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THE BIG PICTURE

Two-time F1 World Champion Jim Clark was famous for his smooth driving style, and for always saving the car. Just occasionally, however, when driving a racing car as dominant as the Lotus 49, the 'Flying Scot' would play for the photographers, who all adored him.

In this image from the LAT archives, shot during the 1967 British GP at Silverstone, Clark powerslides through Copse Corner *en route* to victory – taking the Lotus to the kind of dramatic angles of opposite lock he managed in the the Aston Martin DB4GT Zagato '2 VEV' at Goodwood, although on that occasion it was out of frustration with the Aston's poor handling, which was no match for the Ferrari 250GTOs.

Look out for our Clark celebration, starting on p118 with Julian Balme's pilgrimage to his Borders home. **MW**

Welcome

Regrets. I've had a few... Actually, that's not strictly true: my greatest pang is something I couldn't have done anything about, because it happened before my time, and that's missing out on the best years of top-level motorsport. The cars, the liveries, the teams and the drivers of today can't hold a candle to the charisma of the past. It goes a long way to explaining the ever-growing popularity of historics.

Through the brilliance of evocative events such as the Goodwood Revival, Grand Prix de Monaco Historique (p14) and the Monterey Motorsports Reunion I've been lucky enough to be able to see heroes such as Moss, Brooks, Brabham, Salvadori, Surtees, Gurney and Hill (Phil) in action, but viewings of the one driver I *really* longed to see live, Jimmy Clark, have been restricted to YouTube clips of shaky on-board footage shot by a camera strapped to his Lotus 25. Even that is enough to see a master at work, his smooth, unflustered style almost mesmerising as the little Lotus flows with the racetrack. And isn't it extra-special that the man was valued as much as the racer?

No wonder he was such a loss for those fortunate to have born witness to his skill. One of those was *C&SC's* Julian Balme, and as part of this month's Jim Clark special, custodian Gregor Fisker was kind enough to lend us Jimmy's old car for an emotional return to Duns, 50 years after he was taken far, far too soon.



ALASTAIR CLEMENTS

Editor in chief, *Classic & Sports Car*



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'Most engineers would be happy to create one great car in their life; Chapman and his team were producing more than that a year'

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The 'tea tray' March of former F3000 champ Björn Wirdheim holds off the McLaren of Stuart Hall during their epic duel

F1 TO THE FORE AT MONACO

Cars with real character – plus a few famous faces – tussled for glory in the Principality's biennial historic races

WORDS JAMES PAGE PHOTOGRAPHY JAMES MANN/ERIC SAWYER

Fifteen years after losing out in the Monaco round of the Formula 3000 Championship in embarrassing circumstances, Björn Wirdheim went some way to making amends by winning the race for 1966-'72 Formula One cars at the Grand Prix de Monaco Historique from 11-13 May. On the final lap in 2003, the Swede – who still went on to win the title that year – slowed to wave at his pit crew and was pipped on the line by Nicolas Kiesa.

There was no such disappointment this year, as Wirdheim managed to withstand the race-long efforts of Stuart Hall to take his ex-Ronnie Peterson March 711 to the chequer a mere 0.389 secs clear of Hall's McLaren M19A.

It was the closest finish from a seven-race programme that concentrated heavily on Formula One as the biennial event returned to the famous street circuit. The exclusion of grids for Formula Junior and Formula Three – both of which have been famous support acts for the Grand Prix through the decades – was a shame for many, but nonetheless there was a superb line-up of F1 machinery.

The 3-litre brigade was split into a trio of separate races according to age. Wirdheim topped the oldest of them, while the 1973-'76 grid put on another humdinger. In wet conditions, Hall – this time aboard an ex-Peter Revson McLaren M23 – led away from the rolling start, followed by Michael Lyons (M26) and former Formula One driver Alex Caffi (Ensign N176).

Despite the fact that Hall had been on pole position by two seconds, Lyons was on supreme form, and when Hall placed his car

in the middle of the road on the approach to the chicane, he took the opportunity to slip through the narrow gap down the outside. Caffi then got past Hall and set about applying pressure to Lyons, but it was Caffi who blinked first, clipping the chicane and being forced to retire. An elated Lyons was left to take a comfortable victory.

Martin O'Connell won the 1977-'80 contest after never being seriously troubled in his ATS D4, much of the entertainment being provided by the Arrows pair of Jordon Grogor and Nicky Pastorelli as they charged through the field. Grogor took third behind Nick Padmore's Shadow DN9, after Pastorelli went straight on at Sainte-Dévote.

Perhaps the most sonorous contest of the weekend was that between Andy Middlehurst and Joe Colasacco for 1961-'65 honours. Middlehurst sorted mechanical problems with his Lotus 25 in time for the race – thanks to the presence of legendary Team Lotus mechanic Bob Dance – and led away from pole. Colasacco's Ferrari 1512 was never far behind, though, the Italian car's fabulous 12-cylinder exhaust note reverberating off the buildings as he tried to find a way past. Middlehurst hung on by just 0.608 seconds after both drivers had done well to negotiate all of the backmarkers.

There was a muddled start to the race for 1949-'60 front-engined Grand Prix and Formula Two cars. Pole-sitter Padmore dropped the clutch in his Lotus 16 as the final red light came on and Julian Bronson (Scarab) went with him. Only eventual winner Tony Wood (Tec-Mec Maserati) waited for the lights to actually go out, and while the



RETURN OF THE MARZAL

Fifty-one years after it first took to the streets ahead of the Monaco Grand Prix, the spectacular Lamborghini Marzal was back in the Principality. In 1967, alongside Princess Grace, Prince Rainier III drove the Marcello Gandini-styled concept. Thanks to the efforts of Lamborghini's Polo Storico division, their son, Albert II, was able to follow in their wheeltracks. The four-seater Marzal – which made its debut at the '67 Geneva Salon, a few weeks before its Monaco appearance – was joined on track this year by an example of the car it inspired: the Espada.



O'Connell's ATS took victory in the 1977-'80 F1 race, while (above) Bronson and Padmore jumped the start to lead the front-engined brigade



“I’VE BEEN TO EVERY ONE SINCE 1997!”

What is it that makes racing around the streets of Monaco so special? If I knew, I’d bottle it and sell it. Maybe it’s the unadulterated motor-racing passion that our late, much-missed friend and colleague Henry Hope-Frost called “fever”, which is shared by the spectators, drivers and mechanics alike. I had many a fine time in Monaco with Henry and he often brought the stories of the old racing battles alive over a bottle or two with his humour and incredible motorsport knowledge.

Maybe it’s the location – with warm winds blowing off the azure Mediterranean, oranges ripening in the trees and the Alpes-Maritimes towering over the Principality, their peaks shrouded in mist.

Or perhaps it’s the ghosts of motor-racing heroes past – Chiron, Fangio and Nuvolari – embedded in the very fabric of the place, and brought back to life for one fabulous weekend every two years at the unmissable Grand Prix de Monaco Historique. **James Mann**



From top: Michael Lyons splashes through the harbour chicane *en route* to victory; Chris Ward’s Cooper-Jaguar dominated the sports-car race; Paddins Dowling in ex-Bira ERA ‘Remus’ was the class of the pre-war field

other two put on a good show up front – with Padmore finally nipping past Bronson at Rascasse – both of them were subsequently given drive-through penalties for jumping the start.

The worst of the weather struck during the race for front-engined sports-racers, which was initially planned to be for 1952 machinery in honour of that year’s Monaco Grand Prix being held for sports cars. In the end, its scope was broadened to include 1952-’57 cars, and Chris Ward claimed by far the weekend’s most comfortable victory. The British ace took the chequered flag in JD Classics’ Cooper-Jaguar, 34 seconds clear of Ben Short’s Lister-Maserati.

There was an ERA one-two in the 10-lapper for pre-war Grand Prix cars and *voiturettes*. Paddins Dowling took charge of R5B and, when the lights went out, nipped ahead of Michael Gans in the ex-Dick Seaman R1B. Nick Topliss jumped the start in R4A and served a drive-through penalty, Anthony Sinopoli being classified third in his Maserati 6CM/4CM.

Holding a race meeting in Monte-Carlo pretty much guarantees that there should be plenty of Grand Prix glamour on hand, and

the Formula One parade included the likes of Mika Häkkinen and Eddie Irvine – who went head-to-head for the 1999 World Championship – both driving McLarens, and they were joined by Riccardo Patrese, Emanuele Pirro, John Watson, Karun Chandhok, Mark Blundell and Thierry Boutsen, who somehow doesn’t look any older than he did in 1990. One particularly evocative sight was Josh Hill – whose grandfather Graham won five times at Monaco – at the wheel of a Lotus 49B and sporting his family’s famous blue-and-white helmet design.

Derek Bell was delighted to be part of the parade celebrating 70 years of Porsche, and took the wheel of the ex-Dan Gurney, 1962 French Grand Prix-winning 804. With the flat-eight not doing much below 5000rpm, and the change down into first gear requiring a long throw of the lever, negotiating the street circuit was a challenge, but Bell revelled in being on-track with former teammate Jacky Ickx.

The Belgian driver was piloting the Porsche 936/81 in which the two endurance legends won the 1981 Le Mans 24 Hours, while fellow Porsche great Vic Elford joined them in a 911.



AMY SHORE/PATRICK BONIFACE

DRIVE IT DAY DRAWS ECLECTIC MIX

Above: several 'Green Goddess' fire engines turned heads at Bicester
Below: this Lambo LM002 was another star of the 22 April Sunday Scramble

The Federation of Historic British Vehicles Clubs' annual Drive It Day kicked off in fine style on 22 April with a huge gathering of enthusiasts and machines for a special Sunday Scramble at Bicester Heritage, where a record 6000 people passed through the gates.

The former bomber station was swamped by more than 1000 classic and vintage vehicles, which flooded the network of roads and spilled out onto the expansive grass airfield. In excess of 45 car clubs made the trip, with one of the most impressive displays coming courtesy of the Jaguar Enthusiasts' Club. 'Green Goddess' fire engines drew plenty of attention, as did a Lamborghini LM002 that proved a particular hit with younger visitors.

On-site specialists got into the spirit of the event, opening their doors to the public and swelling the number of display cars. Newly arrived Porsche specialist Sports Purpose (see p214), wowed visitors with a Lancia Aurelia B20 'Outlaw' plus a selection of 356s and 911s, while 2010 and 2017 Mercedes Formula One cars and a gathering of other rare three-pointed stars including a 450SEL 6.9, a 560SEC and a 300SL 'Gullwing' impressed at the recently opened Mercedes-Benz Motorsport Centre.

Meanwhile, Kingsbury Racing Shop showed off its restoration of a Bentley Speed Six Saloon, which benefited from a full mechanical overhaul while at the same time retaining its incredibly original

interior and patinated paintwork. Robert Glover's brand-new showroom in the Motor Transport Yard was open to the public for the first time, laying on a display of pre-war Alfa Romeos and a stunning 1936 Lagonda LG45 (p251).

Bicester Heritage also welcomed around 100 classics from Hagerty's Drive It Day Tour (p204), which began at Jaguar Land Rover Classic Works in Ryton-on-Dunsmore before following a tulip-style road-book during the 2½-hour drive to the Oxfordshire airbase.

"Sunday's Scramble was the best yet – a fitting milestone for Bicester Heritage's fifth anniversary," said managing director Dan Geoghegan. "Not only were we able to welcome more than 6000 visitors





MARIO LAGUNA

CLASSICS TOUR EUROPE

Around 200 vehicles from the Automobile Club du Luxembourg toured the country's Valley of the Seven Castles on 10 May. Standout cars included a Porsche 911 RS, a Goggomobil Glas Isard 700, a Czech Aero Minor and a Fiat Dino 2400 coupé (above).



FESTIVAL IS A FAIR KOP

The Kop Hill Climb Festival returns to the calendar on 15-16 September, marking the 10th year since the event's revival. Expect an eclectic mix of cars and 'bikes from chain-driven veterans to pre-1977 classics. See www.kophillclimb.org.uk



Clockwise from top: F40 in the sun at Bicester Heritage; 1913 Sunbeam was one of the oldest Great War Rally entrants; impressive turnout at Duxford; Ford Consul at Headcorn; Rolls-Royce and 'Bullnose' at Stow Maries



and some 1000 classic vehicles to Bicester Heritage, but also the latest new specialists. Best of all, the atmosphere was both laid-back and inclusive."

Elsewhere in the country, thousands of classics took to the roads for Drive It Day, with several key events also marking the anniversary of the 1000 Mile Trial. More than 300 entrants took part in the Charity Classic Vehicle Club's Great War Rally, its eighth Drive It Day fundraiser. Crews left Sutton Hall, Rochford at two-minute intervals, following tulip-style notes through the Essex countryside before arriving at Stow Maries Great War Aerodrome, the 1916 home of B Flight No 37 Squadron. In addition to raising £5000 for charity, the run attracted a wide variety of classics including a 1949 Austin Atlantic drophead and, one of the oldest to take part, a 1913 Sunbeam 12-16.

'The Great War Rally attracted a wide range of classics and raised £5000 for charity'

Sticking with the military theme, the Alfa Romeo Owners' Club UK descended on the Imperial War Museum at Duxford on 22 April, with as many as 600 cars on show ranging from the post-war years right through to the latest Stelvio SUV taking to the apron. A stand-out display came courtesy of the club's 105/115 Giulia group, which gathered no fewer than 50 examples including Frank St George's 1300 TI saloon, Peter Vaughan's

original 2000 GTV and Barrie Watts' S4 Spider. Ian Jephcott's painstakingly restored 2000 Berlina was a real treat, too.

In addition to the many register displays, attendees could enjoy watching spirited flying demonstrations from a Spitfire and a Harvard, as well as Duxford's resident De Havilland Dragon Rapide.

Further south, the Headcorn Classic Car Meet held its second annual gathering at Headcorn Aerodrome, near Ashford in Kent. The former WW2 site, which is now privately owned and is home to the Lashenden Air Warfare Museum, played host to more than 100 classic and vintage vehicles. These included a rakish Chevrolet Biscayne and a smart Ford Consul Classic, each finished in a similar shade of red and representing a similar design theme, albeit from opposite sides of the Atlantic.

Our thanks to Thruxton

Last month's C&SC cover would not have happened without the help of Thruxton Motorsport Centre, which kindly stepped in at the last minute to provide the perfect venue for our shoot.

Thruxton is 50 this year and its anniversary celebrations include Murray Walker and Nigel Mansell opening a brand-new Hospitality Centre – plus former F1 driver Karun Chandhok in Keke Rosberg's Williams FW08C.

The complex, which includes off-road and skidpan facilities as well as the main track, also hosts August's British Superbike Championship and Classic Sports Car Club meet, and much more: www.thruxtonracing.co.uk





PIERR-YVES ROM

Clockwise from main: Meins in the Jaguar XJR-8; crowds flooded to Spa; Cobras into the night in the Sixties' Endurance race



FIVA'S RALLY HEADS TO UK
The 450-mile World Rally comes to mid-Wales from 28 August-1 September. The £1375 entry fee covers all meals, five nights' accommodation, plus a trip on the Vale of Rheidol Railway. See sceniccartoursuk.co.uk/events/fivaworldrally2018/



VAUXHALL VIVA 50TH BASH
Celebrate the half-century of the Viva GT at the All Vauxhall Rally, Market Harborough Showground on 14-15 July. All HB models are welcome and weekend camping is available. E-mail Guy (vivaman@talktalk.net) or Marcus (marcuscooper888@gmail.com).



NMM HOSTS FORD FRENZY
A huge 1787 Fords met at the National Motor Museum for the biggest-ever Simply Ford (6 May). Escorts were out in force for the model's 50th, the People's Choice fittingly going to Martin and Rita Lewis's fine '79 RS2000 (above).



LUTON OPENS ITS DOORS
Vauxhall is opening its Luton Heritage Centre to the public on 10 June, to celebrate the factory museum's 25th anniversary. Admission is free and the centre will be open from 10am-4pm. The event coincides with the Luton Festival of Transport.

Wild Group Cs hit Spa-Classic

It was a busy weekend at the Spa-Classic from 18-20 May, with 300 cars competing in seven series.

Group C cars thrilled in two 45-minute races. Winning the first was Steve Tandy in a Spice SE90C, from a battle in which the Porsche 962C of Ivan Vercoutere and Ralf Kelleners finished just a second ahead of Michael Lyons' Gebhardt. The second was a 962C 1-2, with Michel Lecourt/Raymond Narac ahead of Vercoutere/Kelleners.

The Greatest's Trophy included a brace of Bizzarrinis, a Porsche

RSK 718-60 Spyder and an Osca 2000S. Carlos Monteverde won from pole in race one in a Light-weight E-type, less than a second ahead of the Vincent Gaye-driven Ferrari 275GTB/C. But it was all change in race two, Gaye winning by 26.4 secs from Monteverde.

Philipp Bruehwiler's Chevron was top in the first Classic Endurance Racing contest, with Marc Devis in a TOJ SC 303 taking top honours in race two. And it was two wins out of two for Matthew Watts (March 772) in the Euro F2 Classic

group and for a dominant Christian Traber (BMW 3.0 CSL) in the Heritage Touring Cup.

Cobras locked out the podium in the 120-minute Sixties' Endurance race from a huge 72-car field: Christophe Van Riet led home Monteverde/Gary Pearson, from Philipp Oetli in third.

There was also the maiden 2.0L Cup race, a 90-minute, two-driver contest for pre-'66 Porsche 911s. Andrew Smith and Oliver Bryant finished over 40 secs clear of David Huxley and Nigel Greensall.

HISTORY REPEATING

Neil Cooke and his father drove a 1923 Stoneleigh Chummy to the top of Bushcombe Hill, Glos on 22 April, recreating a long-forgotten spectacle from one of the world's oldest motoring events, the Colmore Trial.

It's one of just three Chummies thought to survive, and is powered by a 9hp 1050cc V-twin engine derived from a radial aircraft engine jointly designed by Armstrong Siddeley and Hotchkiss. Happily, the Stoneleigh cleared the summit without difficulty.



BRM V16 roars into life

The National Motor Museum's BRM V16 has been started in public for the first time since its restoration. Visitors to the Beaulieu Spring Autojumble on 19 May were the first since 2014 to hear the supercharged 1.5-litre V16 roar.

The ex-Reg Parnell and Juan Manuel Fangio car had a full engine rebuild at Hall & Hall, following intervention from the Goodwood Revival Beneficiary Charity, which

helped the BRM Preservation Appeal reach its £50k target. The engine's pistons were saved and made into timepieces, which will be sold to help offset costs.

"During strip-down, we found evidence to confirm that this is the original engine, making it the first-ever V16 BRM engine – racing chassis number one," said National Motor Museum manager and chief engineer Douglas Hill.



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Pre-production examples 01 and 07 take centre-stage while other models from the marque's seven-decade history assemble outside (below)

Land-Rover celebrates 70th

On 30 April 1948, what would become known as the 'Series One' was revealed to the public at the Amsterdam Motor Show; 70 years on, Land Rover kicked off a series of events to celebrate this landmark by opening the doors to its Classic Works in Ryton-on-Dunsmore.

The day began with a road convoy, with invited guests given the opportunity to select the keys to examples from the marque's history and make their way to Ryton from the famous Lode Lane site.

The route passed through the Packington Estate – home to some of the earliest testing carried out by



Rover – before arriving at the Classic facility. Long-term employees, celebrity guests and ambassadors past and present – such as British explorers Sir Ranulph Fiennes and Ben Saunders – spoke about their Land-Rover love affairs.

Tim Slessor, a member of the 1955 London to Singapore 'First Overland' team, extolled the virtues of choosing a pair of Station Wagons for the epic trip, while Nick Wilks, son of former Rover Company managing director Spencer, took an interest in pre-production number seven, which inspired the event's birthday cake.

With the day ending in the filming of an 'as live' production using the first example, HUE 166, as the centrepiece, there's little doubt that JLR is proud of its seven decades at the forefront of off-road vehicle production, and rightly so.



BOND ASTON UP FOR GRABS

The '65 Aston Martin DB5 driven by Pierce Brosnan in *Goldeneye* will be offered at Bonhams' Festival of Speed auction on 13 July. It's estimated at £1.2-1.6m and will go on display at Englefield House, Reading, on 2 June. See www.bonhams.com



MOTORS AT EASTBOURNE

On 5-6 May, more than 900 classics hit Eastbourne's seafront to mark 15 years of Marvellous Magnificent Motors. A cavalcade included a 1936 Ford Model 68 Phaeton, a 1968 Mustang and a '30 Nash Ambassador. The oldest car was a 1909 Brush Runabout.



IN PRAISE OF THE MUNDANE

Hagerty's Festival of the Unexceptional returns to Stowe House on 14 July, gathering a remarkable selection of ordinary – yet in some cases very rare – classics from 1966 to 1990. See www.unexceptionalcars.co.uk



OAKAMOOR HILL CLIMB

As many as 100 veteran, vintage and classic vehicles from 1900 to 1975 are expected at Oakamoor Park on 14 July, for the Oakamoor Hill Climb. Entry costs £2.50 per person, with all proceeds going to Staffordshire Clubs for Young People. See oakamoorhillclimb.org

GAWSWORTH TRIBUTE

The Cheshire Lotus Owners' Group paid tribute to C&SC's David Evans at the Gawsorth Hall Classic Rally; the Car of the Show gong was also in his name. Owners attached a message to their cars' windscreens: 'David was a Cheshire lad and was a great friend to the Cheshire Lotus Owners' Group as well as to the Gawsorth Classic Car Rally. He always made the effort to drive up here, for what he always described as one of his favourite events. He will be missed by many.'



Two routes for veterans

For the first time in its 122-year history, the London to Brighton Veteran Car Run, this year on 4 November, will take two routes out of the capital to ease congestion and bring the event to more people.

The traditional journey from Hyde Park to Parliament Square remains, and half of the pre-1905 field will continue on the well-

trodden path past Big Ben, over Westminster Bridge, and through Streatham and Thornton Heath.

The other half will pass Westminster Abbey, then cross Lambeth Bridge and continue towards Vauxhall, Tooting and Mitcham. The two halves will converge near Croydon, before following the usual route thereafter.

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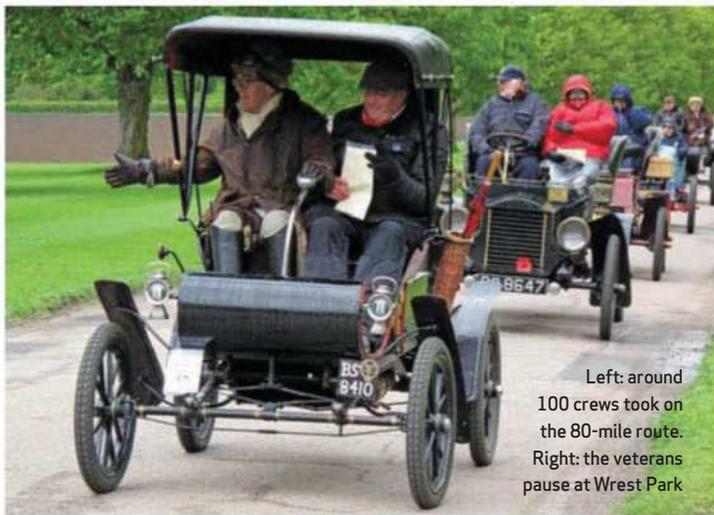


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NEIL GODWIN-STUBBERT

Left: around 100 crews took on the 80-mile route. Right: the veterans pause at Wrest Park



Creeping and crawling around

The Veteran Car Club's Creepy Crawly Rally ran through the country lanes of Bedfordshire and Buckinghamshire over the weekend of 27-29 April. Almost 100 veteran vehicles participated in the 80-mile rally which, set over two days, is the second-biggest gathering of veteran cars of the year – only November's London to Brighton car run is larger.

The run was based at the Cranfield University campus and started on Friday, with participants invited into the university buildings where

engineering students pored over the turn-of-the-century designs. Owners also had the opportunity to drive the remarkable Cranfield race simulators, with many spirited drivers suffering an 'off' around a virtual Silverstone.

Saturday marked the start of the run proper with a winding route through picturesque villages out towards the Rolls-Royce Enthusiasts' Club HQ in Paulerspury. Various vehicles had a 'failure to proceed' moment during the return trip, with cars and drivers stopped

on country lanes, spanners and vice-grips in hand. World Land Speed Record holder Andy Green also took part and has vowed to return next year after his loaned car made it home to Cranfield.

The route again took drivers along country roads for the final day, with the addition of more hills and better weather. Participants passed Millbrook Proving Ground and stopped at the country estate of Wrest Park in Bedfordshire, a French Baroque house built in the 1930s by the second Earl de Grey.



GET BEHIND THE SCENES

Petersen Automotive Museum has launched a 'World Tour' experience, offering a glimpse into its 250-vehicle overspill collection. Tours include Steve McQueen's XKSS, the Le Mans-winning 1966 GT40 and a Bugatti T46. See www.petersen.org/vault



STEAMING INTO KENT

Classics flooded to Chatham Dockyard at Easter, marking 400 years since it became a Royal Navy dockyard. Smallest was a Lambretta Williams City. A T11 Gilbern prototype turned heads, as did the Daimler hearse that carried Princess Margaret's body.



A DECADE OF OLD FORDS

The British Motor Museum will host the 10th Old Ford Rally – the UK's biggest gathering of classic Fords – on 15 July. More than 400 cars will be on show, along with commercials and tractors. See britishmotormuseum.co.uk



BROOKLANDS' GOT TALENT

The Brooklands Museum has been shortlisted for the Museum of the Year Award, following radical development that included the relocation and restoration of its 1936 Bellman Hangar. The winner, announced on 5 July, will receive £100,000.



PAUL BUSSEY

OLDSMOBILE SHOWS UP YOUNGSTERS

Around 400 cars and 2000 visitors took to Stanborough Park for the Herts Auto Show on 20 May, with the oldest car, Harry Kirby's 1904 Oldsmobile Model 6C Curved Dash Runabout (below), proving one of the biggest hits. Other highlights included a 1955 Land-Rover Series One 86in fire engine in Cranfield College of Aeronautics livery, the beautifully restored 1959 Hillman Minx Series 3 of John Georgiou, plus Brian Harvey's 1964 Lotus Cortina Mk1 – a car he has owned since 1978 and which he uprated in line with Pre-'65 Saloon Car Championship regulations.



PAUL BUSSEY

Berkeley steals the show

The first of two annual Pistons at the Park meets attracted around 150 vintage and classic cars to Thremhall Park, Herts on 29 April, including founders Simon and Suzie Thorpe's '61 Ford Thunderbird convertible. The former Indy 500 pace car once carried Buzz Aldrin around Goodwood.

