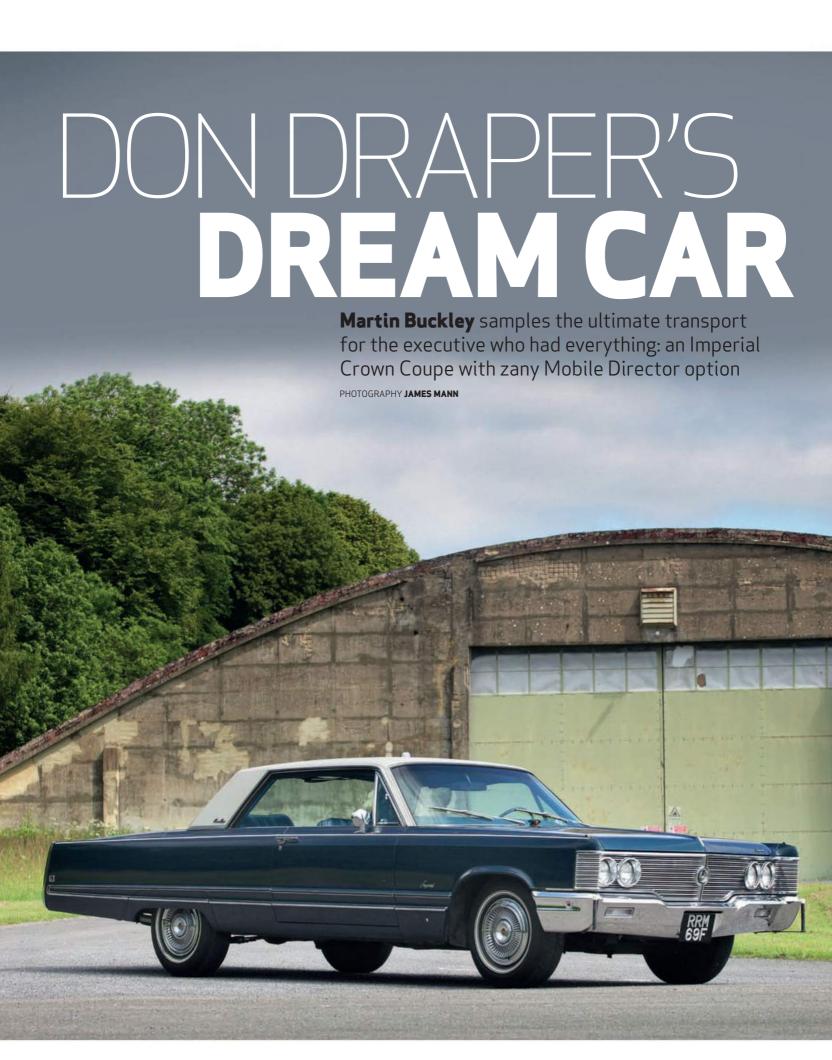
### 9 FIAT DINO COUPÉ

The Dino proved that Giugiaro was as equally adept at wonderfully understated subtlety, as for jaw-dropping drama with his supercars. Launched at Geneva in March '67, the car was perfectly cast as Mafia transport in the 1969 movie The Italian Job. Discreetly elegant from the outside, it could pass unnoticed through a crowd when that was the order of the day, but beneath its crisply styled skin lay a 2418cc, 180bhp V6 that could pack a 130mph punch. The powerplant was born from Ferrari's need for a small-capacity unit to comply with F2 homologation requirements, and it endowed the Fiat with an exquisite soundtrack. A reputation for fragility was a corollary of its Maranello motor, but few mass-produced cars have ever matched its low-key sophistication. Anorak fact Ferrari quoted an output of 180bhp for the 2-litre Dino 206GT, despite its V6 being identical to the Fiat's 160bhp unit...

#### **10 DE TOMASO MANGUSTA**

Unveiled at Turin in '66, just a year after the birth of the supercar idea (in the form of the Miura chassis), the Mangusta helped to define that special breed. With a 4.7-litre Ford V8 pumping out 305bhp, 0-60mph came up in an eye-widening 5.9 secs en route to 152mph. But the aggressive lines, penned during Giugiaro's brief tenure at Ghia, also endowed it with the sort of crowd-pleasing drama that would become a prerequisite of every supercar. The De Tomaso's party piece was provided by a pair of massive, centrally hinged clamshell doors that rose to provide access to the engine. With 68% of its weight over the rear wheels and low-geared (4.6 turns) steering, the handling demanded respect, but, as an automotive work of art, the mongoose was breathtaking. **Anorak fact** Sports Car Graphic calculated that lift was such that the front wheels would leave the ground at a theoretical 224mph







hatever you might think of 1960s American cars, they never cease to amaze. Just when you think that you've seen it all, there is always something to make you catch your breath and say: "Did they really make those?"

This Imperial Crown Coupe is just such a vehicle. It comes from a period when anything still seemed possible. I mean, what other culture would have given us an 181/2ft-long, two-door hardtop powered by a 7.2-litre V8? Then, having decreed that it was completely rational everyday transport, who else but the Americans would (having equipped said barge with power-assisted everything) then decide that what you really needed was a rotating passenger seat and a foldout table that converted it into a mobile office?

It sounds like something out of a second division Bond spoof – very Matt Helm or Our Man Flint – but it was a genuine option. Any potential buyer could take the Mobile Director package in 1967 or '68 and live out the fantasy of dictating letters to his secretary as they bowled along the interstate to their next meeting. They could hold it right there, in fact; with the other chair turned through 180°, your Imperial became a fourwheeled conference room. Or, as the brochure suggested, you could play chess (presumably with a magnetic board) under the radiant glow of a special plug-in high-intensity reading lamp.

The idea began as a concept at the 1966 New York Show based on the previous generation of Crown Coupe. As well as the table, lamp and the swivelling seat, the Mobile Executive featured a

television (only visible to rear passengers), a voice recorder, a radio phone and a telex machine; truly the corporate suite on wheels for the executive on the go. So thrilled was the public by the notion of a mobile office with all the latest gizmos that Chrysler offered the lot as an option for '67 on the Crown Coupe. The firm even produced a TV advert, playing on the possibilities of a romantic roadside dinner for two at the walnut table.

Perhaps understandably, the features were scaled back for production to the twisting seat, the table and the tensor lamp that plugged into a cigarette lighter. Even then, it cost more than \$597 – or roughly 10% of the price of the car.

So, they were very much special-order models. Out of 17,614 Imperials sold in 1967, just 182 are thought to have been Mobile Directors.

Discouraged by the lack of interest, Chrysler had in effect given up on the Mobile Director for '68 and was probably trying to get rid of all the parts and forget about it. The only mention was in the fine print on the back of the brochure.

The option was reduced to \$317, but it seems that even fewer were sold. Exactly how many is not known because the production records for that year have been destroyed. Some estimates are as high as 55, while others say it could be as few as 10. Either way, the '68 model-year Imperial Mobile Director is among the rarest of post-war

Swivelling seat turns

American luxury cars as well as being one of the wackiest.

cabin into an office on Not that Imperial wheels – it's trimmed in usually did wacky. The Western steer hide: sensor for auto-dipping lamps; make had only existed as a separate division eagle motif on cubbyhole







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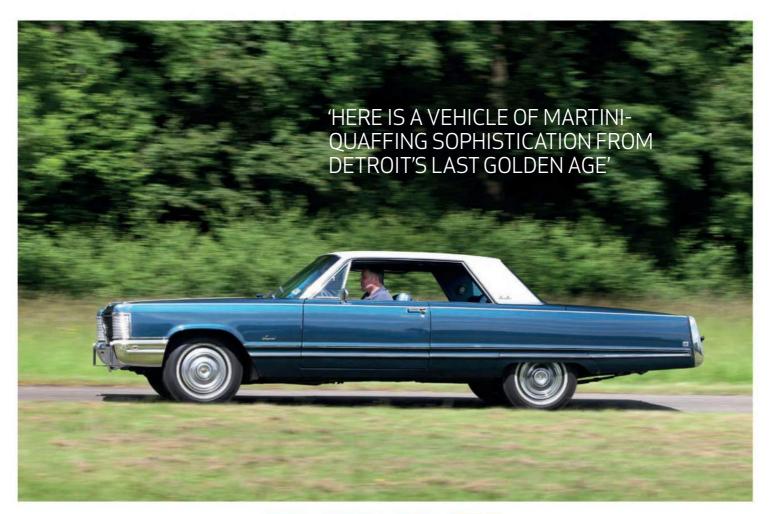
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since 1955 and had begun life in the '20s merely as an upmarket Chrysler model. The brand was in a steady decline in the 1960s and would disappear as a standalone marque in the '70s.

Imperial was a make that had enjoyed the apogee of its reputation in the late '50s, when stylist Virgil Exner's vast sweeping tailfins and chrome-laden aggression had suited the bullish mood of the times. But that sureness of touch faltered in his somewhat grotesque 1961-'63 models (complete with neo-classic free-standing headlights) and few cared that the '61 Imperials were (and remain) the widest American production cars ever built. Compared to the unashamed glitz of the genre-defining Cadillac or the cleanlined modernity of the 'clap-door' Lincoln, the Imperial seemed slightly stodgy and irrelevant.

The poaching of stylist Elwood Engel from Ford reversed this trend. His beautiful 1961 Lincoln had changed the language of American car design and, from '64 onwards, he had a positive influence on Imperial with a succession of handsome, sheer-sided models that rejected fuss in favour of a sober but contemporary dignity.

Beneath the new sheet metal, the 1964-'66 cars still used the unique Imperial chassis frame first seen in '57. The '67 and '68 models had fresh pressings on a new 'C'-body platform, a monocoque shared with other 'full-sized' Chryslers, although the Imperial was 6in longer than its biggest sibling. They looked similar to the bodyon-frame Imperials, but all the panels were new and the wraparound front 'screen had gone.

As before, they came as two- and four-door hardtops, a two-door soft-top (dropped in '68) and an entry-level, four-door sedan with a centre pillar. All were powered by Chrysler's biggest-





ever '440' Wedge-head V8 with lighter thin-wall casting cylinder block and coupled to the latest alloy-cased Torqueflite automatic as standard.

Top of the line was the Le Baron four-door hardtop, but there were no four-door Mobile Directors. The long coupe aperture was required for the rotating seat, which turned outboard slightly as it swung through 180°.

One niche group that did take a shine to the Mobile Director was the higher echelons of the US military, typically a Wing Commander in the

Neat lines reflect clapdoor Lincoln designer Engel's influence – boot is huge, with remote release for lid in glovebox; fourbarrel carb feeds 7.2-litre V8; controls for electric door locks and windows

Air Force. Blue with a white vinyl top (as featured here) was a favoured combination. As a Wing Commander's car, it would have been the only one on base to have a full white roof so that, if

the facility came under attack, everyone would know where the orders were being issued from. In theory, the Mobile Director was ideal because the top brass could be driven from base to base while working at the table and controlling planes in the air via radio at the same time.

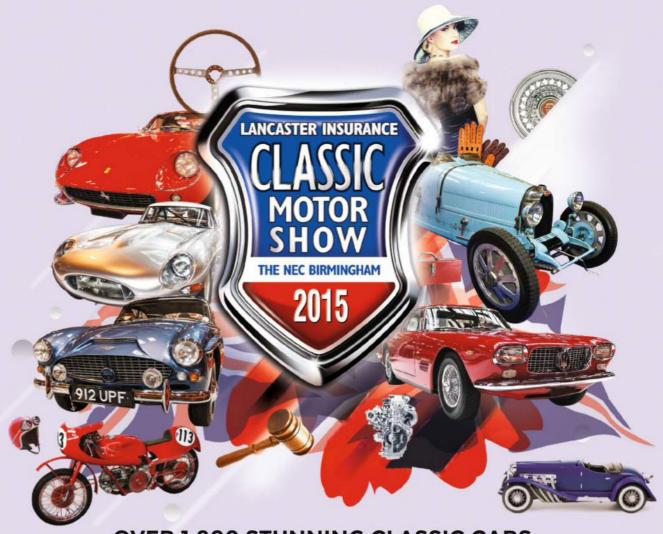
There is no evidence of this example having belonged to the USAF (the original civilian owner lived outside of Minneapolis, Minnesota), but it did sport flag holders on the front and rear bumpers at one stage. Current owner Justin Lazic, who imported the car from Texas last year from its long-term home with collector Chandler Smith, has wisely had them removed.

The Imperial would be desirable with or without the Mobile Director kit. It is, of course, obscenely huge for a two-door coupe but also handsome and well balanced, its pillarless splendour speaking of the arrogance and easy living of mid-'60s America. Here is a car for the real-life Don Drapers of the *Mad Men* era; a vehicle of Martini-quaffing sophistication from Detroit's last great golden age, when it still had the confidence to create unashamedly massive saloons with refined powertrains and imaginative, world-class luxury features. It is a grown-up car not yet emasculated by smog laws and made ugly by doom-mongering safety concerns.

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Inside, its blue leather seats look like something out of a Learjet. The doors have power locks and are so long that there are internal handles for front and rear passengers. The looming, hooded dash with its 'Danish Modern' wood finish is unmistakably American but much less fussy than its contemporaries, with classy stainless switchgear, 120mph ribbon speedo and AM/FM radio controls hidden behind a panel.

Folded, the bulky walnut table is too high to rest your elbow on. It sits above the transmission hump on a fat chrome post and, as well as expanding to twice its size in conference mode, it can be positioned between the back seats – or be taken out and stored in the boot. A master control board on the driver's door operates the electric windows and the (optional) powered quarterlights. There is a total of four cigarette lighters for the age of stylish chain-smoking and six-way power adjustment of the driver's seat. Without a doubt, you're well looked after, plus the original owner forked out for further refinements such as air-conditioning, Tilt-A-Scope adjustable steering wheel and automatic headlamp dimmer.

The Imperial doesn't seem quite as alert as the 350 advertised horsepower might suggest, but it is by no means slow, its commanding acceleration from rest and in the mid-range calculated to appear even more effortless by the seamless changes of the automatic 'box. The gimmicky pushbuttons were long gone by '68, replaced by a conventional column shift that helpfully pops the parking brake off when 'D' is selected.

Floor the throttle and, like any good American car, the football-pitch view over the bonnet rears up with the 480lb ft of torque and the Crown Coupe just rushes away with a gentle waffle.





Performance is an extension of luxury in this car, not an end in itself. Its avowed aim is to keep its occupants relaxed, isolate them from the road with a superbly soft ride and not tempt the driver into taking any liberties. The Imperial can easily sit at 100mph, although it's happier at 85mph. With front disc brakes (first fitted in 1967), this 5000lb monster even stops from that speed.

But there is no point looking for 'feel' in the steering or any other dynamic subtleties. Swishing homewards into the numbing embrace of his Inset: brochure for '67 model included a spread on Mobile Director option. Cornering isn't the car's forte – note rear-facing passenger; strip speedo and column shift; lamps hide behind huge lens

first scotch and soda of the evening, the typical buyer expected equally inert steering, but, at 3½ turns lock-to-lock, it is not spectacularly low geared. Even so, there is nothing to push against as you

turn the wheel and the lightness means that you take your visual cues from the angle of the bonnet against the horizon and simply trust that you will go round the curve. Actually, the Imperial is quite stable on its much-touted torsion-bar front suspension, so in long, sweeping corners on, say, motorway junctions, you can drive it fairly ambitiously without feeling too conspicuous.

To be honest, however you drive this car, you are always going to be conspicuous, particularly when you insist that your passenger assumes the 'conference' position at every opportunity. Only this way can you experience the Mobile Director's full potential as a traffic-stopper; people do a double-take first at the sheer spectacle of the car's worthy-of-its-own-postcode size, then they stare harder still at the grinning face beaming out of the side window but facing the wrong way. It's an oddly relaxing experience in a sense, because you are unable to anticipate or fret about the traffic coming towards you, but only watch it disappear. That said, it's surprising how many people don't look. One suspects it is so outside their frame of everyday reference they just can't acknowledge it, which is a bit sad really.

**Thanks to** Chandler Smith and Justin Lazic; Aston Down Airfield for the location





his really is goodbye. Previous gloomy roadside glimpses were temporarily lifted by an ounce of optimism and a ladle of romanticism, as the argument spat along. Surely Filton Airfield - Britain's last aerodrome with adjoining airframe and engine plants - was going to survive and thrive as a national asset? But hopes that it would once more roar into life have been dashed and redevelopment continues apace.

Before the site disappears for good, we've been invited for a farewell tour by Stefan Cembrowicz, chairman of the Heritage Trust set up by the Bristol Owners' Club. To mark the occasion, we're bracketing the Filton era of Bristol Cars with the first and last of the breed - the 400 and Fighter – for it wasn't just planes and aeroengines that used this facility. Many cars were developed here, with all 420 Type 400s tested at either 90mph or 100mph (depending on who you ask) on the 2725-yard runway prior to delivery.

Closed at the end of 2012, the strip is now

peppered with holes and rubble - not the work of giant mutant moles, but apparently industrial contamination testing. As a result, such speeds are taboo and, as a condition of our access, we are not even to think about rapid high jinks.

The scope of this place really is something. Even if you were to ingest every synonym for 'sizeable' and regurgitate them all, it would be inadequate. Much of the infrastructure was built for the Type-167 Brabazon airliner. So that it could be made, the Aircraft Assembly Hall was built. So that it could fly, Charlton village was demolished to make way for the runway extension. And so that it could get from the former to the latter, its own level crossing was constructed.

As a prop-driven design in the nascent jet age the plane was viewed as a cul-de-sac and scrapped in '53, but as a monument to ambition, it's a shining example of post-war British derring-do.

The 400's story is familiar. The Bristol Aeroplane Company diversified post-war to employ its highly skilled but under-utilised workforce in what started as the Car and Light Engineering Division in 1945. In effect founded by George White, who had been pressing for such an arm since '41, BAC purchased AFN and its pre-war rights to make BMWs in the UK. What isn't so familiar, is that this idea didn't represent anything new for the firm – in thinking or manufacturing.

The origins of what would become Britain's first and largest commercial aircraft factory lie in the Motor Department sheds of the Bristol Tramways & Carriage Co, and date back to 1910 when the British & Colonial Aeroplane Company was set up. After a false start with a Gabriel Voisin design from Société Zodiac – a machine more adept at bunny-hopping than flying - the successful Bristol Boxkite was based on an existing Henri Farman design. The plane benefited from Filton's quality workmanship, and 76 of the type set the ball rolling for what would become, in 1920, the Bristol Aeroplane Company.

Come the armistice and the corresponding decline in orders, BAC's founding family - which included many avid motorists - thought seriously about turning the site to automobile manufacture. A prototype Bristol Monocar was designed but not put into series production, due to development costs. Instead, coachbuilding was increased for the Motor Dept and a body contract secured with Armstrong Siddeley. Only two



Monocars were built, but no doubt the lessons learnt contributed to the decision to evolve an established design rather than starting from scratch. It had worked well for the plane business.

The featured 400 – the 55th built – rides well over the runway's expansion joints, despite the surface dating back to the Brabazon extension. The Car Division's firstborn is the model that contains the most Filton DNA and it's easier to name the parts that weren't made here than those that were. Not only did it shun the motor industry's 'buy it in' William Morris ethos, but it also showed off independent thinking and a disdain for convention while abiding by Sir George White's 1916 credo: 'We will win by quality.'

Past the Brabazon hangar and Concorde 216 the last of its type built, the last to fly and the last entire aircraft made at Filton – keeping an eye on the 400's speedo is essential because the motor is so keen and willing. It feels as if it remembers what to do out here, but a promise is a promise. A sprinting six's unmistakable howl – cutting through the airfield's quiet emptiness - would soon betray the misdemeanour.

Over the infamous hump and eventually we







### Sir Albert Hubert Roy Fedden

Between July 1920 and October '42, Patchway's (now demolished) East and West Works – just opposite Filton Airfield - were the domain of Bristol's chief engineer, Sir Roy Fedden. His Engine Division was responsible for 39% of the produced aero-engine designs in WW2.

Born on 6 June 1885, this one-time Bristol Motor Company apprentice and subsequent designer at Brazil Straker (later Straker Squire) presented his first car in 1907 – the successful 12/14 Shamrock – within a year of completing

his studies. Cosmos Engineering acquired Straker Squire's aero-engine division (which had been initiated by Fedden), and his last pre-Patchway car was the Cosmos 10.5 (rated at 16hp and powered by a 994cc three-cylinder radial). When Cosmos failed, BAC acquired the company and relocated it.



After leaving Bristol, Fedden

became a ministerial technical advisor for the government, undertaking fact-finding missions and reports – including repatriating a Volkswagen Beetle for Britain's unimpressed motor moguls. Following WW2, he threw himself into Roy Fedden Ltd. The firm's first project harked back to a 1943 conversation that he'd had with Alex Moulton (his former personal assistant at the Engine Division) and journalist Gordon Wilkins about creating a post-war vehicle. Two prototypes were built: the 1946 F-Car (1Ex) and the 1947 2Ex.

The former was a British people's car, developed with some funding coming from the Government Finance Corporation for Industry. It was a six-seater, styled by Wilkins and with rubber suspension. A 65bhp, rear-mounted, three-cylinder, 1600cc sleeve-valve radial drove the back wheels via an automatic transmission, but the streamlined monocoque car's high centre of gravity and rear swing axles made its handling lethal – the only prototype crashed.

The second Fedden car, 2Ex, was designed in just four weeks. This time, it was a frontengined model powered by a watercooled 1971cc sleeve-valve 'four,' driving the rear wheels via an electromagnetically controlled epicyclic gearbox. Stylistically, 2Ex was more conservative than the F-Car but its frontal aspect did bear a coincidental resemblance to Alfa Romeo's prototype 6C-2000 Gazella - Fedden had links with Alfa, which had been building Bristol radial aero-engines under licence since the 1920s.

After RFL was liquidated in June 1947. Fedden went on to act as a consultant for Leyland Motors and George Dowty. He died on 21 November 1973.



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come to the end of the runway before looping around and stopping at Concorde's Olympus 593 engine test bay. What is, in effect, a constant-radius hairpin provides a juicy opportunity for the sublime 400 to dance, dazzle and romance.

Modified for regular road use, this car is running a high-torque 2.2-litre unit, a remotechange, close-ratio gearbox with overdrive, plus servo-assisted front disc brakes and an anti-roll bar. It's divine to drive, and such improvements are embraced by many Bristol owners today.

Cembrowicz has had the car for 32 years: "What's brilliant about the 400 – and all 2-litre Bristols – is that it's a light car, beautifully balanced with what is basically a detuned BMW 328 racing engine, but developed further through the metallurgy and engineering

'A CONSTANT-RADIUS

HAIRPIN GIVES THE 400

A JUICY OPPORTUNITY

TO DANCE AND DAZZLE

a dvances gained during the war. It was produced to a higher standard than BMW's and built regardless of cost. They were ridiculously expensive in their day – as much as a couple of XK120s."

Ambling around the runway's eerily quiet western end provides this native with a unique chance to see familiar sights from an unfamiliar viewpoint. To the north is the local out-of-town shopping honeypot, constructed next to Patchway Trading Estate – the home of Bristol Cars following the expiry of its Filton lease in the early '80s. British Aerospace, as it was then, no longer felt obliged to keep Bristol Cars on site, given that the White connection had been severed following Sir George's retirement in '73.

Patchway would remain the firm's production base until 2011, when the receivers were called



in, car manufacturing ceased and the marque lost the link with its nearby city namesake.

Announced in 1999, the first Fighter was not unveiled until 2003. Long-term Bristol patriarch

Tony Crook had been in favour of the new Buccaneer, based on the Blenheim chassis, but when Toby Silverton (who had joined him in '97) became sole shareholder in 2002, it was the all-new V10

coupé that contentiously entered production.

Svelte, slight, attractive but too serious to be patronised as pretty, the Fighter's understated shape shunned the bespoilered vogue of its 200mph contemporaries. Built around arguably the only pure Bristol production chassis to date – a rigid all-steel box-section frame with integral front bulkhead, windscreen surround and roll-over protection – the Max Boxstrom-designed two-seater had aluminium-honeycomb flooring, carbonfibre doors and hatchback, plus aluminium wings, roof and bonnet. Mechanically, the car owed much to the Dodge Viper – particularly its





525bhp 8-litre engine and six-speed 'box – with suspension being an all-coil, double-wishbone set-up managed by fore and aft anti-roll bars.

It's believed that much of the development budget was spent on achieving low drag (it has a Cd of 0.28) and zero lift, while the model adhered to the principles of narrow width (it's 4½in slimmer than a Viper), optimised weight distribution (48:52) and low weight for its class (3527lb). Top speed was a claimed 210mph, with 0-60mph in a mere 4 secs. Bristol planned to build 20 a year – at £229,000 (or £256,000 for the 628bhp Fighter S) – but, in the end, just nine were made.



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The Fighter makes more of its aeronautical ancestry than the 400. Whereas the older car's engineering was its closest link to aviation – the motor, for example, was made by the Engine Division – the Fighter's cabin takes some of its dial-rich instrument thinking from light aircraft. Bristol's bloody-mindedness is also evident, not merely in the notion of a 21st-century, front-mid-engined, 200mph supercar-cum-GT, but in the details – including a three-spoke steering wheel paying tribute to the 401's Bluemels two-spoker, and clap-hands windscreen wipers.

Built in 2006, the year in which most left the factory, 'number four' was kept by the works for suspension improvements, Nick McGarvey becoming its first owner just over a year ago.

The clutch is heavy and the Bristol-engi-

'AS AN EXTRAORDINARY

GT. IT IS A FITTING FINALE

TO BRISTOL'S WEST

**COUNTRY CHAPTER'** 

neered gearshift isn't particularly praiseworthy but, churning out 350lb ft of torque at idle, the acceleration is spectacular. Continent-gobbling cruising is engendered by long gearing,

70mph being achieved at an almost soporific 1500rpm. McGarvey admits that the Fighter can get noisy at such speeds, so goodness knows how loud it must have been when Silverton hit 200mph in this very car on the *autobahn*.