Also getting a huge amount of attention was the 1959 Berkeley in which William Bazeley competed

in the 2016 Mongol Rally (above). Found derelict in an Essex cabbage patch, it was fitted with a 400cc Honda Superdream engine before the rally. It made it to Mongolia by late August, but running repairs meant it couldn't continue across the Gobi. Bazeley limped back to Russia, purchased a Lada for £100 and strapped the Berkeley to the roof, clearing the remaining 1500 miles of Siberia in just three days!

ARTCURIAL

// Motorcars



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Obituaries

BODO BUSCHMANN

27 August 1955-26 April 2018

C&SC is saddened to learn of the passing of founder and CEO of Brabus, Bodo Buschmann, following a short illness.

In autumn 1977, when he was a 22-year-old student, Buschmann established Brabus in Bottrop, Germany, transforming his enthusiasm for all things automotive into a business that four decades later has evolved into the world's largest independent tuning company, dedicated from the very beginning to Mercedes-Benz.

It all began in a small workshop behind his parents' car dealership and, through the 1980s, Buschmann's team built a host of high-performance models, including the V8-engined 190E, the W124-based 'Hammer' and a 300CE-based Brabus 3.6. But perhaps most memorable were the 3.6 S Lightweight and 3.6-24 Lightweight 190s.

It was all about 12-cylinder power in the '90s, with a V12 W124 500E receiving the Brabus treatment in 1993, followed by the W210 E-Class three years later. The latter also scooped one of Brabus' many World Records when, in 1996, it was crowned the world's fastest saloon car with a maximum speed of 330kph (205mph). Its V12 station wagon sibling snatched the estate record a year later, clocking 320kph (199mph).

There was also an aerodynamics record for a Brabus 190 in 1985, due to its Cd value of 0.26. And today the firm continues to release 'world's fastest' Mercedes, with its founder Buschmann's passion and ambition shining through.

Brabus has also established its own Classic service, dedicated to buying, restoring and selling classic and youngtimer Brabus and Mercedes-Benz models.



Buschmann's firm had success with tuned Mercs such as the SEC (above), and his passion is evident in Brabus' 2018 output



GORDON JARVIS

19 December 1945-10 May 2018

Long-standing Rootes enthusiast, founder trustee of the Rootes Archive Centre and treasurer to the Association of Rootes Car Clubs Gordon Jarvis has died at the age of 72.

After starting out as an apprentice at the Rootes Group, Jarvis dedicated his entire working life to the marque, working for the Rootes, Chrysler, Talbot and Peugeot brands. His spare time was devoted to Rootes, and he became a well-known face in both the classic car and motorsport worlds, while campaigning a variety of road and rally cars in the UK and on the Continent. He will be well remembered for his replica London to Sydney Hunter, and his RAC Rally appearances in his Sunbeam 1600Ti.

Jarvis played an instrumental role in the early career of rally hero and 2001 World Rally Champion Richard Burns, after building and running the star's Peugeot 205 GTI rally car. After Burns' untimely death, Jarvis became a key member of the Richard Burns Foundation.

SYD LOVESY

11 Nov 1919-11 April 2018

Following a promising career as a cricketer with Gloucestershire County and war service in the Corps of Royal Electrical and Mechanical Engineers, Syd Lovesy began work at the Bristol Aeroplane Company's Car Department in 1946. Starting as an automotive electrician and working on the Type 400, Lovesy went on to have a hand in every Bristol model built at Filton, and in later years became an invaluable resource for owners thanks to his intimate knowledge of each individual car and extensive archive of factory build sheets.

The Bristol man remained fiercely loyal to the marque from its post-war beginnings through to its sad demise in 2011, and his devotion even led to him supporting the firm financially during its darkest days.



Federation update

Drive It Day was again incredibly successful and such a pleasure. We started the day at Bicester Heritage and the crowd was certainly the largest I have seen for a Sunday Scramble. Interest in our facility with the Heritage Skills Academy display was excellent – it's so positive for potential apprentices and their families to see where the training is delivered.

But Drive It Day is about diversity, and it was great that the Rootes Archive Centre Trust chose that day for its official opening. More than 100 Rootes vehicles were on show including some neat Commer lorries. The opening was



Smart Commer lorries graced the Rootes Archive Centre Trust opening

conducted by Lord Nicholas and Rev William Rootes, and it was fantastic to see three generations of the Rootes family there.

Highlights included when Professor Tony Stevens, a former Rootes designer, presented a portfolio of his designs for a plastic vehicle that never made production. The Ryton Plant visitors' book from WW2 was also presented, which includes the signatures of King George VI and Gracie Fields. The formal preservation of manufacturing archives is a growing trend. Congratulations to all involved!

In 2019, our traditional date clashes with Easter, so Drive It Day will be held on Sunday 28 April.



DAVID WHALE
FBHVC CHAIRMAN

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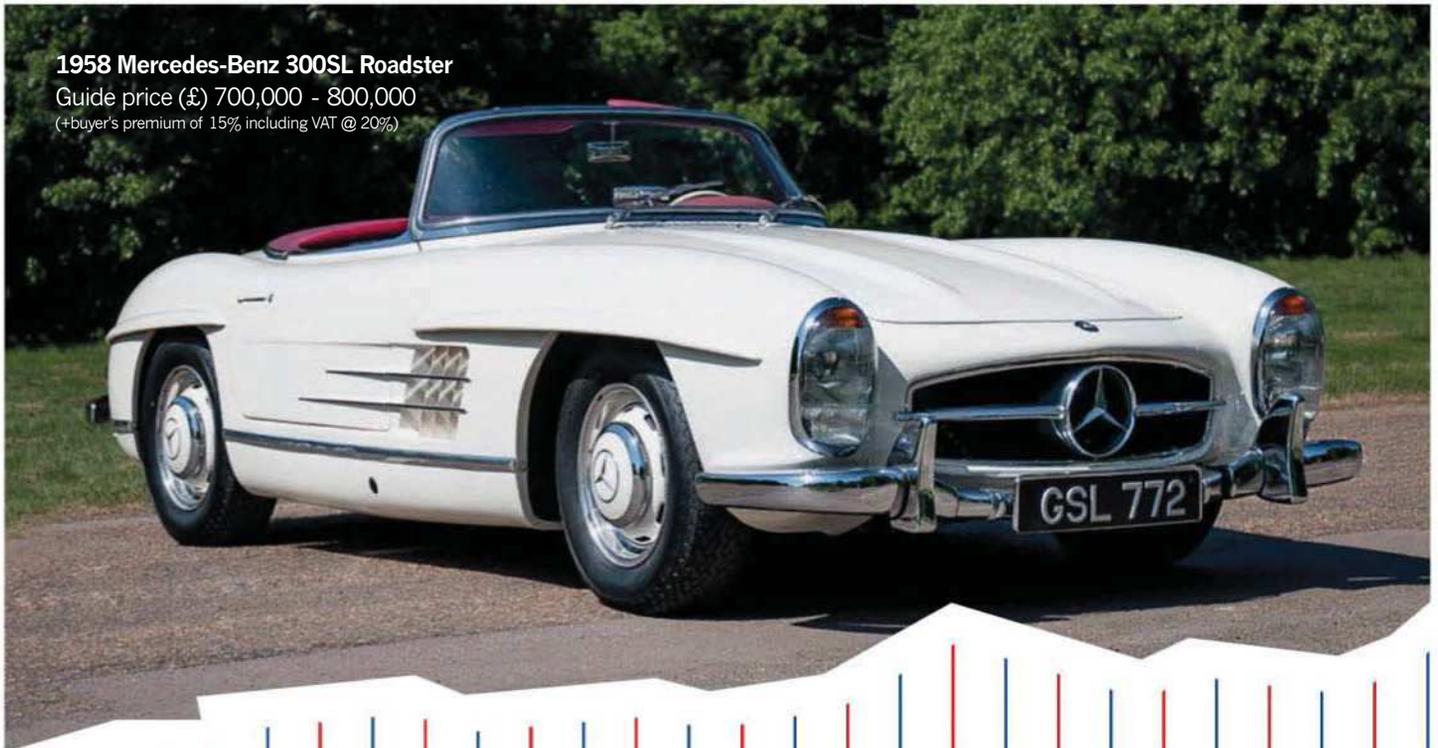


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JUNE

8-10 Grand Prix de L'Age d'Or

Long-running historic racing event. Dijon-Prenois, France 00331 42 59 73 40; peterauto.peter.fr

9 Swedesport UK Volvo and Saab fest at Beaulieu (also Simply VW on 16, Simply Land Rover on 24) 01590 612345; www.beaulieu.co.uk

9-10 XK70 Jaguar Festival The XK Club hopes to attract 700 XKs to Shelsley Walsh, Worcs 01584 781588; www.xk70.co.uk

9-10 Classic and Vintage Commercial Vehicle Show At the BMM, Gaydon 01926 641188; www.britishmotormuseum.co.uk

10 Luton Festival of Transport More than 1200 cars plus autojumble, trade stands and more 07852 948868; www.cvpjg.net

10 Vauxhall Heritage Open Day With 75 cars from the marque's 115 years. Luton, Beds www.vboa.org.uk

15-17 Nürburgring Classic

Historic racing at the 'Ring. Nürburg, Germany 0049 2691 302 630; www.nuerburgring.de

16-17 Historic Sports Car Club Silverstone International Trophy Comprehensive two-day meet at the Northants circuit hsc.org.uk/ www.silverstone.co.uk

16-17 Bristol Classic Car Show 70-plus club stands, plus autojumble. Shepton Mallet, Somerset 01507 529529; bristolclassiccarshow.com

17 Bromley Pageant of Motoring One-dayer with more than 3000 classics. Bromley, Kent 01959 541444; bromleypageant.co.uk

17 Father's Day Classic Show Cars and 'bikes. Notts 01484 667776; www.classicshows.org

17 Classics in the Park Newly expanded show at Raby Castle, Co Durham 01697 451882; markwoodwardclassicevents.com

22-24 Spa Summer Classic

Historic racing on the legendary circuit. Spa, Belgium 0032 87 66 28 66; www.spasummerclassic.com

23-24 Grand Prix de Tours 18th running of this French retrospective in the beautiful Loire Valley www.grandprixdetours.com

30-1/7 Stars & Stripes Car Show Over 1000 entries, from muscle cars to rods. Tatton Park 01507 529430; www.cheshireautopromotions.co.uk

30-1/7 Heveningham Hall Concours 50 beautiful classics gather at the Suffolk stately home 07414 271771; www.heveninghamconcours.com

JULY

1 Austin Seven Rally Held at Beaulieu (also Simply Jaguar on 8) 01590 612345; www.beaulieu.co.uk

1 Leighton Hall Classic Car & Bike Show 500-plus vehicles at Carnforth, Lancashire 01697 451882; markwoodwardclassicevents.com

1 Peugeot Festival 2018 Concours, and hillclimb at Prescott Hill, Glos www.peugeotfestival.co.uk

4 Classics in the Walled Garden Evening picnic, entrance from 4pm, on the lovely Luton Hoo estate www.petermadden.co.uk

6-15 Pittsburgh Vintage Grand Prix Mammoth 10-day event in Pennsylvania, USA www.pvpgp.org

7-8 Chateau Impney Hill Climb At Droitwich Spa, Worcs 0845 017 0637; chateauimpneyhillclimb.com

12-15 Goodwood Festival of Speed Celebrates its 25th anniversary, so expect extra nostalgia. West Sussex 01243 755055 www.goodwood.com

14 Festival of the Unexceptional Fun show flips the concours concept. Stowe, Bucks 03333 231138; www.unexceptionalcars.co.uk

For full event listings, visit www.classicandsportscar.com/calendar

Pick of the month June 2018



THE C&S SHOW IN ASSOCIATION WITH FLYWHEEL 23-24 JUNE

We're having a party this month – and you're all invited! Yes, your favourite classic car magazine has teamed up with the brilliant Flywheel Festival to host one of the summer's premier events at Bicester Heritage. There will be a wealth of historic vehicles on the demonstration track, among them a 1926 Le Mans Bentley and 1959 Aston Martin DBR4, along with motorbikes and plenty of military vehicles. In the air, displays will include a WW1 dogfight plus the Spitfires and Lancaster of the Battle of Britain Memorial Flight. We might be a bit biased, but this promises to be a fantastic weekend. 08712 310847; www.classicandsportscarshow.com

THE BROOKLANDS DOUBLE TWELVE 16-17 JUNE

Think of the Double Twelve as the essence of Brooklands condensed into one weekend and you won't go far wrong: it features every type of motorsport associated with the historic venue and takes place on the anniversary of its first race in 1907. Entrants can win an award by competing in two of the three main events – a speed trial, a driving test and a concours – and there's also a separate hillclimb competition plus stalls, attractions and entertainment. 01932 857381; www.brooklandsmuseum.com



Looking ahead



LE MANS CLASSIC 6-8 JULY

Do you really need persuading why this one's so special? Of course not, but we'll tell you anyway... A motorsport spectacle like no other, this massive biennial retrospective features six groups of cars that each race three times around the famous Circuit de La Sarthe. This year brings the return of Group C cars, plus celebrations to mark the 40th anniversary of Alpine's victory and the 70th birthday of Porsche's sports cars. We'll be there, and we heartily recommend that you join us! 0033 1 42 59 73 40; www.lemansclassic.com

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Friedrichs/Hadfield won the Pre-'63 GT race in the Aston Martin DB4GT after overtaking James Cottingham's E-type

GTs STAR AT DONINGTON HISTORICS

After race meetings across the UK were held in near-freezing conditions the previous weekend, the sun finally made an appearance in time for the Donington Historic Festival from 4-6 May.

Wolfgang Friedrichs and Simon Hadfield claimed Pre-'63 GT victory after the latter had taken the Aston Martin DB4GT past James Cottingham's Jaguar E-type and the Cobra of Patrick Blakeney-Edwards. Lukas Halusa had led away from pole position, but was forced to retire the fabulous Ferrari 250GT 'Breadvan', and when the E-type of Jon Minshaw and Phil Keen ran out of brakes, Hadfield and Friedrichs were home and dry.

Blakeney-Edwards' Nash failed to catch the Alvis Firefly of Rüdiger Friedrichs by just half a second in the 'Mad Jack' Pre-War Sports Cars race, the Frazer Nash specialist's effort making it the closest finish ever seen at the Festival. Blakeney-Edwards was out again in the RAC Woodcote Trophy, winning alongside Fred Wakeman in their Cooper-Jaguar.

Andy Wolfe and Steve Soper shared U2TC spoils, taking a win apiece in Lotus Cortinas, while Michael Lyons (Lola T400) won

both Derek Bell Trophy races. Julian Thomas/Calum Lockie took the Jaguar Classic Challenge in their E-type; Gary and John Pearson were third, but won the GT & Sports Car Cup in their similar car.

Chris Drake (Terrier) and Ray Mallock (U2) each won a pre-'61 Formula Junior race, but Cameron Jackson (Brabham BT2) was the class of the pre-'64 field. Andrew/Mike Jordan (Austin A40) won in the Pre-'60 Touring Cars, while John Cleland (Vauxhall Vectra) lost out to James Dodd (Honda Accord) in both Super Touring races.

Clockwise: a close finish made for a thrilling Pre-War Sports Cars race; Cameron Jackson in the Brabham BT2; the Jordans won the Touring Car Greats



Swiss beat Brits to Tour Auto victory

Heading into the penultimate stage, James Cottingham and Andrew Smith were on course to win this year's Tour Auto Optic 2000. The British crew had won 10 of the 14 tests to that point, but they were denied a repeat of last year's victory when their GT40 started suffering gearbox problems. They eventually finished down in 28th, while the hopes of Chris Ward and Andy Elcomb – who'd won two of the other stages in their Jaguar E-type – were dashed by a retirement at Paul Ricard.

Overall victory therefore went to the Swiss pairing of Raphael Favaro and Yves Badan in their Lotus Elan 26R. Frenchmen Frédéric Jousset and Paul Miliotis were second in their Shelby Cobra 289, while Damien Kohler and Sylvie Laboisne finished third in a 26R.

Held this year from 24-28 April, the event started from Paris and the 239 crews tackled a 2100km route from the capital all the way down to Nice. Special stages were held on circuits – Paul Ricard, Bresse, Ledenon and Dijon-Prenois – as well as closed public roads.

Jean-François and Chloé Pénillard (Porsche 356) won the Index of Performance, while the Regularity



Main: Favaro and Badan in their Lotus Elan 26R. Below: Paris hosted the start; Puyal's 2CV

category was topped by the CG 1200S of Jean Rigondet and Olivier Souillard. Nicolas Pagano and Michel Périn finished as runners-up in their Alfa 1750 GTV.

The stellar entry included everything from GT40s and Daytona Cobras to the Citroën 2CV of François Allain and Robert Puyal.



Frederick Harper's Kurtis Roadster narrowly beat Gareth Burnett's Alta

SILVERSTONE HOSTS FORMULA VINTAGE

The Vintage Sports-Car Club's 2018 Formula Vintage season kicked off at Silverstone on 21-22 April, with a programme that included invited grids from the AR Morgan Challenge, FISCAR and the Historic Grand Prix Car Association. In the race for the Patrick Lindsay Memorial and Amschel Rothschild Trophies, Frederick Harper's Kurtis Roadster held off the Alta of Gareth Burnett by just 0.73 secs. Richard Pilkington picked up the Fox & Nicholl Trophy in his Talbot T26 SS, while

James Baxter (Riley-ERA) won the first All-Comers Scratch Race and finished runner-up to Julian Grimwade's Norris Special in the second.

Edward Williams' Frazer Nash topped the Pre-War Sports Cars field, and Rüdiger Friedrichs won the Silverstone Trophy in his Alvis Firefly. The trio of pre-war handicap races went to David Seber (Wolseley Hornet special), James Whitmore (Riley 1.2/4 special) and Douglas Martin (Hillegass).

MGs battle it out at Brands

The Triple-M Register attracted a strong entry to the MG Car Club's Brands Hatch meeting on 28 April, putting on two races during the day. The first was for the Mary Harris Trophy, and John Gillet won on handicap in the ex-Bira K3.

Harry Painter picked up the Kimber Trophy as the leading MG on scratch, his PA finishing second after a tight battle with the winning Wolseley Hornet of Tony Seber.

In the second race, Rod Seber took the Hornet to another victory, with Mike Painter (Kayne special) second and Andrew Taylor third.

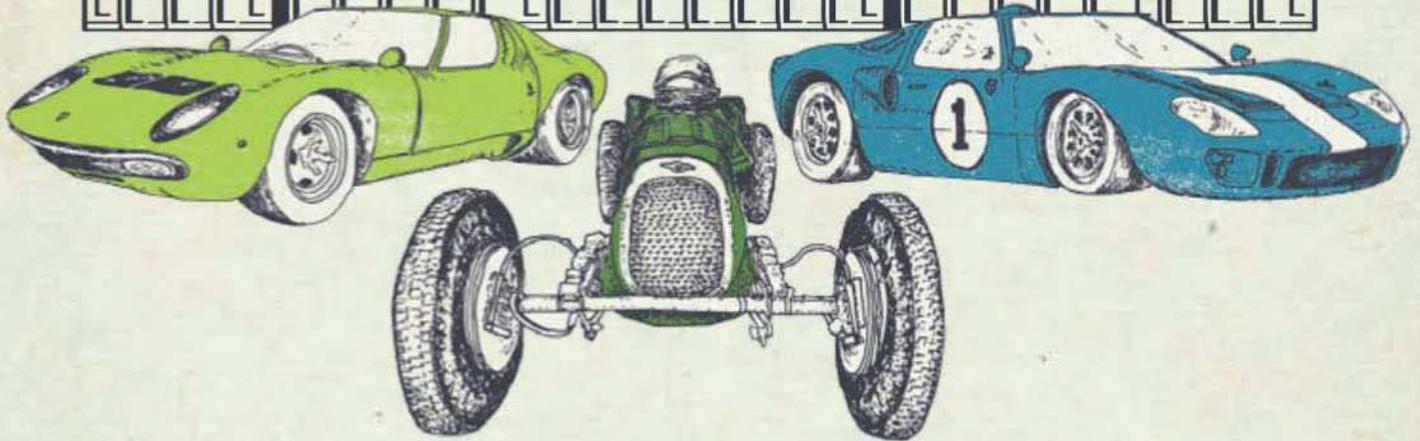


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Gareth Burnett hadn't met Matthew Vokes before the event



Frazer Nash-BMW piloted by Peter Lovett



Class winners Ayre and Duncan in the Itala



BRABHAM IS BACK!

The legendary Brabham name has returned thanks to the launch of the BT62. David Brabham – son of Jack, the company's founder and a three-time World Champion – unveiled the car at Australia House in London on 3 May.



ALFA ROMEO INVITATIONAL

The HRDC has announced plans for a new Alfa grid for Donington Park on 14 October, to promote a possible race series in 2019. The future series will cover the 1950s, '60s and '70s and will be open to all 750, 101, 105 and 116-series cars, from early Giuliettas to AlfaSuds. See www.hrdc.eu

Alta is top of the Flying Scots

Having previously won in 2013 and 2016, Gareth Burnett became the first driver to claim three victories on the Flying Scotsman Rally by winning this year's event, held from 26-29 April. He shared his 1939 Alta with Matthew Vokes, an experienced navigator who hadn't even met Burnett before the start of the event at Brooklands.

"It was probably the toughest yet with the best competition," said Burnett, "but the real joy was in bringing this car to the event when

no one thought it would even finish it – and that included me!"

Two-time winner William Medcalf had Andy Pullen beside him on the maps and they finished a very close second in Medcalf's Bentley. Bill Cleyndert and Dan Harrison, also in a Bentley, completed the podium in third.

This year's route covered 726 miles and included 13 tests plus 15 regularities. A total of 107 crews left Brooklands, heading for the finish on Edinburgh's Royal Mile.

Class winners included the intrepid David Ayre and David Duncan, who completed the rally in their 1907 Itala; Paul Crosby and Ali Procter in an MG TB; and Peter Lovett and David Richards in their Frazer Nash-BMW 328.

The Spirit of the Rally award was given to Jef and Anton Van Hoylandt in a 1934 Lagonda M45 Tourer, while the Concours d'Elegance was won by Rob and Hayley Stoneman in their 1935 Alvis Firebird Special.



Kevin Kivlochan had to fight off John Davison's Lotus Elan for much of the Snetterton race

Morgan victorious at HSCC race

Kevin Kivlochan won a fiercely contested Historic Road Sports Championship race at HSCC Snetterton on 21 April.

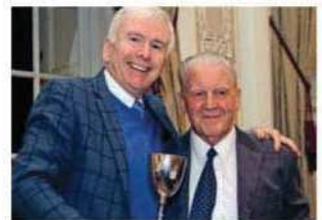
Kivlochan's Morgan Plus 8 was pushed hard throughout by John Davison's Lotus Elan, as well as the fellow Morgans of Jonathan Edwards and Robin Pearce. Davison briefly nipped ahead under braking for the Esses, but soon slid wide and allowed Kivlochan back through. Edwards then took up the

challenge and crossed the line only 0.2 secs behind the winner.

There was another tight finish in the hour-long Guards Trophy. Concerned about the fuel level in Charles Allison's Chevron B8, leader Philip Nelson eased off in the closing stages and came under attack from the Lenham of John Waggett and Peter Needham heading into the final lap – but then that car ran out of fuel! Nelson nursed the Chevron home to take victory.

FATHER AND SON SCOOP TRIALS CUP

The Midlands Trials Car Club held its first historic sporting trial on 28 April at Long Compton in Warwickshire. Mark Howse was at the wheel of his restored ex-Julian Fack 'Impunity', while Andy Wolfe shared his Cannon with his son Mitch (below). At the end of the first lap David Methley held a one-mark advantage over Steve Jones in the historic class. After the second lap the Wolfes were tied for the lead. Mitch Wolfe came through to claim victory ahead of Neville Collett, with Howse pipping Steve Courts by a single mark in the Post Historic class.



NEW HISTORICS CHAIRMAN

Peter Horsman has taken over from Barry Cannell as chairman of the Historic Grand Prix Cars Association. Horsman started racing with Morgans, then bought a Lotus 17 in 2004. He later added a Lotus 18/21.



RT1 WINS AT HOCKENHEIM

Hans Peter opened the FIA Historic Formula Two season with a pair of victories at Hockenheim on 21-22 April. Peter's Ralt RT1 came home ahead of defending champion Robert Simac (March 712M) and Torgny Johansson (March 782) at the German track.



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WILL DAIMLER RETURN TO THE UK?

One of the largest cars available in the UK in 1947 was the Daimler Straight Eight DE36. One such car, painted black with a silver waistline, was bodied by Hooper and was prepared for and delivered to the Monaco government. Its current owner, Italian Stefano Clivi, acquired the much-travelled limousine last year and has been tracking down its history.

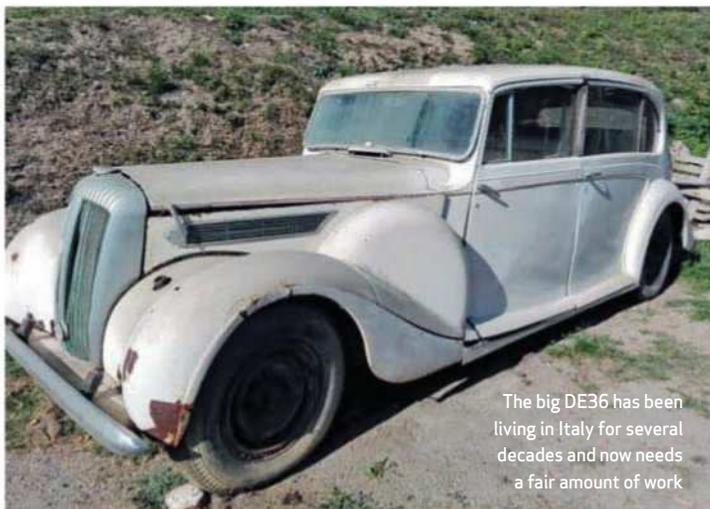
By 1952, the Daimler limo had returned from Monaco to Britain and was recorded as being owned

by Leicester Corporation. It was registered ABC 1 and used by the Lord Mayor. A decade later it was in the hands of Joseph Swift, still in Leicester, but had been re-registered VRY 400. In 1969, it moved south to Edward Robinson of Walton-on-Thames, and then to Italian journalist Massimo Colombo, in Weybridge.