The brakes are the best I've encountered for a while, with a sharp application enough to make one's soul headbutt the windscreen. The swiftly geared steering is pleasingly consistent – not overly assisted nor exactly fizzing with feel as per the 400. Any suspicion that such a huge, frontmounted engine would lead to lazy responses and sullen understeer are groundless. Weave past a



series of elephantine molehills and the turn-in, grip, composure and core-punishing lateral G are startling. Only our 'no hooning' pledge prevents the Bristol from drifting to some wild

degrees of yaw.

With the V10's grumblesome beat, an endless avalanche of output – discretion dictates an up-change at 5000rpm – good visibility and a ride quality that you

quickly take for granted, out here on this disorientating concrete vastness, it would be easy to become – unintentionally – the last chap to undertake a high-speed Filton run in a Bristol.

Yes, you can play 'spot the switchgear' but the quality of assembly would satisfy most pedantic digits. "If only they'd had some money to do it," says McGarvey. "They spent £5m on the whole car – BMW probably spends that on an ashtray! For the 918, Porsche built 25 prototypes. Bristol built nine of these and sold them all."

Before today's encounter, it was easy to see why armchair professors dismissed the Fighter.





Yet, unlike many low-volume cars, this fully fettled specimen does not need excuses. As an extraordinary, very able GT, the Fighter is a fitting conclusion to the marque's West Country chapter, while the 400 represents a formidable standard by which all future types will be judged.

Then, as the sun wanes, farewells are said and an empty Filton is quiet once more.

**Thanks to** the Bristol OC Heritage Trust; Stefan Cembrowicz and Nick McGarvey; Andrew Blow; Oliver Dearden; the Bristol Aero Collection Trust (www.bristolaero.org); Sir George White

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## **GREAT TICKET OFFER!**





Classic & Sports Car's exciting new event in the UK capital has won the backing of the stars and the support of the industry. Now, as a  $\hat{C}\dot{\hat{C}}SC$ reader, you can take advantage of a special ticket price.

Taking place from 30 October to 1 November, the show will make the iconic Alexandra Palace the place to be, as more than 300 delectable classic cars go on display.

Embodying the core values of the magazine, Classic & Sports Car – The London Show will reflect the city's place at the centre of the global classic car community. It is timed to coincide with the famous Bonhams London to Brighton Veteran Car Run, the

Regent Street Motor Show and Bonhams Veteran Car Auction, when London is already a magnet for collectors and enthusiasts from around the globe.

The news has been welcomed by key players in the motoring world, with Sir Stirling Moss saying: "To me, London is the centre of the world, and it is essential that it has a top-quality classic car show to rival the best events around the globe.

"Alexandra Palace seems to me to be the perfect venue for such an event, and with Classic & Sports Car being the world leader in its field, it is an event that you should be adding to your diary."

The show has also signed up a series of partners and sponsors, including EFG Private Bank, Autoglym and Smooth Radio.

As a C&SC reader, you are entitled to a special ticket rate. We're offering you a 20% discount on normal prices - all you have to do is quote the special code 'CSCreader' when vou book online at www. classicandsportscarshow. com or call 08445 811275.

This supplement will give you loads of information on all the great attractions at the show, but we're adding new content daily so keep an eye on the dedicated website (www.classicandsportscarshow.com) and on our social media channels (www.facebook. com/candscmagazine and @candscshow or @CandSCmagazine) to get all the news as it happens.

### **SILVER SCREEN**

One of Sunday's main attractions will be the fabulous mobile cinema. The special unit will be set up outside of the main show halls and will be running period films for visitors all day.

The unique vehicle is thought to be the only survivor from seven that were custom built for the government's Ministry of Technology in the late 1960s. They used Bedford SB chassis, with bodywork by Coventry Steel Caravans and Plaxtons cabs.



The cinemas toured the country promoting British industry before being sold in 1974. All but this meticulously restored example are thought lost.

With 22 seats, high-definition picture and climate control, the vehicle has recently returned to its original purpose, showing films from the Pathé archive.

### VISIT THE FINEST SPECIALISTS

and European classic car dealers – many displaying multi-million pound vehicles that simply can't be seen anywhere else on the planet.

have stands at will several leading auction houses.

Turn to page 179 the latest dealer activity and to see all the great names that had been signed up when this supplement



### 30 October – 1 November 2015

Book your tickets now at

www.classicandsportscarshow.com

### A TRIO OF BRITISH LEGENDS

Three special features all sharing a common theme of the Best of British will be at the heart of Classic & Sports Car – The London Show.

First will be our display of the best British cars ever, as selected by a jury of 100 experts and then voted on by the public. Thousands of votes have been cast and the winner will be revealed during the show. Turn to page 184 to see the top 10 that will fight it out, and read why people picked them.

Sir Stirling Moss may this year be celebrating the 60th anniversary of his annus mirabilis – in which he won the Targa Florio, TT, British Grand Prix and the Mille Miglia – but he is equally well known for his patriotism and loyalty to British racing cars, even when they were uncompetitive. We have scoured the country to source a set of British single-seaters that did the nation proud with Moss at the helm. You can read all about them on page 182; rest assured that these are not 'cars of the type' that the



great man pedalled to glory – they are the actual chassis.

Britain has produced many great manufacturers but depressingly few are still with us. One that is and carries the same prestige that it has for more than a century is Aston Martin. The show will honour that rich history with a timeline display of the marque's most important cars, from the oldest survivor to the current offering (p183).

As well as those features, given the recent passing of Edward Lord Montagu, who dedicated his life to the preservation of veteran and classic cars and the furtherance of the hobby, the event will host a special tribute to this great British champion of classic cars (see p181).

Above: Stirling Moss' 1960 Monaco-winning Lotus will be on display at Alexandra Palace

### THE KNOWLEDGE

#### WHAT IS IT?

Masterminded by Classic & Sports Car magazine and Haymarket Exhibitions, the event will showcase some 300-plus of the world's finest classic cars. As well as a wealth of dealer displays, there will be three central features plus a plethora of other attractions for all the family.

#### WHEN IS IT?

Friday 30 October to Sunday 1 November.

#### WHERE DOES IT TAKE PLACE?

Alexandra Palace in London. The iconic building was chosen specifically because it was an attractive and appropriate setting for so many beautiful cars.

#### **OPENING TIMES**

Friday and Saturday: 10am to 6pm Sunday: 10am to 5pm

#### **GETTING THERE**

Alexandra Palace is easily accessible by public transport and the venue encourages people to use it. The nearest stations are Alexandra Palace on the overground network and Wood Green underground.

Visitors who arrive by bus or train will be able to get a lift up the hill to the palace in a classic double decker bus.

Parking is limited to 1500 spaces and, once it is full, drivers will be directed to an overflow facility off-site.

C&SC has secured car parking solely for classics. Spaces are limited and will be offered on a first-come-first-served basis. You will be contacted when you buy your tickets to reserve your spot.

### TICKET PRICES

Advance tickets: £23 plus £2 booking fee (adult); £13 plus £2 fee (children 6-15 accompanied by an adult and concessions). On-the-door prices are £27 (adults); £17 (children and concessions). Children under 6 are admitted free of charge accompanied by an adult.

To receive your 20% reader discount, quote 'CSCreader'

### BOOK NOW!

Call 08445 811275 or visit www. theticketfactory.com/cscs/online/

#### MORE INFORMATION

Visit www.classicandsportscarshow.com

### **CHARITY FUNDRAISER**

Tim Layzell's original artwork for Classic & Sports Car – The London Show is being auctioned to raise funds for the event's chosen charity, WeSeeHope (hophiv.org).

The sale of the specially commissioned artwork is being hosted by Silverstone Auctions. You can bid on it here: https://goo.ql/SvGIYQ

Layzell's painting depicts three of the contenders for the crown of the best British car ever – Jaguar E-type, McLaren F1 and Bentley Speed Six – at the show's historic venue, Alexandra Palace.

WeSeeHope supports vulnerable young people in sub-Saharan Africa. The charity's Phil Wall said: "We'd like to thank the organisers

of Classic & Sports Car – The London Show for choosing us as the official charity for the event, along with Tim Layzell and Silver-

stone Auctions for their support with the silent auction itself.

"The money raised will be used to help a generation of young people who have been the victims of incredible tragedy – but who refuse to give up hope."







## TWO WHEELS GOOD





While the show will predominantly focus on cars, there will be attractions for everyone with an interest in transport. One unmissable exhibit will be a timeline of historically important motorcycles.

With many of them supplied by the London Motorcycle Museum and the Ace Cafe, visitors can

expect to see everything from a 1907 Brown Precision to 1954 BSA Gold Star. Race and special exhibits are set to include a 1981 Triumph Royal Wedding - of which just 250 were made - as well as the last Bonneville to leave the Meriden factory.

Nor will the static display of iconic British 'bikes contain the only

two-wheelers on-site, because London in the Swinging Sixties will be recreated through Mod rideups, the buzz of Lambrettas and Vespas ripping through the park.

Classic car fans, too, will be making an event just of getting to the show, with PistonHeads planning to hold one of its renowned Sunday Services at Alexandra Palace on 1 November. The dedicated enthusiasts are sure to bring a selection of cars that constitute a spectacular show on their own.

Also, C&SC is looking into linking up with the legendary Ace Cafe on the North Circular so classic car owners can meet at the Park Royal venue for a hearty breakfast before

> convoying around the A406. Keep an eye on the Classic & Sports Car and show websites and social media channels for more details. Why not visit the diner post-show on 31 October and enjoy its Halloween party? For more info, log on to www. ace-cafe-london.com

Also, because C&SC likes to see people using

their classics, the magazine has negotiated for some of Alexandra Palace's car parks to be reserved solely for classic cars during the event. Spaces will be limited, so they will be allocated before the show on a first-come-first-served basis. Book your tickets soon to make sure that you can park your classic on-site.





Reflecting the show's patriotic bent, we are delighted to welcome a series of stands from an organisation that shares that pride and those values. Best of Britannia exclusively caters for British

companies that design and/or manufacture products in the UK aimed at the discerning buyer for whom quality is their watchword.

Anthony Wallis, from BoB, explained: "The target audience is global - to re-establish the days when the stamp Made in Britain really stood for something. The carefully selected British brands have a fantastic opportunity to showcase in front of the very best retailers with massive media

presence and huge numbers of influential public attendees."

You will be able to enjoy a wide range of these products at Alexandra Palace.

### **ART ATTACK**

leading automotive artists is due to be showing its wares at Alexandra Palace over the course of the weekend. The talent signed up includes everything from silk-screen

artwork you are looking for, and should be able to find it at the Classic & Sports Car – The London Show.

Turn to page 178 for more

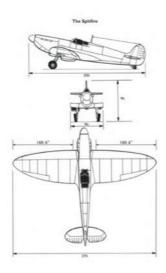


### 30 October – 1 November 2015

Book your tickets now at

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#### COMPACT CLASSICS

The Peel P50 prototype will be on display at the show. Never exhibited in period, it will be making its show debut alongside the car that was famously driven around West London and the BBC's then-HQ for Top Gear.



### REMEMBERING THEIR SACRIFICES

Seventy-five years ago, airmen put their lives on the line in a frenetic defence of the UK that became known as the Battle of Britain. Such was the heroism during a protracted airborne onslaught that lasted throughout the summer and into the autumn that it prompted Winston Churchill's immortal quote: "Never in the field of human conflict was so much owed by so many to so few."

Having started on 10 July, the German campaign finally switched emphasis on 31 October, so we will be honouring 'the few' at Classic & Sports Car – The London Show.

Centrepiece of the tribute will be a Spitfire from the War and Peace Battle of Britain Experience (www. battleofbritainexperience.co.uk). The full-sized replica will take pride of place outside the Alexandra Palace show-halls.

Given the proximity of the event to Remembrance Sunday and other commemorations to mark 70 years since the end of the conflict, we are planning further tributes, including military vehicles and more.

### take centre stage outside Alexandra Palace for the duration of the show, as we pay tribute to the Battle of Britain aces

Above: Spitfire replica will

### **EZ DOES IT**

Ever more owners are looking to upgrades that help make their world. A popular one of these – EZ Electric Powersteering – will have a stand at the show.

The company's Roger Reijngoud said: "We produce new columns that replace the existing one, so the original is retained should the owner ever The unit is hidden beneath the dashboard, there is no evidence of it under the bonnet."

If the heavy steering on your classic is becoming a chore, be sure to pay them a visit.

### Britain by the boys in blue. INNOVATIVE DISPLAYS

THE THIN BLUE LINE

Organisers are lining up a

selection of classic police cars to

Palace. They will cover the history

of everyday vehicles – as well as

the more exotic ones – used in

be displayed outside Alexandra

Keep a look out for the artworks of Jam Jar Junkies. Whether it be coffee tables made from engines, or desks built from bootlids, there is no more stylish way to bring a classic into your home.



#### **RIDE SHOTGUN IN A GREAT**

London's Classic Car Club is due to give visitors passenger rides during the show. The club boasts a 40-strong fleet ranging from 'Frogeye' to E-type, and will show visitors, especially the uninitiated, the joys of classics.

### RACE ACE ON STAGE

Le Mans winner David Brabham is the latest star to sign up to be welcomed to our Interview Stage, in partnership with Smooth Radio. Hosted by Henry Hope-Frost, the stage will be graced by a host of celebrities and industry figures over the course of the three days, ranging from ex-BMC Comps Department maestro Stuart Turner to historic hotshoe Henry Mann, TV star Ant Anstead, Formula One giant Ross Brawn and saviour of Jaguar Sir John Egan.

There will be plenty more, too. See page 180 for details, but we'll be adding to the roster right up to the show so keep an eye on the websites and social media.





## **ARTISTIC MERIT**

Whether you're looking for prints, photographs or sculptures, it'll be on show at Alexandra Palace





Paul Smith, Richard Wade, Tim Layzell, Jensen, Art Forty Eight, Freireprintz, Henk Holsheimer, Retro-Perspektive, Streamliner Designs, motorsportsclassics.

he most extensive selection of motoring artists ever to appear at a UK motor show will form one of the weekend's centrepiece features. With displays across the West and Grand Halls, Alexandra Palace will become a showcase of the world's leading automotive artists, encompassing every style from traditional oil paintings to avant garde sculpture.

At the head of them will be a stunning diorama of legendary racing drivers from LAT Photographic, the world's largest motoring archive taking over the West Corridor. Established in the 1960s, the collection has some 12 million images dating from 1894 to the present day, and is sure to have something for every enthusiast.

Also present, of course, will be Tim Layzell,





Clockwise, from far left: Smith hard at work; Freire's Ferrari 275GTB: Bark's Aston DB5; Moby Dick, as portrayed by Layzell



who designed the bespoke poster for Classic & Sports Car – The London Show.

Robin Bark will join other sculptors such as Paul Pennell. Bark is set to show - among others - the last of his 50th anniversary Mustang pieces, which was described by Ford stylist Moray Callum as "an object of art that appears to be fluid motion".

Some of the biggest artworks will be shown by Paul Smith, who takes up residence in the West Hall. Having sold out of completed work, the ex-automotive designer, who recently decked out JD Classics' Mayfair showroom, is now frantically working on a new collection to be ready in time for The London Show, including a huge piece on Jim Clark and the Lotus 33.

London artist and silk-screen printer Ella Freire will be displaying her collection of classic car work. Having had a grandfather who used to race at Brooklands in the 1930s, her love of older vehicles is no surprise. Her printing process allows her to highlight specific areas of each car, in a simple deconstruction of colours, which is then built back up using a layering mix of metallic, gloss and matt substrates.

Whatever your preferred subject or medium, you will find it at The London Show.

### 30 October – 1 November 2015 Book your tickets now at www.classicandsportscarshow.com







## DEALER HEAVEN

Some of the world's finest classic car specialists will be displaying their wares at The London Show

hen you look at the list of leading specialists that will exhibit over the course of the weekend, it comes as no surprise that we can comfortably promise that you will be able to enjoy 300 of the finest classics at Alexandra Palace. Plus, the presence of top European dealers shows that, even in its inaugural year, this event is going to be truly international.

In Michel Kruch, we will have Brussels' biggest dealer, while there will be further major European companies in the form of Gallery Brummen, German Mercedes guru HK-Engineering and Belgium's Oldtimer Farm. From France, meanwhile, comes chic Mécaniques Modernes et Classiques

We shouldn't forget that, quite rightly on home turf, Classic & Sports Car - The London Show will also boast the cream of the UK crop.

The very first company to sign up for the event was Rolls-Royce and Bentley specialist Frank Dale & Stepsons, and that is just one company focusing on an iconic marque to match the Best of British theme. Desmond J Smail will display the finest Aston Martins, while

Morgan and Lotus are well represented by Allon White Sports Cars and those with a hankering for Jaguar E-types (especially early examples) should make a bee-line for New Forest Classic Cars.

For all-round selections of spectacular exotica, look no further than some of the capital's own: DD Classics, Hexagon Modern Classics and JD Classics. Hexagon boss Paul Michaels will be taking a turn on the Interview Stage to reminisce over the days when his garage upturned the applecart to become a Formula One entrant. As well as attending The London Show, JD Classics is still celebrating the opening of its highly successful Mayfair showroom, which complements its Essex HQ.

Add to those a host of other great names, new and old, and visitors are in for a treat. There are auction houses, too, which will be showcasing mouthwatering lots from their upcoming events. Make sure you check out Coys, Silverstone Auctions and Historics at Brooklands.

So, whether you are looking for the perfect destination at which to buy your dream car, or simply to gawp at a huge selection of the most sensational classics ever built, Classic & Sports Car - The London Show is unmissable.

### **LEADING TRADERS**

JD Classics Samuel Lawrence Gallery Brummen
Vintage & Prestige Automobiles
Morgan Motor Company DD Classics Desmond J Smail Frank Dale & Stepsons HK-Engineering Hexagon Modern Classics Historics at Brooklands New Forest Classic Cars Oldtimer Farm Classic Motor Cars of Bridgnorth Maranello Classic Parts



## **UNDER THE SPOTLIGHT**

As well as the cars, there will be a line-up of famous faces appearing at Alexandra Palace In partnership with



YOUR RELAXING MUSIC MIX



ne of the many highlights for visitors to Classic & Sports Car – The London Show will be the Interview Stage, to be run in association with leading radio station Smooth Radio. Throughout the event, a roll call of more than 20 fascinating interviewees – from racing drivers to celebrity classic fans, car designers and industry figures - will take to the stage to share insight into their lives and careers.

Already signed up are the likes of Formula One guru Ross Brawn, Ant Anstead, former Jaguar boss Sir John Egan and Chris Goffey.

Ross Brawn OBE was, of course, the pit-lane legend who oversaw multiple championships for Benetton and Ferrari, before putting his name to the former Honda equipe and winning the 2009 title as a team owner in his own right. Few will know that Brawn is also the owner of one of the most famous Ferrari 250GT SWBs in the world - chassis 2119GT, which Stirling Moss drove to victory in the 1960 Goodwood Tourist Trophy. The iconic car is the subject of a brilliant new book by Doug Nye, and Brawn will be signing copies at the show.

Also combining a signing session with his live stage appearance will be business icon Sir John Egan. He was the man who was parachuted into a despondent Jaguar in 1980 and is credited with saving the company and building it up for privatisation in 1984. His fascinating book Saving Jaguar tells the tale, but we'll also be interested to hear about his exploits at Shell, Massey Ferguson, AC Delco and Unipart.

Ant Anstead is very much the man of the moment. A former policeman, designer, artist and semi-pro footballer, he has been building bespoke cars since his childhood and founded the highly regarded Evanta Motor Company in 2008. He shot to fame co-presenting For The Love of Cars with Philip Glenister and is soon to star in a new BBC series called Building Cars Live with James May and Kate Humble.

The name Chris Goffey will bring back many a happy memory for enthusiasts of a certain age and we can't wait to find out what the veteran motoring broadcaster thinks about all the current shenanigans at Top Gear.

The man with the microphone will be journalist and broadcaster Henry Hope-Frost, whose voice will be familiar to anyone who has

attended a major historic racing event or the Autosport International Show at Birmingham's NEC. Hope-Frost said: "It always gives

me the fever when I get the chance to interview people face-to-face and especially in an environment such as Alexandra Palace, where the atmosphere should be conducive to some great and candid conversations.

"What makes this show so enticing is the sheer breadth of the interviewees. Often it is just drivers, or people from another single discipline. I don't think I've ever seen such a broad selection of the doyens of the motoring world lined up at one event. I can't wait to meet them."





From top: F1 legend Brawn; Hope-Frost will be MC; TV's Anstead; Egan in Jaguar days



# LORD MONTAGU OF BEAULIEU

# 20 OCTOBER 1926-31 AUGUST 2015

ollowing the sad passing of one of the leading lights of the classic car world, Classic & Sports Car -The London Show is to pay tribute to Edward, Lord Montagu. A special display will recognise the peer's priceless contribution to building up the hobby and industry that we all enjoy so much, plus his key role in both promoting and protecting the rights of enthusiasts to continue to use classic, vintage and veteran cars.

The Third Baron Montagu of Beaulieu passed away quietly on 31 August at the age of 88 after a short illness and a full life in which he redefined tourism and the preservation of England's historic houses - as well as championing the classic vehicle movement and founding the National Motor Museum.

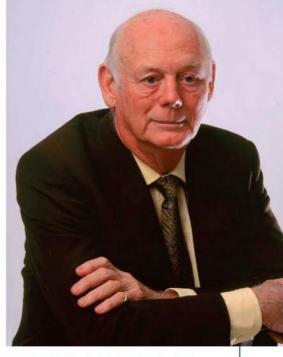
Having inherited the 7000-acre estate at the age of two, he served in the Grenadier Guards after his schooling and then worked in advertising and public relations before taking over the running of Beaulieu when he was 25.

His first discovery was that it was not economically viable so he took the then-radical decision to open the house, as well as the grounds, to the public. Reflecting his late father's passion for veteran cars, he also secured enough vehicles to put on a small display in the house in 1952.

The collection soon outgrew Palace House and the Montagu Motor Museum was founded in 1956, located in buildings in the grounds before a brand-new centre was opened in '59. Lord Montagu threw all of his energy into the fledgling classic car movement, founding magazines and publishing more than 20 books, co-founding Vintage Tyre Supplies to help ensure that old cars could stay on the road and, in 1967, holding the first of the world-famous Beaulieu Autojumbles.

And still the attraction grew until, in 1972, the Duke of Kent opened a new, Leonard Manassehdesigned 40,000sq ft building that would become the National Motor Museum.

Today, it is not just an extremely popular visitor attraction and destination for enthusiasts, but also a hugely important research facility, library and archive. Through our special tribute we would like everyone at Classic & Sports Car – The London Show to honour and recognise Lord Montagu's unique and lifelong contribution to the classic car world.











# A BRITISH GREAT

Sir Stirling Moss is one of the finest racing drivers of all time, and the show will gather his most famous British cars



o one is more patriotic than Sir Stirling Moss, so it is only appropriate that the show theme 'Best of British' also extends to the greatest living Englishman. While Moss pedalled many cars from all over the world in his stellar career, his dedication to promoting Britain and its racing industry was unrivalled.

So much so that he would use his outrageous skill to compensate for machinery that was often less competitive in the name of the Union Flag. To recognise that loyalty, we are gathering a selection of British single-seaters that each played an important role in Moss' career.

Like many racing drivers, Moss learned his trade in the smaller-engined formulae. In fact, the Boy Wonder was one of the first customers of the Cooper Car Company, visiting the Surbiton works to buy a MkII, later upgrading to MkIII and MkIV, and reprising his role with the marque in Formula One with Rob Walker. When hillclimber Shirley Monro bought her MkIV, she had no idea that it was the ex-Moss car, in which he took a memorable victory at Monaco in his dominant 1950 season.

A more famous win in the Principality came a decade later, when Moss took Walker's Lotus 18 to victory by almost a minute from Bruce McLaren's Cooper. In only the second race of the Grand Prix season, Moss set a majestic pole lap that would be bettered only by 0.1 secs during the race and subsequently gave Colin Chapman's marque its first winner's garland in a World Championship outing. The car is now widely campaigned in historics by Stephen Bond.

One of the more interesting British racers that Moss drove was the Ferguson P99. The Climax-powered single-seater was the first four-wheel-drive Grand Prix car and, as well as being a showcase for the innovative drivetrain, it is renowned as the last front-engined car to win a Formula One event – Moss claiming the Oulton Park International Gold Cup in 1961. The Ferguson is currently owned by Stuart Rolt, who has kindly loaned it for this display.

As this supplement went to press, more memorable British Moss steeds were on the verge of being signed up – including arguably the most famous and historically important of them all – so do keep an eye on our website and social media for regular news updates!

30 October – 1 November 2015 Book your tickets now at www.classicandsportscarshow.com

# STYLE, SPEED EFG AND SUBSTANCE

Aston Martin goes from strength to strength, and you can enjoy a unique timeline of the firm's greatest hits

ynonymous with elegance and performance, and immortalised by its scene-stealing appearances in the James Bond movies, Aston Martin has long been the most desirable of British marques. Its cars have always had that something extra that has entranced enthusiasts, a dedication to speed and handling clothed with an Italianate passion for shape and form.

The company's products bely its precarious history, seemingly teetering on the brink of extinction pretty much since its creation – as Singer agents Bamford and Martin expanded into production – in 1913.

Given the financial turmoil – though relative stability was achieved under both David Brown and Ford – the allure and excellence of the cars is all the more amazing.