The Daimler then reappeared when it was sold by Franscar of Turin to a Francesco Zunino, who asked Hooper for restoration

advice. The firm wrote back: 'Due to the present [1973] labour and material costs, this project could possibly exceed £4000.' Presumably Zunino was slightly shocked at the answer, because he immediately sold the DE36 to Edoardo Canali, who had the engine rebuilt and placed back in the car. Clivi bought the car from Canali's brother last summer, but now thinks that the rebuild may be beyond him and is offering the Daimler for sale. E-mail: stefanoclivi@gmail.com

'Hooper estimated it would cost more than £4000 to restore the Daimler... in 1973'



The big DE36 has been living in Italy for several decades and now needs a fair amount of work





Buried treasure found on Guernsey

Chris and Tracy Ward recently moved into a new home in St Peter's Parish on the Channel Island of Guernsey. When Tracy's parents came to stay, her father was asked to help tidy up the garden. After the removal of some soil, his spade hit the top of an object that turned out to be an engine. Further digging found a chassis with front axle, gearbox, bumpers, door glass and lots of very rusty bits.

A plate on the transmission says that it's a Daimler and the gearbox

number (27509) is from around 1948. No chassis number has been found, but there was a number-plate, GUK 880, which is a 1948 Wolverhampton number. Experts from the Guernsey Old Car Club and Kevin Bennett from the Daimler and Lanchester Owners' Club have come to the conclusion that it is probably a Daimler DB18, and a piece of woodwork points to it being possibly a drophead coupé. So far there are no clues as to how or why the car came to be buried.

There's not much left of this possible Daimler DB18. Can you fill in the gaps for the Wards?

Look familiar?

Want to track down a lost love or looking for history on your current classic? Send details and pictures to the p12 address or e-mail your requests to alastair.clements@haymarket.com



CORAL ZEPHYR REQUEST

Alec Edwards is keen to trace the early history of his 1957 Ford Zephyr MkII Highline, 4406 HK, which is one of few survivors in its original Pembroke Coral. Registered in Essex, it remained in the area with first owner RH Richard but was owned by Herbert Leslie Warner of Streatham Hill from 1965-82. E-mail: a90man@outlook.com



HELP WITH ELITE HISTORY

Bill Pears owns a 1978 Lotus Elite 503, DBF 529T. The car was bought new by Pan Dora Parties Ltd and has had 15 owners since, three of which Pears has traced, but he has been unable to contact any prior to 1988. E-mail: w.pears493@btinternet.com



HAVE YOU SEEN 'ZOOPIE'?

Ian Brent-Smith would like to reunite his 89-year-old father with his old Wolseley Hornet, 'Zoopie.' He was an Oxford languages student in the late '40s, and twice during summer holidays he motored down to Spain with two friends in GO 3385." E-mail: ian@pwrwp.co.uk



MICHAEL WARE

Former curator of the National Motor Museum, Beaulieu. Send submissions to waremichael29@gmail.com



PUT OUT TO PASTURE

The Jensen-Healey was controversially saddled with American impact bumpers, yet Stateside success eluded this twin-cam two-seater in spite of it carrying not one but two famous British sporting names.

This 1974 Jensen-Healey recently resurfaced in North Carolina, USA, still wearing its original factory hardtop. The car had been in storage for many years before being put out to grass, which has since grown up around it.

Under the bonnet lies the correct Lotus engine and the desirable Getrag five-speed gearbox, yet at the moment this underrated sports car's future looks to be uncertain.

Cumbrian MG rescued

Chris McPheat, whose Tatra finds have featured in *Lost & found* in the past, has unearthed an MG registered 6657 HX. "I'm just starting out on the restoration of a 1960 MGA that has been with a Cumbrian family from new," said McPheat. "It has been parked in a wooden garage in the fells above Keswick since 1978, and it must have already rusted away once

because the front and rear wings are glassfibre. I went up there a month or so ago to free off the brakes and put some wheels on that we could use; I also turned it around for the sake of the tow truck, which was not so easy with seized steering.

"I have also sourced an ex-racer MGA from Canada that is rot-free and has all the panels and chassis parts that we will be needing."



The MGA's wings are now made from glassfibre, says Chris McPheat, who is restoring it

Persistence pays off for Morris tractor fan



Chris Acock's 'rustoration' involved replacing scuttle and radiator, and finding a new magneto, carb and exhaust. Left: the Morris as seen in Cheffins' sale



Many older cars get a new lease of life when rebuilt into something else – such as breakdown lorries or pick-ups. Some are even converted into farm vehicles and tractors, such as this 1925 Morris Cowley. By 1985, the tractor was with John Keeley in Knowl Hill, where it was spotted by enthusiast Chris Acock who asked if it was for sale. It

wasn't, and for the following 20 years he regularly asked the same question and got the same answer. After Keeley's death it eventually came up for auction with Cheffins and Acock was able to buy it. A gentleman came up to him after the sale to say that the Morris had left the factory as a car in 1925, but was bought back by the works at

a later date to be used as a general tug, towing trailers around the site. After the war it went to Lord Nuffield's estate, where it was used to tow gang mowers. Later it passed to a scrap merchant from Wallingford, who in turn sold it to Keeley. Acock was able to rebuild the Cowley with help from the Bull-nose Morris Club.

'It was used to tow gang mowers around at Lord Nuffield's estate'

COOPER'S HISTORY IS A MYSTERY

Herb Tobin was an American collector of racing cars who died in 2017. When his cars came up for sale, collector Daniel Rapley was able to buy them. Among the set was a Cooper MkIV single-seater, shown here, but no chassis number has been found. It has aluminium wheels, which suggests that it is an early example – unless they have been retrofitted. So far, Rapley has gleaned that the MkIV was raced by Milo Keeble at Lime Rock, Thompson and other tracks between 1959 and 1962. In 1972 it was sold to Art Jacobs and in 1975 sold again to Tobin, after which it was put into storage. It is thought that this car has not raced since the 1960s, but despite exhaustive searches of US race records by Richard Woody Neale, president of the Cooper Car Club, no further history has been found. E-mail: danielrapley@gmail.com



Atlantic was good under all of the dust

Austin rescue down under

Mark Yeomans of the Austin Counties Car Club recently learned about Australian member Chris Roberts' 1560-mile round-trip to bring home an Austin Atlantic. When the car's original owner passed away, the family put the car away in a shed where it stood for 53 years. It then went to a second owner for a short time before he advertised it on eBay, which is where Roberts' son Neil spotted it. Loading was made more difficult by the car being stuck in gear, but this was overcome by disconnecting the propshaft. Restoration is now under way.



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Island's first car is now a museum showpiece

When Morgan Sports Car Club members Roger and Linda Lacey toured the Scottish Islands in their 2006 Morgan Roadster, they were surprised to find a 1923 Morgan Family Runabout three-wheeler on display in Lewis Castle, Stornoway, on the Isle of Lewis. Intrigued by the car's story, Roger decided to investigate further.

The island of Berneray, to the south of Lewis, has a population of around 140. In 1933, shopkeeper Finlay Patterson bought a 1923 Morgan from Stornoway solicitor

Donald Scholer. He took it to the island – where it was the first motorcar – as deck cargo on a fishing boat and used it to deliver groceries, and sometimes for weddings and funerals. He died in the 1950s and the car was pushed into a shed in his garden. Because this was on a clifftop facing the Atlantic Ocean, the car suffered from the salty air and exposure as the shed collapsed around it.

In 1988, Edinburgh policeman Lawrie Sutherland heard about it and arranged to purchase the car.



Clockwise, from above: Finlay Patterson with the Morgan in 1933; the remains as found in 1988; on display in Lewis Castle

“It took two policemen several hours to dig out the rusting remains among the other debris and to lift it onto a pick-up,” said Lacey.

For various reasons, the rebuild was not completed until 1999, when the Morgan became a star of local news broadcasts and came to the attention of the National Museums of Scotland. The Museum nan Eilean on Lewis was in the planning stage at the time, and in 2000 it was able to acquire the Morgan. But it wasn't until 2016 that the car finally appeared in public again.



No longer a mystery

Regular contributors will have noticed that *Mystery car* is taking a break, but we couldn't let it pass without revealing the answers from the final few issues. In March we brought you the 1997 Mercedes-Benz F300 Life Jet (above) – and Hungarian winner Zsolt Podgornik was able to identify it. April moved us forward to 2003 for the Daihatsu UFE-II concept car; well done to serial winner Richard Penna. And finally, for May, congratulations to Tristan Lewis, who spotted the 2002 Hyundai HIC (High-technology Intelligence Coupé) concept car.

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 alastair.clements@haymarket.com and you could win £100

CLASSIC
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grabs!

When regular contributor Ronan Glon ventured into Marseilles, France, to buy an engine for his Citroën 2CV, he came back with a 1972 Morris Mini 850. “It's not a magic trick I learned in Las Vegas,” said Glon. “The engine and the car were in the back of a repair shop that shut down during the 1990s and stayed locked until this year. The owner of the garage explained that a customer had dropped off the Mini for various small repairs in 1980 and never picked it up.”

The rest of the history is largely unknown, but in its eight years on the road the Mini racked up nearly 100,000km and received a coat of grey paint over the original red, which still shows inside. It wears a 1975 registration number and Glon has confirmed that it was sold new in France, rather than imported. “For the time being, the plan includes fitting new brakes, overhauling the engine, replacing the bent wing and enjoying it.”



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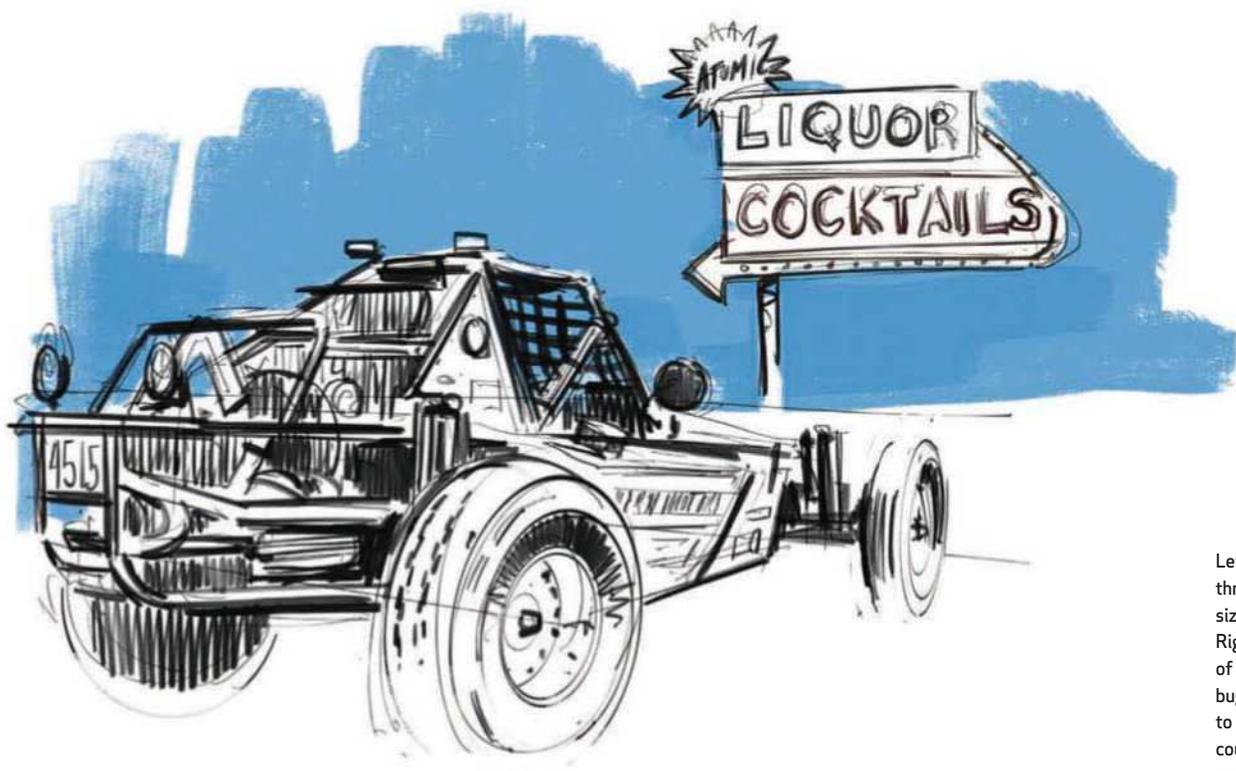


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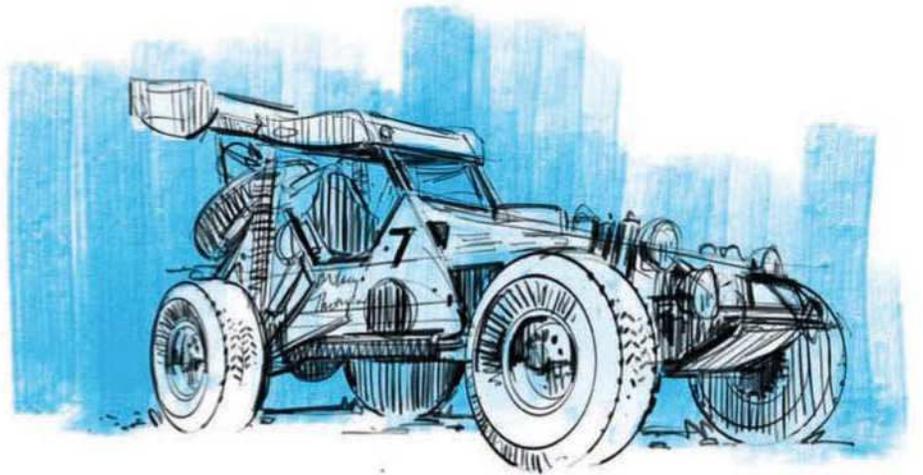
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Left: Marjoram was thrilled to see the full-sized Tamiya Rough Rider. Right, from bottom: one of the original Mint 400 buggies that took 16 hours to complete the 1968 course; popular UTV Class runner loses a wheel

MOTORING ART



STEFAN MARJORAM

Sketching outlandish desert racers on an iPad for social media was an exciting commission like no other

Left: after six hours of racing, just 30 seconds covered the top two and Bryce Menzies was the Mint 400 2018 winner. Top: among the classics on show at this year's event was Mickey Thompson's 1977 Challenger IV

Desert racing has inspired some novel art, dating back to Ralph Steadman's famous trip with Hunter S Thompson. Forty-eight years since *Fear & Loathing in Las Vegas* was published, Stefan Marjoram went on assignment to the Mint 400 race to produce sketches to cover the event for social media.

The quest for something novel, as a change from photography, has led organisers and marketing men to search for new media. As a result, Marjoram's brilliant iPad sketching style has been in demand with recent commissions from Mercedes, Porsche and Ferrari.

This year, Marjoram's work took on a larger scale with huge, two-metre banners celebrating STP's 60th anniversary displayed at the Autosport Show. His distinctive style caught the attention of the enterprising Martelli Brothers at Mad Media, who commissioned Marjoram to design a new poster for the Mint 400 desert race.

Through this project, Matt and Josh Martelli learnt about Marjoram's interest in drawing buggies, and in March, at the last minute, they invited him to the Mint 400, which their team now organises and promotes. "It was an impulsive thing," says Marjoram. "Within a day last March I'd gone from a snowbound airport in England to sitting in the heat sketching wild desert racing. It was really bizarre."

The Mint 400 dates back to 1967, when Norm Johnson devised a new event for buggies and motorcycles to promote the Mint Hotel in downtown Las Vegas. The Martelli brothers have been key in

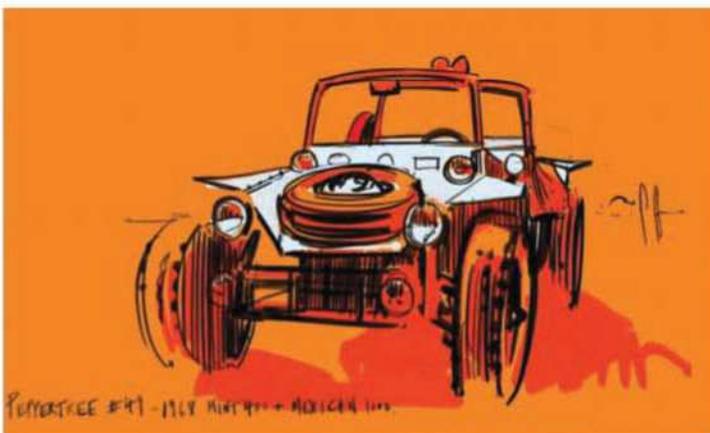
the event's recent revival and it now attracts more than 300 entries for two six-hour contests.

"The 100-mile course runs through a stadium then out into the desert, with flat-out sections across dry lakes before the challenge of sand dunes and mountain routes," says Marjoram. "Out on the course you don't see much, so I located myself in the pits. The teams come through every hour, which gave me time to sketch. It's like a mad village with plenty of great characters."

"Sitting in the shade out of the wind, I had to work quickly during pitstops. With grungier, rougher brush techniques, it was fun trying to capture the energy of the sport. The scale of the event and the noise were unlike anything I'd ever seen. The Trick Trucks are huge beasts that'll do 140mph and jump 300ft, but there's also a separate vintage class. The drawings were posted live and my sketching created lots of interest. The teams couldn't have been more friendly."

Tamiya's early radio-controlled sand-racer buggy started Marjoram's interest in the sport: "It was great to finally see the full-sized vehicles run in anger. From vintage specials to hot rods, I've always liked home-built machines. The dramatic angles and dents add to the character of the drawings, and my technique isn't so tight. It would have been fun to try some ink-dip pens like Steadman used, but the iPad is more practical." **MW**

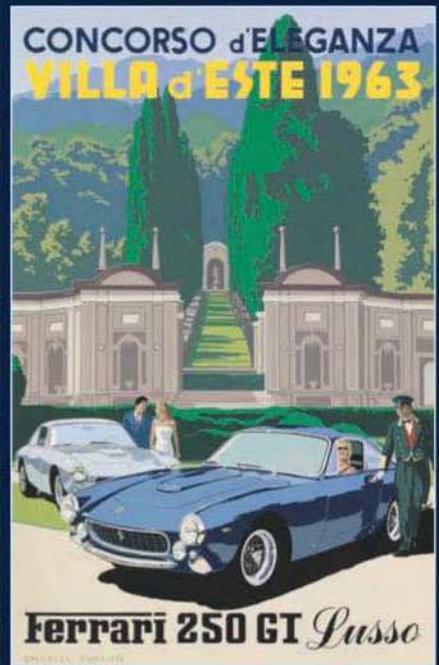
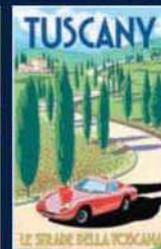
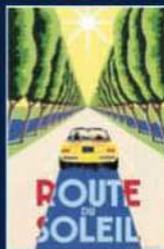
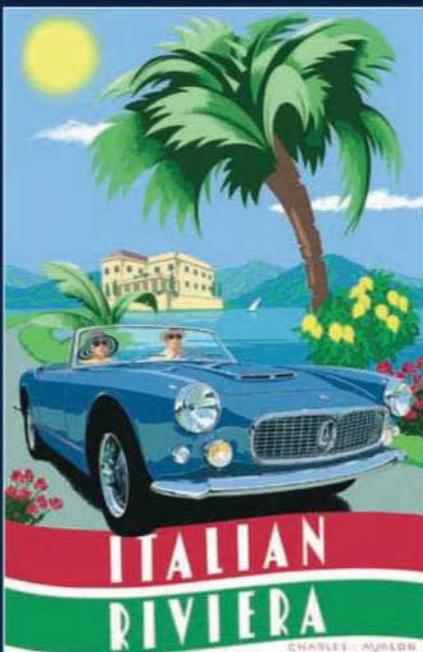
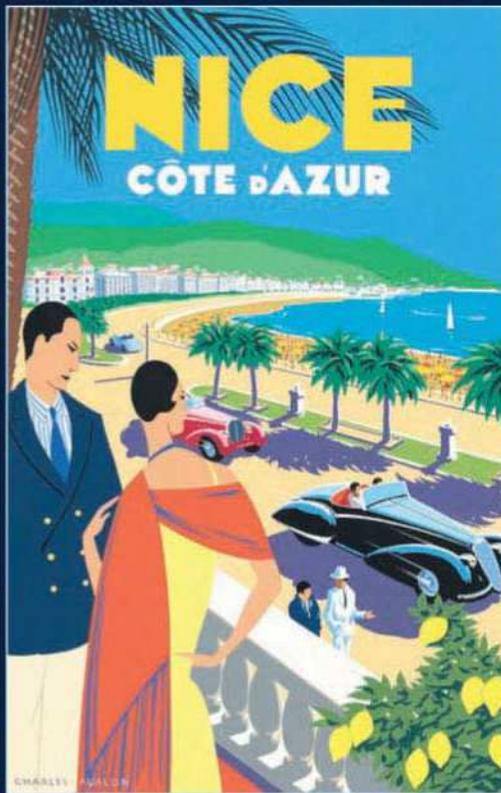
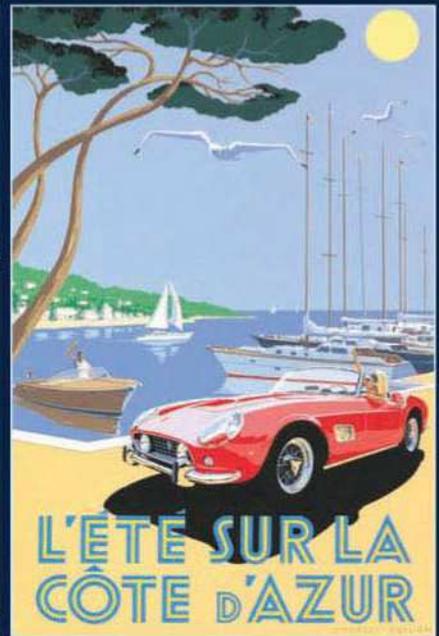
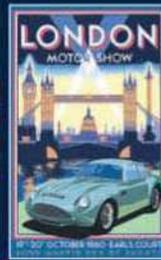
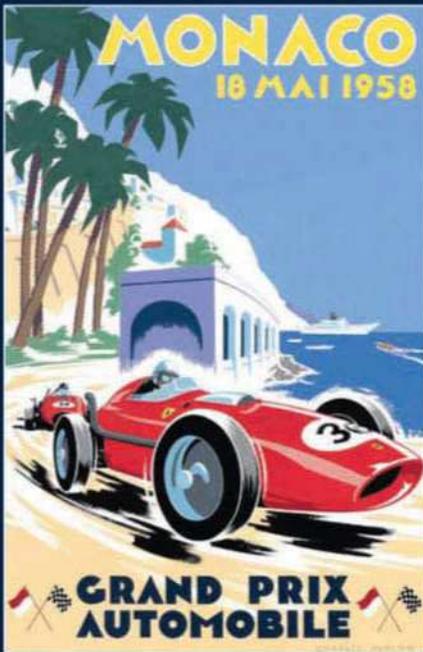
See www.stefanmarjoram.com or look out for Marjoram at La Vie en Bleu and Goodwood Festival of Speed





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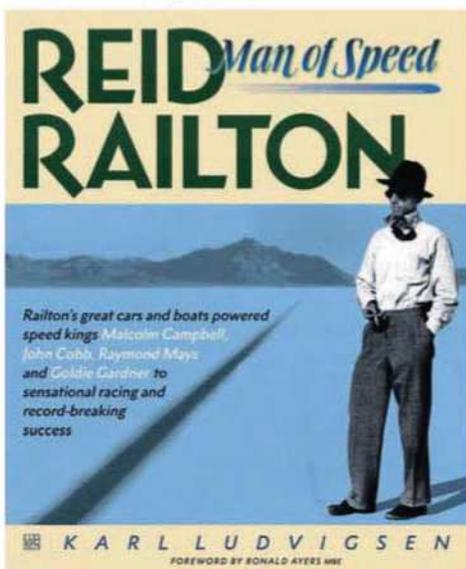
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Book of the month



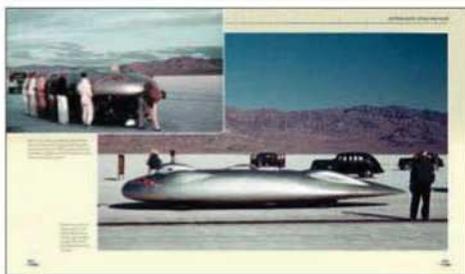
REID RAILTON Man of Speed

A biography of Reid Railton, the brilliant automotive and Land Speed Record engineer, has been long overdue, but at last – thanks to the support of his daughter Sally Joslin and the impressive research of Karl Ludvigsen – the daunting task has been masterfully achieved. The result is a magnificent two-volume, 848-page production that covers the incredible range of projects that involved this reticent genius.

From his early years working with mentor Parry Thomas to the tragic Water Speed Record challenge with John Cobb's jet-powered Crusader, the diversity of Railton's projects is mindblowing. In addition to his much-covered design work with Thomson & Taylor, Donald Campbell and Cobb, the author has uncovered a wealth of fresh

information about lesser-known ventures. These include a radical x-configuration, eight-cylinder aero engine, the short-lived Arab, the fabulous low-chassis Daimler Double-Six, Sunbeam Tiger and Tigress modification, and the post-war 'step-down' Hudson.

Both volumes feature extensive appendices, including a study of the Napier Lion engine, the later life of the Napier-Railton and the designer's close associate Achille 'Sammy' Sampietro. Overseen by former C&SC editor Mark Hughes, and elegantly designed by Simon Loxley, the handsome work is packed with images including previously unpublished family photos, plus drawings and artwork. Guaranteed to garner many awards, this mighty tome is highly recommended. **MW** £150 Karl Ludvigsen, Evro Publishing. ISBN 9781 910505 25 0



'It's packed with previously unpublished family photos, plus drawings and artwork'

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Not surprisingly, Railton's design and development of the fantastic Land Speed Record machines for Malcolm Campbell and Cobb take up a large percentage of the book. Since childhood, the Railton (later Mobil) Special has been a favourite machine of author Ludvigsen, who really

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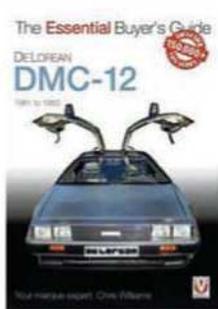
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Setting up a home car workshop

Author Edgar's guide to organising a garage covers everything from tool choice to workshop layout.

You'll find suggestions for modifying tools, making them yourself and neat storage tricks. With welding techniques, hand- and power-tool use and even electrical diagnostics included, this could well be the helping hand needed to establish or improve your home garage. **MP** £19.99 Julian Edgar, Veloce. ISBN 9781 787112 08 7



DeLorean DMC-12

Let's be honest: there's a lot that can go wrong with a DeLorean. Sensible, then, to do your research before viewing, and there's no better place to start

than Chris Williams' *Essential Buyer's Guide*. Its real strength lies in having a list of checkpoints from which to refer while inspecting a car for sale. Best of all, it's small enough to fit in the pocket of your sheepskin coat. **GM** £12.99 Chris Williams, Veloce. ISBN 9781 787112 32 2



Porsche 956 & 962

Porsche fanatics will be well versed in the successes of the seven-time Le Mans-winning 956 and 962 but, as with the rest of Haynes' *Owner's*

Workshop Manual series, there is always more to discover. Nick Garton covers everything from the car's gestation and racing triumphs through to the anatomy of the model, along with driver profiles plus a detailed history of each individual chassis. Also included is a section on buying, restoring and owning. **GM** £25 Nick Garton, Haynes. ISBN 9780 85733 796 2

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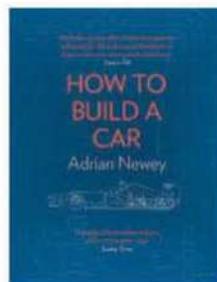
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How to build a car

This is an unassuming title for a book about the life of someone who has made his name designing world-beating racing cars – indeed, Adrian Newey often has superlatives such as ‘the greatest’ attached to him. So if you’re expecting a bombastic romp through his best bits, you’ll be disappointed.

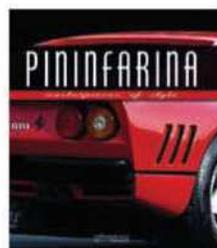
What you get is an engaging, first-person account of his life and the cars he’s designed.

It’s very readable and accessible, not requiring deep engineering knowledge, while providing sufficient insight into the pinnacle of motorsport for those with a strong technical grounding. Throughout, Newey comes across as a likeable, if deeply competitive, person.

You’ll enjoy anecdotes from the paddock and his personal life, such as George Harrison being a guest at his 40th birthday party, punctuated by photos and school reports, plus technical drawings.

Formula One designers rarely pen such candid books, making this one something rather special. **LP**

£20 Adrian Newey, HarperCollins. ISBN 978 0 00 819680 6



Pininfarina: Masterpieces of Style

This book claims to tell the ‘full story of this iconic Italian design firm... in a single volume’, and it’s an impressive body of work. There’s a vast collection of photographs of Pininfarina-bodied cars, but it’s the history and images of Battista

Farina, better known as ‘Pinin’, that make the biggest impression.

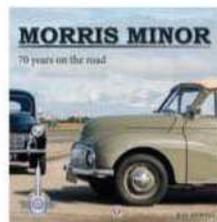
You need to be prepared to forgive the sometimes slightly clunky writing by someone for whom English isn’t their first language. Do so and you’re rewarded with a detailed, affectionate history of this groundbreaking coachbuilder and his company, from Pinin’s earliest days, through two World Wars, to his landmark meeting with Enzo Ferrari and the famous collaborations that followed.

The wealth of photographs makes this a lovely coffee-table book you could dip in and out of. But the captions and in-depth writing



provide much more if time permits; and if you’ve an interest in this area you’ll want to find the time. **LP**

€48 Luciano
Greggio, Giorgio
Nada Editore. ISBN
978 88 7911 700 5



Morris Minor

As the long-serving national secretary of the Morris Minor Owners’ Club, author Ray Newell will be a familiar authority to many. This 228-page epic celebrates the Minor’s 70 years on the road and is an update to his previous 60 years effort.

From the start, Newell’s offering is jam-packed with photographs, brochures, advertising material and technical information – around which wends an expectedly authoritative text. Just poring over the fabulous and extensive selection of publicity material is a treat in itself, but even those considering themselves familiar with the model range can find surprises, such as the rare, Danish-assembled ‘Combi’.

There are, of course, chapters on modified Moggies and the club scene, but without doubt it is the historical aspect that will be the main draw and those shelling out £35 won’t be disappointed. **MP**

£35 Ray Newell, Veloce. ISBN 978 1 787112 07 0



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Model of the month



FIAT 750MM 1:43, AutoCult, £92.99

German model specialist AutoCult has continued its inspired range of unusual subjects with this superb miniature of the Fiat 750MM Panoramica. The model perfectly captures the likeness of the Zagato-bodied coupé that is now one of the stars of Scott Gauthier's Arizona-based collection. Of the eight handmade aluminium bodies built by the Milan-based carrozzeria just one survives, which Gauthier discovered dismantled and then subjected to a fastidious restoration.

The impressive fit and detailing of the tiny 1:43 exactly replicates the unusual coupé's intricate front grille design and the distinctive curved Plexiglas windows that helped to trim the weight of the 500C Topolino on which it was based down to 530kg.

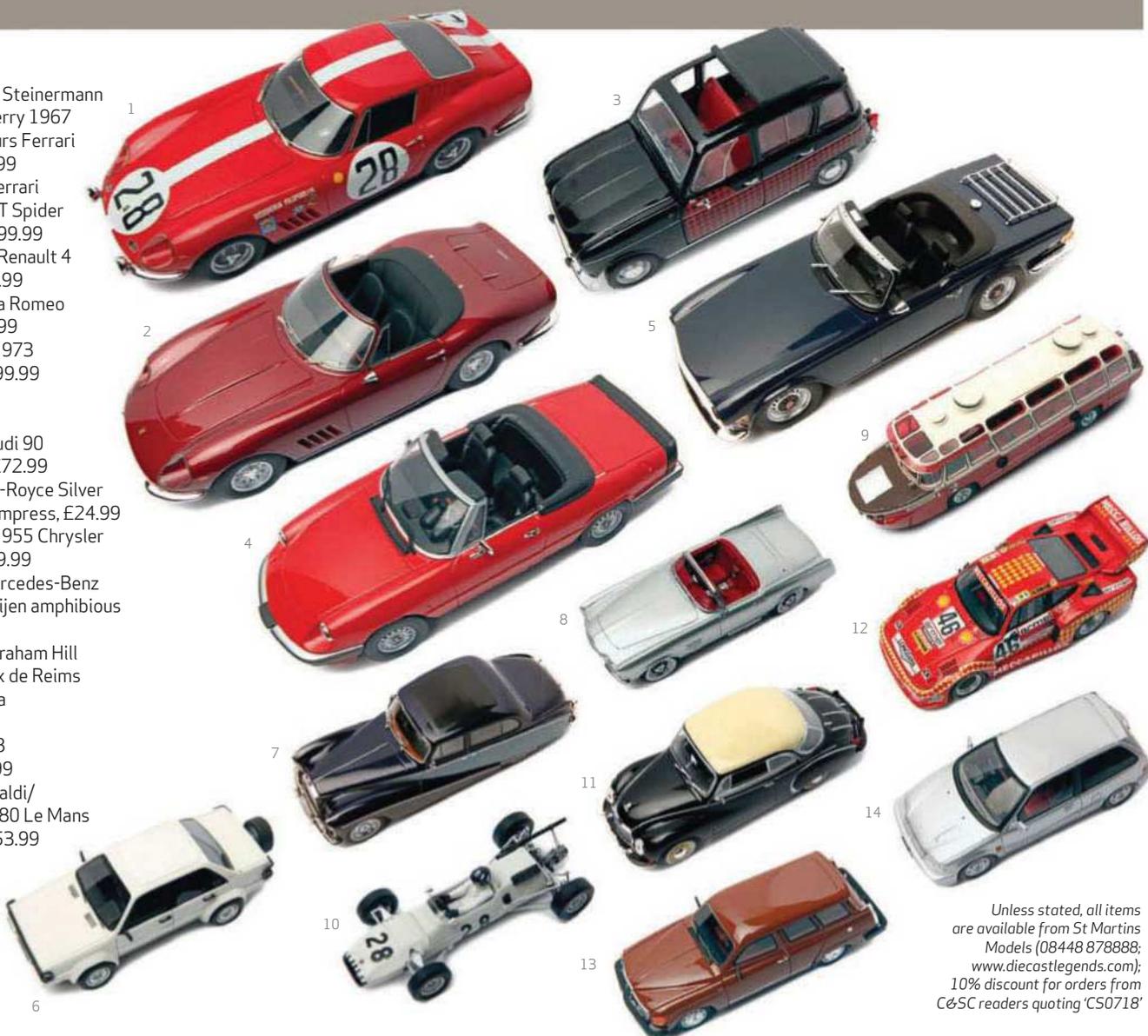
Elio Zagato competed in many Italian events with a 750MM, and one example finished the 1949 Mille Miglia at a 57.5mph average.

1:18

- 1** BBR's ex-Rico Steiner and Dieter Spoerry 1967 Le Mans 24 Hours Ferrari 275GTB, £399.99
- 2** BBR's 1967 Ferrari 275GTS/4 NART Spider in Ruby Red, £399.99
- 3** Norev's 1964 Renault 4 Parisienne, £69.99
- 4** KK's 1983 Alfa Romeo Spider S3, £88.99
- 5** Minichamps' 1973 Triumph TR6, £99.99

1:43

- 6** Neo's 1986 Audi 90 Treser Hunter, £72.99
- 7** Oxford's Rolls-Royce Silver Cloud Hooper Empress, £24.99
- 8** Minichamps' 1955 Chrysler Ghia Falcon, £99.99
- 9** AutoCult's Mercedes-Benz OP312 Van Rooijen amphibious bus, £128.99
- 10** Spark's ex-Graham Hill 1966 Grand Prix de Reims Formula 2 Matra MS5, £53.99
- 11** Norev's 1958 DKW 3=6, £39.99
- 12** Spark's ex-Haldi/Beguín/Merl 1980 Le Mans Porsche 935, £53.99
- 13** Neo's 1979 Saab 95 GL, £72.99
- 14** Spark's 1987 Honda Civic EF-3 Si, £51.99



Unless stated, all items are available from St Martins Models (08448 878888; www.diecastlegends.com); 10% discount for orders from C&SC readers quoting 'CS0718'

WEBCON 'A' BACK IN ACTION

Production of Webcon's A-series crossflow cylinder head ground to a halt recently, but the heads are now available once again thanks to the tooling being moved to a new state-of-the-art facility. As well as improving the flow of exhaust gases, the aluminium cylinder head allows the fitment of a pair of Weber 40DCOE carburettors, increasing the A-series' tuning potential. It costs £1194, or for around £100 more the head can be had with valves and springs already fitted (as pictured). 01932 787100; www.webcon.co.uk



New timepieces from Marchand

Debonair is a range of classic sports car-themed watches from Swiss watchmaker Marchand. The face design combines a three-spoke steering wheel motif and instrument-style time numerals. With a Quartz Ronda 785 movement in a stainless-steel case, the Debonair is offered in various finishes and colours from £249. www.marchandwatches.com; dan@marchandwatches.com

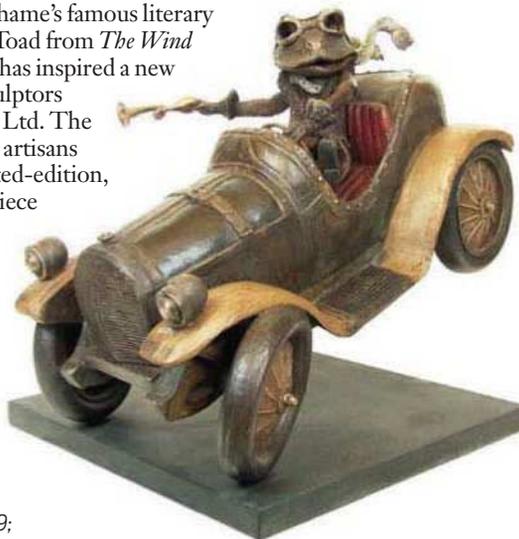
Standing out

Perfect for giving your base-spec Rover Mini a bit more attitude, these glassfibre arches are faithful reproductions of the factory equipment fitted to Sports Pack cars such as that in this month's *Buyer's guide* (p224). The set costs £98.42 and comprises four arches, each 3½in wide with moulded mounting brackets. They're suitable for 6 x 13 and 7 x 13 wheels. 01707 607700; minispares.com



Mr Toad's wild ride

Kenneth Grahame's famous literary motorist Mr Toad from *The Wind in the Willows* has inspired a new work from sculptors Robert James Ltd. The Dorset-based artisans offer the limited-edition, 12.5in-high piece as both a hot-cast bronze (limited to 15 examples, at £14,000 each) or as a cold-cast bronze (limited to 250, £3500). 07515 126119; robertjamesworkshop.com



For 911 fans

The classic Fuchs alloy wheel design from the Porsche 911 has inspired a new men's bracelet. The miniature rim is cast in sterling silver and is combined with an adjustable cord in two colours, red or black. Limited to 911 editions, the bracelet is presented in a smart gift box and costs £75. A 'Revival' steering-wheel design is also available. 01865 883061; www.meandmycar.co.uk



Tested this month

AUTO FINESSE ULTRA GLAZE 500ML

Ultra Glaze performs a similar function to a traditional polish, but without any abrasive or cutting compounds. It enhances the depth and shine of paintwork, while also filling in and reducing the appearance of light swirl marks. Despite its slightly off-putting shade of beige, the solution smells pleasant and is simple to apply with a polish pad. A little goes a long way: work a small amount into the paintwork, working on one panel at a time. Leave it to cure for several minutes before buffing off with a few passes of a microfibre cloth. The results are impressive, particularly with dark and metallic paint, and we noticed a deep, almost glass-like finish and a reduction of visible swirl marks. Ultra Glaze costs £12.95 and serves as a base for waxes, which add even greater depth to the paintwork, but it isn't compatible with sealants. It can be applied by hand or machine polisher. **GM** 08446 931393; <https://shop.autofinesse.co.uk>

8/10



GRIPPAZ GLOVES

At around £15 for 50, these Grippaz gloves are not the cheapest, but they are of a premium quality. The silicone- and latex-free nitrile gloves don't tear easily, but the key for us is the grip offered by the 'fish scale' pattern. Even when changing coolant, the gloves offered a good amount of traction and we weren't constantly swapping for a new pair. **MP** www.grippaz.com



7/10

Carpet burn-outs are child's play

Pushing toy cars around the carpet at home is a starting point for most young enthusiasts, and Flair Rugs has produced the ideal mat for junior race fans to play on. The multi-coloured 'Formula 1' design apes the Estoril layout, with pits and garage, and measures 80 x 120cm. With non-slip backing, the nylon weave is durable and washable. The rug offers hours of fun and is priced at just £15. www.sofasworld.co.uk



Easy does it

Delving around in the bowels of a cramped engine bay can be challenging. Laser Tools has released a range of long-reach pliers to make the task easier.

The pliers are particularly effective thanks to their double-compound joint, which allows the jaws to be opened with less movement from the handles, enabling use in narrower spaces. They cost £24.98.

01926815000; lasertools.co.uk

Sculpture club

If, like us, you admire James Corbett's sculptures but don't have the space or funds to own an original, his wife Jodie has produced a series of limited-edition prints of selected works. The new collection features animals, motorcycles and cars made of recycled parts. The high-quality prints are offered in two sizes and limited to 100 editions, priced at AU\$390 (£215). www.thesculptorswife.com



HALFORDS ADVANCED TORQUE WRENCH

Halfords has launched a new range of torque wrenches covering most requirements. We tested the smallest model – the Advanced 60, at £85 – which is a Din square-drive wrench with a torque range of 12-60Nm (10-45lb ft). It features a sensitive micrometer scale backed up by a calibration certificate and a lifetime guarantee.

We found the wrench to be easy and comfortable to use, with quick adjustment and the ability to tighten both left- and right-hand threads, while the ratchet mechanism is smooth. The build quality is impressive at this price point, too – doubly so because at the time of our test this model was on offer at just £65. The range also includes three larger wrenches: the 100 (20-100Nm, 15-75lb ft) at £90; the 200 (40-200Nm, 30-150lb ft) at £95; and the 300 (60-300Nm, 45-220lb ft) at £99. **GM** 03455 045353; www.halfords.co.uk



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FOR 10 YEARS, EFG AND THE LE MANS CLASSIC HAVE FORMED A PERFECT PARTNERSHIP, AND THERE'S PLENTY TO LOOK FORWARD TO IN 2018...

Every two years, Le Mans becomes the focus of the classic-car world as enthusiasts gather at the legendary site for an unrivalled celebration of motor racing, and EFG has played a central role in it since 2008. EFG has a passion for historic motorsport and supports some of the world's most important meetings, including the Spa

Classic, Dix Mille Tours, Grand Prix de l'Age d'Or, Espíritu de Montjuïc, Imola Classic and Silverstone Classic. It is also involved in three prestigious concours d'elegance: the Zurich and Ascona Classic Car Awards in Switzerland, plus Salon Privé in the UK.

This year marks the 10th anniversary of its partnership with the Le Mans

Classic. The event was first held in 2002, when it attracted drivers such as Bobby Rahal and Brian Redman. When it returned in 2004, no fewer than seven previous Le Mans winners were there.

By 2008, it was the largest classic-car event in France, and by 2012 the crowd of 100,000 spectators could watch more than 450 cars battling on-track.

The races

The programme of six main grids starts on Saturday afternoon, with each grid getting three races. As night falls, the magic begins. Spectators can soak up the atmosphere around the pit area or make the journey into the countryside to Arnage. That's where the old road circuit is at its most evocative.



Grid 1 – 1923-1939

A Chenard & Walcker won the inaugural Le Mans 24 Hours, but Bentley was the first team to dominate, winning five times before being usurped by Alfa Romeo. Then the French took control – two Bugatti wins were split by one from Delahaye. While the circuit originally went into the city of Le Mans, by 1932 it had been shortened into the basic outline that it retains to this day.

Bentley is sure to be represented in 2018, but look out for Talbot, BMW and Invicta on this varied grid.



Mans

Over the past few years, the Le Mans Classic has become a genuine festival of historic motoring and motorsport. There are vast displays from well over 100 owners' clubs – who travel from far and wide to be part of the weekend – exhibitions showcasing special cars, the drive-in cinema, the Artcurial auction and much more.

There's a superb cast of support races, too. The Group C cars that dominated Le Mans during the 1980s, the Jaguar Classic Challenge and – uniquely for 2018 – the Porsche Classic Race Le Mans: all of them are more than just a curtain-raiser, they are great races in their own right. But when the main action begins, here's what to look out for...



Racing legend

Jenson Button will be making his Le Mans Classic debut this year. The 2009 Formula One World Champion will take the wheel of a Jaguar XJR-9 during the Group C race on Saturday morning. The car that Button will drive is chassis 688, which in 1988 finished third at Brno. It also came second in the 1989 Spa 1000km. Button's appearance has special resonance 30 years after an XJR-9 won the 24 Hours.



Grid 2 – 1949-1956

With France rebuilding after the war, it took until 1949 for the Le Mans 24 Hours to make a comeback. This era was dominated by two marques – Ferrari and Jaguar. Maranello claimed the spoils in 1949 and 1954, while the British team established the legend on which it continues to trade by winning in 1951, '53, '55, '56 and '57. Expect Jaguar to figure

strongly in this year's Classic, although Lotus and Porsche always punch above their weight.

Grid 3 – 1957-1961

Apart from one last hurrah for the Jaguar D-type in 1957, and a famous victory for Aston Martin's sublime DBR1 in 1959, these years were all about Ferrari. Olivier Gendebien won four times in five years, and in 1961 and '62 he was partnered by American legend Phil Hill. At the 2018 Classic, however, this should be a much more open contest – Lister, Lotus and Austin-Healey will all be taking the fight to Ferrari.



Grid 4 – 1962-1965

Ferrari continued its run of success in the early 1960s – its 1965 victory, courtesy of Jochen Rindt and Masten Gregory, was its sixth in a row. The times they were a-changing, though, and Ford had arrived with its GT40. It was only a matter of time before America got the upper hand, and at this year's Classic it will be GT40s and Cobras to the fore.

Grid 5 – 1966-1971

Ford finally broke the Ferrari stranglehold on the 24 Hours in 1966, when it infamously tried to stage a 'dead heat' between the two leading GT40s. It won again with Dan Gurney and AJ Foyt in 1967, and the iconic Gulf-liveried JWA cars made it four in a row in 1968 and '69. Then came the Porsche era: the 917 won in 1970 and '71, but more than 40 years later it's likely to be Lola's T70 that will be the car to beat at the Classic.



Modern greats

The Le Mans cars of **Global Endurance Legends** are set to put on two 30-minute demonstrations that are sure to be a fantastic spectacle. Great GTs such as the McLaren F1 GTR and Chrysler Viper will join prototypes such as the Audi R8 and Peugeot 908 to represent the unforgettable racing from the 1990s and 2000s.

Grid 6 – 1972-1981

The 3-litre era heralded the end of the 917 and it was Matra that stepped up to the plate, winning three times in a row. When the French equipe withdrew, the Porsche 935 and 936 came to the fore – expect to see them at the front of Grid 6 at this year's Classic – but with occasional competition from Mirage and Alpine. The latter took victory on home soil in 1978, and the 40th anniversary of that success will be celebrated during the course of the Classic weekend.





Best of the best

The **Le Mans Heritage Club** showcases 24 great racing cars. There's only one way for them to gain entry into this exclusive gathering – they must have competed in the 24 Hours at some time between 1923 and the present day. Displayed in a beautifully relaxed atmosphere near the paddock, they are judged by an international jury that has the responsibility of choosing a winner.



Britain's finest

The **Jaguar Classic Challenge** takes place on Saturday morning, and showcases great cars from the pre-1966 era such as C-types, D-types, XKs, Mk1s and Mk2s plus E-types. In 2016, Andy Wallace – who competed 19 times in the 24 Hours and won in 1988 while driving for Jaguar – took victory in a D-type.

LE MANS CLASSIC IN NUMBERS

- 13.6km** track length
- 1,000** drivers
- 18** races
- 123,000** spectators
- 200** exhibitors
- 8,500** club cars

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Mick WALSH

Among this year's motoring anniversaries is *Chitty Chitty Bang Bang*, Ken Hughes' musical blockbuster that got its première on 16 December '68 in Leicester Square. As a lad I'd loved Ian Fleming's three books, but recall being disappointed that the film car didn't look like John Burningham's '64 illustrations, which were closer to the ex-Captain Hewitt Bentley 8 Litre 'Boy Racer'.

The glitzy movie creation was designed by Ken Adam and built by Alan Mann Racing, with Ford V6 power. Aussie racer Frank Gardner even had a hand in testing, and claimed that it was the worst-handling car he'd ever driven.

The highlight of the film for me was the opening race sequence, featuring various replicas also built by Alan Mann including a Fiat S74 and Renault. Most had self-starters and auto 'boxes, with free-running chains and sprockets plus various power units including Ford and Jaguar. Stunt driver George Leech, in black overalls, played the hero driver of the invincible Chitty.

To add authenticity, a group of genuine early cars and enthusiastic owner-drivers were invited to Pinewood Studios, including Ronald 'Steady' Barker's 1908 Napier, 'Jumbo' Goddard's 1911 Cottin & Desgouttes and Douglas Fitzpatrick's 21-litre Métallurgique-Maybach, which was closest in spirit to Count Zborowski's 'Chittys' that originally inspired author Fleming.

The main Pinewood start/finish set was transformed overnight to represent German, French and British Grand Prix events during the three-day schedule, while the adjoining woods at Black Park were used for the open-road scenes where the heavy 'La Mét' got bogged down and had to be towed home by a studio tractor.

These scenes were a personal project for Peter Hunt, best known for his innovative editing on Bond films and *The Persuaders*. A true enthusiast, Hunt was inspired by 'Taso' Mathieson's *Grand Prix Racing 1906-1914* and Bill Mason's *Shell History of Motor Racing*, which provided a reference for the sets, fashions and cars. "Peter loved shooting the races and enthused about wanting to make a full feature-film," said Barker.

The last day of filming relocated to Box Hill on the North Downs, where the Zig Zag Road was closed for filming of the apocryphal 1909 British GP. The police were challenged by one local who was so incensed by the inconvenient arrival of a large film crew and the noisy old racers that she blocked the road with her car.

'One local was so incensed by the arrival of the crew and noisy old racers that she blocked the road'

From top: the victorious 'Chitty' racer passes the Cottin & Desgouttes in the pits; impressive street scene, with Renault replica crashing out of the race



The opening credits last six minutes before the wreck of Chitty is discovered by Jeremy and Jemima in Mr Coggins' scrapyard, then transformed into the famous movie star by Caractacus Pott in his workshop. The location is Cobstone Windmill – a regular on screen including *The New Avengers* – and here we meet Pott's fantastic inventions, such as the Visivision and Clockwork Lullaby Machine built for the film by cartoonist and sculptor Rowland Emett. Story has it that Emett also had a hand in designing Chitty.

My Christmas treat was to see the film when it finally came to Hitchin Odeon in 1969, and years later on a trip to Great Yarmouth I pestered my parents to take me to Caister Castle Motor Museum, where to my joy I discovered several of the replica racers. Up close they looked crude; it's amazing what sharp editing, creative camera angles and lots of smoke can accomplish!

The Edwardian-car owners had a great time, and Barker told me that it all got very competitive between the fakes and the genuine machines: "At the beginning it was very them and us, but the stunt drivers soon respected our driving. It was all very strange when 'That's a wrap!' was called and we went back to normality."

Historian Doug Nye is another fan, and we've both tried to convince Charles March to build a set to showcase Edwardian racers at Goodwood. Imagine a period grandstand, authentic dress and chain-drive Panhard, Merc and Opel tearing up a dusty course through the estate.

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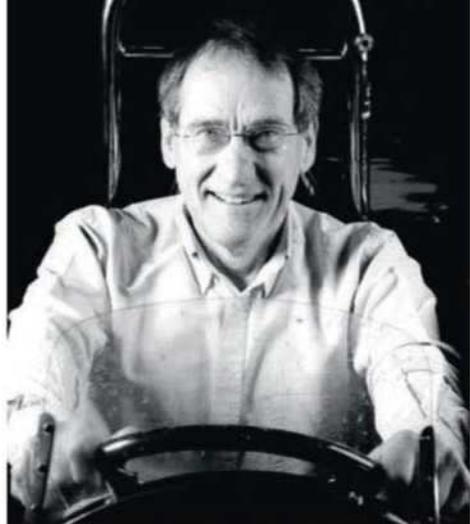
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Simon TAYLOR

As with the shooting of JFK and the attacks on the Twin Towers, most enthusiasts can remember where they were when they heard the news of Jim Clark's death. On 7 April 1968 I was at Brands Hatch covering the BOAC 500. No mobile phones or laptops then – I had my usual spiral notebook and Biro – but somehow the news filtered through from Germany into the old press box under the main grandstand.

Like a wave, silence rolled across the room. It seemed odd that the GT40s and Porsche 907s thundering past the window hadn't fallen silent too. The one man we thought had risen above the dangers was dead.

As darkness fell I was still at my Good Companion portable, hammering out my 4000 words on the six-hour BOAC race for *Autosport*. Then I got my 850 Mini out of the now empty car park, drove back to my flat, and started the dismal task of trying to express the world's sense of shock and loss in an inadequate obituary.