The show will celebrate that rich history through a unique timeline of its most important cars. Naturally, we will start at the very beginning, with the oldest Aston Martin in existence. The 1921 A3 was the fourth and only survivor of Bamford and Martin's original prototypes, rediscovered by chance when it came to auction more than a decade ago and now cherished by the Aston Martin Heritage Trust. Book-ending the special display will be one of the latest models – the DB9 GT, perhaps the consummate modern-day British GT.

In between, we will have all the significant benchmarks in Aston history, the cars that marked each sea-change in the company's direction and, more often than not, its fortunes too.

Visitors will be able to see a now-rare DB MkIII, with fewer than 500 having been produced from 1957 to '59. There will also be a V8, DB7, Vanquish and more.

And, of course, no Aston feature would be complete without the car that, after an appearance in *Goldfinger* in 1964, overnight turned the company from an admired manufacturer into a globally recognised brand: a silver birch DB5.







Clockwise, from top:
A3 is the oldest remaining
Aston, and will be on show;
the DB9 GT is a superstar
of the present day; Bond
cars both – fêted DB5
leads the later DBS



# **BEST OF BRITISH**

The greatest car to have emanated from these shores? The votes are cast, so here's the shortlist

In partnership with "Not only the fastest and most beautiful supercar of its day, but also miraculously half or one-third of the price of the cars that it pulverised. Not only was it a masterpiece of design but also a masterpiece of marketing. If they'd only made 75, instead of 75,000, they'd be auctioned today for Ferrari 250GTO money" Simon Taylor

### 30 October – 1 November 2015

Book your tickets now at

www.classicandsportscarshow.com

he centerpiece of Classic & Sports Car – The London Show will be a once-in-a-lifetime display of the best British cars ever. An astonishing array including mass-market models and road-going versions of Le Mans winners, it has a combined value of £30million. Presented in association with Autoglym, this fantastic line-up, the boldest ever at a British indoor classic car show, is the result of a six-month effort masterminded by C&SC.

Early in 2015, the magazine embarked on a mammoth project to determine the greatest British car ever made. Seeing as any such process is entirely subjective, we deliberately left the interpretation of the word "greatest" open. Pollsters could take it to mean the most important in social history, the best in engineering terms, the most beautiful or just the one that they held most dear in the their memories. And they did. All those things and plenty more.

So it was that a carefully selected jury of 100 classic car experts, collectors, celebrity owners, enthusiasts and journalists created a shortlist of just 10 candidates. The nominations came in from far and wide, the panel including Lotus designer Russell Carr, Pink Floyd drummer Nick Mason, McLaren F1 designer Gordon Murray and Dire Straits' Mark Knopfler. And what a heady brew of classics it was.

We'll come on to the top 10 and what happened next but, to dwell on those initial suggestions for a moment, they included everything from Aston Martin Lagonda to Jaguar XJ-S.

What we imagined would have been pretty straightforward suddenly became quite complicated as several clear battles emerged: Range Rover or Land-Rover, Blower Bentley versus Speed Six, and Lotus Seven against Elan.

After days of arguing the toss and compiling the results, counting and recounting, we finally had our top 10: Jaguar E-type, Ford GT40, Mini Cooper 'S', Austin Seven, Rolls-Royce Silver Ghost, Jaguar XKSS, Range Rover, Lotus Seven, Bentley Speed Six and McLaren F1.

And that is a good list. You can argue with it if you like, but we can assure you that every possible debate has already been had and resolved (or not). Arguments such as the standard Mini being much more important than the Cooper, or (and

### JAGUAR E-TYPE

The car that no lesser person than Enzo Ferrari declared as the most beautiful in the world. Launched in 1961, capable of 150mph and costing a fraction of the price of similar-spec rivals, the E-type was an instant hit that has passed into legend.

## MYTOP10 Gordon Murray



### ORIGINAL MINI A work of genius and a true game-changer. The real success story is that the Mini

classless design. **McLAREN F1** Set new standards in terms of engineering,

packaging and performance in 1992. A 100% focused design that's unlikely ever to happen again. **E-TYPE JAGUAR** Classic styling and **LOTUS ELAN** The world's best driver's car, with a superb blend of ride and handling. **LAND-ROVER DISCOVERY** The

definitive off-road utility vehicle. **LOTUS SEVEN** The finest lightweight focus sports car of all time, and still a successful mix of function and style

AUSTIN-HEALEY SPRITE (FROGEYE)

great and is so much fun to drive. LOTUS ELITE (TYPE 14) A carso far ahead of its time with groundbreaking composite monocoque construction and an ultra light small-capacity Coventry Climax engine. The best-looking car ever designed. FORD ANGLIA 105E The car that

FORD CORTINA MK1 Great style and

a good range of reliable engines – plus

this applies to several) it is a racing car. Plus, just how British is the Ford GT40, anyway?

We had our top 10.

Sparing a thought for those that just missed the cut (the Lotus Elan, Elise and Type 14 Elite, Land-Rover, Jaguar XJ6 and XK120, Bentley Continental R Fastback, Ford Transit, Aston DB4GT Zagato and MGB), we put the poll to our readers, asking you to pick your favourite and to tell us why. Thousands of you did (thank you).

So now we have a winner, the best British car ever, selected by the great British public. It will be exclusively revealed at Classic & Sports Car The London Show at Alexandra Palace.

Until then, why not mull over the contenders, a few of the reasons for which they were nominated and, to give you a flavour of the process, just a few of the selections from our jury?



### MINI COOPER'S'

Famed for its starring role in *The Italian Job*. The Mini Cooper 'S' was the hottest version of the brilliantly designed and packaged (by Sir Alec Issogonis) front-wheel drive marvel that was launched in 1959 and was still being made in 2000.

"First car, student car, cheap car. fast car. desirable classic. The Mini has been a lot of things to a lot of people, and retains a classless appeal. A design icon, it redefined what was possible in a small car"

**James Page** 



### **AUSTIN SEVEN**

In production from 1922-'39, the original people's car put 300,000 Brits on the road, introducing them to simple, low-cost motoring. Also successful internationally and built abroad under licence - without the Austin Seven, badged as the Dixi in Germany, there would be no BMW!





### FORD GT40

A Brit-conceived, Brit-developed and Brit-built sports-racer that officially waved the flag for the US of A at Le Mans. An out-and-out racer then? Not quite, because the MkIII variant was strictly a road car. Owners in period included Noel Edmonds.

### ROLLS-ROYCE SILVER GHOST

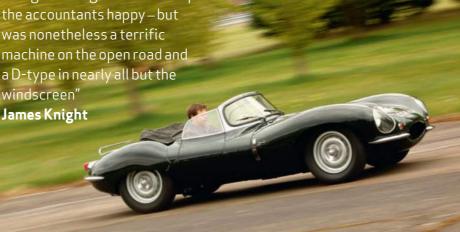
Usually a claim such as 'the best car in the world' can be taken with a pinch of salt. But when Rolls-Royce's 40/50 (universally known as the Silver Ghost) was so described after setting new standards in reliability and refinement, it wasn't even questioned.



### **JAGUAR XKSS**

When Jaguar found itself with a stock of unsold chassis of its Le Mans legend D-type left over, it decided to convert them into road cars. Just 16 of these fearsome machines were built and they were a favourite of King of Cool, Steve McQueen, among others.

"The XKSS wasn't actually that great a road car – it was an ill thought through effort to keep the accountants happy – but was nonetheless a terrific machine on the open road and a D-type in nearly all but the windscreen"



# MYTOP10 Mark Knopfler



JAGUAR E-TYPE S14.2 FHC The ever made. said Enzo Ferrari. This is as nice as the Jag got.

JAGUAR F-TYPE

COUPÉ Please tell

me that it's as good **INVICTA S-TYPE** 

41/2 LITRE LOW CHASSIS The most beautiful of all the British vintage cars. **AUSTIN-HEALEY 100S** 55 of these were hand-built for competition. Hove the 100M, too, but the 1005 makes hearts beat faster. **BENTLEY S1 CONTINENTAL MULLINER FASTBACK** In spite of the

the R-Type Mulliner coupé, the S1 featured a few improvements and I think it looks as good. **ASTON MARTIN DB3S** I've never driven

**LAND-ROVER 110** How could you not love it? One day I'll have one – breathed on a little. **BRISTOL 405** The 401 is a good car but I'd go for the single central headlight, aero engine-inspired look of the 405.

FORD ESCORT MEXICO I had an Escort wasn't a Mexico, but a nice road-friendly one of those would do me.

MORRIS 1000 TRAVELLER Sweet as a button and perfect for nipping down the lane to the village shop.

## 30 October – 1 November 2015 Book your tickets now at www.classicandsportscarshow.com

# MYTOP10 Alain de Cadenet



MCLAREN F1 The only time in Le Mans history that a road car was detuned to

**ASTON MARTIN DBR1** The best

looking post-war British car. Ask Moss

# about the handling. **INVICTA S-TYPE LOW CHASSIS** The

best looking pre-war British car. Donald Healey, in his own words, had the drive of his life to win the '31 Rallye Monte-Carlo in one. ORIGINAL MINI The most ubiquitous car ever built. Rallying, racing, touring, cruising, shopping, filling up with lots of dollies. Used by The Beatles and The Rolling Stone

1913 ROLLS-ROYCE SILVER GHOST ALPINE TRIALS CAR Magic motor for the time, and set new parameters for engineering excellence that are still with us today. **JAGUAR D-TYPE** The beginning of the

modern Jaguar, it begat the E-type. LOTUS ELAN Pure genius through simplicity from Colin Chapman and his team. Even today, not much can get past one. RILEYTT SPRITE Hairy but safe, and total

FRAZER-NASH LE MANS REPLICA





Amazingly, this car was launched in 1957 and, in Caterham guise, can be bought in virtually unchanged form today. The reasons for its popularity and longevity are the unrivalled driver experience and handling. Pure thrills.

"Light, agile and razor sharp. A concept that started in the '50s is still fundamentally the same and still kicks the ass of modern supercars on road and track"



### **BENTLEY SPEED SIX**

The most successful racing Bentley, the sportiest of the firm's vintage models twice won at the famous 24 Hours of Le Mans, helping to create the legend of the Bentley Boys in the process. Some may have dismissed them as the world's fastest lorries, but...





### McLAREN F1

For many years the fastest production car in the world. This technological *tour de force* from F1 designer Gordon Murray and stylist Peter Stevens is considered by many to be the purest ever expression of automobile engineering.

"A tantalising glimpse into what magnificence might be possible in a world where accountants didn't exist. The F1 is totally uncompromised, comfortably unsurpassed to date and sadly unrepeatable" James Elliott

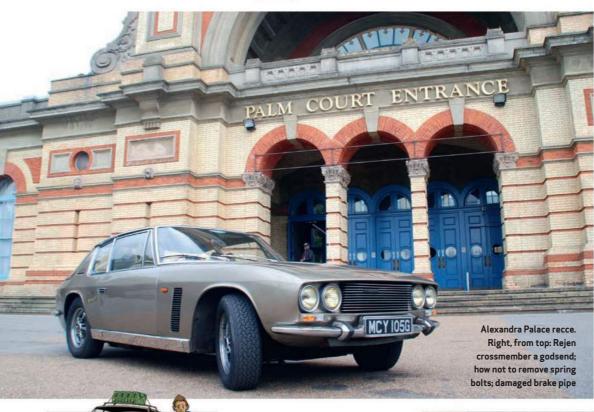
### RANGE ROVER

Despite its reputation today, in 1970 the Range Rover was not just a new car, it was the invention of a whole new motoring species. It combined the rugged features of a practical off-roader with the comfort and appointment of a family saloon.

















Autumn leaves: Port fits the new springs

Merc sidelined by having only first gear, I needed the Jensen to get to Salon Privé two days later. I now realise, of course, that the real reason was the start of the new school term the following day and the need to ferry a gaggle of eightyear-olds around for my eldest's birthday party. As I mentioned at the beginning, this mental 'badge of honour' is getting out of hand.

The good news is that with a few other works - new servo pipes, sorting a charging fault, and getting it to run on eight - it fulfilled those birthday duties with aplomb. Not to mention a trip to Blenheim Palace for Salon Privé and a jaunt through London for a site visit to Alexandra Palace for Classic & Sports Car -The London Show. In fact, with its tail in the air, sharp brakes and a throbbing V8, it is running better than it has for years. Long may it last; it owes me some miles.

# Jensen Interceptor

Run by James Elliott Owned since Dec 2006 Total mileage 93,865 Miles since July report c450 Latest costs £526

### SPRINGING BACK INTO SERVICE

The more I use the Jensen – and if I got my warped way, that would be every journey, every day - the more weird I become about it always being available and on the button. Or rather, the more spoilt brattish I have become about when it isn't. Frustratingly, this admirable ambition has become a worrying obsession in the year that, due to the West Bromwich rocket's age (and the use I'm subjecting it to), wear and tear is taking its toll and a lot of bits seem to be giving up the ghost.

After the protracted shenanigans with the engine mount, core plugs, manifold gasket, et al, I was looking forward to putting some serious miles on the car again. Then, driving home one evening, it cut out.

It didn't take me long to spot the problem: the alternator bracket had sheared, dropping the unit and taking a bunch of wiring with it. I decided not to tackle it at the side of the road and called the AA, but they estimated over an hour. I had nothing better to do on a pleasant evening so I chose to give it a go after all. Ill-advised use of brute force and a big washer allowed me to triumphantly cancel the breakdown service and limp the car home.

With a replacement bracket that did the job (but which I knew to be incorrect), motoring recommenced, only for my focus to be attracted by some horrible noises coming from underneath. A quick inspection showed that the gearbox mount was all but gone. I replaced that, and am eternally grateful for the removable crossmember that Rejen installed almost nine years ago, making it a simple swap. But with one noise gone, others emerged and these were truly horrible.

The problem with the Jensen is that, from the driver's seat, every graunch and groan seems to come from the nearside front wheel, so we decided to diagnose in stereo. With Port in the passenger seat, we tracked it down to the middle of the car and what turned out to be a worryingly fidgety propshaft.

I naturally waited until a few hours before I was due to take part in a rally before tackling the job. Thanks to Rob Pittaway and his bottomless cupboard of power tools, the old and dangerously worn UJs were removed, only for me to find that the new ones were the wrong size. Game over.

The easiest solution was to send the entire propshaft to Richard Appleyard Jensen, pay an hour's



'With lots of trolley jacks

and some foolhardy risktaking, the new springs were fitted, transforming the car'

labour and get it back two days later with the correct UJs pressed in.

Next up, inevitably, the replacement alternator bracket broke, so I ordered the correct item from Rejen, which also 'upsold' me a set of new-old-stock leaf springs to cure the car's soggy bottom.

With the invaluable assistance of Port, lots of trolley jacks and some frankly foolhardy risk-taking, the new springs were fitted and have completely transformed the car.

Naturally, while, er, unexpectedly detensioning (we won't be doing it that way again), one of them took a couple of brake lines with it. I made up some new ones and MacLeman kindly toured the local garages each time one of the blessed unions decided not to fit. Finally, Evans patiently helped me bleed them while I was overheating, swearing and throwing things around.

At the time I assumed I was so het up because, with my back-up

### **THANKS TO**

- Martin Port and Rob Pittaway
- Andy Brooks at Richard Appleyard: 0115 932 5320; www.jensen.co.uk
- Jason Lawrence at Rejen: 01962 779556; www.jensenparts.co.uk





Run by Martin Buckley Owned since May 2014 Total mileage 21,100 Miles since January report 2047

Latest costs £1000 approx

### GETTING HOT IS A LOT OF BOTHER

The more attention I lavish on the Gamma Berlina, the more it seems to want to bite me in the backside. The latest drama happened in May on the way back from its MoT test, which it passed. I'd just had it cleaned (pandering to it again, which is always a bad move), then roughly a mile up the road the temperature gauge started rising ominously. I just managed to switch off and investigate before the red light came on. I wonder how many hours of my life I've burnt up staring at Gamma temperature gauges...

The engine took a good litre of water, which was worrying, but I put that down to the car having sat in storage for months, plus the fact that I was in a hurry and had forgotten to check the levels before setting off to get the ticket.

Trouble was, it continued to get hot but in an odd way. It would tick

over happily all day long, with the fan cutting in and out no problem. Then, if you took it up the road and used fairly high revs, the temperature would rise dramatically. Bear in mind that this Gamma has never before given me a moment's concern in the overheating department. Anyway, Mike Connor and I decided that it probably needed a new radiator – on the basis that the original one was full of sludge after the M4 engine trauma last year.

Cheltenham Radiators made me a new aluminium core and all should have been well, but the motor still got hot with revs. I had been suspicious of the thermostat from the beginning and it appears the root of the problem was that it had decided to stick shut.

These are tricky little things on the Gamma because they are in-unit with the water pump and are not available new, although somebody in Italy is apparently about to do a batch of improved ones. Charles Shelton of the Gamma Consortium suggested that I should fit a Renault 5 thermostat in the top hose, a

traditional and effective way around the problem. Connor, however, said that we should run it without the 'stat for a while to prove that the head gaskets are still okay.

He also told me that he didn't like the sound of the water-pump bearing – so could I get another? Luckily,





yes, via Shelton, for £90 exchange.

Another problem that confused the issue with the overheating (it is difficult to remember the sequence of events) is the thermo-switch that tells the engine fan to come on. It was only working intermittently, so I bought another from Ricambio for £35 and, for good measure, I thought that I might as well get a new radiator cap. I keep meaning

to fit a manual override for the fan as a safety device for if I get caught in traffic, since I don't entirely trust the switch or the relay that operates it.

All of the above basically kept the Gamma hospitalised for weeks,

which was frustrating because I love driving the thing.

As well as the engine work,

Charles kindly fitted a set of new front struts, which has transformed the handling. I am also thinking of a fresh set of tyres because although the ones on the car have plenty of tread, they seem to be pretty elderly.

Another of the consequences of storing the car over the winter was that one of the rear calipers decided to stick. Mike sorted that out with some new rubbers that I bought off eBay and, at the same time, fitted a replacement back exhaust box supplied by Andy Collins (also of the Consortium).

Collins keeps promising me that he'll dig out a Gamma radio delete panel, which is a rare little item. My new policy is to get rid of stereos that don't work in my cars and to go instead for the full poverty-spec look. The Lancia's radio is an origi-

'The original Philips unit has an odd habit of firing cassettes out so violently they end up on the back seat'





nal Philips unit that occasionally works, but more often doesn't, and which has an odd habit of firing cassettes out so violently that they end up on the back seat.

Just as I thought things were settling down, the alternator packed up last week and I was left with a flat battery. That is now sorted, however (thanks again to Mike Connor), and I am feeling fairly optimistic that all will be well for the Gamma Consortium AGM, which is next on the agenda.

### THANKS TO:

- Mike Connor of Purley Road Garage, Cirencester: 01285 652365
- Charles Shelton and Andy Collins of the Gamma Consortium
- Cheltenham Radiators: 01242 235190
- Ricambio: 020 8669 3800









Run by Martin Port Owned since May 2013 Total mileage 39,445 Miles since October **report** 1145 Latest costs £55.98

### ON YER 'BIKE FOR A FRESH PROJECT

Over the years, I have become truly obsessed with almost all of the classics that I've been fortunate enough to own. The Morris Minor, the MGB, the Porsche 912 - just a few of the cars to which I dedicated possibly too much of my brain 'power' to their respective marques.

It is true to say, however, that the Land-Rover has definitely elevated this fascination to a new level. And it was neatly demonstrated on our summer holiday this year.

Faced with the prospect of leaving my beloved Series IIA for a week while we headed west to Wales, I instead grabbed the hand of generosity extended by Land Rover UK and piled the Ports into one of its Heritage Defenders.

In fairness, I wasn't the only one excited about this. The Grasmere Green 110in went down well with



Before: mucky tilt ready for scrubbing...

the family and was on the receiving end of approving nods as it navigated rural Pembrokeshire roads.

If leaving one Land-Rover at home to sample another wasn't enough, I even tolerated being 'forced' to drive the youngest Port around a gentle off-road track in a scaled-down electric Defender. This prompted much amusement for my colleagues when the photograph popped up on social media!

Nevertheless, my unbridled passion for the Solihull marque seems to be catching and I am now faced with the task of replacing our modern with a used Defender - if I can find one within our budget.

I could, of course, have used the Eurobox to pick up my new restoration project - a Puch 175 SVS motorcycle, but I opted to do the 200-mile round trip in the Landie. As much because I knew it would look great with it loaded in the back as for its ability to lug such a load.

Torrential rain made for a slow journey there and back, but the IIA didn't complain with the 'bike resting, secured, on the tailgate. In fact, the combo looked pretty fetching in the sun the following morning.



...and after: cleaner but noticeably lighter



Cramp sets in on mini off-roading course



Dust inside dizzy cap from worn contacts

Although the Landie doesn't seem bad from a few paces, by this time of year there are a few things that could benefit from being tidied - such as the Exmoor Trim tilt.

The problem with using the Series II as a motorway hack (apart from the noise and lack of speed), is that the canvas picks up a lot of road dirt – particularly over the winter. The tilt had been on for two years, and was particularly grimy - plus the seams had started to turn green - so it was definitely time for a clean.

On the advice of other Landie owners, I plumped for Fabsil Universal Cleaner from Grangers and set about giving it a good scrub. It quickly removed a lot of the dirt, but inevitably took some colour with it. After re-proofing with a couple of coats of the same firm's Protector, though, the tilt was clean and watertight once more.

Under the bonnet, I turned my attention to the ignition circuit after noticing a 'cough' when pulling away. Removing the distributor cap revealed a fine coating of metal 'dust' where the rotor arm had worn the contacts. So I replaced the arm as well as the cap, and popped in new sparkplugs. Only when removing a couple of ignition leads did I realise just how corroded two of the ends were... before they promptly fell apart in my hands! Amazingly, now they have been replaced, the cough seems to have disappeared...

### THANKS TO

- Land Rover: www.landrover.co.uk
- Grangers: www.grangers.co.uk



Heritage Edition Defender gives a respectful nod back to its aged ancestor from Solihull

# THE MOST BEAUTIFUL THING YOU'VE EVER OWNED...

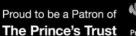
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# Renault 4 Savane

Run by Jon Pressnell
Owned since January 2013
Total mileage 73,991
Miles since September
2014 report 829
Latest costs £110

# GALLIC ART OF FALLING APART

It seems difficult to believe that another year has passed. The Renault has been dutifully serving for shopping, general chores and running the children to and from the holiday play centre. When it's a grotty load-carrying operation, the R4 is in its element, as when I found a pile of paving-slab offcuts down a rutted track. I had no qualms about fetching Sharon (the 4's nickname), trundling through the woods, and piling her up with concrete chunks.

A trip to the dump proved more of an adventure. When I arrived, I discovered that the tailgate lock had fallen off on the way; happily, I later spotted it lying in the road. It had fallen off because the thread in the alloy casting had worn smooth, leaving the securing bolt to work loose. I had a spare, but without a key; fortunately, the assembly was



Drifting out roll-pin for ad hoc lock repair

easy to dismantle, with nothing more sophisticated than a hammer and drift, to drive out a roll-pin. So I just swapped barrels, and half an hour later the problem was solved.

Another casualty has been a broken door mirror, which was my own fault. Because only the rear pane of the front windows slides open, it's impossible to adjust the things from inside the car. I lost patience with jumping in and out to reposition a stiff mirror and, rather than slacken it off, I twisted a bit too hard and snapped the alloy stem.

The car happily passed its twoyearly French MoT. "It's a clean one," said the inspector, himself an R4 owner. There were no nasty surprises and neither a cracked balljoint boot, the handbrake out of balance, an oil leak, nor a hole in the front floor constituted a fail point.

The footwell had been repaired with a crude riveted-in plate, and prodding revealed more rusting. A local welder has promised to sort this, with strict instructions to weld in new metal – complete with the correct indentations – rather than just stick a patch over the spot.

As for the oil leak, that seemed to be coming from the sump plug, so I replaced the copper sealing ring, which had been crunched into oblivion after umpteen changes.

Beyond a pack of washers, other expenses, on top of the £45 for the MoT, have been £2 for fuses, £18 for plug leads, £14 for an air filter, and – painfully – a whacking £18 for an aerosol of Panda White. That, admittedly, was specially mixed.



Door mirror was broken through stupidity



Sharon gets her undergear assessed by fellow 4 owner: "She's a bit incontinent, mon ami"



### Austin-Healey 3000 MkI

Run by James Mann Owned since August 1994 Total mileage unknown Miles since August report 58 Latest costs £1587

# TWO-TONE BACK IN THE LIMELIGHT

Rob Davis at my local bodywork specialist J&R Autos in Gillingham did a fine job of cutting out the rust at the base of the doors and A-posts and welding in fresh metal after I'd left CSK 421 with him.

We'd had a discussion about how far to go with the Healey and I'd decided to stop with the wings and the sides. As with any 55-year-old vehicle, you can end up replacing pretty much everything until you have a new car – particularly with a Healey where most of it is available.

But I had neither the budget nor the inclination to remove all traces of CSK's past lives. As far as I can tell, it has never been fully restored and, although I've replaced parts as they have worn out over 20 years or so, the structure remains original.

I picked up the car on a dull July day and took it for a blast down the A303 to blow out the cobwebs and head off on holiday that afternoon. On my return, I drove up to the old airfield perimeter road near Stourhead and took some snaps at dusk on a clear evening – always the best time of day to photograph a car.

Rob's paint was a triumph. How he matched the colour is still a mystery because I wasn't there to see him use the scanner that measures exactly the tones required, but



Top: masked for paint. Badge before clean



New bonnet grille was a big improvement



Fresh paint sings in twilight at Stourhead

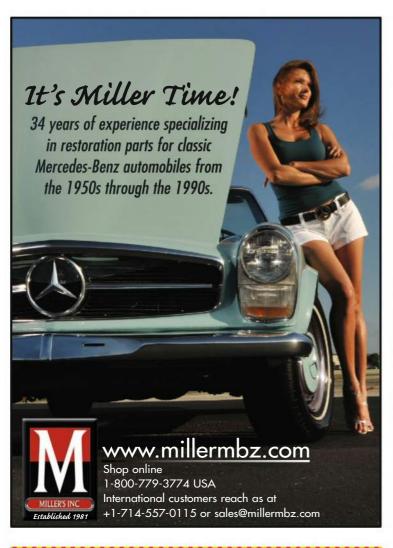
I could see a problem. The scuttle and boot seemed dull compared to the fresh red on the wings, plus the wheels and tyres looked tatty.