Fifty years later, on the anniversary of his death, he has been celebrated anew, not least in his home town of Duns (p118), near to the farm that he loved. And in the imposing surroundings of the Mountbatten Room at the Royal Automobile Club a tribute dinner drew a host of people who knew, loved, worked with and understood the enigma that was Clark. In the car he was the supreme master, focused, confident, unbeatably quick and yet so smooth that he looked almost slow; and out of the car he was shy, indecisive, ill-at-ease, biting his nails. He never seemed to know why he was the fastest. The talent just arrived unbidden at his fingers and his feet.

Between each course during the dinner I had the privilege of interviewing some of the notable guests while the rest of the room listened. From Jim's early days there were his neighbour Ian Scott Watson, who lent him his DKW and then his Porsche and Elite to go racing; and rally star Andrew Cowan, his schoolfriend who drove with him across the fields before they had their driving licences. Jimmy's cousin Doug Niven told us about the work of the Jim Clark Trust, which has established a fine museum at Duns.

Clive Chapman described his father's friendship with a man who in all his F1 career, his two World titles, his 33 poles and 25 wins in 72 Grands Prix, only drove for Team Lotus. After Jim's death the grieving Colin swore he would never again get that close to one of his drivers.

'He never knew why he was the fastest. The talent just arrived unbidden at his fingers and his feet'

Below: Clark with long-time companion Sally Stokes and, bottom, the days when F1 rivals were also friends – Stewart, Clark and Graham Hill



His chief wrench Cedric Selzer described how easy he was to work with, never blamed anyone when it went wrong, thanked them when it went right. Mechanics love to work for a winner. Jackie Oliver told us how it felt stepping into Jim's F1 shoes at Lotus straight after his death.

Dario Franchitti wasn't born when Jimmy died, but throughout his racing career he was his inspiration. Sally Stokes, Jimmy's long-time girlfriend who in many ways knew him better than anyone, shared her memories. She lives in California now and had flown in specially for the dinner. And we learned that FIA President Jean Todt has a picture of Jim Clark on his office wall.

Then I got Jackie Stewart up on stage and, in 20 minutes' conversation, he took us back to a time when you could be best friends with a rival F1 driver from another team. It wouldn't happen today. Jimmy and Jackie shared a flat together, travelled together, holidayed together. Jackie and Helen were devastated when he was killed, and it was his needless death that started Jackie on his crusade to make circuits safer.

One lovely anecdote underlined Jimmy's hesitancy out of the cockpit. Said Jackie: "We were sharing a hire car on our way to Daytona, driving across flat endless Florida, and we came to a railway crossing. Jimmy stopped, looked left, looked right. The expanse was empty to the horizon. Then he said, 'Do you think it's OK to cross?'"

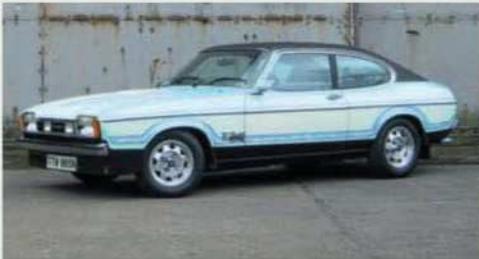
And yet: the finest racer of his era, and one of the half-dozen finest of any era.

Brightwells

Est. 1846



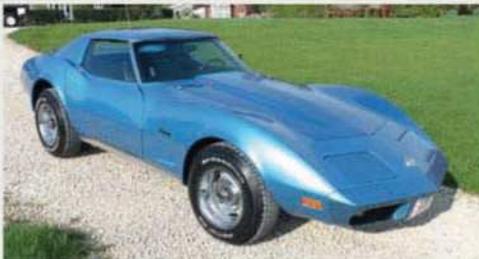
1969 Jaguar E-Type S2 4.2 2+2 Est: £75,000 - £85,000



1974 Ford Capri Uren Stampede
Est: £39,000 - £44,000



1949 Land Rover Series I 80"
Est: £20,000 - £24,000



1973 Chevrolet Corvette
Est: £13,000 - £16,000



1984 Interstyl Hustler 6
Est: £6,500 - £8,500

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Martin BUCKLEY

To say that I have a 'complex' relationship with supercars would be untrue. It's actually very straightforward: I hate them. Not just because they are too big and mostly very ugly, or even because they offend the austere authoritarian in me, which I suspect is a product of advancing middle age. I'm now that man with age spots on his hands who slightly surreptitiously buys the *Daily Mail* on holiday (I can't bring myself to do it at home yet), but also feels he has a balanced political view: vote Buckley and I promise to re-nationalise the railways and bring back hanging.

No, what really annoys me about them is that they aren't even rare any more. Witnessing any real exotic as a kid in the '70s meant having to go and have a lie-down to recover; today such vehicles are so plentiful that you don't bother your neck muscles in turning to have a look. I could understand the motivations of Mid-Life Crisis Man 30 years ago, but it is difficult to get inside the head of his modern counterpart (comb-over now replaced by shaven head, and age-appropriate spouse by late-model rakish blonde). On the bright side, because so few of these twits can actually drive, we at least get the chance to laugh at them in YouTube 'fail' compilations.

All of the above makes the fate of the Bristol Fighter all the more lamentable. It could not be argued that this 8-litre V10-powered 200mph two-seater was anything other than a 'supercar', yet it was a practical one built to appeal not only to established Bristol owners, but also to a generation of buyers who were alienated by the excesses of the usual mid-engined suspects.

I last drove one when they were new in 2004, on a rainy day in Sussex. All I can really recall about the encounter was that one of the windscreen wipers made a successful bid for freedom, and I don't think it's a car that has crossed my mind since, at least not until I got a call the other week from Richard Hackett (of SLJ Hackett) asking if I'd like a drive in a 2005 Fighter he has for sale – the one and only automatic.

The car has more of a true Bristol look about it than I gave it credit for in 2004. Not beautiful, but distinctive and impressive; something about it grows on you, and it's a car that's hard to date. The Fighter is also a sensible size, shorter and narrower than its 200mph contemporaries, and with a Cd of 0.28 is as slippery as it looks.

Having climbed in through the gullwing door and clocked that the handle for pulling it shut

'It sounds more commercial than exotic, but rather than the heavy breathing of a Park Lane pedal car'

From top: auto 'box is unique to this Fighter, whose wheel mimics the classic Bristol design; gullwing-doored coupé is a capable machine



had disappeared, some further gloss evaporated when I noticed that the ignition key had 'Lexus' written on it. Yet there are few other borrowed bits to catch the eye in a cabin that is mostly bespoke and that you can actually see out of, sitting comfortably albeit freakishly high up.

Hand-turned alloy switches in the roof and an 'Engine Hours' indicator (long-serving Bristol boss Tony Crook loved that, says Richard) give an aeronautical flavour without being OTT. The poverty plastic eyeball vents, on the other hand, hark back to parts-bin trawling of the V8s.

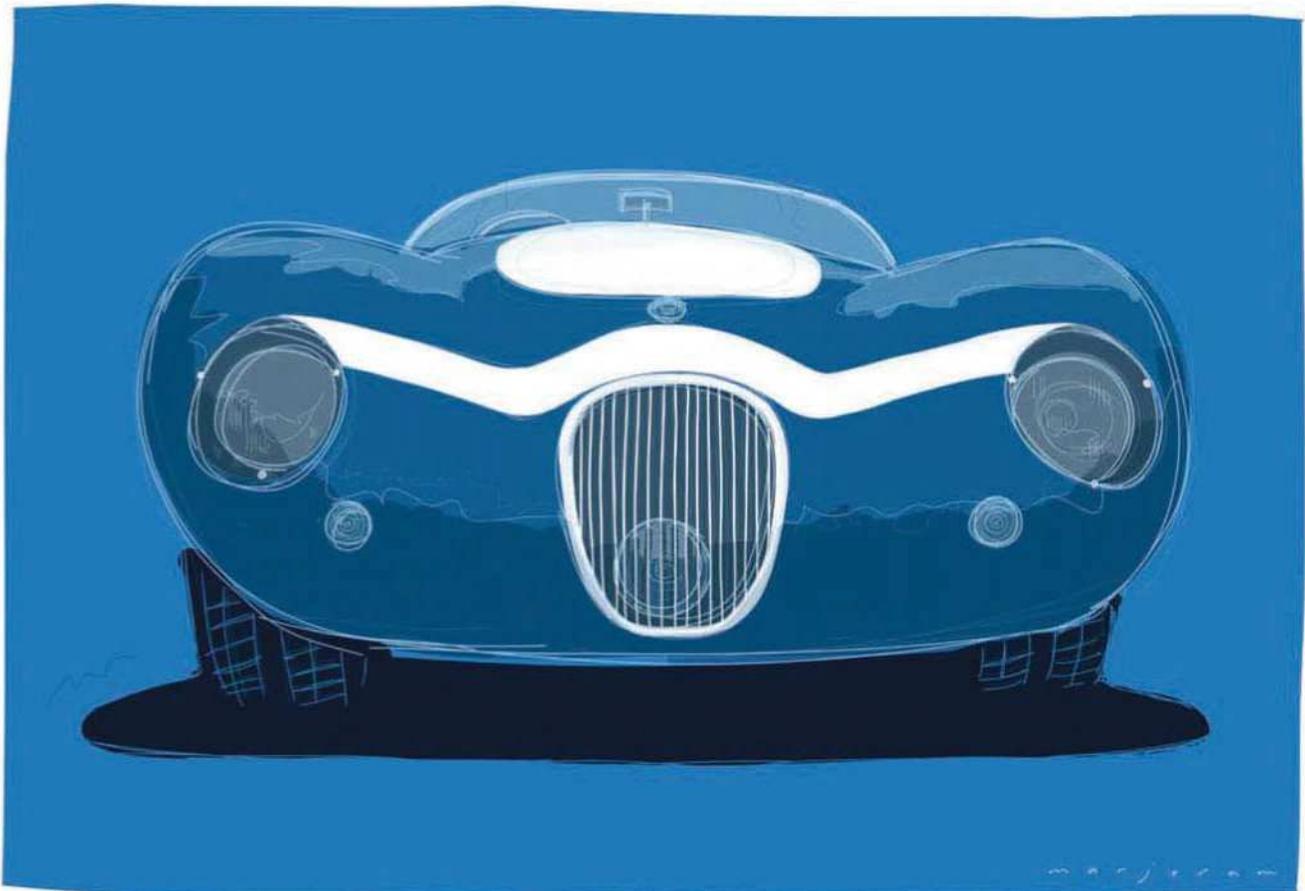
It has proper ground clearance, so traffic-calming lumps hold no fears. Neither do the increasingly pot-holed main roads that the Fighter strides over with graceful firmness and long legs that give 70mph at 1500rpm. The huge performance levels every incline and makes light work of overtaking, with epic pull in each gear, but the noises are more commercial than exotic. Then again, making stirring sounds for the sake of it wouldn't be the Bristol way. And rather that, in any case, than the simulated heavy-breathing machismo of a playboy's Park Lane pedal car.

Grown up and surprisingly sorted for a car only built to the tune of 13 examples, the Fighter combines the liteness of the great 2-litres of the 1940s and '50s with the effortless thrust of the Chrysler V8s. It's credit to former Bristol owner Toby Silverton that the Fighter happened at all, and that it was as good as it was – even if it does look as if it will be the last of its kind.

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Letter of the month

Remembering Mays, one of motorsport's true gentlemen

As we get older, our memories tend to fade. One of the pleasures of *C&SC* is that the articles rekindle those memories, and Paul Fearnley's piece about Raymond Mays in the April edition did just that for me.

Like many schoolboys in the early 1950s, I was a fervent supporter of Mays' efforts to produce a world-beating Grand Prix car. In 1951, my good friend the late Peter Davis and I drove up to Bourne from Kent to meet the man and to see how the V16 engine was progressing. Peter's father (BO Davis), who had raced at Brooklands in the 1930s and got to know Mays at that time, arranged for us to visit Eastgate House, Mays' home, and the nearby workshops in which much of the work on the car was being done. We were warmly received by Mays and his elderly mother, who served genteel afternoon tea in their living room.

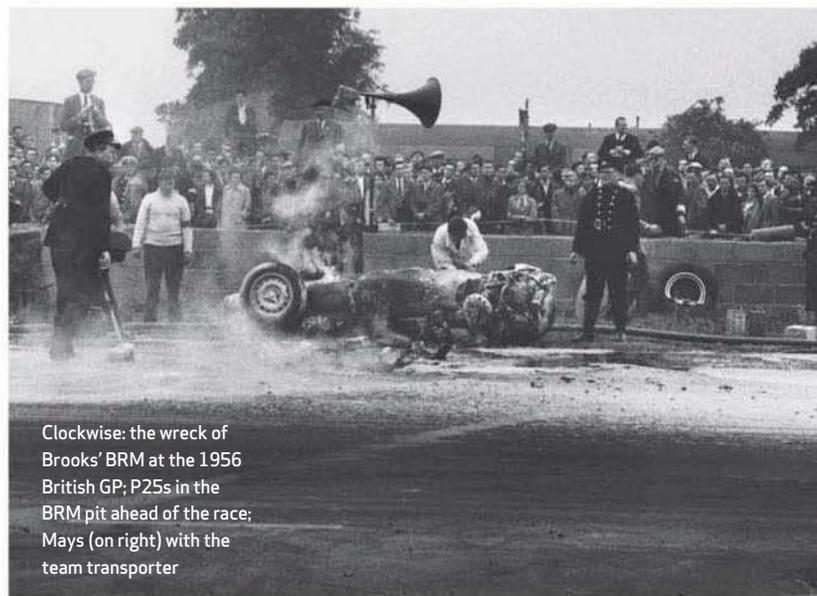
I next met Mays in 1956. As part of my engineering course, I was required to undergo eight weeks of practical work experience in the long summer vacation. I was lucky enough to get a job with BRM at Folkingham, where most of the construction and testing of the P25 cars was being undertaken. From time to time, famous drivers came to test the cars on the airfield, which was wonderful to see and hear. Most of the time I worked in the engine test house with a mechanic by the name of Willy Southcott. As well as being a skilled technician, Willy had a great sense of humour and was a joy to work with.

As well as the 2½-litre, four-cylinder BRM engines, on the 'brake' we also tested Ford Zephyr engines that were being developed using Mays' own conversion. One lunchtime,

Mays took me for a run in one of his converted cars. The performance of both car and driver was spectacular. As well as Mays, Peter Berthon and Tony Rudd were around most of the time, though the latter more than the former, who usually did not put in an appearance until lunchtime! I believe that Tony, by dint of his dedication and skill, was largely responsible for BRM's later successes.

I was smuggled in to the 1956 British GP in the back of a transporter and watched the race from the balcony above the pits. Three P25s were entered, driven by Tony Brooks, Mike Hawthorn and Ron Flockhart. Hawthorn and Brooks made a superb start and established a significant lead over the likes of Fangio and Collins in Ferraris, Moss in a Maserati and Schell in a Vanwall. Sad to say, however, that the usual BRM gremlins struck yet again. Flockhart was soon out with timing problems; Hawthorn retired on lap 23 with failure of a pot-joint when he was still in the lead; and the throttle of Brooks' car stuck open, causing him to spin. The car rolled, throwing out the driver, then caught fire, completely destroying it.

The last time I met Mays was at Monza in 1958. I graduated that year and decided to spend some time in Italy before starting work. I arranged to attend the Italian GP, and was walking around the Monza paddock when I bumped into Mays. He asked me if I'd like to watch the race from the pits and I readily accepted the invitation. He had no spare pit passes, so instructed me to follow closely and not to stop or speak if I was challenged by the *carabinieri*. This tactic was successful. During the race, I sat on the pit counter next to



Clockwise: the wreck of Brooks' BRM at the 1956 British GP; P25s in the BRM pit ahead of the race; Mays (on right) with the team transporter



Monique, Harry Schell's beautiful girlfriend (Schell and Jean Behra were driving BRMs). Monique was a bit of a distraction because she swung her shapely legs to and fro until, on one lap, Schell failed to show. Eventually he appeared, walking along the edge of the track, swinging his crash helmet, with cars passing by at racing speed. He walked into the pits, Monique rushed up, threw her arms round him, and said: "Harry, darling, are you all right?" To which he calmly replied: "I'm fine, just a few scratches."

My plan was to return to the UK after the race. I had insufficient cash left for a train ticket but Freddie



Bothamley, the Lockheed racing rep, kindly offered me a lift home in his Fiat 500, which I gratefully accepted.

Fearnley suggests that the dissemination of information about BRM's successes – and failures – to the suppliers involved in the project laid the foundations for Britain's current motorsport empire. A lot of the credit for this should go to Mays.

Chris Warman
Via e-mail



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Wagon Rolls!

Mick Walsh's 'Rolls Reversal' story (*C&SC*, May) reminded me of an encounter with Michael Fröhlich's work in 1996. Based in Düsseldorf, Fröhlich's Classic Motors specialises in British sports cars. His more notorious sideline, however, was converting Crewe's finest. The idea came in 1986, when Fröhlich was looking for a business vehicle and decided that a surgically adjusted

Corniche would be just the ticket. The black pick-up featured a sturdy rollbar, wider wheels, huge exhaust stacks, truck mirrors and klaxons. The tailgate was embossed with 'Rolls-Royce' and the load bay featured a bizarre face behind the cab, complete with huge goggles. It wasn't all show either, and Fröhlich reported relatively good handling after tests at Zolder and the 'Ring.

A Bentley MkVI conversion was more restrained, apart from bright

yellow paintwork and wood paneling, and customers could have cars converted for DM50-70,000.

Fröhlich also produced Cloud and Phantom III dropheads, plus a Silver Shadow racer that apparently competed at the Nürburgring.

In 2000, Fröhlich continued to cause a stir with his car sculpture park, featuring 50 decaying cars embedded in a German forest.

Simon Davis
St Albans, Hertfordshire



Corniche pick-up spied on German streets

Pedant of the month

Pedant of the month wins a C&SC baseball cap. Send your observations to alastair.clements@haymarket.com



Sorry Mr Buckley, but what you refer to as 'hand signals' (*Backfire*, May) are actually called arm signals. The use of the full arm is far more noticeable than a limp little hand motion.

Also, if by 'feed' the wheel you are referring to the pull-push technique (sometimes called push-pull, or 'milking the cow' in Scandinavia), it is still very common because it remains the prime steering method taught to police drivers (*Roadcraft*, p115) and is used by every advanced driving coach I have met. It provides an efficient, safe and comfortable steering method under most circumstances.

However, adherence to the technique is no longer slavish and other techniques are also taught in this day and age.

John Pearson

Comments & clarifications

April 2018 was yet another excellent issue, my only comment is regarding the spec table for the Ford GT40 on page 119. The wheelbase figure in millimetres was wrongly carried over from the height one to be the same 1041mm, which means that the car's wheelbase was only 104cm (41 inches), whereas it should measure 7ft 11½in.

Khaled Abdelsalam

I much enjoyed Andrew Roberts' Ford Escort 50th-birthday story (*C&SC*, May). However, surely when new the Escort 1300GL Estate cannot have been worth two and a half Avenger 1600 Super Estates? Please re-consult your Ford information sources.

Dave Massey

At last, an opportunity to shine, pedantry-wise! The Triumph Dolomite Sprint *Model of the Month* 'authentic' (April)? Not with a single exhaust rather than the signature small-diameter twin pipes, a sign to those left behind – including, in my case, a pair of BMW 320s at the Ring.

Paul Buck

A cyclist speaks

Martin Buckley's generalisation of leisure cyclists as 'aggressive, self-righteous people in Lycra' (*Backfire*, May) has some precedent. The cycling pioneers who fought for their rights during the late 19th century were often pilloried by the press. Some of them went on to be pioneers of the motoring age; SF Edge is a notable example.

Modern cyclists are a vulnerable minority group. They'd like to see an improvement in driving standards and the growth of alternative transport. As a vintage-car driver, I see nothing wrong with this vision of safer, less-crowded roads.

Cyclists do sometimes wear ordinary clothes and may even drive a car. Some read *C&SC*...

Jon Yeeles

Via e-mail

Aussie Brit

After your Rolls-Royce story (*C&SC*, May), I couldn't help but send a photo of a Jaguar XJ6 utility – or 'ute', as pick-ups are known Down Under – that I owned some years ago. This could have been the prototype for a factory ute, with classic XJ6 lines and even the original saloon's back window. Jaguar wouldn't have liked the 253cu in (4142cc) Holden V8 under the bonnet, but it made for similar pace with a much better noise!

An amusing story with the ute came just after buying it, when I went to get petrol. Having filled the right tank, I proceeded to the left, whereupon the gentleman opposite said: "Hey mate, I think you have a leak!" I was standing in a pool of fuel because there was no left tank! I have happy memories of the Jag ute, which went on to serve as a baggage wagon for a hotel I had at the time, with the name down the side in gold lettering. It looked better than a JPS Lotus! Alas, I know not where it is now.

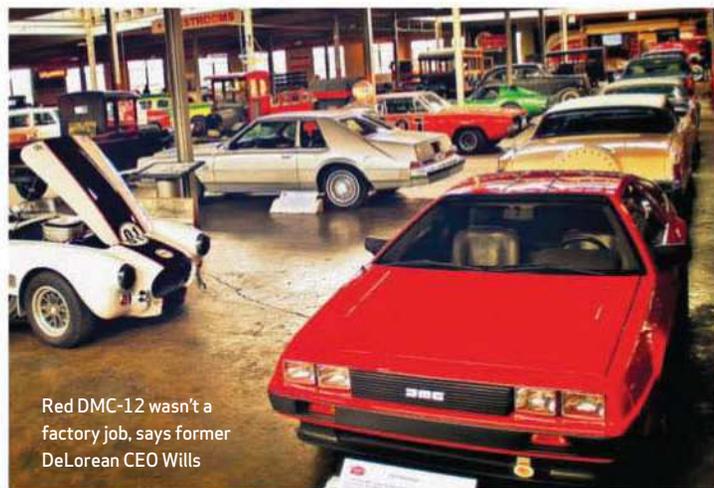
The Rolls-Royce in your story is not unique: there's one in Texas, complete with Longhorn cow horns on the front and Peacemaker revolvers as doorhandles. Honest!

Frank Foster

Tasmania, Australia



Neat XJ6 pick-up converted Down Under



Red DMC-12 wasn't a factory job, says former DeLorean CEO Wills

Back to the metal

Since, as the third and final CEO of DeLorean Motor Cars Ltd, I gave the keys to the auctioneers at the DeLorean plant in Dunmurry, Northern Ireland, in February '83, I have been a constant remover of numerous myths about the man, the car, the company and its people. In an otherwise excellent article about the Auburn Cord Duesenberg Museum in Indiana (*Classic sbrines*, May), Michael Milne has created a new one: the 'rare factory red' DeLorean. So rare, as a couple of owners have observed on social media, that it's one of none!

John DeLorean's objective of creating an ethical car – one that would last 20 years (two-thirds of the 9080 made have already lasted 35!) – influenced the design of the factory as well as the car. At the time of its creation in 1974, body paints were oil-based rather than today's water-based. As such, the spraying process within a paint shop created a massive environmental problem when disposing of the residue that did not make the body surface. John's solution was to specify unpainted, brushed stainless steel for the exterior surfaces, hence no need for a paint shop, hence no factory red – and no other factory colour for that matter.

At the time the company entered receivership in the UK and Chapter 11 in the USA, the Californian end of the business – under the leadership of CR 'Dick' Brown – was experimenting with the use of coloured lacquers that allowed the stainless grain to show through. No car was ever completed in that condition, however. Soon after, one or two dealers and an importer in the Middle East painted a few cars in regular colours, in an attempt to speed up the movement of unsold stock. It seems likely that the red car in the museum is one of those.

Barrie Wills

Meriden, West Midlands

LA on my mind

Julian Balme's commemoration of the 50th anniversary of *Bullitt* (*C&SC*, April) was a joy, but he failed to mention the other film with a chase scene that approaches the calibre of that by McQueen and co: *To Live and Die in LA*.

The cars lack the appeal of the Mustang or Charger, but the action is gritty, the driving is real – much of it done by star William Petersen – and head-on into LA Freeway traffic is a ride that equals the show-down on the San Francisco streets.

Paul Cooper

University Park, MD, USA

Front-drive wonder

Reading about Martin Buckley's Oldsmobile Toronado (*Our classics*, April) reminded me of a photo in my collection of Rover/BL images. This 1966 car was bought by Rover at Solihull for assessment and had a reputation as a car that went well and handled better than contemporary Yanks, but no way would it stop! Quite a lot of Rover engineers acquired unexpected white hairs.

Many years later, an Audi quattro was similarly purchased for research purposes at Gaydon, and was notorious for going quickly regardless of slippery roads – but it couldn't defy the laws of physics when trying to stop in such conditions, and caught out a few folk.

Ian Elliott

Rover Sports Register, and ex-Austin/BMC/BL



Olds was bought by Rover for assessment



The two Dauphins together at Doune, '94...



...and Douglas' rare Hooper-bodied Century

Daimler in detail

It was a pleasant surprise to see the words 'Daimler Dauphin' on the cover of the April issue; a shock, perhaps, but a lovely one given that so few were made and that they remain virtually unknown outside the Daimler & Lanchester Owners' Club. I enjoyed the feature very much, especially the title and the photos; less so some of the text...

I've been a Daimler owner and DLOC member since 1969 and in late 1994, following the annual rally at Doune Motor Museum, I became the fortunate custodian of NFS 2, one of the six even less well-known DJ256 Hooper Centuries built between 1954 and '56 after the two Lanchester Dauphins. NFS 2 is near-identical to the Dauphins, minus the characteristic recessed headlamps and with a few other detail differences.

With it came a large amount of documentation, including correspondence from Dennis E Morgan of San Diego, California, who is the owner of the first Dauphin prototype and had set about tracing all the Hooper-bodied LJ and DJ cars. From him I learnt a huge amount, and I hope you will forgive me if I set the record straight.

As Martin Buckley stated, the Dauphin is a scaled-down version of the 'Stardust' show car, which was built at the same time as NFS 2, and also the astonishing post-war DE36 show cars, all clothed with Osmond (not Oswald) Rivers' seductive coachwork, as well as the subsequent Empress models. Here I disagree entirely with Buckley: these are not stuffy, pompous, formal designs that hadn't changed since the '30s, far less 'blousy'. As a child of the 1950s I recall the Empress as regal, exciting, forward-thinking, perhaps even futuristic, and definitely exotic. Moreover, the task of shrinking the design to the small DJ chassis was, to my mind, stunningly successful.

Regarding the steering, I had the misfortune to suffer a stroke in '06 and regained no more than 50% of the strength of my left side, yet the 17in sprung wheel is no monster. For someone with normal strength, it can't be more of a challenge than any other large car of the period.

Nor was the windscreen from the Conquest Roadster: that car's 'screen is entirely different. The tail-light units are not original; the factory used single lights with reflectors above. And to be fearfully picky, the nave plates aren't Century items, but are from the SP250.

The tale of OVC 444 is complex, but I doubt it ever came to rest in a Birmingham scrapyards. It was owned from 1970-'85 by a DLOC member, and by 1994 it had been restored by Dr John Wickham. This doesn't leave enough years to deteriorate to the state that would result in it going to a scrapyards.

NFS 2 seems to have had the simplest life, staying with its first owner for 34 years, then passing through another two before landing in my lap. I won't forget taking it for a test drive around the poorly surfaced roads of Whitley Bay and being impressed by its freedom from rattles, almost rivalling a modern car in its composure, while thinking to myself 'this must mean the ash frame is sound': the first of many pleasant surprises to come.

Geoff Douglas

Via e-mail

Tripping over

Reading the fascinating article on the recreated Ferrari 156s (*C&SC*, April), I stumbled over the spellings of the name of Wolfgang Alexander Graf Berghe von Trips, whom I had the pleasure of meeting when I was a lad. It is confusing, because privileges of nobility were abolished in Germany in 1919, and the old title simply became part of the name.

Born in 1928, he was therefore never a count (Graf). Combined with his family name, Berghe von Trips, this led to the surname 'Graf Berghe von Trips', yet the media kept on addressing him with the wrongful title 'Graf'. He himself mostly signed 'Wolfgang B v Trips' – shorter, but still more arduous to write than Moss, Hill or Clark. The nickname 'Taffy' was given to him by the English press; it is nearly unknown and never used among enthusiasts in his home country.

Michael Odo Hauck

Düsseldorf, Germany



IN THE AUGUST ISSUE*

Bargain Ferrari!

Is the Mondial the last affordable piece of Maranello magic?



PLUS Elfin GTS: Aussie sports-racer that's still with its maker, 60 years on

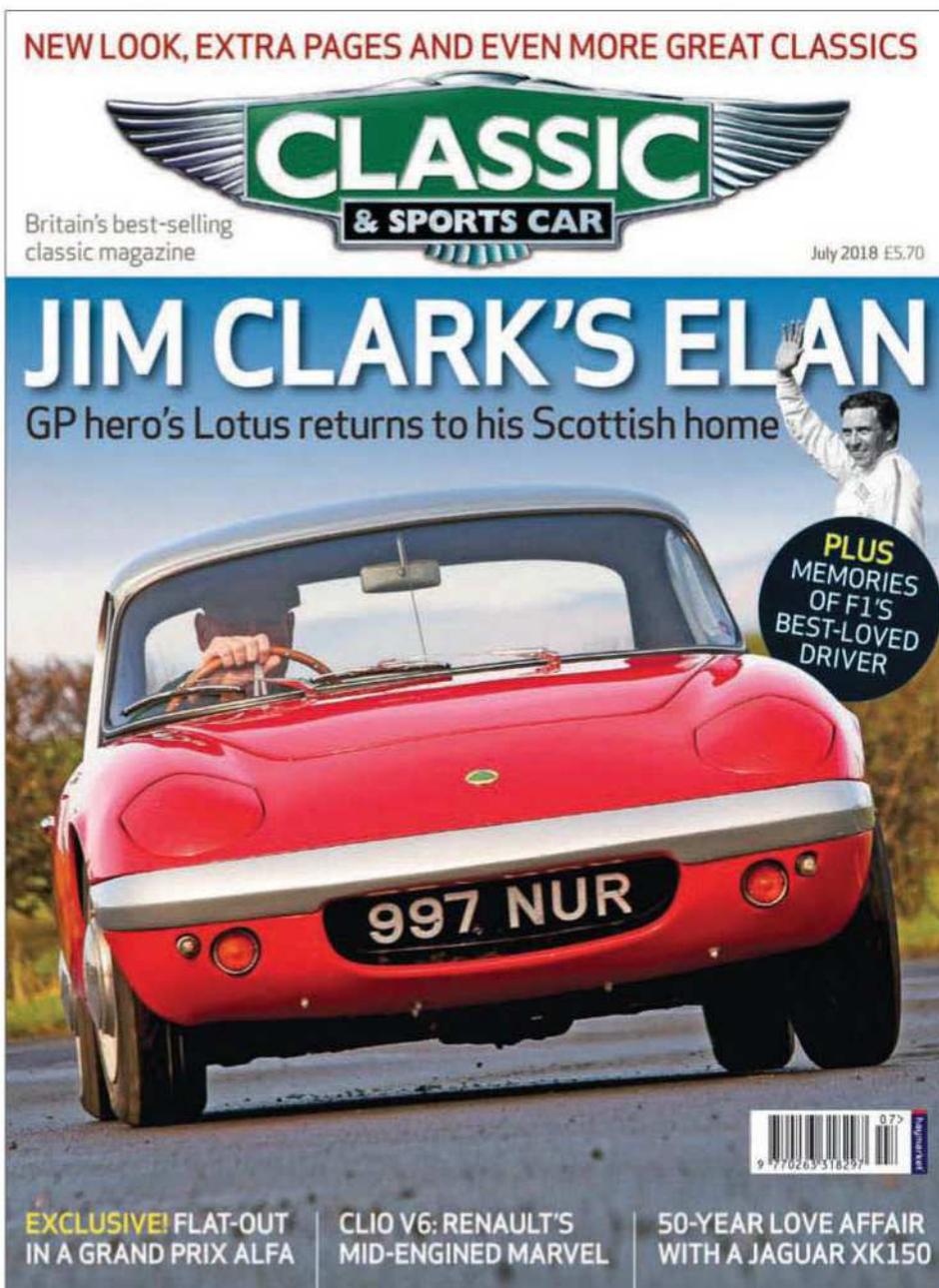
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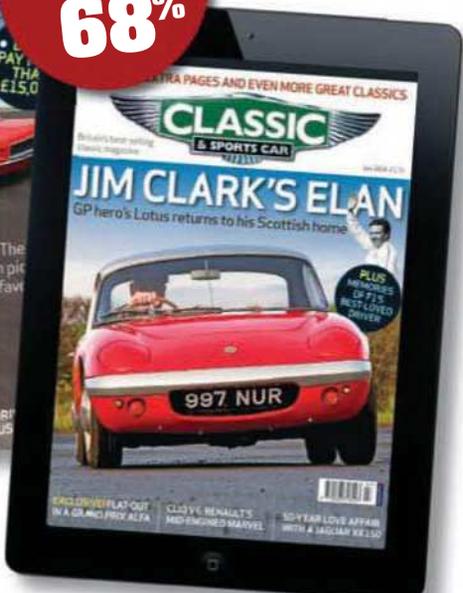


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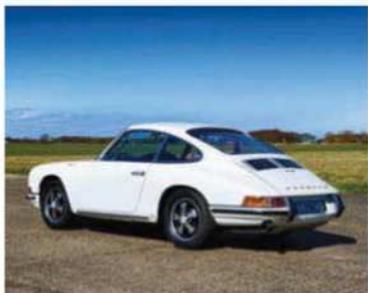


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1974 Porsche 935 Kremer | RHD



2007 Aston Vanquish S | 4,800 miles

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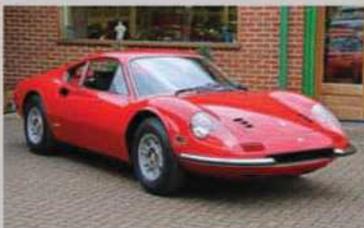
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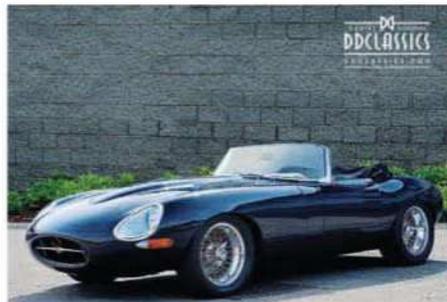
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1963 Jaguar E-Type Semi-lightweight 4.7 Fast Road Spec (RHD)



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1968 Aston Martin DB6 Volante



£695,000

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2001 Aston Martin V12 Vanquish



£88,500

Skye Silver over Charcoal, Full Main Dealer History with 3 previous keepers, 2+2 22,000 m, RHD

2010 Aston Martin DB9



£59,500

Silver Blonde over Black, Full Main Dealer History, Just Serviced, One of the last Manuals Made, 36,500 m, RHD

1965 Aston Martin DB5



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Sierra Blue over Black, Concours Level Restoration, Vantage Specification, Manual, RHD

2006 Ferrari 575 SuperAmerica



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Argento Nurburgring over Grey, Italian Delivery with HGTC, Just Serviced with Cambelts, 27,000 km, LHD

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£99,950

Blu TDF over Beige, Comprehensive Service History, Capristo Exhaust, Immaculate, 35,500 m, RHD

1973 Ferrari 246GT Dino



£335,000

Azzurro Metallizzato over Beige, Fully Restored Award Winner, Comprehensive History, LHD

1965 Ferrari 330 GT 2+2



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Burt Blue over Grey, Concours Level Restoration, Comprehensive History with Wonderful Provenance, RHD

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Rosso over Nero, Rare Vetroresina Dry Sump, Immaculate with a Comprehensive History, 45,000 m, RHD

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Rosso Chiaro over Nero, E Series, Light Restoration, Full History, 33,000 m, RHD

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Rosso Corsa over Crema, LM Engine Spec, London Motorshow Car, Last Owner 27 years, 37,500 m, RHD



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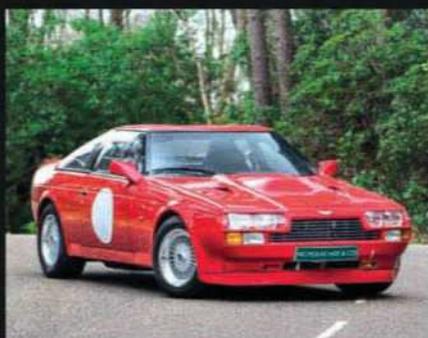
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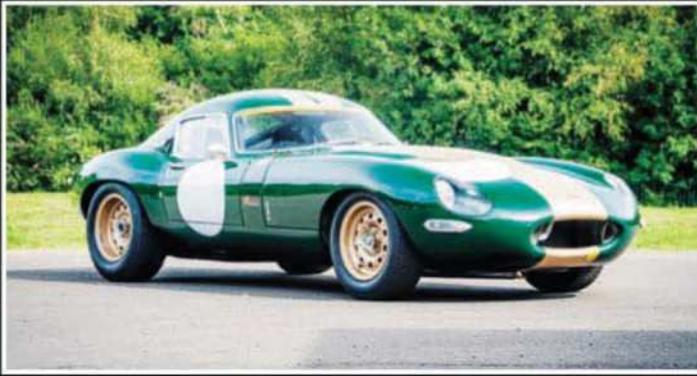
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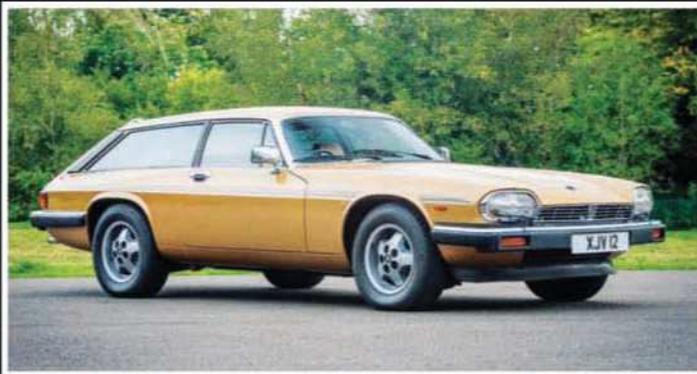




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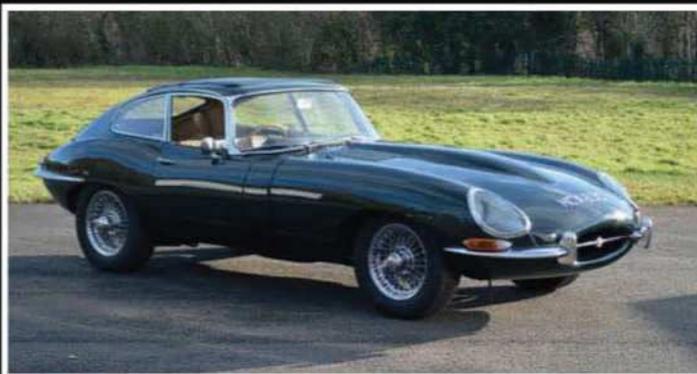
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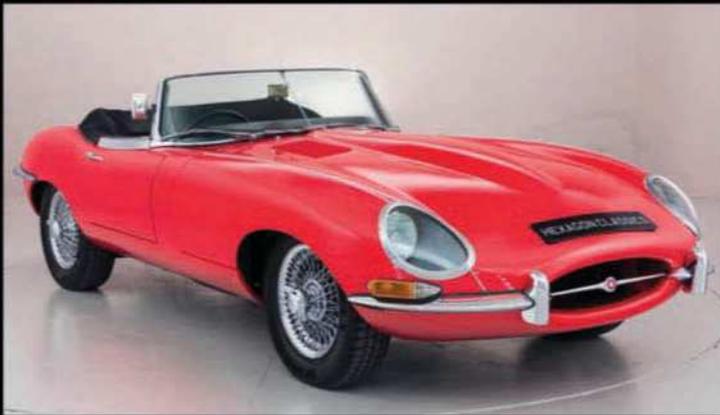
**1966 ASTON MARTIN DB6
SHORT CHASSIS VOLANTE (LHD)**

California Sage with beige hide, 1 of 37 made, full body off restoration by Aston Engineering, matching numbers car, highly sought after and rare car.

**1963 ASTON MARTIN DB4
VANTAGE SERIES V (GT SPEC)**

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FERRARI 365 GTC, 1970
66,500 miles. RHD, 1 of only 22 cars produced worldwide, Borrani wheels, recommissioned in 2004, Ferrari owners club concours winner in 2005



ASTON MARTIN V8 VANTAGE COUPE, 1984
50,400 miles. RHD, Manual transmission, 1 of only 94 cars built, original build sheet, original hand books and tools, extensive history file



PORSCHE 911 3.2 CARRERA TARGA SUPERSPORT, 1986
29,300 miles. RHD, factory wide body M491 (Turbo look), upper tinted windscreen, 16" Fuchs wheels



MERCEDES – BENZ 500SL, 1988
46,550 miles. Hard top in body colour, alloy wheels, lumbar support, air conditioning, rear seats



BMW M5 E39, 2001
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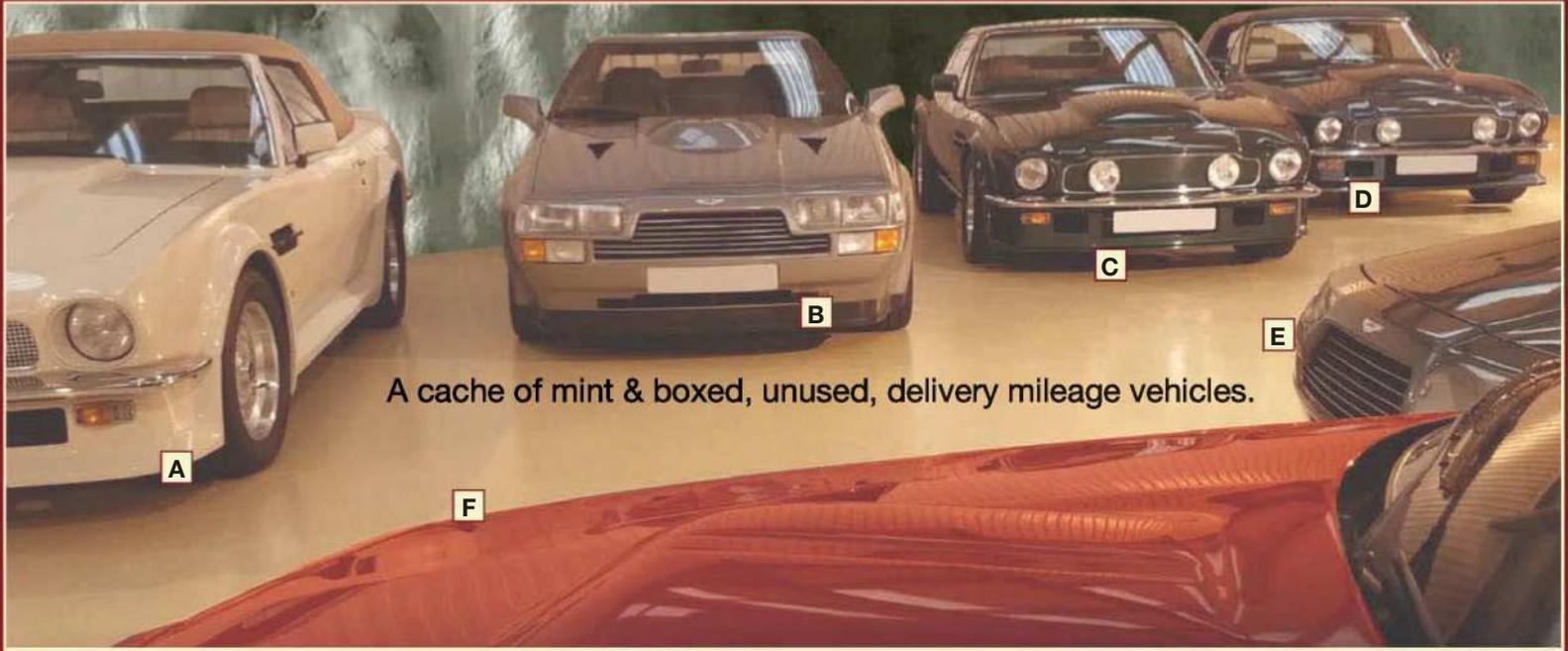


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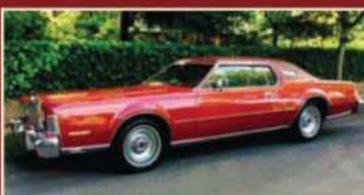
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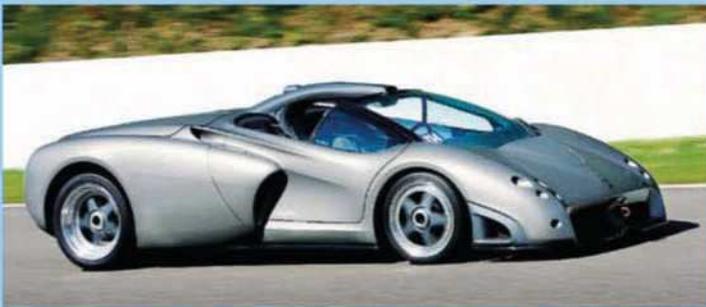
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Fourth Row: 1965 Rolls Royce Silver Cloud III Drophead, 1959 Abarth 750 Zagato, 1954 Kaiser Darrin, 1970 Monteverdi 375/4

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FERRARI 308 GTS, 1980, white / blue



DINO 246 GT, 1972, red / black



DINO 246 GT, 1972, silver / black



FERRARI DINO 308 GT4, blue sera matalizato / black



FERRARI 365 GT 2+2, 1969, blue / tabacco



FERRARI 365 GTC, 1969, blue sera / tabacco



FERRARI 308 GTS QV, 1984, black / red



FERRARI 308 GTS, 1984, black / black



FERRARI 512 BB, 1979, black / black



FERRARI TESTAROSSA, 1991, red / black



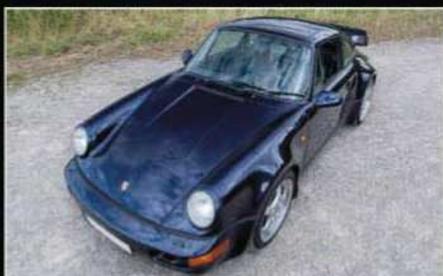
FERRARI 512 BB, 1981, red / tabacco



FERRARI TESTAROSSA 512 TR, 1991, red / black



FERRARI 365 GT/4 BB, 1974, silver / black



PORSCHE 964 TURBO, 1994, blue / black



FERRARI 365 GTC 4, 1972, celeste / blue

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G 23	Février Chassis Telaio	No	80 219
24	Typologie Homologation Certificat		CH X SC 0000
25	Carrosserie Chassis Telaio		LIMOUSINE
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H 33	Poids total Peso totale	kg	1450
B 36	Inschreibung Inscrizione Inscrizione		19.09.69
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A photograph of a red classic car driving on a winding asphalt road through a rural landscape. The road has a dashed white center line and is flanked by fields and fences. The background shows rolling hills under a hazy sky. The car is in the foreground on the right side, moving away from the viewer.

IN THE SHADOW OF GREATNESS

What better way to mark 50 years since the brilliant Jim Clark's passing than a return to his old stomping ground in his very own car?

WORDS **JULIAN BALME** PHOTOGRAPHY **TONY BAKER**



997 NUR

For several years, the inhabitants of Duns on the Scottish Borders have been dusting off their red, white and blue bunting and hanging it the length of their small town's High Street in an annual celebration of its most famous local resident, James Clark Junior (as he was known within farming circles). Outside the modest museum dedicated to his achievements, a gazebo is erected and a small collection of cars driven and raced by the legend is assembled underneath. Over a spring weekend, the town plays host to hordes of Lotus drivers and fans, all drawn north of the border by their admiration for the greatest racing driver of his generation – and for many, including me, of all time.

This year was the event's most poignant staging. Brought forward to coincide with the 50th anniversary of his death – still, to many, incomprehensible – at Hockenheim on 7 April 1968, it was organised by the museum's trustees and Club Lotus, with an expanded programme including a church memorial service, a gala dinner and an automobilia exhibition. Even the nearest pub to Clark's farm, the Waterloo Arms in Chirnside, entered into the spirit by serving Racing Green ale all weekend and hanging a portrait of the two-time World Champion and Indy 500 winner over its usual roadside sign.

There's surely no better way to make the pilgrimage to Scotland than in one of Clark's old road cars, his first Lotus Elan, registered 997 NUR. I say 'his', but although he ran it for nearly a year and clocked up nigh-on 15,500 miles behind the wheel, it was always the property of Lotus Cars on account of it being one of the pre-production development models. As with the prototype Lotus Twin Cam engine fitted in an Anglia, Jim was used to test Chapman's road-going replacement for the Elite – not that he was initially very impressed. In a letter to Team Lotus manager Andrew Ferguson, he chided: 'That never-reliable motor car, the Elan, has broken down again and is at the factory.'

From our base in the south, we decide to retrace Clark's 'commute' from Cheshunt, the second home of Team Lotus after Hornsey, up to Duns. These days the former factory building that housed the company's racing activities is a health club, the ironically named Monster Gym (surely a misspelling), where we meet employee Steve Killan. "Small, ain't it?" observes the Lotus Elise owner. "Makes mine look big."

In the early 1960s, the A1 – or Great North Road – was a very different beast. It passed through city centres such as Newcastle, so even top racing drivers struggled to achieve startling journey times. Today it's two- or three-lane motorway all the way up into Northumberland,

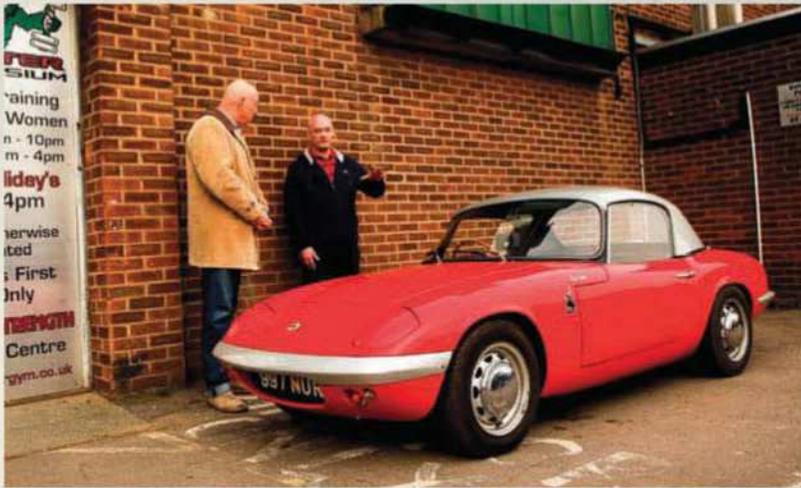
before becoming a single-lane environment more suited to the Elan. The National Speed Limit is the fastest you'd want to travel in the diminutive Lotus on such busy roads – any quicker and that delicate steering becomes a liability as the whole car starts to move around. Even passing a lorry demands the driver's attention as its bow-wave attempts to push the tiny sports car into the central reservation. The monotony of the A1 also shifts your focus to other things, such as the lack of comfort in the seats and the subsequent numbness in the backside. Despite being far more sensitive than mine, Jim's was half my age when he sat there.

As far as Morpeth, I'm wishing we were luxuriating in the plush surroundings of Clark's other road car, a Ford Galaxie 500. In an interview given to Derek Jewell in 1966, Clark claimed: "I want a car to be very easy to drive, and one that does things quietly without any fuss. I like the comfort of the Galaxie... Off the track I'm just lazy about driving. But for a town car, well you can't beat a Lotus Elan. That's my other car. It has all the size advantages of a Mini, and it's fun to drive." Indeed it is, but not on major motorways in the 21st century: stay well clear if you don't want to spoil the lustre.

These days, it's on B-roads where the genius of the Elan truly shines. Its cross-country ability for a car created 56 years ago is nothing short of

'These days, it's on B-roads where the Elan truly shines. Its cross-country ability for a car created 56 years ago is nothing short of astonishing'





Above: Monster Gym (or should that be Jim?) now stands on the site of the old Team Lotus Cheshunt base, as marked by tribute to Clark (left). Below: the Elan at rest at Lindisfarne



IAN SCOTT WATSON

Along with Jock McBain, Scott Watson was very much Clark's mentor and patron – and he was the second owner of 997 NUR. "I bought the car from Lotus and ran it up to 80,000 miles before selling it back to them," he recalls. "It had a hardtop fitted that Jimmy had managed to make sufficiently watertight, so I left it on all the time. I didn't race it myself, but for the very first race at Inghliston circuit I lent it to Andrew Cowan, who was an old friend. After a fabulous dice in the rain, Andrew just lost out to a fully race-prepared Elan – NUR having been driven to the circuit and away from it after the race in standard road tune."

The Elan was still in Scott Watson's custody when he got a call from Lotus PR Graham Arnold: "Could I take it down to Edington Mains for a photo session because Jim was at home and shots with another car hadn't been good enough?" This would produce the famed image of Clark sitting on NUR in his kilt outside the farmhouse, his home and haven.