Back home I got out my meagre polishing kit, the truth being that I don't think I've ever polished the Healey during my ownership. After a serious session with T-cut and Autoglym's finest, it looked much better. I'd carefully removed the badges because they are notoriously brittle in old age and scraped off the horrible sticky-tape residue holding them on. They should have C clips.

The small grille on the bonnet that fits the front of its moulding was dented and a few studs had broken, so I treated myself to a new one from AH Spares for less than \$50. Things now look a lot better.

### THANKS TO

• J&R Autos: 01747 825511



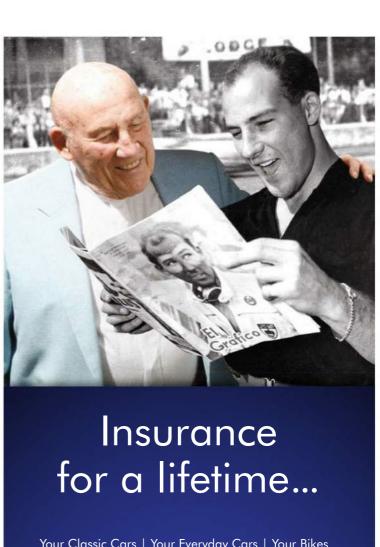


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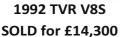


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### Mercedes-Benz 250CE

Name Alun Parry Age 51 Location Aylesbury First classics 1970 280SL and '81 Alpina B6 2.8 (owned since '95) Dream classics 1940 BMW 328/Porsche 356/Alpina Z1 Best trips A82 in Scotland/ any roads in the Highlands or Highway 1 from LA, California

### PR MAN ADORES GERMAN TINTOPS

I have always liked the shape of the Paul Bracq-designed W114 CE and started my search for one in 2007, following the sale of a restored BMW and after renovating a 280SL Pagoda (featured in C&SC, November 1994). I worked for BMW for more than 20 years and have owned quite a few older models including eight Alpinas, but occasionally veer off to Mercedes.

After viewing at least three and being disappointed with their overall condition and poor description, I was thinking of abandoning the idea when a good friend - Gary Woollatt of Autobahn Services called me to say that one of his customers was selling his 1972 car. It was totally original throughout, with 80,000 miles, four owners and more than 30 years of MoTs. There was no corrosion to the floorpans, boot bottom, sills, wheelarches and inner or outer wings, so I was quick to reply that I would view it and bought it soon afterwards.

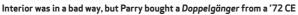
That was back in March 2009 and I soon commenced some maintenance work, spending many hours cleaning the exterior and interior trim, as well as replacing items around the car. The 37-year-old paintwork had faded in some areas, with poorly matched panels, so I decided in 2011 to have the car repainted in its original light blue.

The cabin needed considerable work due to a poorly fixed driver's seat frame and backrests that had been damaged beyond repair.

Parts are no longer available, but I managed to find a complete blue MB Tex interior from another 1972 CE and fitted that instead. I also wanted to get the pneumatic locks for the seat-tilt mechanisms functioning again – great technology considering it's a 1960s design.









He has owned rare, immaculate Alpina B6 2.8 for 20 years

'It has no problem keeping up with motorway traffic – it is a Mercedes-Benz, after all – even at 43 years old'

All four brake calipers were rebuilt, the propshaft couplings and fuel pipes renewed, a full service carried out, and various seals plus numerous mouldings as well as chrome parts were replaced. I tracked down a new factory near-side door mirror in Germany and an original set of correct magnesium-alloy wheels that I think enhance the car, but I've kept the original steels with hubcaps.

Although I haven't covered that many miles since purchase, I do enjoy driving the CE when I can. At 15ft long, it's a big car but soon shrinks around you and handles quite well in the corners. It has no problem keeping up with modern traffic on the motorway – it is a Mercedes, after all – even at 43 years old. I also like the fact that you have almost convertible motoring, too, with the sunroof open and the pillarless windows down.



In Burford, while driving in the Cotswolds

The build quality of this era of Mercedes is incredible and I'm sure that, if looked after properly, it ought to be good for many years to come – maybe even another 43!

I really enjoy the classic world and, quoting 'hindsight is a wonderful thing', I wish I'd bought an old barn 25 years ago, borrowed some money and filled it with a few 'just in case' investments. My fantasy list would have included a couple of Pagoda SLs, a 246 Dino, a Porsche 356, an early 911, a 3.0 CSi, Lotus Cortina, RS2000 – the list goes on.

In the future, it will probably be

another BMW, although I am also considering going further back in time to an Austin A40 Farina and doing some tuning mods on it.

I am responsible for press and PR for Suzuki, so I'm always keen to investigate any special heritage models that we could purchase for the future. Our only classic at present is former  $C \not\sim SC$  editor Alastair Clements' old SC100 Whizzkid that we totally restored in 2004. It still looks great, too, and is a really rare sight these days.

This year marks the 60th anniversary of the first Suzuki car – the 360cc Suzulight – so I would love to find one. I can feel a research trip to Japan coming on... And 2015 is my 35th year of working in the car industry: it's a hard habit to break.

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# **BETTER STOPPERS**

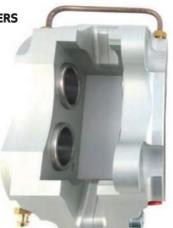
**MGB PERFORMANCE BRAKE CALIPERS** 

£570 0121 356 3003:

www.leacyclassics.com Some classic vehicles would benefit from improved brakes, so this latest kit from parts specialist Leacy Classics should tackle the issue for MGB owners. It is claimed to reduce the braking time by half a second at 25mph.

Each set comprises a pair of anodised-aluminium bodies fitted with 303 stainless-steel pistons and high-tensile 12.9 steel bolts. Original-equipment hydraulic seals are used throughout, while all the pipe unions and bleed nipples are

imperial thread and hex. The replacement calipers bolt straight on, so there's no need to change the discs or wheels, plus they take the same pads.





### PATINA PRESERVER £15.50

01706658619; www.frost.co.uk With the market now placing such a premium on originality, more classic owners are seeking to preserve rather than restore their

cars. This Eastwood spray applies a coating invisible to the naked eve - that is said to protect bodywork from the elements.

The firm says that, by creating a physical barrier, it should prevent metals from corroding without altering the appearance. It can be used on aluminium, brass, copper and steel and lasts up to a year. One can covers 12-16ft2.

### FERRARI 512BB/BBi **RIMS £3000**

01225 430502: www.group4wheels.com The Ferrari 512BBi was designed with 415mm magnesium wheels allied to Michelin TRX tyres, which are now viciously expensive and available new from only two suppliers in the UK. Magnesium rims can also crack and suffer oxidisation.

Group 4 Wheels has had these replica alloy rims cast in 71/2x17 and 81/2x17 sizes. They are claimed to be hardy and more resistant to regular use, plus they offer a greater choice of rubber. The low-pressure diecast items are made in Italy with racinggrade aluminium, and are guaranteed for road and competition use.

They should offer peace of mind if you intend to go rallying or on track days.





### **DETAILING BRUSHES**

FROM£2.40-13.99 www.valetpro.eu

There's nothing wrong with a trusty sponge and bucket, but if you want to get your car immaculate enough to show, it's worth investing in specialist tools. ValetPRO has launched an impressive range of nine new brushes that should allow you to reach virtually every part of the vehicle that you would want to clean.

The selection of products ranges from the £2.40 Boar Hair Brush for dusting dashboards and air vents, through to the £13.99 Twisted Wheel Brush (for Northern Soul fans perhaps?) that reach between



The poly bristles should always return to their original shape and won't absorb any chemicals, making them 'tougher and more resilient' than many of their rivals. So this set ought to last for many years.



This kit is designed to tread the fine line between patina and simply worn out, by removing dirt from hide and preventing drying and cracking. It comprises a highquality leather cleaner, plus an agitating sponge to remove grime and debris, while a balm solution ensures that seats are nourished and protected. The end result is a natural matt finish.

### **ENGINE OILS** FROM £5.95 024 7656 5708;

www.jaguarheritage.com Jaguar Heritage has teamed up with Castrol, which has developed a range of oils for the Coventry firm's classics. These formulations incorporate modern technology, yet are said to have a low detergent level to protect the more delicate internals of older motors.

The range of engine lubricants includes multigrade formulae, for pre-1980 vehicles, plus there are five weights of gearbox oil.

Like Castrol's classic 20w50, they come in retrostyled cans, in one litre, one gallon and 20-litre sizes.



### FORD PINTO OIL PUMP £68.95 (£67.22 web discount) 020 8554

2281; www.burtonpower.com This uprated oil pump for 1.6- and 2-litre Pinto units is claimed to offer a 23% increase in flow volume as well as greater pressure.

It should be ideal for use in tuned engines, but is also a sensible upgrade to carry out during your standard unit's next overhaul.

It's 5.2mm taller than the original item,

and the firm says that it's suitable for most vehicles fitted with Pinto engines, including Capris from 1972-'87, 1970-'82 Cortinas and TVR Tasmin 200s.



### **AEG STAIR AND CAR VACUUM**

£59.99 www.johnlewis.com This handy vacuum cleaner has been designed to tackle awkwardto-reach areas on stairs and in cars. The mains-operated bagless model has a 0.6-litre dust capacity, a 6m power cord and a crevice tool, which is perfect for reaching tricky areas such as between front seats. It boasts a motor-driven brush roll - great for stubborn muck and pet











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# THE SHAPE OF THINGS TO COME

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**Specialism** 3D scanning, reverseengineering, bespoke design, CAD **Staff** three **Prices** from £990 per day (scans) **Tel** 020 3757 6399 **Web** http://3dengineers.co.uk

The use of 3D scanning in the classic car world is still in its infancy, so the uninitiated can be forgiven for wondering what the process is – let alone what its practical purpose might be. The technology does, however, offer some very useful applications to owners or restorers.

Dorset-based 3D Engineers has been in business for seven years, boss Stuart Brown's first project having been to reverse-engineer a Bugatti Type 35. "I wanted to demonstrate what was possible," says Brown, who, after a career in the insurance industry took a degree in mechanical engineering.

"Basically," he continues, "we can build a set of data, or point cloud, that creates a 360° surface map of any three-dimensional object. That information can then be fed into a CNC machine or 3D printer, for example, making it simple to create an exact copy." Obvious applications include replicating castings: "The scanner can't see through a solid, so we add any internal cavities afterwards using CAD software."

The technology can be used on a much larger scale, however – on the day that we met, a client was having the entire outer surface of her Lamborghini Miura scanned. "At ±100 microns, the tolerances that we work to are incredibly tight," explains Brown, "so if the car is ever damaged, a coachbuilder would have an extremely accurate set of dimensions from which to work."



Ball is a datum point to assist stage two...

With one-off designs where there are no surviving drawings, this makes the panelbeater's task simpler. The same is true with hand-built models, where there can be differences between each example, or even from one side to the other. Building an accurate buck or hammer form becomes easy.

As Brown points out: "The tech-



Chalk spray needed to scan black objects



...which is piecing all the images together

nology isn't cheap. We've invested c£100,000 in hard- and software. There are currently no industry-wide standards, but we use the same equipment as Boeing. If it's accurate enough for the aerospace industry, that's good enough for us.

"One of the problems that we sometimes encounter is that the scanner struggles with shiny black surfaces, such as the slatted rear of the Miura. To get around that, we use a special chalk spray to render the object more visible. The dust can be removed with an airline afterwards, so there's no risk of damage to the car. It's also far less labour-intensive than sticking hundreds of self-adhesive dots to the car, which is what we used to do. It used to take two of us two days to scan half a car using hand-held equipment, but today we can do a complete vehicle in a single day."

Although based in rural Dorset, the firm undertakes work around the globe and has completed projects in Europe, the United States and South Africa. "Our equipment is compact enough for us to be able to take it wherever the work is," says Brown. MT





Bristol drophead is likely to be restored



Sprite evocation seemed good at £79,900



Superb HJ Mulliner-bodied saloon had been with the same family since 1935. Right: projects were much in evidence; DB6 took £163,900

# FEVER FOR UNRESTORED BENT

"It's what it is, not what it will become," was Jamie Knight's reaction to the amazing £695,000 paid for the recently discovered 1929 Bentley 41/2 Litre sports saloon at Bonhams' Beaulieu sale on 5 September. "We'd been offered twice the top estimate before the sale but the vendors held out for the auction. The present market is led by cars that are rare and special."

Having been with the same family since 1935, the HJ Mullinerbodied survivor was eventually sold to a British enthusiast, and will probably be seen next in the Preservation class at Pebble Beach.

Other surprises following the same market trend included a 1950 Bristol 402 drophead coupé, one of 20 built and with its previous owner for 46 years, which trebled its low estimate at £104,500.

As always, Bonhams offered a wonderfully diverse catalogue at this enthusiast-led event, from the William Towns-designed 1973 Hustler 6-Space Shuttle for £9200

"We'd been offered twice the top estimate before the sale but the vendors decided to hold out for the auction"

to a 1927 Voisin C12 at £219,900. Discovered in a barn in the 1980s, this tourer seemed to be in fine mechanical fettle but the unflattering colour scheme did it no favours.

Good buys included a sorted and nicely patinated 1936 Riley Sprite Sports recreation for £79,900, and a superb Vauxhall 30-98 E-type that, at £169,500, looked like a steal against the Bentley. Compared to pre-war Alfa values, the handsome 1926 OM 2-litre with rakish tourer body by the Short Brothers and expertly restored by John Knight looked well bought at £126,940.

Pre-war coupes, meanwhile, don't come better value than a 1939 Studebaker Champion Deluxe that was supplied new to Portugal and which sold for £19,550.

# Maranello and Coventry make waves in California



Predictably, Ferraris topped the results across the Monterey auctions in August, with the ex-Ron Fry 250LM '6015' at RM Sotheby's taking £11,264,000 – but it was an ex-works Lightweight Jaguar C-type at £8,448,000 that had insurance specialists immediately revising values. Amazingly, 'XKC 052' is on its third body after a recent restoration.

Nuccio Bertone's former road car - the sexy 250GT SWB Speciale that was styled by a young Giorgetto Giugiaro – was sold to Talacrest for



£10,460,000 at Gooding & Co's sale, but it was the 1983 Le Mans-winning Porsche 956 at £6,476,800 that might be a better investment in years to come.

Other stunning prices included £115,200 for a mint Sunbeam Tiger at Russo and Steele, and £422,400 for a Fiat Eden Roc, one of two built by Pinin Farina.



Jag was offered alongside Sinatra Royce

# Ol' Blue Eyes' wedding gift

The Jaguar XJ-S presented to Frank Sinatra by Barbara Marx on their wedding day made £23,416 at Russo and Steele's auction on 14-15 August. Ordered in BRG to match Marx's eyes, it features an early carphone, dash compass and overhead sound system. In return, Sinatra bought her a Rolls Silver Shadow, which made £53,219.



### MORE THAN A NUMBER

One of the four 1965 Austin Mini Mokes ordered for *The Prisoner* created strong interest at CCA's CarFest South fixture on 29-30 August, where it sold for £13,750. Converted by Wood & Pickett, HLT 709C was discovered in The Netherlands after years in storage.



### AN ISO FOR RESTORATION

A dramatic but rough 1973 Iso Fidia that had been put away in the 1980s with just 35,000 miles was sold for £6875 at Historics' Brooklands sale on 29 August. The late example boasted 5.8-litre Ford V8 power plus rare right-hand-drive, and had been with the same family since 1979.

### **BARGAIN YANKS ON OFFER**

ACA's Norfolk sales always have a fine selection of American classics, and one bidder went home happy after paying £7700 for a restored 1950 Chrysler New Yorker two-door coupe. Other tempting buys included 1965 Cadillac De Ville convertible, which was snapped up for £11,025.

# Coming soon to auction



### NEW AVENGERS' BROADSPEED JAGUAR TO STAR AT DUXFORD

H&H's biggest sale of the year at Imperial War Museum Duxford on 14 October has attracted some fascinating lots, including a recently discovered Broadspeed Jaguar XJ12C. This experimental car – as driven by John Steed in *The New Avengers* – was the eighth made and features a Broadspeed bodykit plus wide wheels. After many years in storage, during which it was vandalised, it is estimated at £12k. Other projects include the 1971 Ogle Sotheby Special (est £100k – see *Misfire*). More complete lots include a handsome 1932 Lancia Astura V8 Drophead Coupé (£140k), a '61 Messerschmitt KR200 (£22k), and a 1986 Ford RS200 (£130k). For vintage enthusiasts, the Bentley 3/4½ Litre Syd Lawrence Special is being offered, too. See www.classic-auctions.com for more information.

### PROTOTYPE AMX FOR MECUM'S MONSTER CHICAGO SALE

A unique AMC AMX – dubbed The Plastic Prototype and which was saved from the crusher in 1967 by a factory worker – will be the talk of Mecum's

auction from 8-10 October. After strong interest at the '66 Chicago Auto Show, AMC commissioned Vignale to turn the GRP coupe into a runner. When Dominick Jardine Jnr heard of its fate, he approached the company president to buy it, and a deal was done for just \$50. See www.mecum.com for details.



One-off featured a novel 'rambleseat'

### FINELY RESTORED BABY PEUGEOT CONSIGNED FOR HERSHEY

Possibly the finest Peugeot Bébé – boasting a line of famous owners including Bugatti collector Peter Williamson – will be offered at Hershey by RM Sotheby's on 8-9 October. Restored to concours standard, this

10hp, 855cc two-seater carries no reserve. Other fascinating light cars include a 1927 Austin Seven with rare coupé body by Maythorn and Son. Ordered new by the Pulitzer family for its home in West Palm Beach, Florida, it was later restored by Marjorie Green. See www.rmsothebys.com



More than 3000 Bébés were sold in all

### RENOWNED NORFOLK SET LEADS BONHAMS' WINTER SALE

Three cars from Arthur Carter's collection – headed by the Healey  $3000\,$  SMO  $746\,$  that was developed from works rally car to Modsports racer

(est £140k) – will be offered at The Bond Street Sale on 6 December. The ex-Donald Healey 100S Coupé and Dan Margulies' old Connaught A-type will also cross the block, as will the Gordon Willey Collection, topped by the ex-Nigel Dawes 1934 Invicta S-Type Low Chassis (£500k). See www.bonhams.com



John Gott developed 'SMO' into a racer

# Auction diary

### **OCTOBER**

- **3 Sketchley** RAF Church Fenton, North Yorkshire 01937 584772; www.sketchleyclassicauctions.co.uk
- **6 Bonhams** Simeone Automotive Museum, Pennsylvania, USA 020 7468 5801; www.bonhams.com
- **8-9 RM Sotheby's** Hershey, Pennsylvania, USA 001 310 559 4575; www.rmsothebys.com
- **8-10 Mecum** Chicago, USA 001 262 275 5050; www.mecum.com
- **9 Bonhams** Zoute Knockke-Heist, Belgium 020 7468 5801; www.bonhams.com
- **10 Coys** Ascot Racecourse, Berkshire 020 8614 7888; www.coys.co.uk
- **13-14 H&H** Imperial War Museum, Duxford, Cambs 01925 210035; www.handh.co.uk
- **15 DVCA** Athelhampton House, near Dorchester, Dorset 01963 363353; www.dvca.co.uk
- **16-17 Branson** Convention Center, Missouri, USA 001 800 335 3063; www.bransonauctions.com
- **17 Dragone** Westport, Connecticut, USA 001 203 335 4643; www. dragoneclassic.com/auctions
- **23-24 Worldwide** Fredericksburg, Texas, USA 001 260 925 6789; www.worldwide-auctions.com
- **24 Theodore Bruce** Motorclassica, Melbourne, Australia *0061 28212* 4100; www.theodorebruce.com.au
- **25 Silverstone Auctions** Porsche Sale, Silverstone Circuit, Northants 01926 691141; www.silverstoneauctions.com
- **27 Barons** Sandown Park, Surrey 023 8066 8413; www.barons-auctions.com
- **30 Bonhams** Veteran Sale, Bond St, London 020 7468 5801; www.bonhams.com
- **30 SWVA** Parkstone, Dorset 01202 745466; www.swva.co.uk

For more events or to add your own, go to www.classicandsportscar.com/diary

# **EUROPEAN RESULTS**

CAR AC Ace Bristol Ihd	<b>YEAR</b> 1959	COND exc/restd/gh	SALE Bonhams	PRICE £222.924
AC Invacar	n/a	f/restn(s)	ACA	£1750
Alfa Romeo 2.0 GTV	1974	exc/gh	CCA	£18,150
Alfa Romeo Assegais single-seater Alfa Romeo 1300 GT Junior	1961 1971	exc/restd/hi g/restd	Historics ACA	£66,000 £11,550
Alfa Romeo Spider 1600	1981	vg/restd (o)/fsh	Historics	£9900
Alfa Romeo SZ	1990	vg/refurb (o)	Historics	£28,600
Alvis TD21 Armstrong Siddeley 30hp	1963 1929	exc/restd f/refurb (o)/hi	Silverstone Bonhams	£39,375
Armstrong Siddeley Star Sapphire	1929	g/restd (o)	Bonhams	£63,100 £4830
Aston Martin DB2/4 MkII	1957	exc/restd/hi	Silverstone	£258,000
Aston Martin DB6 Vantage	1969	f/restn(s)	Bonhams	£163,900
Aston Martin DB6 Vantage Volante Aston Martin DB7	1968 1996	vg/restd(o) vg/sh	Silverstone ACA	£900,000 £18,900
Aston Martin DB7 Vantage	1999	vg/lm/sh	Historics	£24,200
Audi quattro	1986	exc/gh	CCA	£15,950
Austin 1100 Austin A30	1971 1955	g/partial history	CCA ACA	£1320 £600
Austin A35	1958	f/restn(s) f/restn(s)/fo	ACA	£700
Austin A40 Farina	1960	g/lm	ACA	£3150
Austin A90 Atlantic	1951	supb/restd	ACA	£24,938
Austin Metro Vanden Plas Austin Mini 850	1983 1962	f/v.orig/hi vg/restd	CCA ACA	£7700 £7350
Austin Mini 850 Deluxe	1961	exc/restd/fo	ACA	£11,970
Austin Mini 850 Super	1964	vg/repaint (o)	ACA	£7370
Austin Mini 1000	1971	vg/v.orig/gh	CCA	£4180
Austin Mini rally Austin Seven RN	1979 1932	vg/restd f/restn(s)	ACA Bonhams	£3990 £2300
Austin Seven Ruby	1938	g/restd (o)/recom	ACA	£6090
Austin Seven special	1938	exc/restd	Historics	£8800
Austin-Healey 100/6 Austin-Healey 100/6+hdtp lhd	1957 1957	exc/restd exc/restd/mods	ACA ACA	£40,950 £49,350
Austin-Healey 100/04-hatp tha Austin-Healey Sprite+hdtp	1959	p/restn(s)/fo	ACA	£2730
Autobianchi Quattroposti lhd	1962	vg/restd (o)	CCA	£6600
Belsize 14/16 RdB 4/5-seater tourer	1909	vg/restd	Bonhams	£33,607
Bentley 3½-litre T&M 3-position dhc Bentley 4½-litre HJM saloon	1934 1929	p/v.orig/restn(s) f/v.orig	Silverstone Bonhams	£93,000 £695,900
Bentley 4 <sup>1</sup> / <sub>4</sub> -litre Hpr saloon	1937	p/restn(m)	Bonhams	£13,400
Bentley 4 <sup>1</sup> /4-litre JGN Aerofoil saloon	1937	exc/restd(o)	Bonhams	£252,367
Bentley MkVI Mallelieu special Bentley Mulsanne Turbo	1947 1984	exc/restd (o) f/sh/accident repair	Historics ACA	£35,200 £2730
Bentley S1	1958	f/v.orig/recom	Bonhams	£17,825
Bentley S3 Continental PW drophead	1962	vg/restd (o)/hi	Bonhams	£130,389
BMW 2002tii	1975	f/restn(s)	ACA	£3150
BMW 3.0CSA BMW 628CSi	1972 1981	exc/restd/hi g/stored/recom	CCA ACA	£30,250 £2100
BMW 628CSi	1985	g/mods	CCA	£3300
BMW 840Ci	1997	g/sh	ACA	£3150
BMW 840Ci BMW M3 Evo	1998 1996	g/gh	ACA Historics	£3780 £9020
BMW M635CSi	1985	vg/fsh/oo exc/refurb/lm/fo	ACA	£29,925
BMW Z8	2001	supb/refurb	ACA	£152,250
Bond Minicar G	1963	f/refurb (o)/lm	ACA	£2730
Bristol 402 dhc Bristol 411	1950 1975	f/restn(s)/hi vg/gh	Bonhams Historics	£104,500 £31,900
Bugatti Type 57 D'let cabriolet	1938	exc/restd (o)/gh	Bonhams	£899,360
Cadillac De Ville	1965	g/restd	ACA	£11,025
Cadillac V16 Fleetwood	1930 1950	vg/restd (o)/refurb (s)	Bonhams ACA	£65,340 £7770
Chrysler New Yorker Citroën 11B Traction Avant	1950	g/restd (o) vg/restd (o)	CCA	£12,320
Citroën 11BN Traction Avant roadster	1937	g/refurb (o)/fo	Bonhams	£126,183
Citroën DS19 Pre-Series Chap cabriolet	1961	exc/restd	Bonhams	£168,245
Citroën Light 15 Citroën Light 15	1952 1954	vg/stored/recom vg/restd (o)/fo	Bonhams Historics	£11,500 £12,650
Citroen SM	1954	g/restd	ACA	£27,300
Clyno 10.8hp Royal 4-seater tourer	1926	vg/restd	Bonhams	£12,650
Daimler Double-Six HE	1981	f/stored	ACA	£1100
Daimler SP250 Daimler Sovereign 2.8	1962 1973	exc/restd f/stored/recom	Historics ACA	£50,000 £2205
Daimler V8-250	1966	vg/repaint (o)/refurb	Bonhams	£7917
Daimler V8-250	1969	vg/restd/fo	ACA	£13,230
Datsun 280ZX De Lorean DMC-12	1983 1981	vg/restd	ACA CCA	£6615
De Lorean DMC-12 De Lorean DMC-12	1981	vg/restd vg/stored/lm	Historics	£24,750
ERA Mini turbo	1990	exc/restd	Bonhams	£16,100
Ferrari 250GTE	1962	vg/restd/hi	Silverstone	£331,875
Ferrari 308GTB Ferrari 308GTS	1979 1978	exc/restd/lm vg/restd	Silverstone Historics	£84,375 £49,500
Ferrari 308GTS	1980	vg/refurb	ACA	£55,650
Ferrari 328GTS	1989	vg/recom/vlm/hi	Silverstone	£137,250
Ferrari 330GT	1964	vg/restd (o)/lm	Silverstone	£196,895
Ferrari 365GT 2+2 Ferrari 456GT	1970 1995	exc/restd vg/partial history	Silverstone Silverstone	£185,625 £39,325
Ferrari 550 Maranello	1999	exc/v.orig/lm	Silverstone	£110,250
Ferrari F355GTS	1995	vg/engine detailed	Silverstone	£52,875
Ferrari Mondial 3.2	1997	vg/ex-Switzerland	CCA CCA	£45,100
Ferrari Mondial 3.2 Fiat 130	1987 1976	g/refurb f/p.restd	ACA	£24,200 £1800
Fiat 500	1970	vg/p.restd	ACA	£5460
Fiat 500F	1966	exc/restd	ACA	£7350
Fiat 500L	1969 1972	exc/recom/fo	ACA CCA	£7350
Fiat 500L Abarth replica Fiat 509 4-seater torpedo-tourer	1972 1927	exc/restd/650 engine vg/restd(o)/refurb	Bonhams	£8580 £13,800
Fiat 600D	1964	vg/refurb	CCA	£6600
Fiat 850 Spider	1973	vg/sh	ACA	£10,920
Flint roadster	1902/3	f/v.orig/restn(s)	Bonhams	£26,450
Ford Anglia 105E Ford Capri 1300GT	1966 1971	vg/restd/mods exc/restd	CCA ACA	£8580 £11,970