PETER WINDSOR

Of all the many Clark fans within the motorsport media, Windsor must rank as the most fervent. His admiration for Jim has led to him producing a blog and website dedicated to his achievements, along with countless interviews with those who were associated with the driver. He owns and drives the ultimate piece of Clark memorabilia – his last road car. The yellow, left-hand-drive S3 fixed-head Elan was acquired from the late Gérard 'Jabby' Crombac, Clark and Colin Chapman's close friend and editor of the Paris-based magazine *Sport Auto*.

"It was Jim's year in exile," recounts Windsor. "He was living in Paris and for most of the '67 season had driven it to the European races. He still had it when he and Crombac drove to the airport before the fateful weekend in Germany. By all accounts, he gave the keys to Jabby and said he could have it because he was picking up a +2 the following week."



astonishing. That it does it in such an engaging way is what really sets the Lotus apart from other pretenders to the title, and why it tops so many 'all-time' sports car lists. As Simon Hadfield (who we will come to later) recently told me: "Pressing on, you can average 50mph without ever topping 70mph – it's that good." A combination of softly sprung, lightweight body, skinny tyres conducted by pin-sharp steering, and propulsion from the gutsy Weber-carburetted 1558cc Twin Cam add up to an unsurpassed package. Even the off-the-shelf Ford gearbox is a joy to use in this incarnation.

On our trip north, we make a detour off the A1 over to Lindisfarne, or Holy Island. Apparently, once he'd got his pilot's licence, Jim would fly up the coast in his Piper Comanche, the first of which was sold to him by Jack Brabham, and wait until he could spot the Northumbrian landmark before guiding the plane west to his local airstrip at Winfield. While we photograph the Elan on the causeway, it is recognised by a couple who have just visited The Jim Clark Museum in Duns. Resplendent in red, with its distinctive silver hardtop and bolt-on steel wheels, NUR is immediately recognisable, though back in 1997 when it was discovered languishing in a scrapyard near Mallory Park it was anything but.

Lotus specialist and historic racing guru Hadfield picks up the story: "Michael [Schryver]



ANDY MIDDLEHURST & CLIVE CHAPMAN

Neither Middlehurst (above) nor Chapman (above right) are of an age to remember Jim Clark in his prime, yet he has been a huge influence on both of them. "I was a baby in my pram when my dad was racing a Mini against Jimmy," explains Middlehurst, "but he was a legend in our household. I ended up owning four of his cars, but just have the two now: the last of his Lotus Cortinas – which strangely spent most of its life in a Duns garden – and the Type 43 that Clark drove to victory in the 1966 United States Grand Prix at Watkins Glen. In another nice twist, both were at the Oulton Park Gold Cup meeting in 1967."

Being a useful driver in his own right, complete with dark-blue helmet and white peak, Middlehurst often pilots Clark's Type 25 for Classic Team Lotus, which is run by Clive Chapman, son of Lotus founder Colin. "I was only five when Jimmy died," says Clive, "so don't remember anything, but the great thing about Classic Team Lotus is that the likes of Bob Dance – who is still with us – worked with him back in the day." Unsurprisingly, both Middlehurst and Chapman felt compelled to bring their cars to Duns.

Main: delicate tail-lights for earliest Elan – and snug roof is a boon on a chilly Scottish morning. Top: outside Clark's old house at Edington Mains, recreating iconic 1965 Sport Auto cover shot

had been offered a dead S1 Elan and, because I was restoring my wife's car, he thought I might be interested in some of the bits. Although it was painted in Gold Leaf colours and had a later nose grafted on, it was definitely an early car. When he told me the registration it rang a bell immediately and I told him he *had* to restore it!"

The Elan had no doubt eluded recognition because the rear numberplate had only three digits left on it and the front grille was missing. From the paperwork, Schryver and Hadfield deduced its significance – not just that it was 'Jimmy's car' but also, after consultation with Lotus, that it was unit 001, chassis number 002 and one of only eight Elans originally equipped with the smaller 1498cc version of the Twin Cam. The latter had been replaced by the car's second owner, Ian Scott Watson: "It gave trouble and, after a conrod let go spectacularly, Colin [Chapman] sent up a larger 1558cc engine by train to Berwick the next day."

Following Scott Watson's ownership the Elan was sold back to Lotus, which in turn freshened up the car before it was prepared for John Surtees' secretary Gloria Dollar to race. She had a change of heart and it was sold on, and there the trail goes cold until Schryver's intervention. With the help of glassfibre wizard Kelvin Smith, he carried out a sympathetic rebuild, retaining as much of the original as possible and returning it

to the road in '99 complete with rear-mounted '1500' badge. After nearly 20 years' ownership, Schryver sold NUR last spring to London-based Scot and classic car dealer Gregor Fisker.

Being so intrinsically linked with Clark, the Elan has become a regular visitor to the Borders for the annual festivities, and on the Saturday morning is duly parked on Duns High Street. Despite his death now being half a century ago, Clark's reputation and following are undiminished, with the event attracting a considerable number of visitors. Not all are driving Lotus cars, the marque Jim so loyally drove for, but you can't help noticing the enthusiastic group of Dutch Elise owners who have convoyed faithfully from The Netherlands to Scotland.

I notice a gent in his late 60s leaning wistfully against the barriers, staring at the Elan. When I enquire whether he has travelled far, he replies: "Quite a way. I flew back early from a holiday in New Zealand the day before yesterday so that I could be here." His name is Tony Attwood, and Clark has remained his hero ever since he met him at Brands Hatch in 1964: "I was 16, and at school in Hastings. On the days before the Grand Prix there was free practice so I rode up on my motorbike. In those days you didn't have to pay and access wasn't a problem. I was looking at Jim's gleaming Type 25 when a voice behind said: 'Nice-looking car, isn't it?' It was Clark.

We chatted for a while and he ended up signing one of my schoolbooks, which I still have."

Clark's near neighbour – and rally legend – Andrew Cowan observes that "there are a lot of old people here today", which is not entirely unexpected given the years since Jim's passing. What is surprising is the response I elicit from a sharp-looking young man who's half the age of most of those gathered. He is German, and has made the trip to the UK specially: "I've always admired Jim Clark. Such a modest, gentle man. Not like today's Formula One drivers."

As the day unfolds, we encounter a raft of Clark admirers including ex-British Touring Car Champion John Cleland and former Rootes works driver Peter Proctor. "Living in North Yorkshire, I'd see Jim from time to time and even asked him to do the grand opening of a business I was starting," says Proctor. "Not long before the event he won the Indy 500 and as a result was being pulled from pillar to post, honouring all manner of press and publicity commitments. To be honest, I didn't expect to hear from him, but one night he rang and said could I move the opening forward by 24 hours. True to his word he turned up, cut the ribbon and greeted all those that had showed up to see him."

Everyone I speak to agrees that he was a very special man. Not only a phenomenal driver, but also a decent, funny and kind human being, all





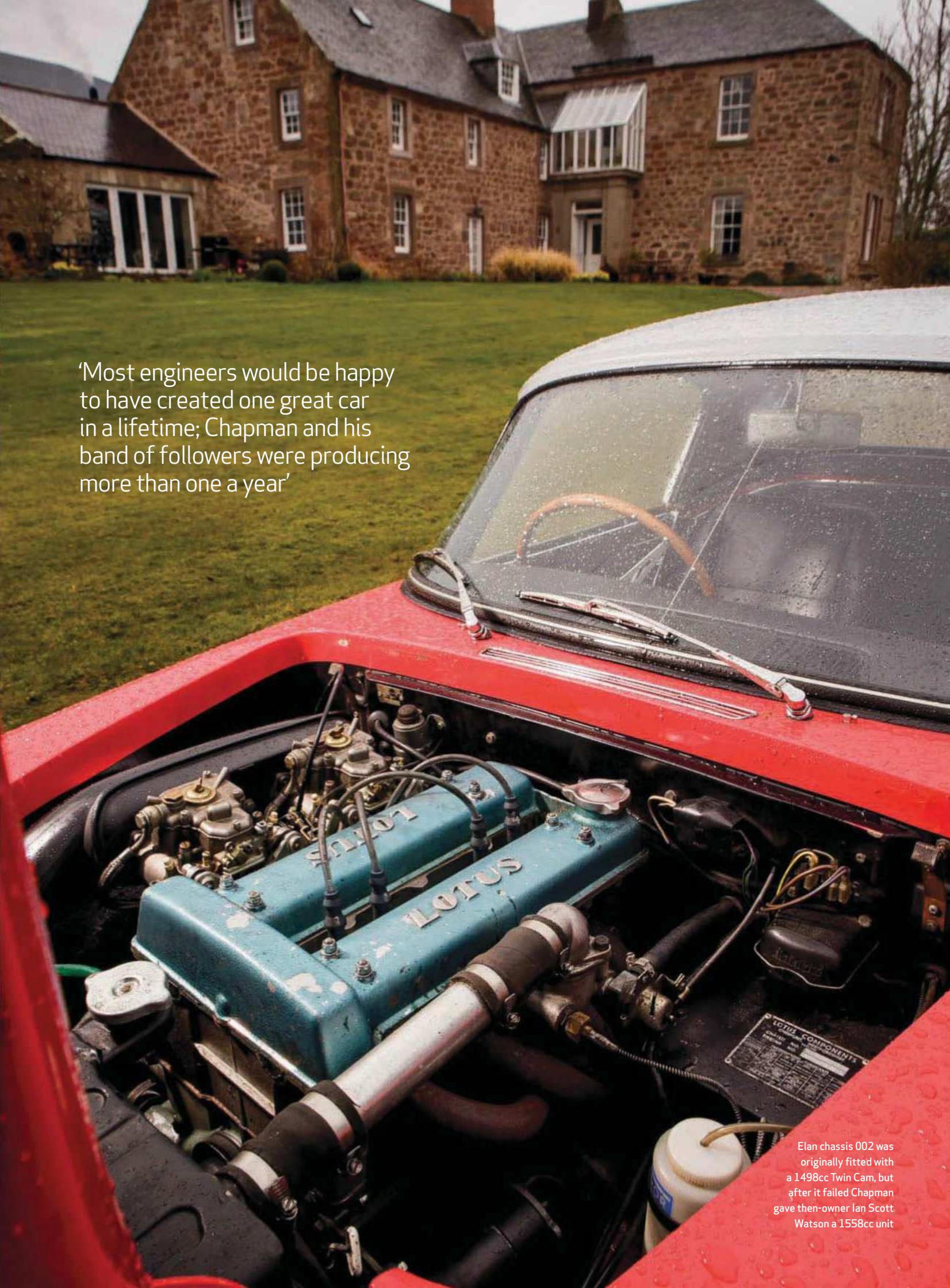
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'Most engineers would be happy to have created one great car in a lifetime; Chapman and his band of followers were producing more than one a year'

Elan chassis 002 was originally fitted with a 1498cc Twin Cam, but after it failed Chapman gave then-owner Ian Scott Watson a 1558cc unit



qualities not always associated with sporting personalities. Sadly, we're not able to drive 'his' Elan as much as we'd like to due to the demands on its time at various events, such as Saturday afternoon's memorial service at the church in Chirnside where he is buried. NUR and Peter Windsor's yellow fixed-head are parked on either side of the gates as the weather becomes suitably gloomy, reminding everyone of that miserable Sunday in Germany.

Afterwards, we drive the short distance to Clark's treasured home, Edington Mains, where we are kindly allowed to recreate the photos of the red Elan on the driveway by the farm's current owner David Runciman. He is incredibly tolerant of visiting fans – there are three Jaguars already there when we arrive – and like the folk of Duns and Chirnside, he appreciates Clark's significance and the fondness with which his memory is held, not just in the UK but around the world. The following morning I have one final scoot around the near-deserted Borders roads in NUR so that photographer Baker can get those last few driving shots. It's a good time to reflect on the car, and its first custodian.

Most designers or engineers would be happy to have created one great car in their lifetime; Chapman and his band of followers were producing more than one a year. They were on fire with creativity in the early '60s, the products



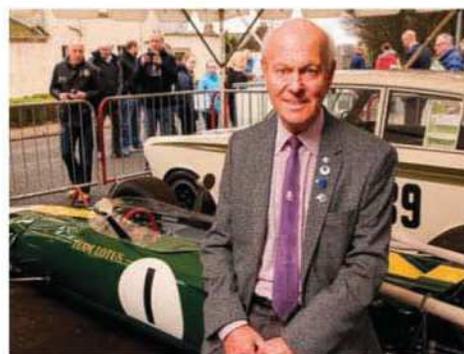
of their imagination dominating motorsport and giving enthusiasts road cars to savour. Of all the small sports cars at that time, nothing came close to an Elan and in Clark the firm had the perfect ambassador. My favourite toy as a kid – no doubt due to the cars' connection with Jimmy – was a Corgi Lotus set with two Elans, a Type 25 and a VW tow vehicle. The loss of my schoolboy hero was tough, but the fickle nature of youth meant that I soon recovered and had a new sporting hero: a Northern Irish footballer who also drove a Lotus. For those close to Jimmy, however, it must have been devastating.

Today, an aura of melancholy continues to surround Clark. His demise at Hockenheim in a minor Formula 2 race, after a rear tyre deflated on the long straight heading out into the forest, appeared beyond tragic. Friends still get emotional when talking of him, and even the scene at Watkins Glen from the Ford promotional film *9 Days in Summer*, shot six months before he died on a damp upstate New York day, has a sombre musical accompaniment worthy of a Hollywood tear-jerker. For me he represents a longed-for, bygone golden era, when road cars were exciting, affordable and involving; when Formula One cars sounded amazing and looked beautiful; and their drivers were handsome, down-to-earth and hugely talented. Definitely something worth celebrating. 



‘Of all the small sports cars available at the time, nothing came close to the Elan and in Clark Lotus had the perfect ambassador’

Clockwise, from main: the S1's incredible balance is best exploited well away from the motorway; Clark Elans reunited at Chirside Parish Church; Lotus cars of all ages pay tribute to Jimmy in Duns High Street



DOUGIE NIVEN

The modest front room to the left-hand side of a small municipal building on the High Street in Duns has served as ‘The Jim Clark Room’ for many years, displaying his trophies, race suits and assorted photographs. Given its low pulling power it punches well above its weight, but hopefully that is about to change. Doug Niven is a fellow farmer and racing driver – and, more importantly, he is Jim’s cousin and the leading representative of the Clark family within the museum’s board of trustees.

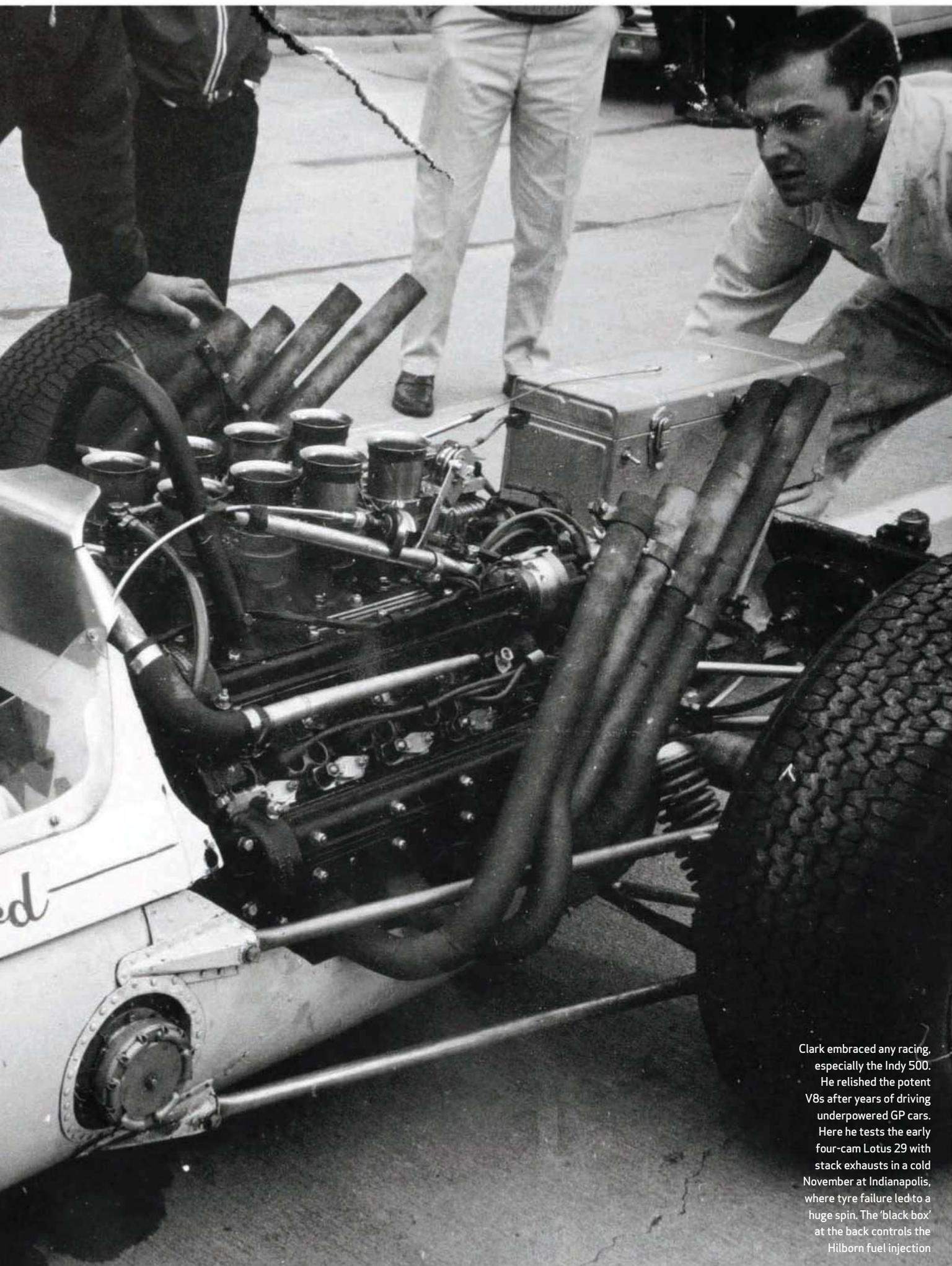
“We were hoping to break ground this weekend on the foundations for the extension, but sadly it was delayed,” says Niven. “The idea is to build a glazed area where we can display at least one, if not two, of Jimmy’s old cars on a rotational basis. That way, we hope it will bring his story to life.”

A star that STILL SHINES

50 years on, Jim Clark's dazzling talent continues to captivate fans, as these candid images evocatively reveal

WORDS MICK WALSH PHOTOGRAPHY MW ARCHIVE/EVRO/LAT





Clark embraced any racing, especially the Indy 500. He relished the potent V8s after years of driving underpowered GP cars. Here he tests the early four-cam Lotus 29 with stack exhausts in a cold November at Indianapolis, where tyre failure led to a huge spin. The 'black box' at the back controls the Hilborn fuel injection

This Porsche 356 1600 Super was the car that really set Clark off on his racing career. Owner Ian Scott Watson entered Jimmy in the Porsche for the Border Motor Racing Club handicap at Charterhall in '57 and he won first time out, showing impressive skill in the wet



Away from the pressure and spotlight of racing, Clark loved returning to his farming roots. All his life he kept a keen interest in the family farm and was heartbroken when it had to be sold for tax reasons. He had a particular interest in sheep, and would happily talk about his Border Leicesters and the price of wool with locals

Clark first competed in his father's Sunbeam MkIII, in driving tests and rallies in 1956. This Graham Gauld photo (above) shows him with friends, including Ian Scott Watson and his DKW Sonderklasse, in which Clark later raced. "In rallies and hillclimbs it was obvious to me Jimmy was pretty remarkable," recalled Scott Watson

Clark never raced a historic car but jumped at the chance to try the ERA 'Remus' when the Hon Patrick Lindsay gave him a run in practice at the 1964 French Grand Prix. On his first flying lap Clark was a few seconds quicker. When Lindsay asked where he braked for the corner after the pits, he replied: "Och no, Patrick, that's flat!"



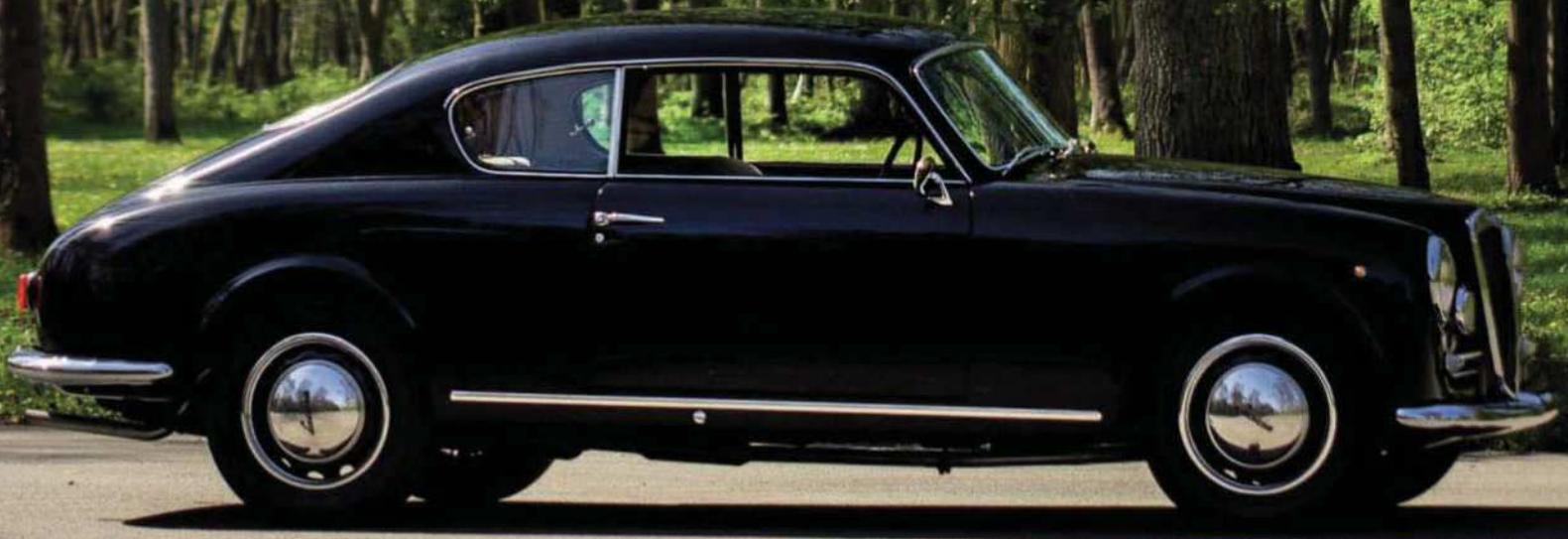
Clark has a special connection with Spa because his first race abroad was at the legendary Belgian track in a Jaguar D-type in '58. In wet conditions for the '63 Belgian GP he made a demon start from sixth on the grid to lead through Eau Rouge, and still won despite steering one-handed while holding top gear with the other!



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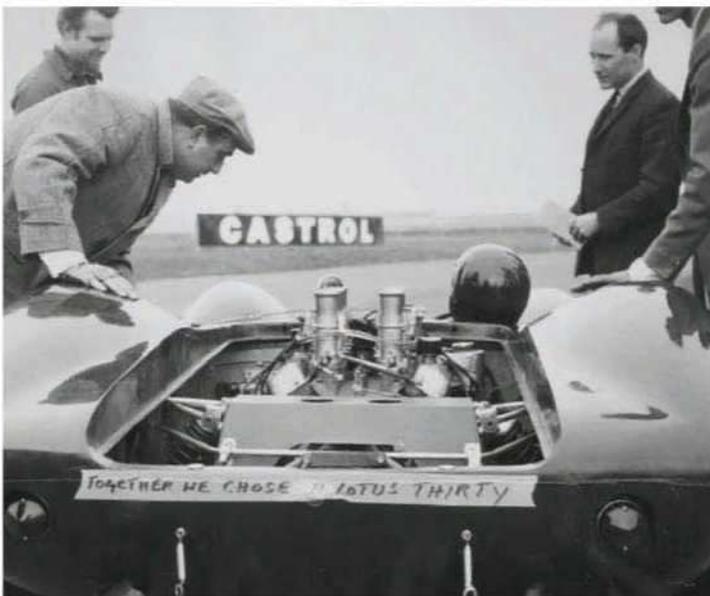
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FONTAINEBLEAU



Lancia Aurelia coupé B20 2500 GT
est. 170 000 / 200 000 €

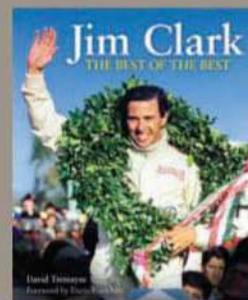


Can you imagine Lewis Hamilton doing this? Ever an enthusiast, Clark was game to try any motorsport just for fun. Here the newly crowned World Champion gets driving tips in a trials car. Clark's off-road skills would be confirmed by his front-running pace on the '66 RAC Rally before crashing his Lotus Cortina at Glengap



The tricky-handling Lotus 30 taxed even Clark's prodigious talent, but the brilliant Scot still scored victories in Colin Chapman's first 'big-banger' sports-racer. In this photograph, Ian Walker chats with Clark during practice at Aintree. Note the message taped on the back, which did not amuse Chapman

Clark was unhappy about racing the uncompetitive, Firestone-shod Lotus 48 at Hockenheim on 7 April 1968 (above right). Here photographer Rainer Schlegelmilch captures Jimmy's final conversation with team mechanic David Sims on the grid before that grim wet race. "Good luck and see you later" were Sims' last words



MORE MEMORIES OF A LEGEND

Thanks to Mark Hughes and Evro Publishing for help with this feature. The brilliant new book *Jim Clark: The Best of the Best* by David Tremayne (*Book of the month*, June) is an unmissable look at the man, his stellar career and his private life. It's out now, priced at £80; ISBN 978 1 91050516 8.

Renault's BRIO

A new breed of rarefied modern classics is vying for your attention – and the Clio V6 is at the head of the pack

WORDS **GREG MACLEMAN** PHOTOGRAPHY **TONY BAKER**





YA02 AXE

RENAULT LEEDS

For those of us more used to classic and vintage machinery, it's easy to become disillusioned with modern motorcars. Whether due to the constraints of safety regulations or the pursuit of peak aerodynamic efficiency, car design has become increasingly bland and homogenous with each passing year. It started with the 'Jellymould' Sierra in 1982 – the harbinger of doom that set the tone for a wave of design-by-committee models so lacking in character that you could fall asleep face-first in your Frosties just thinking about them.