 $Historics' tidy \ Alfa \ Spider \ was \ an older \ restoration \ and \ had \ good \ history; it \ made \ £9900$ 



Silverstone's elegant Alvis TD21, £39,375



Distinctive Austin Atlantic, £24,938, ACA



Healey 100/6 reached £40,950 with ACA



Silverstone's project Derby Bentley, £93k



Tidy BMW M635CSi made £29,925 at ACA



Restored De Lorean hit £26,950 with CCA

Ford Capri 1600S	1980	exc/restd/fo	ACA	£7350
Ford Capri 2.8i	1985	vg/refurb	ACA	£4830
Ford Capri 3.0S	1979	exc/restd(o)	ACA	£12,810
Ford Capri 3.0S	1986	supb/restd/mods	ACA	£17,010
Ford Capri Ghia	1977	f/stored	ACA	£2940
Ford Consul convertible	1961	f/stored vg/restd(o)	ACA	£13,440
Ford Consul Cortina Super	1964	f/partial history	((A	£3190
Ford Consul Mk1	1955	g/restd/orig int	ACA	£5145
Ford Cortina Mk1 1200 lhd	n/a	f/restn(s)	ACA	£2100
Ford Cortina Mk2 1300	1969	f/restn(s)	ACA	£2730
Ford Cortina 1500GT	1966	exc/restd/gh	ACA	£14,700
Ford Cortina 1500GT	1967	vg/restd (o)	Historics	£12,320
Ford Cortina 1600E	1967	vg/restd	Historics	£9240
Ford Cortina 1600E	1970	vg/restd (o)	ACA	£5985
Ford Escort 1100	1972	g/refurb	ACA	£2205
Ford Escort RS Turbo	1989	g/returb supb/vlm/oo	ACA	£19,950
Ford Escort RS2000	1978	vg/restd	ACA	£16,590
Ford Escort Twin Cam	1971	vg/restd (o)/ex-Australia	Historics	£27,390
Ford Fiesta XR2	1987	g/recom/oo	ACA	£3150
Ford Granada	1977	vg/restd	ACA	£9765
Ford Granada 2.8GL	1983	g/gh	ACA ACA	£3045
Ford Model T 4-seater tourer Ihd	1921	f/refurb (o)/recom	Bonhams	£6440
Ford Model T landau	c1919	f/p.restd	Bonhams	£4140
Ford Mustang 289 convertible	1965	exc/restd	Historics	£22,550
Ford Mustang 351 convertible	1971	g/refurb (o)	ACA	£15,960
Ford Mustang convertible	1966	vg/restd	ACA	£17,010
Ford Mustang fastback Ihd	1968	exc/restd	ACA	£26,250
Ford Prefect	1953	f/v.orig/hi	Bonhams	£2070



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# **EUROPEAN RESULTS**

CAR	YEAR	COND	SALE	PRICE
Ford Prefect 100E Ford Sierra Cosworth RS500	1958 1987	g/restd exc/mods	ACA ACA	£2730 £42,000
Ford Sierra Cosworth RS500	1987	vg/v.orig	ACA	£30,450
Ford Sierra Sapphire RS Cosworth	1988	vg/stored	ACA	£8190
Ford Sierra Sapphire RS Cosworth Ford Taunus P2 Ihd	1989 1961	vg g/restd	ACA ACA	£12,600 £4620
Hillman Imp DL Caledonian	1975	vg/lm	ACA	£5775
Humber Sceptre	1973	f/recom	ACA	£800
Hustler 6-Space Shuttle	1973	exc/restd	Bonhams	£9200
lsetta Velam 3-wheeler Iso Fidia	1956 1973	f/p.restd p/restn(m)	Historics Historics	£5500 £6875
Jaguar 340	1968	vg/restd (o)/Mk2 3.8 spec	Historics	£17,875
Jaguar E-type S1 3.8 fhc lhd	1962	vg/restd	ACA	£49,350
Jaguar E-type S1 3.8 fhc lhd Jaguar E-type S1 3.8 roadster lhd	1964 1962	supb/restd(o)/5-speed'box exc/restd	Bonhams Bonhams	£113,500 £138,802
Jaguar E-type S1 3.6 roadster ind	1965	vg/restd (o)	Silverstone	£60,750
Jaguar E-type S1 4.2 roadster lhd	1965	exc/restd(o)	Bonhams	£94,217
Jaguar E-type S2 2+2	1969	g/restd	ACA	£33,600
Jaguar E-type S2 roadster Jaguar E-type S3 2+2	1969 1971	vg/restd (o)/ex-lhd vg/restd	Historics CCA	£38,500 £32,450
Jaguar E-type S3 2+2 auto	1972	f/stored/recom	ACA	£18,900
Jaguar E-type S3 2+2 auto	1972	g/restd(o)	Historics	£26,400
Jaguar E-type S3 2+2 auto Jaguar E-type S3 roadster	1972 1973	exc/restd exc/restd	Historics CCA	£50,400 £58,300
Jaguar E-type 33 roadster	1974	vg/restd/lm	Silverstone	£112,000
laguar E-type S3 roadster	1974	supb/restd/mods	Bonhams	£79,900
Jaguar E-type S3 roadster auto	1972	exc/restd	Bonhams	£58,620
Jaguar Mk1 Jaguar Mk2 2.4	1959 1963	p/restn(s) vg/restd(o)	ACA CCA	£3150 £13,200
Jaguar Mk2 2.4 Jaguar Mk2 3.4	1965	vg/restd	ACA	£15,540
Jaguar Mk2 3.8	1961	g/restd (o)	Historics	£12,320
Jaguar Mk2 3.8	1965 1966	vg/restd/mods	ACA CCA	£17,063 £8580
Jaguar S-type 3.8 Jaguar XJ6 4.2 lhd	1900	g/restd/fo f/ex-USA	ACA	£2835
Jaguar XJ-S 5.3 convertible	1988	exc/recom/lm	CCA	£17,050
Jaguar XJ-S 5.3 convertible	1990	vg/lm	Historics	£10,725
Jaguar XJS 4.0 Jaguar XJS 4.0	1992 1992	g/partial history g/sh/fo	CCA ACA	£3960 £3675
Jaguar XK120 roadster Ihd	1951	vg/restd(o)	Silverstone	£92,250
Jaguar XK140 fhc	1955	vg/refurb (o)/fo	Bonhams	£46,000
Jaguar XK150 3.8 dhc lhd Jaguar XK150 fhc	1960 1960	vg/restd exc/restd/mods	Bonhams Historics	£94,217 £68,200
Jaguar XK150 IIIC	1958	g/restd (o)/gh	CCA	£29,150
Jensen Interceptor	1969	vg/restd (o)	ACA	£14,700
Jowett 2-seater tourer+dicky	1923 1933	p/restn(s)	ACA Bonhams	£9188
Lagonda 3-litre Lancia Aurelia B20 GT Series IV	1953	p/stored/restn (m) vg/restd (o)	Silverstone	£29,900 £95,625
Lancia Aurelia B52	1951	vg/v.orig/lm	Bonhams	£126,183
Lancia Delta Integrale	1988	g/gh	CCA	£7920
Lancia Delta Integrale Land-Rover SI	1990 1956	vg/no history g/refurb	CCA ACA	£12,000 £8400
Land-Rover SI 80in	1952	f/refurb (s)	CCA	£11,550
Land-Rover SIIA pick-up	1962	p/runner/restn(s)	ACA	£1050
Land-Rover SIII	1977 1929	f/fo	ACA	£1750
Lea-Francis 12/40 P Av roadster Lincoln Continental MkIII	1929	vg/restd (o)/refurb g/mech rblt/hi	Bonhams Historics	£21,275 £10,450
Lotus Carlton	1993	vg/refurb	ACA	£32,550
Lotus Cortina rally	1966	vg/restd (o)	Bonhams	£29,900
Lotus Elan +2 Lotus Elan +2	1967 1969	exc/restd/vg vg/restd	Historics ACA	£20,720 £7350
Lotus Elan Sprint	1971	exc/restd	ACA	£32,550
Lotus Elise S1	2000	exc/recom/fo	Historics	£9350
Lotus Esprit Turbo	1984 1987	exc/repaint/new engine	Historics	£17,050
Lotus Excel LR Roadsters D-type replica	1968	vg/restd exc/refurb	ACA Bonhams	£5250 £42,550
Lynx XKSS	1969	supb/new build	Silverstone	£247,500
Maserati Boomerang	1972	exc/restd/hi	Bonhams	£2,439,552
Maserati Mexico 4.7 Maserati Quattroporte S2	1968 1968	supg/restd exc/restd(o)	Bonhams Historics	£454,261 £49,500
Mercedes-Benz 190SL Ihd	1960	vg/restd	Silverstone	£76,500
Mercedes-Benz 230/4	1975	vg/fo	ACA	£7245
Mercedes-Benz 230/4 Mercedes-Benz 230SL+hdtp	1976 1966	g/lm g/restd	ACA	£4400 £58,500
Mercedes-Benz 230SL+hdtp lhd	1964	g/refurb	Silverstone ACA	£25,200
Mercedes-Benz 250SE cabriolet	1966	vg/restd/mods	Silverstone	£67,500
Mercedes-Benz 250SL+hdtp	1967	f/recom	Bonhams	£36,800
Mercedes-Benz 280S Mercedes-Benz 280SEL 4.5	1970 1973	vg/restd(o) vg/v.orig/fsh/fo	Historics Historics	£9075 £12,544
Mercedes-Benz 280SL	1983	g/fo	ACA	£8190
Mercedes-Benz 280SL	1985	g/sh	CCA	£8800
Mercedes-Benz 280SL+hdtp lhd Mercedes-Benz 280SLC	1970 1975	vg/repaint vg/fsh/lm/oo	Bonhams	£51,750
Mercedes-Benz 2005LC Mercedes-Benz 300SE	1975	g/restd (o)/hi	Silverstone Bonhams	£21,375 £25,300
Mercedes-Benz 380SE	1984	g/fo	ACA	£5640
Mercedes-Benz 420SL	1987	vg/v.orig/oo	ACA	£21,000
Mercedes-Benz 450SEL Mercedes-Benz 450SEL 6.9	1975 1976	f/fo g/repaint/hi	ACA Ronhams	£1200
Mercedes-Benz 450SEL 6.9 Mercedes-Benz 500K C cabriolet	1976 1934	g/repaint/hi exc/restd	Bonhams Bonhams	£67,298 £445,849
Mercury Monarch Ihd	1977	f/fo	ACA	£1700
MGA 1600	1959	g/restd (o)/eng rblt	Bonhams	£16,675
MGA 1600 MGA Twin-Cam	1960 1959	vg/restd (o)	ACA	£19,635
MGA Twin-Cam MGB	1959 1964	vg/restd exc/restd(o)	Historics ACA	£28,600 £9660
MGB	1965	exc/restd	CCA	£12,100
MGB	1967	f/restd (o)/mods	ACA	£7770
MGB MGR	1968	g/restd (o)	Historics	£4125
MGB	1970 1970	vg/restd vg/restd	ACA CCA	£8400 £8800



Low-mileage '87 Sierra Cosworth RS500 with few owners and 400bhp, £42,000 at ACA



Hustler 6-Space Shuttle, £9200, Bonhams



Restored Jag XK150, £68,200 at Historics



Desirable Aurelia, £95,625 at Silverstone



Historics' sorted Lotus Elise S1, £9350



Maserati Quattroporte, £49,500, Historics



Restored Ihd MG TD made £13,650, ACA

MGB	1973	g/restd	Historics	£5225
MGB	1978	f/restd/mods	ACA	£3255
MGB	1979	g/restd (o)	ACA	£3780
MGB	1981	g/restd(o)	Historics	£3960
MGB	1983	exc/lm/oo	ACA	£8925
MGB V8	1973	exc/restd/mods	ACA	£11,287
MGB GT	1971	g/restd	ACA	£3045
MGB GT	1973	g/restd	ACA	£3780
MGB GT	1975	f/refurb	ACA	£1850
MGB GT	1977	f/restd (o)	ACA	£2205
MGB GT	1978	f/refurb	ACA	£2000
MGC	1968	g/restd (o)/mods	Historics	£11,000
MG F Magna 4-seater	1931	vg/restd (o)/eng rblt	Bonhams	£21,850
MG L Magna 2-seater	1933	vg/restd(o)	Bonhams	£48,300
MG M-type 2-seater	1929	f/p.restd	Historics	£12,320
MG Metro	1982	vg/sh	ACA	£3570
MG Midget	1975	gh/lm	ACA	£2520
MG NB Magnette	1936	f/restn(s)	Historics	£12,320
MG TD lhd	1952	g/restd	ACA	£11,550
MG TD lhd	1952	g/restd	ACA	£13,650
MG VA tourer	1937	exc/restd/gh	Historics	£30,250
Mini City convertible	1981	vg/restd	CCA	£8580
Mini HL	1982	g/restd/mods	Historics	£1650
Mini Mayfair W&P sal	1987	f/restn(s)	Historics	£3850
Mini Moke	1965	f/restn(s)	CCA	£13,750
Morgan three-wheeler	1934	vg/restd (o)/recom	Bonhams	£26,450
Morris 1000 Traveller	1970	vg/restd/repl eng	Bonhams	£6900
Morris 1800 rally	1970	exc/restd/mods	ACA	£17500



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# **EUROPEAN RESULTS**

CAR Morris Cowley 11 9hp 4-seater tourer	<b>YEAR</b> 1925	COND g/restd (o)/fo	SALE Bonhams	PRICE £15,525
Morris Cowley 11.9hp 4-seater tourer Morris Eight saloon	1925	g/resta(o)/fo vg/stored/restd	ACA	£15,525
Morris Mini Cooper 'S'	1966	exc/restd/lm	Historics	£34,100
Morris Minor	1934	g/restd(o)	Historics	£6875
Morris Minor	1949	g/restd(o)	CCA	£2860
Morris Minor Morris Minor	1953 1954	f/restn(s) g/restd(o)	Historics Historics	£2420 £2090
Morris Minor Morris Minor 1000	1958	f/refurb (o)	ACA	£2310
Morris Minor 1000	1958	f/refurb (o)	CCA	£2420
Morris Minor 1000	1967	vg/refurb/fo	ACA	£5060
Morris Minor 1000	1968	f/refurb	ACA	£1300
Morris Minor 1000	1970 1969	f/fo	ACA	£1000
Morris Minor 1000 Morris Minor convertible	1959	g/refurb (o) g/restd (o)	Historics Historics	£3080 £2640
Morris Oxford	1958	f	ACA	£800
Napier 15hp 2-seater tourer	1912	p/restn(m)	Bonhams	£20,930
OM 665 S3 Superba Short B	1926	vg/restd(o)	Bonhams	£126,940
Opel GT 1.9	1972	exc/restd/gh	ACA	£13,650
Packard 120 Eight coupe Peugeot 205 GTI	1940 1987	vg/restd(o) exc/lm/recom	Bonhams Bonhams	£16,675 £11,500
Peugeot 205 GTI	1989	vg/gh	ACA	£5880
Peugeot Lion voiturette replica	1909	f/refurb (o)	Bonhams	£46,000
Plymouth P11 Business Coupe	1940	vg/restd	Bonhams	£13,833
Pontiac Ventura	1967	vg/refurb	CCA	£12,980
Porsche 356B lhd Porsche 911 Carrera 3.2 cabriolet	1960 1985	vg/restd exc/v.orig/lm/fo	Silverstone Bonhams	£58,500 £43,700
Porsche 911 Carrera targa	1988	supb/restd	Historics	£113,300
Porsche 911 Supersport	1987	g/mech rblt/fo	Silverstone	£67,500
Porsche 911 Supersport Ihd	1986	supb/v.orig/vlm	Silverstone	£163,125
Porsche 911 targa	1976	vg/restd/sh	Historics	£33,000
Porsche 911SC cabriolet Porsche 911T 2.4	1983 1972	vg/restd (o) vg/restd	Historics Silverstone	£20,350 £73,125
Porsche 9111 2.4 Porsche 912	1972	vg/restd v/restd/new VW engine	ACA	£/3,12
Porsche 914	1975	exc/restd	ACA	£16,013
Porsche 928 S4	1991	vg/hi	ACA	£17,850
Porsche 944 Lux	1986	g/sh	ACA	£4725
Porsche 944 Lux	1988 1973	g/partial history/oo	ACA ACA	£3675
Range Rover Range Rover	1973	g/refurb f/restn(s)	Historics	£15,540 £11,000
Reliant Scimitar GTC	1985	vg/refurb	CCA	£7040
Reliant Scimitar SE5	1970	f/refurb	ACA	£1400
Renault 5 Turbo 2	1984	g/repaint/orig int	ACA	£56,700
Renault Clio V6	2001	vg/sh	Historics	£13,750
Renault Clio Williams 2 Riley Nine Imp	1995 1935	exc/refurb f/p.restd/restn(s)/fo	ACA Bonhams	£4830 £49,450
Riley Nine special	1933	p/restn(m)	ACA	£23,100
Riley Nine tourer	1931	g/restd (o)/recom	Bonhams	£18,833
Riley RMF	1953	vg/restd	ACA	£9450
Riley Sprite replica	1936	vg/restd (o)	Bonhams	£79,900
Rolls-Royce 20/25hp Cors tourer Rolls-Royce Camargue	1935 1980	vg/restd (o)	Bonhams ACA	£32,200
Rolls-Royce Corniche	1984	vg f/recom/hi	Bonhams	£34,500
Rolls-Royce Corniche MPW	1972	vg/mech restd (o)	Bonhams	£39,537
Rolls-Royce Phantom II	1930	p/rolling chassis/restn (m)	Bonhams	£23,000
Rolls-Royce Silver Cloud III	1963	vg/v.orig/fo	Historics	£17,820
Rolls-Royce Silver Dawn	1954 1922	exc/restd(o)	Historics	£57,200 £79.167
Rolls-Royce Silver Ghost Wlby Sala Rolls-Royce Silver Shadow	1922	vg/restd (o) f/restd (o)/recom	Bonhams ACA	£1900
Rolls-Royce Silver Shadow	1972	g/refurb (o)	Bonhams	£4600
Rolls-Royce Silver Shadow	1974	vg	ACA	£12,600
Rolls-Royce Silver Shadow II	1979	vg/refurb	ACA	£12,180
Rolls-Royce Silver Spirit	1986	f/running	ACA	£2200
Rolls-Royce Silver Wraith II	1978 1954	vg/sh/lm vg/restd/hi	Historics	£11,000
Rolls-Royce Silver Wraith JY saloon Rover 3500S	1972	f vg/restu/iii	Bonhams ACA	£26,833
Rover 100	1961	vg/restd	ACA	£6195
Rover Vitesse	1984	g/refurb	ACA	£3570
Saab 99 Turbo	1980	f/recom	ACA	£7350
Skoda Felicia Southern Roadcraft Daytona Spider	1960 1981	f/refurb (o)	ACA	£3255
SS Jaguar 2 <sup>1</sup> / <sub>2</sub> -litre	1937	g/refurb exc/restd(o)	ACA Historics	£15,750 £44,000
Standard Eight	1956	g/refurb	ACA	£2993
Star 15hp 4-seater tourer	1910	vg/restd (o)	Bonhams	£24,83
Studebaker Champion DL	1939	vg/restd (o)	Bonhams	£19,560
Subaru SVX	1992	vg/v.orig	CCA	£1320
Sunbeam 16hp 4-seater tourer Sunbeam 25hp 4-seater tourer	1919 1934	vg/restd vg/restd (o)/recom	Bonhams Bonhams	£40,825 £43,700
Sunbeam Alpine MkIV convertible	1964	g/restd (o)	CCA	£9020
Sunbeam Rapier convertible	1959	vg/restd (o)	ACA	£12,600
Sunbeam Rapier SIIIA	1963	vg/restd	ACA	£8085
Sunbeam Tiger	1965	vg/restd	Historics	£23,100
Talbot 10.23 4-seater tourer Toyota MR2	1926 1989	f/mechrblt/restn(s) g/refurb	Historics ACA	£12,100 £2520
Triumph 2500S auto	1989	f	ACA	£2520
Triumph Dolomite Sprint rally	1980	vg/restd	ACA	£630
Triumph GT6	1967	vg/lm	ACA	£5880
Triumph GT6	1971	vg/restd	ACA	£10,920
Triumph Herald convertible	1968	g/repaint	ACA	£3150
Triumph Spitfire 1500	1978	exc/v.orig/lm/fo	Historics	£10,450
Triumph Spitfire 1500 Triumph Spitfire 1500	1980 1981	g/restd/mods g/restd	ACA CCA	£3990 £3190
Triumph Stag	1972	f/restn (s)/Ford V6	ACA	£1150
Triumph Stag	1974	g/restd (o)	Historics	£6875
Triumph Stag	1975	exc/restd	Historics	£19,250
Triumph Stag	1977	g/refurb	ACA	£8610
Triumph Stag+hdtp	1972	p/restn(s)	ACA	£900
Triumph Stag+hdtp Triumph Stag	1972 1975	vg/restd vg/restd	ACA Historics	£11,130 £14,300



Well-known 1909 Peugeot Lion voiturette racer made £46,000 at Bonhams' Beaulieu sale



Repainted Renault 5 Turbo, £56,700, ACA



Smart Reliant Scimitar GTC, £7040, CCA



Studebaker Champion, £19,560, Bonhams



Superb Rapier Convertible, £12,600, ACA

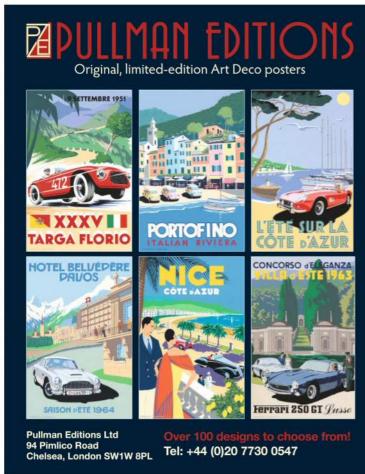


Restored Triumph TR3A, £21,263 at ACA

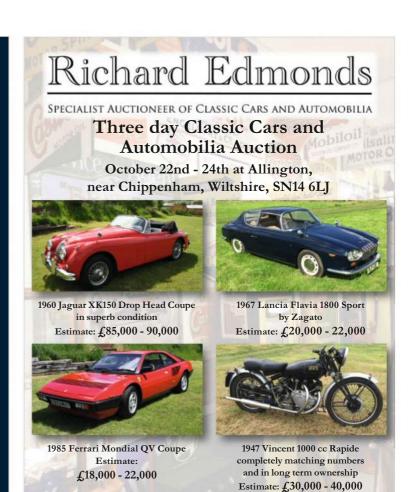


Voisin C12 tourer, £219,900 at Bonhams

Triumph TR3A	1959	vg/restd	ACA	£21,263
Triumph TR4+hdtp rally	1962	exc/restd(o)/refurb	Bonhams	£18,975
Triumph TR4A	1966	f/p.restd/ex-lhd	CCA	£5280
Triumph TR5	1968	f/restn(s)	Bonhams	£18,400
Triumph TR5 Surrey-top	1968	supb/restd	Historics	£40,700
Triumph TR6	1971	g/restd(o)	ACA	£12,810
Triumph TR6	1972	vg/refurb	CCA	£14,300
Triumph TR6	1972	vg/restd (o)	Historics	£16,500
Triumph TR6+hdtp	1974	vg/restd	CCA	£15,000
Trojan 200	1963	exc/restd(o)	Bonhams	£10,916
Vanden Plas 4-litre R	1964	f/running	ACA	£2000
Vanden Plas Princess	1961	g/refurb	ACA	£8400
Vauxhall 30-98 E tourer	1920	vg/restd (o)/repaint	Bonhams	£169,500
Vauxhall Viva 1800HC auto	1973	vg/lm/fo	ACA	£2678
Vauyhall Victor 101	1964	g/lm	ACA	£2520
Voisin C12 Duv 4/5-seater tourer	192/	vg/restd(o)	Bonhams	£219,900
Volkswagen Beetle	1960	vg/restd/1500 engine	CCA	£9130
Volkswagen Beetle 1300	1969	vg/restd	Historics	£9185
Volkswagen Beetle 1303 LS convertible	1978	vg/restd	ACA	£12,600
Volkswagen Golf GTI Mk1	1981	vg/restd(o)	Bonhams	£16,100
Volkswagen Golf GTI Mk1	1982	g/refurb	ACA	£6090
Volkswagen Golf GTI Mk1	1983	g/to	CCA	£4950
Volkswagen split-screen campervan	1959	p/restn(s)	AĊA	£12,600
Volkswagen split-screen campervan lhd	1967	exc/restd/hi	CCA	£30,800
Volvo 1800E	1970	vg/restd (o)	ACA	£8820
Volvo 1800E	1971	exc/restd(o)	Historics	£17,600
Wolseley Hornet special	1932	vg/restd (o)	Historics	£2400
Wolselev Nine	1934	f/refurb (o)	CCA	£3080



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### **AUCTION RESULTS**

### **AMERICAN HIGHLIGHTS**

CAR	YEAR	SALE	PRICE
Allard K3	1953	Bonhams	£61,600
American Underslung Traveller	1910 1957	RM Sotheby's	
Aston Martin DB2/4 MkII Aston Martin DB5 convertible	1965	Gooding & Co Gooding & Co	£183,040 £985,600
Aston Martin DB6 Mk1 shooting brake	1967	RM Sotheby's	£436,480
Aston Martin Speed Type C Aston Martin Vanquish prototype		RM Sotheby's Bonhams	
Bentley 3 Litre Speed C&H tourer		Bonhams	£288,640
Bentley 4½ Litre	1931	RM Sotheby's	£2,569,600
Bentley 6 <sup>1</sup> / <sub>2</sub> Litre	1927	Gooding & Co	£774,400
Bugatti T29/30 'Tank'	1980 1922	Bonhams Bonhams	£383,680 £668,800
Bugatti Veyron 16.4	2006	RM Sotheby's	£1,161,600
Bugatti Veyron 16.4	2012	RM Sotheby's	£1,478,400
Chevrolet Corvette convertible Ferrari Dino 206S	1956 1966	Mecum Gooding & Co	£176,000 £1,478,400
Ferrari 212 Inter cabriolet	1951	Bonhams	
Ferrari 250GT	1959	Bonhams	£437,437
Ferrari 250GT Competizione Ferrari 250GT Competizione Tour de France	1959 1956	Bonhams RM Sotheby's	£5,456,000
Ferrari 250GT competizione four de France	1961	Gooding & Co	£8,448,000 £1,179,200
Ferrari 250GT SWB California	1961	Gooding & Co	£10,771,200
Ferrari 250GT SWB Speciale	1962	Gooding & Co	£10,560,000
Ferrari 250LM Ferrari 275GTB/4	1964 1967	RM Sotheby's Gooding & Co	£11,264,000 £2,481,600
Ferrari 275GTB/4	1967	RM Sotheby's	£2,112,000
Ferrari 275GTB/6C	1966	RM Sotheby's	£2,534,400
Ferrari 275GTS Ferrari 275S/340 Am barchetta	1965 1950	Gooding & Co RM Sotheby's	£1,232,000 £5,104,000
-errari 2755/340 Am barchetta -errari 288GTO	1950	Bonhams	£5,104,000 £1,513,600
Ferrari 330GT	1966	Russo & Steele	£258,720
errari 333SP	1998	Gooding & Co	£1,337,600
Ferrari 365GTB/4 Ferrari 365GTS/4	1971 1971	Bonhams Bonhams	£478,720 £1,689,600
Ferrari 410 Superamerica	1957	Gooding & Co	£3,456,000
Ferrari 500 Superfast	1965	Gooding & Co	£1,936,000
Ferrari Enzo Ferrari F40	2005 1989	RM Sotheby's Mecum	£3,872,000 £736,000
Ferrari F40	1990	Bonhams	£792,000
Ferrari F40	1992	Gooding & Co	£880,000
Ferrari F40 LM	1994	RM Sotheby's	£2,112,000
Fiat 8V Supersonic Fiat Eden Roc	1953 1956	Bonhams Gooding & Co	£1,161,600 £422,400
ord RS200 Evo	1986	Gooding & Co	£344,960
aguar C-type	1953	RM Sotheby's	£8,448,000
laguar E-type S1 4.2 fhc laguar E-type S1 4.2 roadster	1965 1966	Bonhams RM Sotheby's	£126,720 £204,160
laguar XJ220	1993	RM Sotheby's	£295,680
laguar XJR-5	1982	Bonhams	£253,440
Jaguar XK120 alloy roadster Jaguar XK120 Supersonic	1949 1952	RM Sotheby's	£260,480
laguar XK140 MC roadster	1955	RM Sotheby's Gooding & Co	£1,337,600 £130.240
Koenigsegg CCXR	2008	RM Sotheby's	£528,000
Lagonda C12 Rapide	1939	Gooding & Co	£1,056,000
Lamborghini Miura P400 Lamborghini Miura P400S	1967 1969	Bonhams Mecum	£665,280 £1,472,000
Lancia Aurelia B24S Am Spider	1955	Bonhams	£1,249,600
Lancia Aurelia B24S Cabriolet	1957	Gooding & Co	£274,560
Lola T70 Mk3	1967	Gooding & Co	£304,000
Marmon Sixteen Victoria Maserati A6G/2000	1933 1956	RM Sotheby's Gooding & Co	£580,800 £668,800
Maserati Ghibli 4.955	1971	Bonhams	£154,880
Maserati MC12	2005	Mecum	£1,008,000
McLaren F1 LM Mercedes-Benz 190SL	1998 1960	RM Sotheby's RM Sotheby's	£8,800,000 £126,720
Mercedes-Benz 280SE 3.5 Coupé	1971	Russo & Steele	£281,600
Mercedes-Benz 300SL Coupé	1954	Bonhams	£746,240
Mercedes-Benz 300SL Coupé	1955	Gooding & Co	£1,020,800
Mercedes-Benz 300SL Coupé Mercedes-Benz 300SL roadster	1955 1960	Gooding & Co Gooding & Co	£1,056,000 £774,400
Mercedes-Benz 300SL roadster	1959	Gooding & Co	£704,000
Mercedes-Benz SLR McLaren	2005	RM Sotheby's	£316,800
MGA Twin-Cam Packard Twelve	1960 1934	Gooding & Co Gooding & Co	£151,360 £2,323,200
Plymouth Hemi Cuda convertible	1970	Mecum	£1,440,000
Porsche 906E	1967	Gooding & Co	£1,056,000
Porsche 911 Carrera 3.0 RSR	1975	Gooding & Co	£827,200
Porsche 911 turbo Porsche 911 turbo	1977 1976	Russo & Steele Mecum	£137,280 £1,248,000
Porsche 956	1982	Gooding & Co	£6,476,800
Porsche 959 Komfort	1987	Bonhams	£932,800
Porsche 959 Komfort Porsche Carrera GT	1988 2005	Gooding & Co	£1,108,800
Porsche Carrera GT	2005	Mecum Russo &Steele	£496,000 £499,840
Porsche Carrera GT	2005	Mecum	£640,000
Porsche RS60	1960	Gooding & Co	£3,456,000
Rolls-Royce Phantom II Continental Shelby 427 s/c Cobra	1934 1967	Gooding & Co Mecum	£1,056,000 £608,000
Shelby 427 s/c Cobra Shelby Cobra 289	1967	Mecum	£640,000
Shelby Cobra 427	1966	RM Sotheby's	£774,400
Shelby GT350	1966	Russo & Steele	£200,640
Siata 2085 Motto SS100 Jaguar 2¹/2-litre	1953 1937	Bonhams RM Sotheby's	£686,400 £274,560
Sunbeam Tiger	1937	Russo & Steele	£274,560 £115,200
Toyota 2000GT	1967	Mecum	£592,000
Toyota 2000GT	1967	RM Sotheby's	£528,000
Veritas Scorpion cabriolet Only cars believed sold are listed. Prices include by	1949 uer's premium, but r	Bonhams not the VAT naughle on it	£580,8

Only cars believed sold are listed. Prices include buyer's premium, but not the VAT payable on it



Single-family-owned Aston Martin DB6 Radford shooting brake, £436,480, RM Sotheby's



Ferrari 250LM, £11,264,00, RM Sotheby's



Immaculate Eden Roc, £422,400, Gooding



Gooding's Lagonda reached £1.05million



Fabulous Packard, £2,323,200 at Gooding



Famous Porsche, £3,456,000 at Gooding



Gooding's Royce Phantom II, £1.05million

### **SALE RATES AND STATISTICS**

Mccum, Monterey, California, USA, 13-15 Aug; 387 cars sold out of 796 offered – 48.6% sale rate, £28.39m; RM Sothebys, Monterey, California, USA: 13-15 Aug, 10%, 129/150 – 86%, £107.09m; Russo & Steele, Monterey, California, USA: 13-15 Aug, n/a, £6.52m; Bonhams, Carmel, California, USA: 14 Aug, 96/113 – 85%, £29.89m; Gooding & Co, Pebble Beach, California, USA: 15-16 Aug, 10%, 115/129 – 89%, £81.9m; ACA, King's Lynn, Norfolk, USA: 22 Aug, 231/290 – 80%, £2.23m; Historics, Brooklands Museum, Surrey, 29 Aug; 10%, 81/119 – 70%, £1.79m; CCA, CarFest South, Laverstoke Park, Hants, 29-30 Aug, 10%, 75/105 – 71%, £904.075; Silverstone, Salon Privé, Blenheim, Oxon, 4 Sept, 35/62 – 56%, £4.98m; Bonhams, Beaulieu Autojumble, Hants, 5 Sept; 15%, 78/95 – 82%, £3.42m; Bonhams, Chantilly Concours, France, 5 Sept, 15%, 18/29 – 62%, £6.24m

### **CONDITION GUIDE KEY**

 $\label{eq:continuity} f-fair; g-good; vg-very good; exc-excellent; supb-superb; conc-concours; sh-service history; fsh-full service history; gh-good history file; hi-historically interesting; orig-original; v.orig-very original; n.orig-not original; lin-low mileage; vlm-very low mileage; oo-one owner; fo-few owners; p-poor; refurb-refurbished; restd-restd-excord; (o)-older; (s)-straightforward; (m)-major; p.restd-partially restored; compl-complete; inc-incomplete; not reg-not UK registered; recom-requires recomissioning; eng rblt-engine rebuilt; repl eng-replacement engine; mech rblt-mechanically rebuilt; mech refurb-mechanically refurbished; hm-high mileage; vhm-very high mileage$ 

### **COACHBUILDER'S KEY**

Av – Avon; Btn – Bertone; C&H – Chalmer & Hoyer; Chap – Chapron; Cors – Corsica; D'let – D'leteran; Duv – Duvivier; Fltwd – Fleetwood; Fr – Frua; Gh – Ghia; HJM – HJ Mulliner; Hpr – Hooper; JGN – J Gurney Nutting; JY – James Young; Ital – Italdesign; Kar Spo – Karosseriebau Spohn; PW – Park Ward; Short B – Short Brothers; Sind – Sindelfingen; T&M – Thrupp & Maberly; Vig – Vignale; W Arn – William Arnold; Wlby – Willoughby; W&P – Wood & Pickett; Zag – Zagato





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# **FUN FOR A FRACTION OF THE PRICE**









So, Goodwood left you with an appetite for something exotic, but you've done the sums and the best you can manage is a top replica, which is no mean feat in itself at current prices. They can certainly make sense if you have the wherewithal... and when the current DVLA mire is sorted.

Plus, as our March issue demonstrated, the variety and quality has never been better, and demand never higher. Not many of Chris Evans' cars sold at Bonhams' Revival sale, but his Ferrari 250GT SWB recreation (£606k) and Lynx XKSS (£359k) did find new homes.

Amid another fanfare at Goodwood, Shelby American launched

its continuation Daytona Cobras, for which you will need £100k to buy the glassfibre version and double that for aluminium. We reckon that's a bargain for a factory-built and numbered toolroom copy. If it doesn't float your boat, though, consider the Superformance Le Mans Coupe. Designed by Pete Brock and Bob Negsted, it was launched more than a decade ago at £88,000 and is similarly priced now.

We're also fans of the Gelscoe Motorsport Ford GT40. You may not know that three of the company's cars raced at Goodwood in 2013 in the all-GT40 race, and that the firm has also built very highend reps of Italian exotics.

A Kirkham 427 is another model that is good enough to get FIA papers with a bit of work, and you could be in a built one of those for under £100,000 in the UK.

An original Bentley Continental R Fastback is now a million-pound car, so there's even a replica of that, which Racing Green has been showing. Each one means the loss of a standard saloon, though...

And if you worry that having a rep is a barrier to events, in August we saw a Suffolk Jaguar (listed as an 'evocation') at the prestigious The Quail – A Motorsports Gathering.

Post-Goodwood, though, there is one car that has shot to the top of the 'want' list. The Old Racing Car

Company has a delectable 1992-build 250LM by Bachelli & Villa. With a recent \$85k mechanical overhaul, original parts – including the priceless transaxle – and a spoton alloy body, this LM has FIA papers and UK road registration, and isn't going to come cheap.

ORC's Roy Kent explains: "The recreation market is multi-tiered. There are cars that are basically lookalikes, then there are very nice copies such as the Lynx cars, but the FIA ones are a whole different ballgame. You can do everything you can with an original, so £750,000 may sound a lot for a toolroom copy, but that needs to be compared to £12million for the real thing."

# Incomplete Dino fetches top money

A C&SC reader reckoned that he might be on to something when he spotted a sad-looking Ferrari Dino 246GTS coming up at a Bangkok auction. The visually derelict car seemed ripe to be a bargain, with a fairly sound body and all of its glass intact – but no interior, no paperwork and minus its heads plus engine ancillaries. He contacted us to get a guide on what it might be worth. Based on the rotbox that sold at Silverstone Auctions earlier in the year, the cost of restoration and the ever-increasing end value, we reckoned that he wouldn't lose out if he bid to £100,000.

He was so shocked that we advised he get another opinion, and were pretty chuffed when people who know what they are talking about – the Foskers team – came up with precisely the same figure. They also confirmed that it was a right-hand-drive 1972 example originally supplied to the UK.

The Dino was one of 400 cars and motorcyles that were sold over two days having being seized by Thai customs and, having an unscientifically ascertained value of £30,000 in our heads, we were intrigued to see what it would actually make. We were rather taken aback when the answer turned out to be £30k... plus another £100,000.



Impounded Dino was missing its cylinder heads (above) and its interior, but the body looked sound (right). Sadly, it didn't turn out to be the bargain that a reader hoped it would





# Youngtimers buck trend

The classic car market slowed in August, but it still outperformed traditional 'investment' areas that were hit by concerns over the Chinese economy. According to HAGI (Historic Automobile Group International), values dipped 1% from July (compared to a 5.5% fall across the economy) and Ferrari values declined by nearly 2.5%. Only Porsche bucked the trend, recording a rise of 0.5%, buoyed by the \$1.95million Mecum got for the ex-Steve McQueen 930

turbo during Monterey Week. HAGI reported: "Auctions in [California] had a slightly negative influence. Despite the hype for singular models, comparable cars showed negative trends. A preference for recent performance cars can be seen: Jaguars, McLarens, Ferraris, Mercedes and Porsches sold at exceptional prices."





# German rarities on offer

We drove a Binz Mercedes-Benz 190 estate in October 2014 for a Buyer's guide, but VSL in Garstang has so far been unable to hand the car to its next owner because it's taken a disproportionate amount of time to register it in the UK.

With little paperwork and only a handful of them having been made, proving its age and identity has been a lengthy process, but thankfully the DVLA listened to the Mercedes-Benz Club (founded in 1952!) so it now has a V5C.

The same goes for the even rarer pick-up version that VSL's Steve Hargreaves discovered in the same village in Portugal where he found the estate. Right-hand drive and bodied in South Africa by Binz, and with a surprisingly capable 1.8-litre

diesel, it had to be restored but it's now completed, on the button, on the market and ready to go - asking £37,750. You might think that sounds a little strong, but that exact number was the first reaction of our former deputy editor Paul Hardiman, who remains a contributor. As he said, find another...

You can find these lovely rarities by going to www.vslnw.com





### **WEDGE DINO TAKES OFF**

We've long told anyone who would listen that Ferrari/Dino 308GT4s were undervalued, but we balked at €148.000 (£110.000) for this one in Germany. You can see it at www.springbok.de

### **BAG A GROUP C RACER**

For those now craving a Jaguar XJR-9 (p144), sadly there isn't one on the open market at the moment. Taylor & Crawley does have an XJR-12, though, with Le Mans and Daytona history. See www.taylorandcrawley.com



### VW'S AFFORDABLE COUPÉ

The VW Corrado has been a much-discussed modern classic in the office this month. There are signs that the best are creeping into five figures, but we found this '91 G60 in Tyne & Wear for £2850. Call 07021 510241.

# Price watch Mercedes-Benz 190SL

"The very best 190SLs are selling for £150,000," says Michael Lavers (www.silverarrows.co.uk). "One reason is that the restoration costs are so huge. That said, quite a few cars have not been restored that well. Older restorations might have been conducted when values were lower, and therefore may not be the best."

Launched in 1954, more than 25,800 190SLs were sold before production ended in '63. A large number began life in America: "Many came back to Europe because they were so cheap. The American market is much stronger now." It's getting harder to find a bargain across the pond.

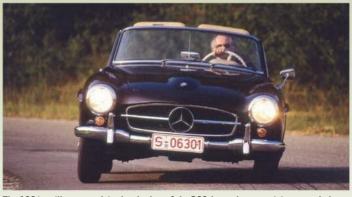
"People often fit Weber carburettors and make other alterations, but the market prefers unrestored original cars"

They're not super-scarce," says Lavers, "but originality is vital. Excellent, unrestored cars are seldom offered for sale, but they're very desirable when they are."

You'll likely need £50,000 even for a project, though you could spend another £50,000-100k on a

quality restoration: "You see cars changing hands for £75-100k but they won't necessarily be perfect, and any work may not be to the best standard. Cars restored 15-20 years ago might need another rebuild now."

Unlike its famous 300SL sibling, the 190SL was available with righthand drive. "They don't come up for sale often," says Lavers. Do watch for the details. Specialists who understand the twin Solex carburettors are rare: "People often fit Webers and make other alterations, but the market prefers unrestored original cars, and pays accordingly."



The 190 is still very much in the shadow of the 300, but values are rising nonetheless

### 1960 190SL - £136,000

Described as an 'extraordinary example, this 190SL is showing only 31,000km, is in the preferred silver

finish and is located in Germany 0049 223 494 90128 (t)



### 1961 190SL - £144,950

Having been the subject of a sevenyear rebuild and recently returned to its factory colour, this car looks immaculate and

even comes with fitted luggage 01283 243504 (t)



# FORD CORTINA II LOTUS

Sophisticated Q-car or dumbed-down racer? Either way, the second-generation Cortina Twin Cam is a great classic, argues **Malcolm McKay** 



espite being fitted with the bigvalve Lotus engine (further enhanced by Ford) as standard, the Cortina II Lotus has long been seen as the poor relation of the Mk1. It failed to match its predecessor's exceptional competition pedigree (it was heavier and was soon supplanted by the Escort Twin Cam), wasn't quite as quick in standard form, and it lacked exclusive features such as alloy panels, close-ratio gears and special seats. Plus, it was built at Dagenham in various colours rather than at Cheshunt in Ermine White with Sherwood Green stripe only. In fact, the flash was an option - available just on white cars - and quite a few now bearing that livery left the factory painted other shades from the GT range. Contrasting decals (marketed by Ford as GT40-style 'sidewinder' stripes) were also an accessory.

While the standard Cortina II Lotus wasn't much more than a GT with a Lotus engine and lower suspension, in fact a huge range of options (including those alloy panels) was offered. Plus, it featured all the updates that came with the Mk2, including Aeroflow ventilation (a feature of the late Mk1 Lotus), claimed to change the air inside

the vehicle every 34 seconds. It was a far more refined car that could be used daily, and 25mpg seemed a fair price to pay for the performance.

The thorny issue of originality is important when buying a Lotus, because many have been built up from GTs or lesser models. More than a million Mk2s were built, of which just 4032 were Cortina-Lotus. Replicas are worth considerably less than a factory car, but may be difficult to tell apart. Check all the documentation and look for a BA91 prefix to the VIN. Paint code BA or AB indicates a car that has been Ermine White from new. Go through all of the detail differences to instruments, trim and so on, check that there has never been a battery box under the bonnet, and that the servo brackets, as well as the suspension details, are correct. See *Timeline* (p218) for more particular features and production changes.

Corrosion is the next biggest enemy and, while panels are available, they are not cheap, nor particularly easy to fit. Fords were not designed to be restored so they are costly and tricky to repair properly. The Lotus Twin Cam engine can be reliable if well maintained but, even now, not all receive the care that they deserve. Find a good car, though, and you'll have a usable classic that is enormous fun to drive.



Shot with F2 McLaren shows optional 'sidewinder' stripes



Paul Hawkins won class in '67 Martini Trophy, Silverstone





# Rot spots

- Front valance, bumper supports and around lamps
- Bonnet front lip/slam panel
- Front strut tops and inner/outer wing seams
- 4 Bulkhead and A-posts
- Sills and jacking points
- 6 Floorpan
- Rear spring/damper mounts and chassis legs over axle
- Rear wheelarches
- Boot floor and wells at each side
- Rear valance and bootlid lip



Early cars' standard Cortina **seats** were criticised for lack of adjustment and support: recliners (as here), available from October 1968, were much better



The Corsair 2000E **transmission** was standard, with the close-ratio Lotus 'box optional for competition. Test for worn synchros and jumping out of top gear



The Cortina II Lotus Twin Cam was originally fitted with a large air-cleaner box atop the cylinder head to reduce induction noise. Worn **engines** become smoky and are reluctant to start – Weber carburettors don't go out of tune quickly, so be highly suspicious of vendors who blame the carbs for a smoky engine...



**Water pump** easily damaged by an overtightened fanbelt: rock pulley, feeling for looseness and leaks. Also look for signs of cylinder head damage and overheating



The Lotus used standard Cortina **brakes**, but it had harder linings, so a servo was fitted to keep pedal pressure acceptable. Check that they don't snatch or bind



Exterior **trim** and **lights** are hard to find, so check parts are all good and original. A Lotus grille badge was not standard, but could well have been added in period



Inspect for leaky **dampers**. A worn steering box is off-putting because the mechanism lacks self-centring, so will exacerbate its tendency to wander



### On the road

The Mk2 Lotus came with a huge list of options, all of which are rare and desirable today. These included Tecalemit fuel injection, close-ratio transmissions, uprated engine parts, alloy diff case, clutch housing and 'box extension, limitedslip diff, quick-ratio steering and heavy-duty suspension. You could also specify cast Elektron racing wheels, alloy doors, bonnet and bootlid plus competition front seats. Later tweaks are more common, because engine mods are now extensive – even an alloy block (at £3720) – but be wary of tuned cars because they may have been thrashed and put extra strain on other items.

After static checks, fire up the engine from cold if possible and see how willing it is to start and run. Webers don't readily go out of tune so a rough-running or smoky unit almost certainly has other issues that may be far more costly to fix than a carburettor tune-up. Once the Twin Cam is fully warmed, give it a good long run to assess the performance (which should be lively and torquey) and to check for any signs of overheating or smoke, plus leaks of both water and oil.

The standard recirculating-ball box is unlikely to inspire confidence: the steering doesn't selfcentre well and any wear in the mechanism will make this trait more alarming. Little-used examples may exhibit brake pull due to seized wheel cylinders or calipers, which, combined with a worn steering box, can cause the car to dart worringly across the road when you hit the anchors. Brakes are easily rebuilt, but the steering can be more costly. The famed 2000E 'rocket 'box', however, should have a sweet, fast shift.



S2 has extra gauges in main dash instead of a pod on top

### **OWNER'S VIEW** Mike Livesley



"I bought the Lotus in May 1984 - it was one of my first cars," recalls Livesley. "I really wanted an RS2000 at the time, but as an apprentice mechanic I couldn't afford one. I paid £600 for the Cortina and it was my daily driver initially. I restored it in '86 on a budget - rear wings, baremetal respray – and ran it for a few years, then in 2008 I rebuilt it again. Aldridge Trimming did the interior [also the featured car]. I've fitted a Sierra five-speed 'box but could easily put the original back. We did Cortina to Cortina in 2012 from Dagenham and were featured on The One Show.

It's now rarer than the MkI and it turns heads. I like going out in it, even if it is quite heavy to drive and heavy on fuel! It was silver when new, although I prefer the white with green stripe."

# The knowledge

### WHAT TO PAY

Show £30,000 £20.000 Average Restoration £10,000

### **PARTS PRICES**

Front outer wing/inner £828/£1035 £503 Rear chassis leg £4-8000 Rebuilt engine New cylinder head (no valves/cams) £3120 Water-pump repair kit £37 Brake master cylinder (exchange) £120 Brake pads (axle set) £15

### **CLUBS**

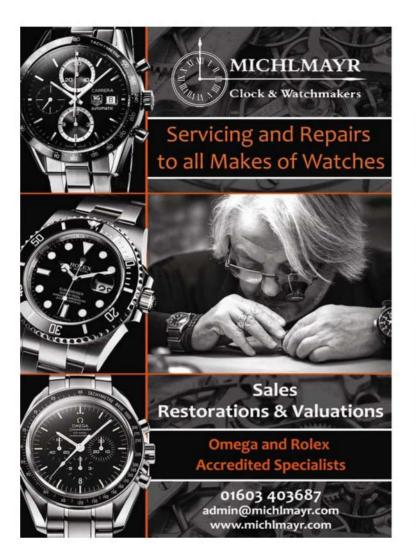
Lotus Cortina Register www.lotuscortina.net Ford Cortina Mk2 Owners' Club 07835 936073; www.fordcortinamk2oc.co.uk

### **BOOKS**

The Sporting Fords Vol 1 Cortinas Graham Robson, MRP Lotus Cortina Road Test Portfolio Brooklands Lotus Twin-Cam Engine Miles Wilkins, Brooklands

### **SPECIALISTS**

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#### **TIMELINE**

**1967 Mar** Cortina II Lotus launched at Geneva Salon de l'Auto: black mesh grille, Lotus badges on rear wings, 5½ in wide wheels, 165x13 radial tyres, boot-mounted battery, 140mph speedo, 8000rpm rev counter, split propshaft, 3.77:1 axle **Jun** Lotus logo across the front cam-cover bridge, not lengthways over each cam

**Jul** Cortina-Lotus wins Gulf London Rally outright, driven by Ove Andersson

Sep Twin Cam bootlid badge replaces the Lotus one on rear panel; leather-rimmed wheel, centre console clock, leather gearlever gaiter, pear-shaped knob, tip-lock front seats, two-tone horns; 16-valve FVA competition engine a rare option 1968 Oct Series 2: four minor instruments in dash top roll move down to main panel, internal bonnet release, tunnel-mounted handbrake, optional reclining seats, FORD letters on bonnet and boot, single-rail gearbox (reverse left and up), fully fused electrics (box on OSF inner wing), new servo 1969 Feb Production of Series 2 gets under way 1970 Aug Manufacture ends

#### **FACTFILE**

**Sold/number built** 1967-'70/4032

**Construction** steel unitary; optional alloy panels **Engine** iron-block, alloy-head dohc 1558cc 'four,' with two twin-choke Weber 40DCOE carburettors

 $\begin{tabular}{ll} \textbf{Max power} 110bhp @ 6000rpm \\ \textbf{Max torque} 107lb ft @ 4500rpm \\ \end{tabular}$ 

**Transmission** four-speed manual, rear drive; optional Lotus close-ratio or Hewland five-speed **Suspension: front** MacPherson struts, anti-roll bar **rear** live axle, semi-elliptic leaf springs, radius arms, telescopic dampers

**Steering** recirculating ball,  $3\frac{1}{2}$  turns lock-to-lock **Brakes** 9.6in discs front, 9in self-adjusting drums rear, with servo

**Length** 14ft (4267mm) **Width** 5ft 5in (1651mm)

**Height** 4ft 7³/₄in (1416mm) **Wheelbase** 8ft 2in (2489mm) **Weight** 2009lb (911kg)

**0-60mph** 9.9 secs **Top speed** 105mph **Mpg** 22-28 **Price new** £1163 (1968)

#### **INSURANCE**

£126.14, for a Londoner, 30, with full no-claims and licence on a '68 Cortina II Lotus as a second car, agreed value £25,000, garaged overnight, 5000 limited mileage. Lancaster: 01480 484848.

### THE ALTERNATIVES



### ALFA ROMEO GIULIA

Italian twin-cam tintop came with five-speed gearbox and coilsprung rear, superior

to Lotus, but was much pricier new in UK. Rot has decimated survival rates, but a good one is fun. **Sold/no built** 1962-'74/836,323 (all) **Mpg** 22-29

0-60mph  $11.3\,\mathrm{secs}$  Top speed  $108\mathrm{mph}$  Price new £1599 (1968) Price now £6-20,000



#### **BMW 2002**

German efficiency with optional fivespeed 'box and fuelinjection. Quicker and

costlier new than the Ford, less rot-prone (but it can still be severe) and fine value in comparison. **Sold/no built** 1968-'75/409,922 **Mpg** 24-30 **0-60mph** 10.6-8.3 secs **Top speed** 108-116mph

**Price new** £1597 (1968) **Price now** £5-20,000

### One to buy £22,000

Year of manufacture 1967 Recorded mileage 74,493 Vendor Jeff Watts, Bridgend; tel: 01656 724466 For No rot; healthy motor; drives well; good value **Against** Airbox missing; temperature gauge

This Series 1 was bought as an unfinished project in '93 by the seller, a body repairer. It had received new sills, doors and rear arches and he put one more patch in the rear floor, plus it's had front outriggers. After it was painted, he blitzed the shell with Waxoyl, evident from seams and joints. He finished it off with the Minilites – the factory steels have been lost – but there's no spare.

It's extremely solid and corrosion-free, and the 22-year-old respray is still smart. Watts points out that the bootlid fit isn't the best, though you might be able to adjust it. Inside, the vinyl is all nice, but some of the stitching is coming adrift on the driver's-seat base and top corner seam.

JRE rebuilt the engine in 2010, using heavyduty bearings, new oil-pump rotors and big valves with pistons pocketed to suit, plus oversize lifters. It looks bone dry, but there are a couple of drips under the front main. The oil is cleanish; coolant full in the top tank. The inner wings are excellent, and it has a big-bore stainless exhaust.

It starts instantly and shows 80psi oil pressure cold, falling to 60psi as it warms. It drives nicely, with a fruity rasp and good synchros, but pulling slightly to the right (maybe tracking). The brake pedal has the usual slight servo delay, though they bite well. The temperature gauge is faulty – as soon as the motor gets warm it flicks right over to H – but the Twin Cam doesn't pink or smell hot, and a couple of spare gauges come with the car.



Respray in '93 still nice; lots of tread on (aged) Road Hogs



Interior lovely overall; desirable Les Leston period wheel



No airbox, but rebuilt Twin Cam shows strong oil pressure



### Our verdict

Values of the Cortina II Lotus are rising rapidly as it emerges from the shadow of the Mk1. Inspect carefully for originality and full history (a low owner count is encouraging), ensure that all rot has been properly cut out and replaced with new metal and confirm that the engine has been pampered. Then you should have the makings of a great sports saloon: enjoy!

#### **FOR**

- Superb Q-car, more so if it's not white
- Practical enough for daily use
- Standard spares are inexpensive
- Better value than the Mk1

### **AGAINST**

- Performance not as good as Mk1
- Proliferation of fakes
- Rarity of some parts, and their price
- Corrosion is seldom rectified completely

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Le Mans Classic and Spa Classic are both wonderful. How marvellous it is to see all those great cars in motion. The racing at Spa this year was fantastic!

### What should readers buy now before prices go through the roof?

1980s Ferraris. Should someone want to have a great classic and make a good return on their investment, I would suggest a 348. This is a fabulous entry ticket to the Ferrari world.

### CASE HISTORIES Cars for sale we've tested this month







Tests are carried out by experts and are a fair reflection of the cars on the day they were viewed. They should not be taken as a full inspection, and buyers must satisfy themselves of a car's condition before purchase. Cars are sold without tax unless stated

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Price £120,000 Max power 280bhp Max torque 300lb ft  $\mathbf{0}\text{-}\mathbf{60}$ mph 6.2 secs  $\mathbf{Top}$  speed 149mph  $\mathbf{Mpg}$  11

This S4 Lagonda – the best developed model – is a bit of a timewarp. Supplied and registered in Scotland, it was put away by its second keeper in 1995 with about 6000 miles showing, and not disinterred until 2014. Old MoTs and a letter from the owner confirm the mileage, which tallies with the service book's eight stamps. It had obviously been stored very well, though first time round Mee gave it "a massive service" and fitted new Kumhos (dated 2011), because the correct-type Avons are NLA.

It is pretty much flawless in its original paint. There are a couple of tiny chips on the front spoiler and the driver's carpet shows marginal signs of use, but that's about it. The only flaw we could find was a tiny 'pip' or glue spot on the driver's door veneer. The seat leather is lightly creased, but the headlining, carpets and veneers are otherwise immaculate.

There were no drips on the tiled floor where it had been standing. and the fluids are only 600 miles old, with coolant blue and full in the header tank. It fires easily and soon warms enough for the idle to stabilise - odd on a fuel-injected car but it hasn't been used for a while.

It drives superbly, though it's not a silent wafter like a Shadow because the V8 isn't as subdued as you might expect. The steering is taut and nicely weighted and the ride is excellent. The kickdown works fine and the brakes pull up strongly. All the windows operate, as does the aircon (now R134a filled) once the rest of the hardware has heated through.

The temperature gauge reads halfway up the digital scale and all of the dash functions. There's nothing so crude as an oil pressure gauge, but this one talks to you if the brain decides it's presiding over a catastrophe. You can check that it has all its faculties by pressing the test button, to hear it cycle through a catalogue of doom from 'low fuel' and 'parking brake on' to 'loss of charge – reduce engine speed' and 'low oil pressure'. Great fun and almost worth the price alone. The MoT runs to June and it will be serviced again once sold, but the registration number AML 194 isn't included.



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Mini 1275 GT Downton Engir eering 1973 Autor owner 20,000 miles from new, all documentation including bill of purchase and conversion quotes and invoices from Downton Engineering when car was new, time warp vehicle, totally original and immaculate, much more info on website £19.950



atic 1972, 65,000 miles 4 Rover 3500 Coupe P5B Auto previous owners, full supporting documentation, recent bare metal respray with pictures, no rust, original leather. good carpets and drives superbly, modern immobiliser 12 months MOT



BMW 318 Convertible 1991, manual, red, grey trim, 2 owners full history, outstanding £5995



MGB CT 1971 manual/overdrive virtually one owner until 2013 (Father & Daughter) exceptional condition, had a bare metal respray (including under bornet) in 2013 with supporting photographs, confirming no new panels or welding during is like. Now looking very smart with its original trim with new carpets and a Motolita wheel (original with car). Unusually this car as fitted with the chrome Roskley wheels which were an extra in period. This must be one of the best B's on the market, full details on website 9 months MOT 210,950



Mercedes 350SL 2003, silver, grey leather, 1 lady owne 53.000 miles, panoramic roof, bluetooth, total Mercedes service history, superb car in outstanding condition.



VW Beetle 1600 Herbie, 1972, restored a couple of years ago and in fine condition, 1 years MOT



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1932 Alvis Speed 20 SA Cross & Ellis. Unique coachwork by Locke & Co. Fascinating history, highly original, last owner over 60 years. The most charming 20HP we good looking. good looking.



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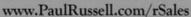
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### FERRARI 360 MODENA F1

Year of manufacture 2000 Recorded mileage 48,780km Asking price £49,995 Vendor County Classics, Mussel End, Gloucester; tel: 01242 731289; www.countyclassics.net WHEN IT WAS NEW

Price £101,244 Max power 400bhp Max torque 275lb ft **0-60mph** 4.5 secs **Top speed** 186mph **Mpg** 14

We thought it was time to take a look at the 360, because the 16-year-old model looks better value than the 355 that it replaced. When launched, the 360 was the most aerodynamically sophisticated road car that Maranello had built, producing c400lb of downforce at 180mph. By the time that production ended in 2004, it had become the best-selling Ferrari thus far.

This one caught our eye because of the price and colour. It turns out to have a lot of big bills behind it, mainly for a new or rebuilt gearbox (almost SFr12,000: about £8000) plus a clutch 8000km ago, starter, water pump and aircon recharge. The full history, mainly Swiss, has four stamps, and invoices showing it last had a cambelt service in July 2014, at 43,982km.

It's straight and unscuffed, even under the chin, and there's protective tape around the air intakes. The wheels are unmarked, with half-worn Pirelli Zeros on the back and lightly used ones on the front. The only faults are a small crack in the left headlight housing, as well as a few tiny flakes of paint from the diffuser, but it's a hands-and-knees job to spot those. While you're under there, you'll note that the exhaust looks in good shape.

Inside, the dash top is perfect, the headlining excellent, the seat leather mildly creased but unworn and the protective wrap is still on the overmats.

The coolant is nice and blue, oil 5000km old and there are no leaks from the motor. It bursts into life instantly and soon warms. If anything, the five-valve 3586cc V8 in the 360 is even more free-revving than a 355, redlined at 8500 and feeling unburstable, trailing a fantastic razor-edged howl in its wake. The gears shift well, though the whole plot smooths the harder you drive it. It tracks and brakes straight, with a little squealing from the rear discs. Cruising oil pressure is a mid-gauge 5bar, rising to 7.5bar at 7000rpm and over, while the temperature sits at a steady 80°C with the oil-temperature gauge only just off the stop. The aircon appears to work, too. It comes with that great history, plus books, Ferrari torch, tools, stereo forks and two sets of keys, plus an MoT to 12 May.





### **SUMMARY**

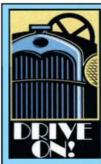
#### **EXTERIOR**

- Virtually unscuffed; one small crack in the left headlight pod
- Unworn; still has film on mats **MECHANICALS**
- Full history; new 'box and clutch **VALUE** ★★★★★★☆☆☆

For Good value compared to more 'classic' Ferrari models

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1960 Mercedes 220SEC £125,000

This three owner ponton cabriolet is a very stylish example of Mercedes-Benz engineering at its absolute best next stop the Riviera!



1937 Alvis 4.3 Litre £79,950

A simply superb Charlesworth saloon with an excellent history. I doubt if you will find one in better condition!



1930 Riley Nine Mk V1 £33,500

A lovely well documented vintage sports tourer with a comprehensive list of owners. A very useable car for rallies and general motoring.



1928 Sunbeam 16.9 £40,000

A Sunbeam made very good cars and this six cylinder sports tourer vintage car once owned by Bill Boddy really proves the point.



1937 Talbot 110

£135,000

The110 is the last of the Roesch Talbots. With its elegant Vanden Plas body it must be one of the finest 1930s sports touring cars.



1936 Alvis 3 1/2 Litre

A lovely and very original unrestored 31/2 litre which goes and handles just like an Alvis should. It is very rapid and handles really well.



1930 Hotchkiss AM2 saloon

£19,500

A rare and very stylish French touring saloon which is remarkably original and has only had two owners from new. It is also quite rapid on the road.



1928 Dodge Victory Six £13,500

This robust and very useable 6 cylinder vintage saloon was once owned by Steady Barker. It would make a good vintage rally car.

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'20 Silver Ghost Tourer, Strong, Handsome & Ready; £155,000

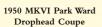




'34 20/25 Martin Walter Cabriolet

Handsome, Versatile & lovely condition throughout. Re-wired, New Cyl. Head, Radiator, Exhaust, Overdrive, Paint & Hood. One family owned for 70 years! Just In

'35 4 Door All-Weather Tourer by Corsica & '31 20/25 Project, Runs/Drives both due in soon.



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Very responsive & taut on the road altogether a delight to drive; ₹,125,000





1935 20/25 Freestone & Webb

A very handsome design with particularly attractive front wings. Has had major restoration with fullengine overhaul, new clutch, tyres, Radiator, Re-wire, etc; £42,500.

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'35 31/2 'Oily Rag' Saloon, new block/pistons/high axle; £49,500 '36 41/4 Four Seat Tourer Due In



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FERRARI 275GTB/2 Aluminium 1965



FERRARI 328GTS 1989 ABS 33000km





JAGUAR C TYPE 1951 XK003C Tool Room Copy



FERRARI 550 Maranello 1999 25000km



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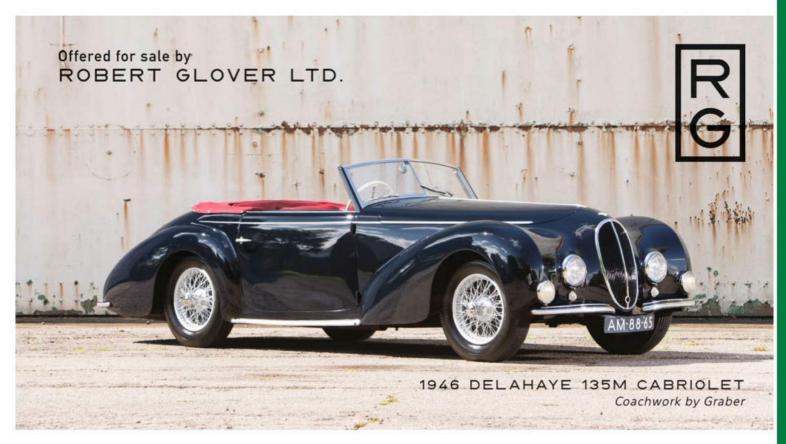
Merlyn Mk6 (1964). FIA HTP. Race ready.



TVR Griffith 200 (1965). If you are brave enough.

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1960 FACEL VEGA HK500

black interior: POA



**1993 VENTURI 600 LMS** 

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1970 JAGUAR XKE 2-SEATER COUPE. Original 4.2 litre, 9:1 compression engine and 4-sp trans. factory a/c, power steering, chrome wire wheels, original radio, manuals, tools, etc. A one-owner California car until coming to NJ and being sold by us in 2009. Beautiful Regency Red/magnificent black leather—all per its accompanying Heritage Trust Certificate. 74,782 miles. \$73,500.



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#### ENGLISH:

1934 MG-PA Roadster 1937 Bentley4&1/4 Freestone & Webb Broughham 1948 Jaguar MK IV 3-position Drop-Head - 19k 1949 MG-YT Tourer

1950 MG-TD Roadster
1950 MG-TD Roadster
1952 MG-TD/C Mark II Roadster - **SOLD**1953 Bentley R-Type Saloon - manual transmission
1958 Austin Healey 100/6 BN-6 2-seater roadster - **SOLD**1960 Jaguar MK II Saloon

1960 Agual Min I Salouli 1961 Rolls-Royce James Young SCT-100 1962 Bentley SII Saloon 1963 Austin Healey 3000 MK II Roadster-3 carb 1967 Jaguar XKE Series I Roadster - 36k - **SOLD** 1980 Triumph Spitfire - 1 owner, 21,000 miles - **SOLD** 1983, 1986(2) and 1987 Jaguar XJ-6 Series III Saloons 1989 Jaguar XJ-6 - show condition - **SOLD** 2000 Jaguar XJ-8L - 72k, one local owner - **SOLD** 

2001 Aston Martin DB-7 Vantage Volante - 18k 2001 Aston Martin DB-7 Vantage Volante - 18k 2001 Aston Martin DB-7 Vantage Volante - 28k 2002 Aston Martin DB-9 Vantage Volante - 8k 2007 Aston Martin DB-9 Vantage Volante - 11k GERMAN: 1955 Mercedes-Benz 190 SL Coupe/Roadsters 1973 Mercedes-Benz 450 SLC - full history

1973 Mercedes-Benz 450 SLC - Tull history 1979 Mercedes-Benz "6.9" Sedan - S**OLD** 1986 Mercedes-Benz 420SEL Sedan 1991 Mercedes-Benz 560-SEC Coupe 1992 Mercedes-Benz 500SL Coupe/Roadster 1996 Mercedes-Benz SL-500 Coupe/Roadster - SOLD 1998 Mercedes-Benz SL-500 Coupe/Roadster 1999 Mercedes-Benz SL-500 Coupe/Roadster - **SOLD** 2000 Mercedes-Benz SL500 "Sport" Coupe/Roadster - **SOLD** 2003 Porsche C/4 Cabriolet, 1 owner, special order - **SOLD** 2005 Porsche "997" Carrera "S" Cabriolet - 22k, as new - **SOLD** 

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#### WHEN IT WAS NEW

Price £532 Max power 68bhp Max torque 108lb ft **0-60mph** 22 secs **Top speed** 80mph **Mpg** 22

Rather than ever having been restored, this Ford has been kept nicely, with gentle refurbishment along the way. It was dry-stored for 25 years by the widow of the original owner and has had new front wings at some point - these have grommets where the mirrors would mount. The window seals are a little perished but the overall appearance is excellent. There's no rot in the body, and the finish underneath is almost as good as up top. All the panel gaps are right, plus the doors fit and close well. So does the Webasto sliding steel roof, this car being the only known survivor of five made with that option. The oldish Atlas crossplies all have decent tread.

The bumpers have been rechromed and are a little wavy under the plating; the hubcaps are okay, but the engine bay has been massively overdetailed with lashings of chrome and polishing that won't impress concours judges, though it has been voted best Mk1 three times at shows.

The interior looks original, with unworn Rexine to the bench seats and door cards, though the carpets look newer and the headlining has been replaced. There are small holes in the rear shelf. All of the switchgear is smart; options include a heater and the overhead clock – very jet age.

The coolant is full, with clean oil to level. The 2262cc 'six' fires easily and runs with no untoward noises, plus a nice burble from the newishlooking all-stainless exhaust. It drives smoothly in a wallowy sort of way (though we found one of the rear dampers had been detached, it didn't make a lot of difference). There are no clunks from the MacPherson strut front (a world-first on this model), but either the steering wheel is loose or the column top bush is well worn, and it pulls slightly to the right.

Gears are easy to find on the three-speed column change. You don't need to double declutch but it helps. The all-drum brakes have excellent initial bite, and the semaphore indicators still function.



### **SUMMARY**

#### **EXTERIOR**

- Straight; decent paint, some of which is believed to be original
- Mostly Dagenham, wearing well; sole survivor with steel Webasto **MECHANICALS**
- All works fine but engine blingy **VALUE** ★★★★★★☆☆☆
- For Rare and in excellent overall condition; nothing broken **Against** Steering wheel/column **SHOULD I BUY IT?**

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The last Ulster built lead an active early life with 5 races at Brooklands between 1936 and 1938, an appearance at Donnington in 1937 and an attempt at the Scottish Rally in 1936 as well as some more minor events pre-war.

Post war, there is solid club racing and concours history. In 1982, I5/591/U was re-built by Morntane Engineering (Now Ecurie Bertelli) with an exact copy of the two seat version of the Ulster body. A frequent participant in the modern Mille Miglia with no fewer than 10 appearances! This is a car that will be welcomed to any important event around the world. Well known to us and in very good condition, for more details please contact Andy Bell or Robert Blakemore.







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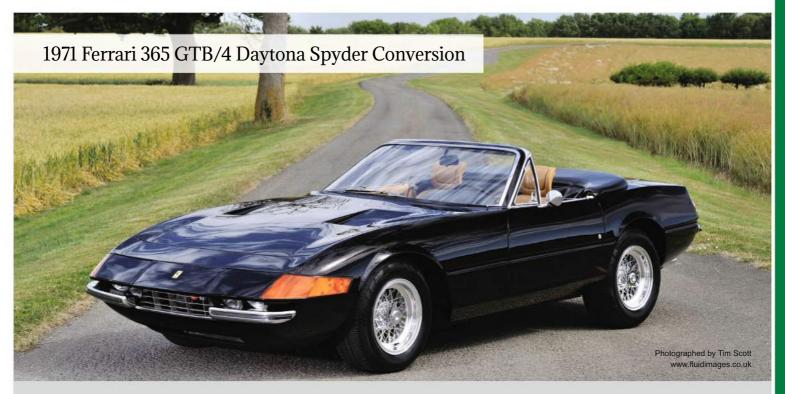


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This 1971 Ferrari 365 GTB/4 Daytona "Spyder" is finished in Black with a Tan leather interior. In the early 1980's, the long-term owner commissioned a conversion to a Spyder format completed by Richard Straman. The current indicated mileage is just 30,000 miles and the car received a full repaint last year.

This example is complete with its original Ferrari factory books, leather pouch, sales invoice, guarantee card, owner's manual, parts book, tool roll, jack and knock-off hammer. With only two previous owners and known history from new, this matching-numbers Daytona provides a great opportunity to acquire an attractive and extremely well presented Spyder conversion.

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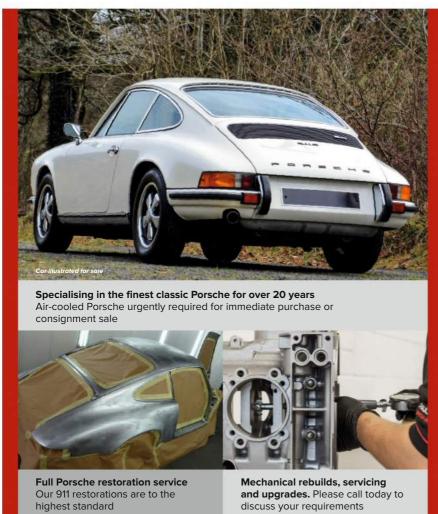


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1996 Porsche 993 Turbo (LHD) 1 owner 28000kms







1959 356A Coupe RHD Black

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1975 911 3.0 RS Evocation RHD White

1977 911 3.0 Carrera LHD Gulf Orange

1978 911 3.0 SC LHD Metallic Gold

1979 911 3.0 Targa RHD Signal Orange 1983 911 3.0 SC Sport Coupe RHD Chiffon 1988 911 3.2 Carrera RHD Grand Prix white

1992 964 Carrera 4 RHD Guards Red

1994 993 Carrera 2 RHD Midnight Blue

1995 993 Carrera Cabriolet RHD Black

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Price £260 Max power 32bhp Max torque c50lb ft **0-60mph** n/a **Top speed** 50mph **Mpg** 28-33

WHEN IT WAS NEW

This is the short-chassis 13.9hp version, so it has the 1802cc Hotchkiss motor, but still no front brakes, which came along in 1925. It's been in the same family since '68 when it was restored, firstly in grey, then afterwards put back to its original maroon and black, which suits it far better.

The '80s paint is even and the doors fit well, but there's a catch missing from the right-hand side of the bonnet. The hood has a newish ash frame, the leather is holding up well and the sidescreens have been refurbished, though one is holed. The rolling instrument light is still in place on the dash and there's a bulb horn, as well as a klaxon on the battery box.

The tyres look ancient but have lots of tread and there's plenty of grease in evidence around the kingpins. The speedo drive is disengaged from its cog on the nearside front hub but apparently does work.

Under the bonnet, the motor is tidy with no leaks, though there were a couple of drips on the floor under the transmission. The grease gun is still clipped to the scuttle, coolant is visible in the radiator top tank and mildly green, plus the oil is dark and just over the minimum mark.

Turn on the fuel and the pushrod 'four' starts instantly on the button without touching the gas, idling sweetly. It drives well, though the centre throttle sprouts at an awkward angle. It doesn't wander and, once you've overcome the massive gap between second and top, it will rumble along quite happily at 40mph or so. The footbrake slows you, but bringing the second set of shoes into play with the handbrake is a good plan if you want to stop it more easily. Oil pressure is 8-9psi out of 10 when warm, running, with 4psi at tickover and it doesn't get hot, though the ammeter doesn't register. The green logbook shows that it's always worn this number.



### **SUMMARY**

#### **EXTERIOR**

- Older respray still smart; comes with brake lights on backboard **INTERIOR**
- Leather trim is nicely aged **MECHANICALS**
- Properly maintained

VALUE ★★★★★★☆☆☆

**For** Drives superbly

Against Minor cosmetics; holed sidescreen; bonnet catch missing SHOULD I BUY IT?

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Jaguar XK 150 3.4 "S' Coupe Red with tan interior, 1959. Matching numbers, an excellent well gearbox, Bridgestone 215/70R15 tyres on chrome wire wheels. Coopercraft 4 piston front brakes, seat belts, power steering, Hi torque starter, Mallory ignition. Original reg no WYW 436



documented 4 owner car with history. Very low mileage. Well restored. Upgrades include 5 speed CJ-5 Suffolk SS100 Jaguar XK 3.4 litre engine and 4 speed+ overdrive gearbox. One owner, only 25,000 miles. Indigo blue with light grey interior. Blockley high Performance tyres, heater, luggage rack, aeroscreens, windwings, full weather gear in mohair, luggage rack. Registration number SSL519. New MOT.





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4-speed manual with Overdrive, Exceptionalbuild quality. BRG with Green trim. Adapted for Taller



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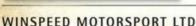
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1966 LOTUS CORTINA MK1



1952 LEFT HAND DRIVE JAGUAR XK120 FIXED HEAD COUPE – MULTI CONCOURS WINNER



JAGUAR XK120 ROADSTER LEFT HAND



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Parisotto 750 Sport 1952 LHD ex-1952 Mille Miglia

One of the six cars built for the Scuderia Patavium of

Tubular chassis designed by Pasqualin and fitted with Fiat 750 engine upgraded with Siata Type B cylinderhead.

The team Gino D'Angeli/A. Gasparini participated at the 1952 Mille Miglia (foto at departure) with starting number

Remained last 40 years in the hands of a Fiat mechanic.

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Bandini Maserati barchetta LHD - 1953

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Very well documented. This barchetta has it all: unique, famous racing history, super sexy looks, superb quality, Maserati power, gloriou sound, great potential for all historic competition events in the world. Price: ASK



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One-off Spider conceived by Marino Brandoli, designed by Michelotti and constructed in full aluminium by Motto -Torino. Race prepared Fiat 1100 S mechanics.

Authentic Mille Miglia participant in 1955 and 1956 (foto) + several hillclimbs. Very well documented.

Still amazingly beautiful original condition and in excellent mechanical condition.

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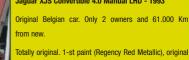
Chassis: 875797. Built 14 Oct. 1961. Original Belgian car with only 3 owners, of which 2 long term owners,

Still practically totally original (only 1 respray in same color of Opalescent Silver Grey) and very charming original black

Having covered only 92,000 km from new

Perfect running condition. Very, very well documented.

Price: ASK



Jaguar XJS Convertible 4.0 Manual LHD - 1993

Totally original. 1-st paint (Regency Red Metallic), original leather trim (Doeskin) and original beige hood, still in excellent condition.

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One of very few K3 reps. built to the Wilkie Wilkinson/Bellevue Garage 1930s modification using an N Magnette chassis to take K3 axles & brakes. 1400cc engine, pre-select g'box, divided track rod steering, Marshall supercharger and full K3 dashboard. Total ground-up restoration that has been thoroughly sorted. Finished in Monza Red with black leather, this awesome 100mph machine is fully MG CC & VSCC eligible for home & Int. events, or just simply exhilarating touring. Unlikely to last long I think.





1933 S/CHARGED J3/J4

Difficult to describe this other than concours, meant correctly when I say it! J4 spec engine, ENV box, Volumex s/c, 12" brakes - it's really fantastic. Numerous prizes - 2 tone red, Collingburn trim. No offers at.



1937 MG TA with XPAG-reliability

Fully overhauled by us, this lovely early TA with fitted TC & box eliminates the TA engine problems and offers reliability & quality at a sensible price. A quality car.



1933 MG J2 DE-LUXE SPORTS

Built in Australia by a top MG engineer. I cannot find fault with this car - a stunning restoration with c/balanced crank & rods, deluxe dash, detailed bays and period accessories. Raven Black with full Apple Green interior & alll w/gear. Fabulous car, at barely restoration cost.



1933 MG SUPERCHARGED J4 rep

The best one to come to the open market in years. Phoenix crank, lightened clutch, ENV manual box, Marshall s/c. It's a proper rebuild. Ready for all MGCC/VSCC events. Fabulous condition, black with blue hide.



1954 MG TF 1250

Ex. Channel Islands, low mileage, older rebuild in very original condition, including factory wire wheels & rebuilt engine. Original RHD in dark red with red leather.



1937 MG T/Q 2-SEAT SPORTS

Surely one of the best value cars on the market, this is in stunning condition, the highest std. of the 5 l've sold. TA chassis/ Q body work/tuned XPAG engine & TC box, 90 mph, 80bhp, BRG....all this, and built.



1933 MG SUPERCHARGED J4 rep

Unlike the truly magnificent J4 spec road car adjacent, this has been race & rally prepared. A 70bhp engine with rare high geared ENV g'box, this offers a truly competitive MG, or highly exciting road car. VSCC buff form, full history. Ocean Blue with black leather.



1936 MG NB TOURER The 6cyl. NB is simply very rare. The 4-seat tourer is a delight in every sense. Powerful 1300cc engine, roomy, comfortable, and perfect for touring, be it friends, golf clubs, dogs or the wife & her luggage. Totally restored throughout, 2-tone green with green leather & full black weather equipment. France, here we come.

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Rover M16 2.0 Corsa Red with Black leather, Blue vinyl roof and tonneau, Black carpets, Painted wire wheels



Ford 2.0 Engine, Rolls Royce Velvet Green with Yarwood Tan Leather piped Green, Stainless wire wheels



Ford 2.0 Engine, Metallic Silver with Black leather, Black painted wire wheels



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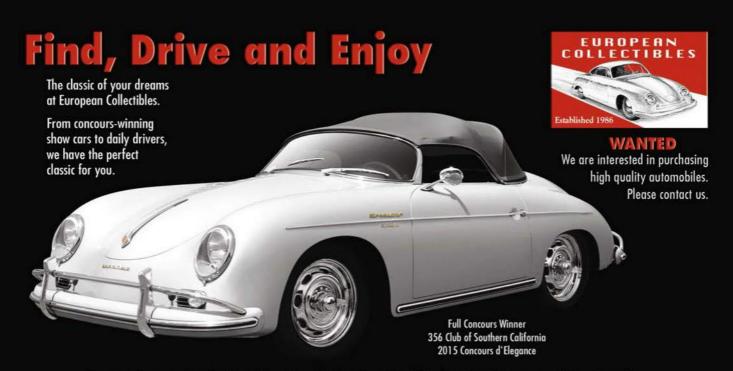






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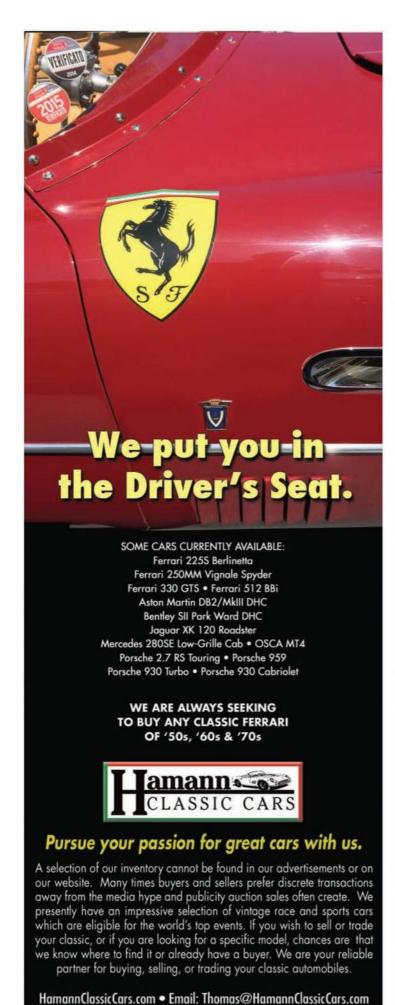


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### TRIUMPH TR6

Year of manufacture 1971 Recorded mileage 1345Asking price £24,995 Vendor Cotswold Collectors Cars, nr Burford, Oxfordshire; tel: 01242 821600; www.cotswoldcars.com WHEN IT WAS NEW

Price £1536 Max power 150bhp Max torque 164lb ft **0-60mph** 8.2 secs **Top speed** 119mph **Mpg** 20

This CP-series car was beautifully rebuilt by a TR expert, incorporating lots of thoughtful touches. First off, the body is straight, with good door gaps and fit for a Michelotti/Karmann TR - wide but at least they are consistent. The chassis was fully polybushed, with vented/slotted front discs fitted. The only feature that grates are the high-back MX-5 seats, but they were fitted for comfort and are easy enough to swap. Bumpers are stainless steel, and there's a hardtop as well as the soft-top and tonneau. Tyres are almost unworn Michelins on Minilites, ditto the spare.

The cabin features a couple of 12v power sockets, a modern Kenwood stereo and a dark-wood Moto-Lita wheel. All the gauges have been overhauled. The motor was rebuilt with an unleaded-tolerant head, and runs a more modern small Powerlite alternator with aluminium pulley, plus very neat wiring incorporating lots of extra relays, and various take-off plugs. Lack of an advance/retard vacuum pipe led us to lift the distributor cap out of curiosity, under which we found an electronic ignitor replacing the points, and in the boot it has a Bosch fuel pump instead of the Lucas.

Coolant is full and blue, oil taking on some colour and just under the 'Max' mark on the stick. It starts instantly and runs with no mechanical noise except from the rev-counter drive cable, and a whine from the Bosch pump, as normal. Yet this is about the tightest, tautest and most rattle-free TR that we have sampled – basically feeling like a new one and those seats are much more comfortable than the originals.

Oil pressure is a whopping 95psi cold, dropping to 60psi warm but flicking back up to that almost full scale deflection at any revs over 2500. Temperature settles just under halfway up the gauge, and the electric fan cuts in soon after you stop. The synchros are excellent, the overdrive clicks in and out smoothly and promptly, plus the brakes are firm.

The Triumph will be sold with two sets of keys, the handbook, restoration manual plus parts list, and the MoT runs until May.



### **SUMMARY**

#### **EXTERIOR**

- Smart, top-quality respray **INTERIOR**
- Redone with MX-5 high-backs **MECHANICALS**
- Fully rebuilt 1300-odd miles ago **VALUE** ★★★★★★☆☆☆

For Super condition; good as new Against Modern hi-fi; Mazda seats SHOULD I BUY IT?

Minor cosmetic niggles aside, this is one of the best-sorted TRs that we've come across, and this quality couldn't be repeated for the money. Having sampled it, we'd hesitate to change the interior











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2012 Rolls Royce Ghost. RHD. Diamond black. Black hide. 2002 Ferrari 456 M GT. Manual. RHD. 1 of only 33 cars. 1964 Jaguar E-Type 3.8 FHC. RHD. UK car. Primrose to Eric Clapton. Magnificent condition.......... Please call. Probably the finest example available....



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racing bodywork. Interesting history. rally car. RHD. Original UK 2 seater car. All the correct period mods magnolia hide, piped blue. Picnic tables. F.S.H. 82,000 miles.





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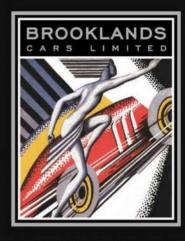


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FERRARI 356 GTB4 Daytona, 1973

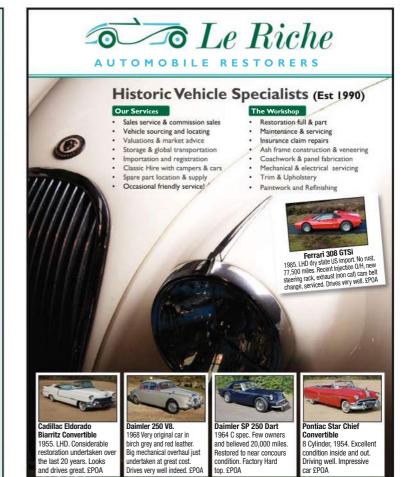


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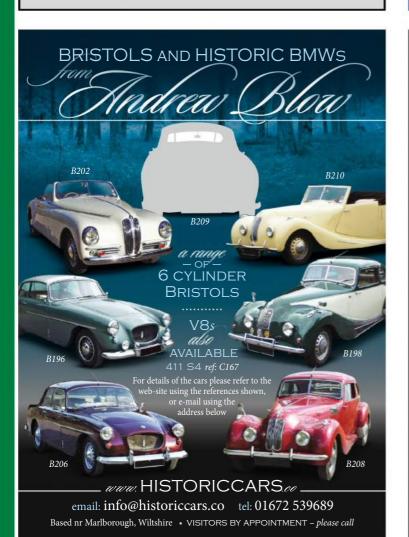


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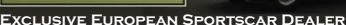
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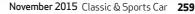




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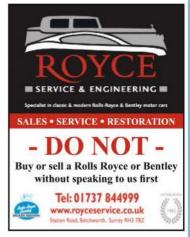


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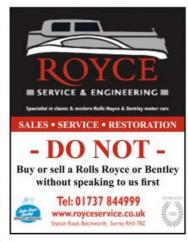
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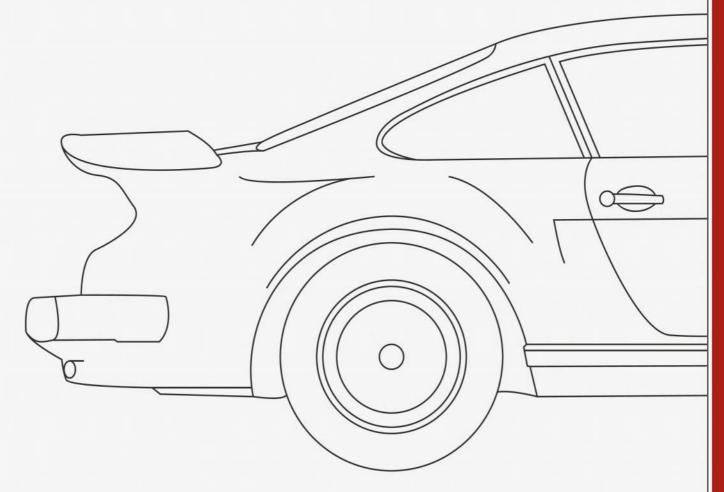


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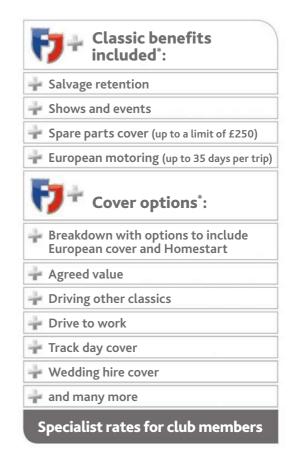
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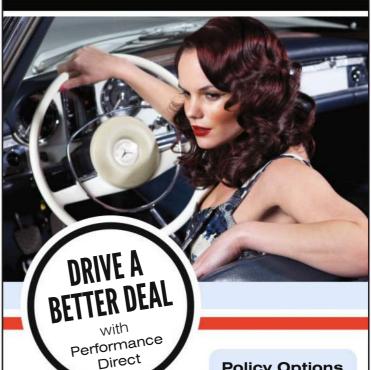
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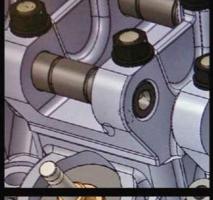
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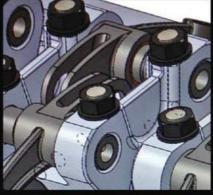
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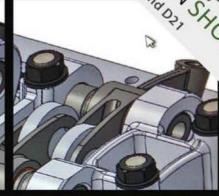


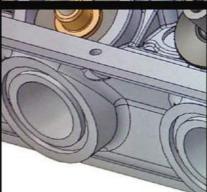




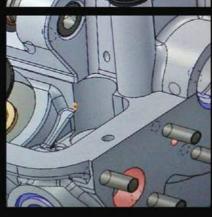














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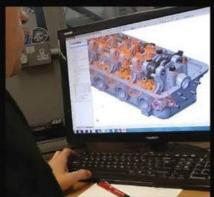
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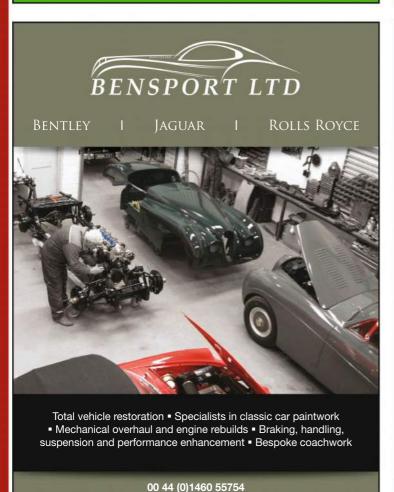
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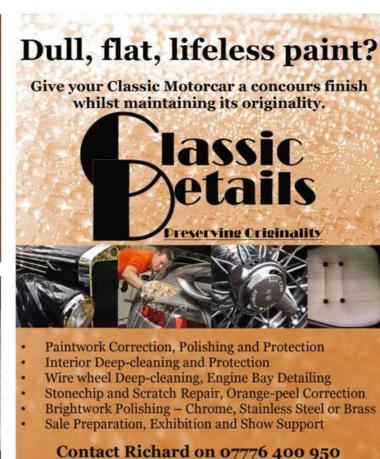
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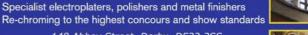
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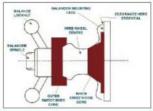


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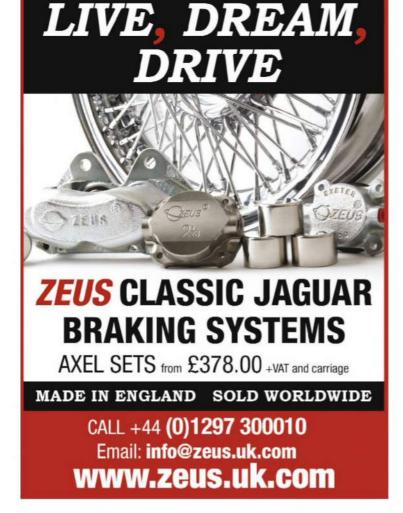


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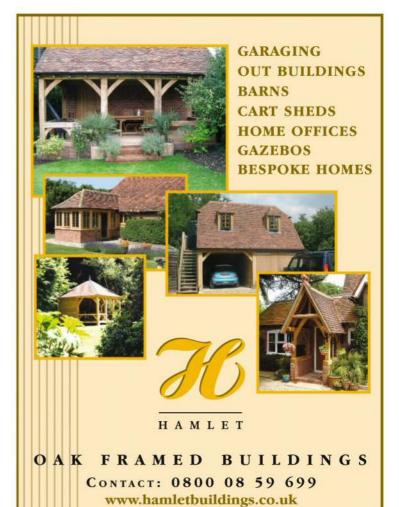
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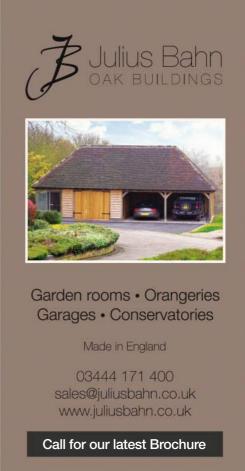


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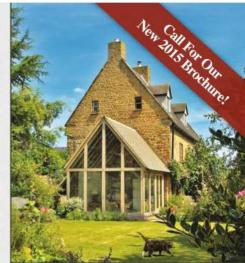
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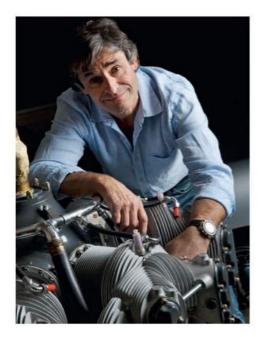




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**ANDROS TOWNSEND** 

and ALEX DOWSETT



Best remembered for winning at Le Mans in the works Aston DBR1 in '59, Roy Salvadori was also a hotshoe in single-seaters and went on to run the Cooper F1 team

lthough I can never be considered an historian, my scant knowledge and recollections of the '50s have always led me to believe that the luckiest souls on earth at that time - after the survivors of WW2 must have been the drivers who got to travel far and wide in their pursuit of glory.

Roy Francesco Salvadori - born in England in 1922 to Italian immigrant parents - started working in the motor trade but, by 1947, was out and about doing what he loved most: racing. In 1949, he obtained the Alfa Tipo B in which Nuvolari had won the '35 German GP, and set about displaying his skills where and when he could. With little going on here, that meant packing off to the continent to get some action.

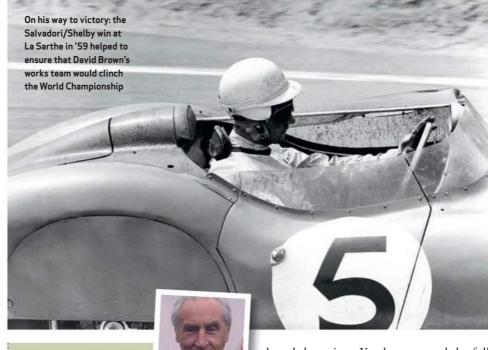
Working his way up the pecking order, by '51 Roy was racing a Frazer Nash for Tony Crook, but had the nastiest accident at Silverstone. It left him battered, concussed and deaf in one ear. Nevertheless, he graduated to a privateer Ferrari for the '52 British GP, then to Connaught in '53.

Roy soon came to the notice of Gilbey Engineering and its boss, Sid Greene. Putting in some competitive outings aboard the team's Maserati A6GS, he seemed to never stop driving. From 1954 to '56, he also raced Sid's 250F. Okay, so it was a bit of a sledgehammer with which to crack some non-championship nuts, but he still had to pilot it well. My erstwhile team manager and friend Keith Greene also drove his dad's 250F, and always endorsed 'Salvo's' efforts.

Above all, Roy was a versatile driver. Witness his Goodwood Easter Meeting in '55, when he won the F1 Glover Trophy, the F2 Chichester Cup and the sports car race (in an Aston DB3S).

While it wasn't impossible to earn a crust racing back then, it was the exception rather than the rule. Salvadori managed it, driving for Aston Martin at Le Mans in the horrific 1955 event, BRM (briefly) in 1957, a stint at Vanwall and, of course, Cooper, where he did much of his best work. He really got the hang of the T41 F2 car and used it to great effect with a stretched Climax motor in the 2.5-litre Grands Prix.

Roy travelled extensively, and it was in '58 that I first heard his name. He was racing a DBR1 at



**ROY SALVADORI Born** 12 May 1922

**Died** 3 June 2012

From Dovercourt, Essex

Career highlights winner of 1959 Le Mans 24 Hours; fourth in 1958 F1 World Championship for Cooper; boss of Cooper F1 team, 1966-'67

Riverside in California (and had a great chase with Richie Ginther, also in an Aston) and I remember my mother telling me what a gentleman he was. Years later, Otis Chandler, whose LA Times sponsored the event, related the same thing.

Roy had a great year in '58, running in F1 for Cooper and sports cars for Aston Martin, but for '59 he chose to go to Aston for its F1 efforts as well – with the front-engined DBR4. It was too late for such a car. If he'd stayed at Cooper then Jack Brabham may not have won the Championship because the two of them would likely have

shared the points. You have to read the full account in Cooper Cars by Doug Nye.

But that year Roy did win at Le Mans (alongside Carroll Shelby in a DBR1), greatly assisting David Brown's World Championship campaign - which was capped by Moss' win in the Goodwood TT. Roy totally rated Stirling, believing that whatever time he set in a car on that day at that track was the very fastest it could do.

After dismal times in the early '60s and falling out with Ford over the GT40 programme, Salvadori returned to Cooper as team manager in 1966-'67. I recently learnt that Jochen Rindt - talking to his mechanic and thinking he was on Roy's deaf side - once mentioned that he'd felt the unpopular Maserati motor tighten and had booted it so that it blew up in style. Salvadori heard it all and was not amused.

A serious warrior and a man who was worth trying to beat in any arena, he died aged 90 after a life well survived. I'm sure that any cat would have traded its meagre nine lives with him.



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