While it did produce its fair share of anonymous shopping trolleys for first-time drivers and mums on the school run, Renault bucked the trend in the '90s with a number of bold and wholly ridiculous models designed in part for one-make race series, starting with the Renault Sport Spider – a no-frills, composite-bodied roadster – and leading to the Clio V6, a modern reimagining of the firm's mighty 5 Turbo.

Of all the models in its back catalogue, no one could blame Renault for taking the 5 Turbo as inspiration for its sportiest Clio. The car blazed a trail for forced-induction hot hatches, taking

the simple formula of sticking the engine in the middle of the car and sending power to the rear wheels – and creating a legend. As well as taking on the world of Group 4 rallying – an eclectic formula containing everything from Vauxhall Chevettes to Maserati Meraks – the Gandini-penned brute also went toe-to-toe with the likes of the Lancia Stratos, winning the 1981 Rallye Monte-Carlo and '82 Tour de Corse with Jean Ragnotti, as well as making its silver-screen debut as the exotic wheels of Barbara Carrera in *Never Say Never Again* the following year.

Like its 5 Turbo forebear, the Clio V6 took the basic platform of Renault's best-selling supermini and did away with the rear seats, mounting the engine in the middle of the chassis and sending power to the rear wheels. The first iteration of Renault's Clio V6 can trace its lineage back to September 1998, when development of both road and race cars began in earnest, led by Yannick Kerguelen, an engineer who had a hand in the firm's turbocharged Formula One cars of the '70s and '80s, as well as the BTCC Méganes and Lagunas of Alain Menu. Testing was carried out by F1's Philippe Gache and Mégane champion Jean-Philippe Housez, so it came as no surprise to those in the know that the track-

centric Trophy racer was the first version to be unveiled to journalists. This raw and uncompromising car was a stripped-out animal with 285bhp on tap, a kerbweight of just 1120kg and a state-of-the-art six-speed sequential gearbox that negated the need for a conventional clutch. Its launch was marked by journalists' inability to keep the car pointing in a straight line, with most spinning like buttered cats, much to the chagrin of the French engineers.

The road car, meanwhile, broke cover at the Paris Motor Show in 1998 before finally going on sale in the UK in 2001. Designed in France, the cars were put together by Tom Walkinshaw Racing in its Uddevalla workshop in Sweden, and shared their 2946cc engine with the Laguna, though in a higher state of tune thanks to the addition of new pistons – which increased the compression ratio to 11.4:1 – and bigger inlet ports. It revved higher, too, and with greater eagerness owing to its lightened flywheel, while comfortably eclipsing most other hot hatches with a power output of 230bhp – though in truth the V6 is more of a coupé than a hatchback, as if a supercar has been shrunk in the wash. While the sequential 'box from the Trophy was considered for the mainstream production car, in the



end Renault opted for a more conventional and cost-effective six-speed manual transmission.

Though it shared its basic bodyshell with the cooking-model Clio, the outlandish bodywork – penned by a team under design guru Patrick le Quément – differed wildly from even the hot RenaultSport 172, with aggressive side vents, considerable sills, reworked front and rear bumpers and monstrous flared arches, while stance and roadholding were dramatically improved thanks to a wider track – 110mm at the front and 138mm at the rear – and a suspension set-up that took it 66mm closer to the road.

The interior feels distinctly average in Phase 1 guise, sharing much with the standard Clio II on which it is based, including the bland dashboard – which looks as if it's been moulded from melted-down plastic bottles – and low-quality switchgear. As you would expect, the cabin is cramped, and there's no ignoring the lack of rear seats – the view behind is dominated by a flat plastic engine cover hiding the mid-mounted V6. Storage is predictably at a premium, limited in the main to a cubby under the bonnet, complete with ominous drainage hole, and an alcove in the boot big enough for little more than a Fray Bentos steak pie. Handy, because

'Once you've stepped across the wide sill and fired up the engine, it delivers a truly immersive, theatrical experience'

Clockwise from main: the flamboyant body marks out the V6; six-speed manual transmission; twin pipes belt out an addictive soundtrack; the Phase 1's interior is mainly stock Clio II fare; who needs passengers with a tuned 3-litre V6 out back?

anything you store in it is likely to be well cooked by the time you get to where you're going.

As today, only true *cognoscenti* bought into the Clio V6 when it first hit showrooms in 2001. The sacrifices of driving a two-seat car in a four-seat shell with scarcely enough luggage space to store a top-up shop scared off many, while those seeking bar-room bragging rights were sold somewhat short: despite having a near 1-litre capacity advantage over its junior stablemate, the V6 was under a second quicker to 60mph than the Clio 172 Cup. But for all its impracticalities (henceforth 'foibles'), the Clio V6 excels in one major area: delivering a truly immersive theatrical experience once you've stepped across the wide sill, slipped into the Alcantara-trimmed buckets and fired up the engine.

Things begin to make sense once you slot the snappy gearlever into first and drop the clutch, waking the warbly and sonorous V6 with a generous helping of throttle. Progress is rapid and accompanied by a glorious soundtrack, thanks to the mid-mounted engine turning the cabin into a speaker box of epic proportions – it's the Dolby 5.1 surround sound to the 172's mono output. The sense of drama is palpable and, while the view outside is distinctly 'Clio', you're



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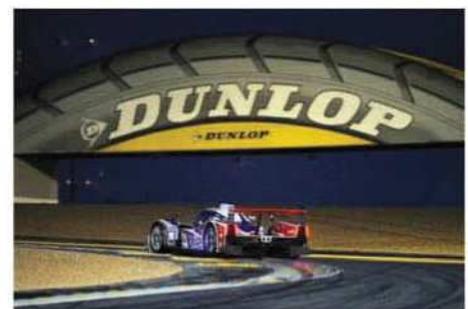
- 5. June 2018 Tuesday
- 26. June 2018 Tuesday
- 9. July 2018 Monday
- 6. August 2018 Monday
- 4. September 2018 Tuesday
- 18. September 2018 Tuesday
- 20. October 2018 Saturday
- 3. November 2018 Saturday

DIJON-PRENOIS FRANCE

- 16. October 2018 Tuesday
- 17. October 2018 Wednesday

LE MANS - BUGATTI FRANCE

- 30. October 2018 Tuesday



never left in any doubt that you're behind the wheel of something very special. Acceleration isn't of breakneck proportions, but speed builds relentlessly and without hesitation. Given enough room, the Renault will eventually hit 147mph in sixth and working it through the gears is a joy.

Not that you have to break the speed limit to enjoy the experience, such is the novelty of a hot hatch with 40:60 weight distribution allied to a mid-engined, rear-drive configuration. With the encouragement provided by that wonderful soundtrack and a nimble, well-resolved chassis, it's easy to lose hours on the twisting Welsh back-roads of the Brecon Beacons, exploring the capabilities – and limitations – of such a remarkable car. Unlike the challenging Trophy race cars, the roadgoing Phase 1 is a much more polished proposition. The do-or-die handling characteristics of the earliest track cars were well muted by the engineers at TWR, but there's still a sense that the road car is capable of biting. Come into a corner too hot and the extra weight over the rear wheels starts to become noticeable – much like an early Porsche 911 – and the looming presence of snap oversteer never feels far away, despite clever



RENAULTSPORT CLIO V6

(Phase 2 in italics where different)

Sold/number built 2001-'03/1513
2003-'05/1309

Construction steel monocoque

Engine all-alloy, dohc-per-bank 2946cc
24-valve V6, electronic fuel injection

Max power 230bhp @ 6000rpm

255bhp @ 7150rpm

Max torque 221lb ft @ 3750rpm

221lb ft @ 4650rpm

Transmission six-speed manual, RWD

Suspension independent, at **front** by

MacPherson struts, anti-roll bar **rear**

multi-link, coil springs and gas dampers

Steering power-assisted rack and pinion,

2.8 turns lock to lock

Brakes cross-drilled ventilated discs

Length 12ft 6in (3803mm)

Width 5ft 11in (1810mm)

Height 4ft 5in (1351mm)

Wheelbase 8ft 3in (2510mm) 8ft 4in (2532mm)

Weight 2987lb (1355kg) 3086lb (1400kg)

0-60mph 6.2 secs 5.6 secs

Top speed 147mph 153mph **Mpg** 24 23

Price new £25,840

Price now £20-30,000



From top: 40:60 weight distribution in this mid-engined hot hatch; Porsche had a hand in upping power for the Phase 2; Tann's twosome turns heads

Electronic Brakeforce Distribution, which keeps tabs on each corner and makes sure none of the wheels locks up. Lessons learned on the track transfer readily to the road: take it easy going into turns, and keep your powder dry until you're back on the straight – particularly when the car in question belongs to someone else.

After an enjoyable morning playing cat-and-mouse with owner Tann (see panel), it's time to pull over and swap the early car for the 2003 facelift variant. To the layman the two Clios seem almost inseparable, bar the obvious colour difference, but linger a little longer and the changes become apparent. Most notable are the front lamps, which kept step with the standard models by ditching the rounded lights of the early car in favour of a more angular style. The bumpers also got a refresh, with a larger mouth and reworked grille, while at the rear things stayed largely the same, though the Heath Robinson blanking mesh of the TWR example was done away with in favour of plastic milk-crate-style grilles. There's no doubt the younger car is better put together, too, including the body panels, which are bonded at their joins, unlike the Phase 1, which still has the faint aroma of a machine pieced together by men in a shed.

'Lessons learned on the track transfer to the road: take it easy into turns, and keep your power dry until you're back on the straight'

Clockwise from main: you'll have to look closely to see how it differs from the Phase 1; the younger car feels the better built of this pair; power was increased to 255bhp for Phase 2; the later car is 45kg heavier but faster from 0-60mph; multi-spoke alloys fill the flared arches

The white coats at the former Alpine works in Dieppe – who were in charge of the second-generation V6 – ensured that the improvements weren't just skin deep. Power was upped from 230 to 255bhp following work from engineers at Porsche, while the handling quirks of the early cars were ironed out to a degree after the wheel-base was stretched by 22mm and the front track widened by 33mm. The rear end was firmed up, too, giving much more stability. The changes added 45kg, taking the total weight to 1400kg, but despite this the 255 shaved more than half a second off the 0-60mph time, taking it down to 5.6 secs and upping the top speed to 153mph.

From behind the wheel the 255 feels more up-to-date thanks to a refreshed interior largely shared with the facelifted Clio. It's particularly familiar to those who've driven the 172 and 182, which boast the same comfortable sports seats.

The driving experience is almost identical to the first iteration, with the same rush of power and charge up the rev range. It's difficult to tell unless near its limits, but the updated car is more assured and less likely to catch you out, helped by its slightly wider front track. Think of the cars as a set of twins: they look the same, sound the same, but one has a slightly sharper temper.



You may think that the V6 is too modern to be considered a classic, but it boasts greater credentials than a host of much older and more valuable machines. For starters, it's rare. Just 1513 Phase 1 and 1309 Phase 2 cars were made, making it more exclusive when new – and, probably, today – than a Lamborghini Diablo. Each car was handbuilt by engineers at TWR and Dieppe – a commonality shared with exotica such as the Jaguar XJ220 and Alpine A110. Finally, there's its sheer impracticality: it's too harsh to use daily; servicing is a nightmare; it has the turning circle of an ocean liner; and the luggage compartment is too small for anything other than a holdall, which will get soaked as soon as it rains.

It's a car that probably should never have been built; the answer to a question nobody asked. But there's also something delightful about a manufacturer having the bravery to produce a car whose appeal would be, at best, limited. Us Brits always love an underdog, so it probably shouldn't come as a surprise that the UK was the V6's best market. Nor should it shock that it has gained such a following in classic circles, whose owners are no strangers to sacrificing usability, practicality and comfort for that flutter of excitement every time you open your garage. 

OWNER'S VIEW

Leigh Tann

Like many Clio V6 owners, it was the car's forebear that first captured Tann's attention: "I loved the Renault 5 Turbo, but by the time I was 17 they were totally out of reach, so I turned to the Clio V6. I owned one when I was younger but had to sell it to buy a house, so when the silver car came up for sale I jumped at the chance. I was fortunate to beat the rising values."

"I bought the car from a collector in 2014 with only 10,000 miles. I stored it for 2-3 years before doing a full concours-level refresh that included soda-blasting all the suspension components and having the nuts and bolts zinc-plated."

It wasn't long before a second V6 joined the stable – this time an earlier blue car: "When the Phase 1 car appeared in the classifieds I couldn't say no, even though I don't have the room for it! I plan on bringing it up to concours level, too."

The problems faced by Clio V6 owners will be familiar to fans of older classics: "Getting parts is the biggest challenge, because Renault doesn't



make them any more. A number of parts are now being produced by specialist engineering companies but at a high cost: front balljoints, no longer made by Renault, are £150 each. Body panels are also hard to come by, though they're now being reproduced. Rear discs for the later cars are currently unavailable – we're waiting to hear when the next batch will be made."

Despite this, a number of passionate clubs and online communities exist, such as ClioV6.net. "The club is great, there's always someone to help you if you have a problem," says Tann. "They arrange meetings, too, and have a presence at a number of shows throughout the year including Origine RS."





SPAIN'S FERRARI CHASER

Wifredo Ricart was aiming for the exotic elite with the Pegaso Z-102B. The result was flawed, but fabulous

WORDS **RICHARD HESELTINE** PHOTOGRAPHY **MANUEL PORTUGAL**



A queue is forming, this being the only petrol pump for miles around. But this is Portugal, so nobody has honked their horn as yet: everyone is far too polite for that. Nevertheless, self-assurance has given way to fluster. The car's custodian flashes a smile of solidarity, before offering advice from the passenger seat. So, it's a reverse-pattern, non-synchro gearbox with a dogleg first. Of course. Clutch in, move the lever across and into... Try again... And again. Heaven's above, how hard can it be to engage first gear? After much effing and jeffing, there's a pronounced *ker-kluk* and we're away, by means of an awkward bunny-hop. Only four more gears to go. This is going to be a long day.

The unvarnished truth is that the 1953 Pegaso Z-102B is challenging to drive. Little about this remarkable machine is in the realm of the normal. It is idiosyncratic, often infuriating, but never less than compelling. It helps that this resolutely Spanish GT has such a dazzling outline. That, and an engine note akin to an early '50s Grand Prix car with only token nods to silencing. Throw in a delightfully airy cabin, exquisite detailing, and one hell of a back-story, and there is much to love, despite its foibles.

That the car was created at all is remarkable given the political climate in which it was conceived and the lack of a support industry for the manufacture of such a machine. There was little in the way of bought-in content, after all. Bragging rights were at stake, and this was intended as a halo product not only for a firm that had been making commercial vehicles for less than a decade, but also for Spain itself. An awful lot rested on it taking on the established boutique brands – and besting them.

Following the Civil War, Spain's standing as a pariah state ensured that it couldn't replenish its stock of lorries, many of which dated back to before the conflict. Spain had little in the way of form when it came to building vehicles – any vehicles – in volume, its most famous export being Hispano-Suiza. The state-controlled Empresa Nacional de Autocamiones SA (ENASA), which literally translated means 'National Truck Manufacturing Company', was thus formed, and initially operated out of the redundant Barcelona-based Hispano works, which had closed in 1944. Progress was slow, with just 38 lorries being made in 1946 under the Pegaso nameplate. By the end of the decade that had risen to three a week, but the firm found greater traction at the start of the 1950s, its lorries and buses selling beyond Spain's borders while gaining a reputation for advanced engineering and commendable build quality. Nevertheless, the leap from making motorised beasts of burden to fashioning ultra-exclusive GT cars wasn't an obvious one.

Or at least it wasn't unless your name was Don Wifredo Ricart. This brilliant engineer was born in May 1897 and, at the age of just 21, he was managing a firm that made small industrial and machine engines. He subsequently bought the company and in 1922 set about creating a brace of *voiturettes* with his own design of 16-valve, twin-cam, four-cylinder engines before following through and becoming a manufacturer of exotic road cars with backing from textile magnate Felipe Batlló. The Ricart-España

marque came into being in 1928, but soon tanked, with Ricart turning his attention to designing diesel engines thereafter.

In 1936, Franco invaded the Spanish mainland from Morocco and the Civil War erupted. That October, Wifredo departed for Italy to join Alfa Romeo, where he rapidly moved through the ranks before being seconded to Alfa Corse. It was at this juncture that he butted heads with team principal Enzo Ferrari. When director Ugo Gobbato sided with Ricart, *Il Commendatore* had a hissy fit and departed to make cars in his own image. Nevertheless, Ferrari never missed an opportunity to slate his nemesis – not least in his memoirs, where he poured particular scorn on Ricart's choice of footwear (apparently, his shoes had thick crêpe soles).

Despite the small matter of a global conflict, Ricart conceived several fascinating motorsport-rooted studies in 1939-'40, including the Tipo 162 3-litre V16 Grand Prix engine, complete with two-stage supercharging, and also the mid-engined, 1.5-litre, flat-12-powered Tipo 512 single-seater. In 1943, he departed

'Bragging rights were at stake: an awful lot rested on Pegaso taking on the established boutique brands – and besting them'

Milan for the hills around Lago d'Oro, where he mapped out the design for the 6C-2000 Gazella. This daring saloon never made it into production after WW2, in part due to the Portello works having been razed.

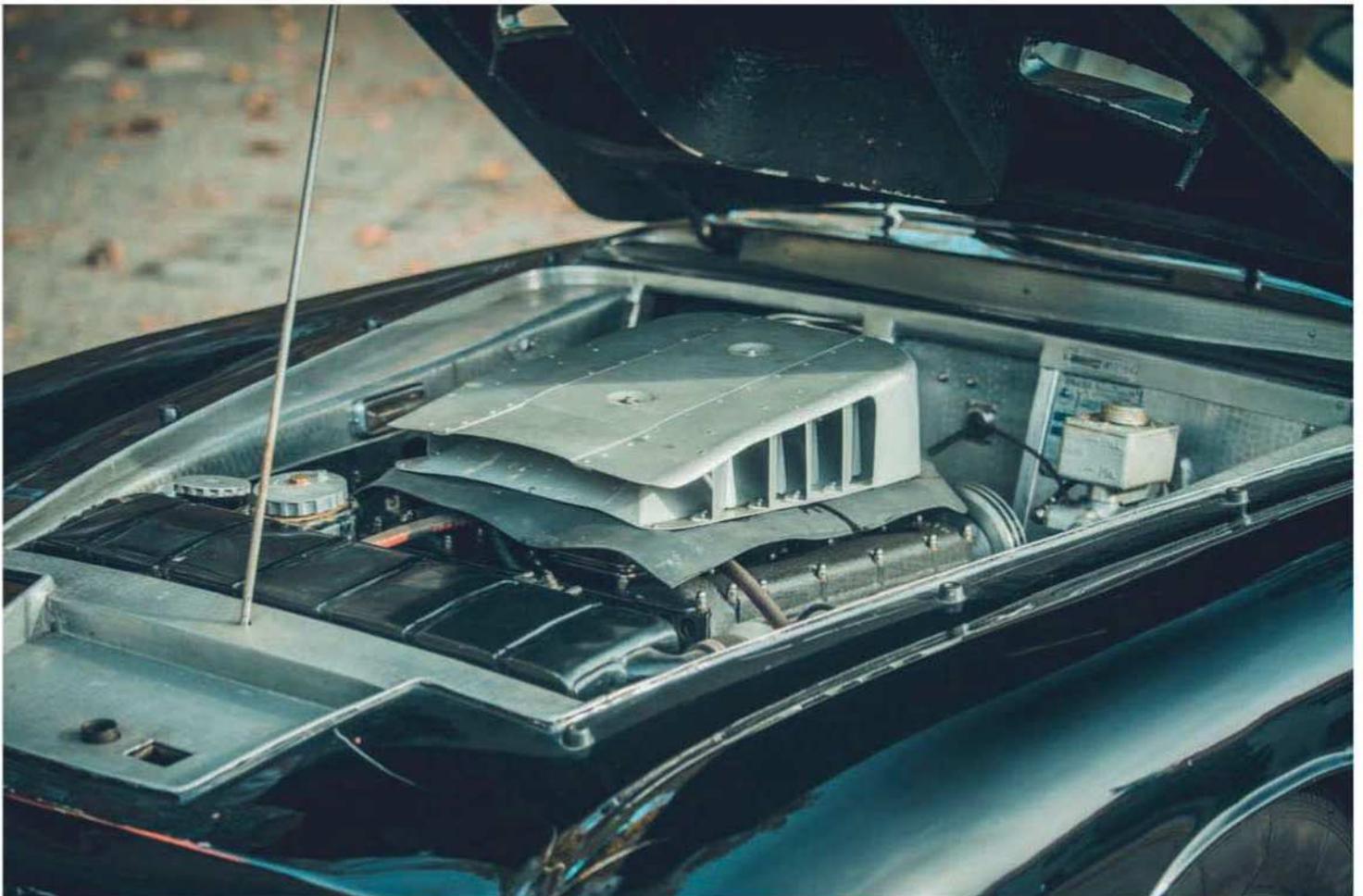
The Barcelonan returned home in 1945 to spearhead ENASA's commercial vehicle projects. Inevitably, for a man steeped in competition, he soon began petitioning Franco for something a bit more ambitious. Ricart reasoned that an exotic sports car would garner prestige for Spain on the world stage, while also spurring apprentices to reach for the stars. The General was receptive. Basis for this brave new world was a pressed-steel platform chassis that incorporated the floorpan, bulkhead, dashboard, box-section sills and wheelarches. Power came from a 90°, dry-sump, all-aluminium V8 with steel cylinder liners and hemispherical combustion chambers. Displacement was initially 2.5 litres, but this was subsequently raised to 2.8 and later 3.2 litres. Suspension was inspired by the stillborn Alfa Romeo Tipo 512, the front end comprising wishbones and longitudinal torsion bars, the rear de Dion tube being located laterally by a central ball that slotted into a guide on the final-drive casing.

Pegaso was the sensation of the 1951 Paris Salon, even if the rather sober 'factory' outline didn't quite mirror the racy underpinnings. Initially priced at an eye-watering \$7500, this soon ballooned to \$15,000, which reflected the laborious nature of the build. That and the fact that virtually every part was fashioned in-house, from return springs to the licence-made ZF limited-slip differential. The only proprietary parts were the Lockheed brake components,

Opposite, from top: Touring coachwork is nothing if not quirky; Spanish labels for Jaeger dials gives away the car's origins. Below: chassis plate reveals 5800rpm rev limit; elegant script







Bosch ignition, Weber carburettors, Nardi steering wheel and Borrani wires. Even the Pirelli tyres were moulded locally.

In November 1951, *The Autocar* assessed a Z-102, taking a 2.5-litre example to an 18.2 secs quarter-mile time, while *Motor Sport* managed the 0-60mph sprint in just 7 secs. *Road & Track*, meanwhile, criticised the car's apparent lack of low-end torque, but writer Robert C Goldich added: 'The cornering on rough surfaces was close to unbelievable and was, I think, the car's most outstanding feature.'

No two Pegasos were ever exactly alike, with deviances in everything from carburetion and final-drive ratio to induction layouts, and that's before you factor in the many body styles. In addition to Pegaso's own coachwork, the Z-102 was a blank canvas for coachbuilders such as Serra of Barcelona, Saoutchik of Paris and, perhaps most famously, Touring of Milan, as here. Throw in assorted showstoppers, not least Touring's remarkable Thrill, plus competition tools such as the bizarre Bisiluro would-be Le Mans racers, and Pegaso was rarely out of the headlines, but that didn't equate to profitability. During 1955, demand for ENASA commercial vehicles was such that car production was pared right back, although Ricart continued to perfect the Z-103 model, which was powered by a pushrod V8 with a centre camshaft. He was still talking up a storm about the company making up to 2000 units per year, but the last-ever Pegaso road car was delivered in 1958.

Which brings us to today. 'Our' Z-102B was originally a gift from Franco to Portuguese president Francisco Craveiro Lopes, the roundels a legacy of later competition outings consisting mostly of hillclimbs. While it's mechanically perfect, the body is deliciously patinated with enough road rash to upset the concours brigade. The Touring outline is beautifully proportioned, and smaller than you might imagine: photographs really don't lend a sense of scale.

Having stooped to enter the cabin, the driver's seat offers more support than appearances would have you believe. There's plenty of headroom, while all-round visibility is excellent thanks to the expansive glasshouse and spindly pillars. Nothing is a reach away, although the pedals are slightly offset. The large, wood-rim wheel is set near vertically, the palm-sized gearknob with its reverse-pattern shift diagram only a handspan or so away. Ahead, set in the body-coloured steel dash, sits a cluster of gauges bearing the legend 'ENASA'. The speedo reads to 220kph, the rev counter to 8000rpm, with no redline. There's little in the way of extraneous tinsel here, but you cannot help but be captivated by everything from the font used to denote instrument calibrations to the door pulls. It's utterly delightful.

Pump the throttle to prime the carbs, press the starter button and the Pegaso erupts without coughing or sputtering. This car is regularly exercised on tours and rallies, and it shows. Many period road tests talk of the Z-102B being relatively quiet, but here the sound of the 2.8-litre four-cam V8 at idle is that of a pure competition tool, and the throttle response, once warm, is instantaneous. At least it is once you've found a gear. The 'box is unusual in that it is all-indirect, with motorcycle-style dog engagement instead of synchromesh. Apparently, journalists in the 1950s would be taken for a blast with a test driver at the wheel, and they

would bang in the changes without touching the light(ish) clutch. This seems entirely alien, and not something you really want to try in someone else's 65-year-old classic. As it stands, the gear-change feels horribly vague.

The same is true of the worm-and-sector steering, which has just 1.6 turns from lock to lock. It's impossibly heavy when manoeuvring, and feels like an American land yacht at speed, with an oceanic dead-spot that doesn't inspire confidence. Seemingly endless joints and pivots separate the steering box on the bulkhead from the front wheels: perhaps one of these is a little worn, but the Museu do Caramulo technicians who maintain the car insist that isn't the case. On the plus side, the ride quality is amazingly good for a car of its vintage and, once you've overcome initial hesitancy with the steering, the roadholding is excellent. The big drum brakes scrub off speed efficiently, too. Best of all, though, is the war cry of that V8 under load. It's a jewel of an engine that produces an estimated 180bhp.

There is so much to savour here despite its more exasperating characteristics. The Z-102B looks beyond exotic, rides better than many cars of 20 years its junior, and has exclusivity on its side (only 84 were made). With greater familiarity, it would no doubt prove more rewarding to drive, too. As it stands, you cannot help but admire the audacity of its creation. In 1951, *The Autocar* labelled it 'A rare motoring sensation' – and nothing has changed since.

Thanks to: Adelino Dinis and Tiago Patrício Gouveia (www.museu-caramulo.net)

THE BRITISH CONNECTION

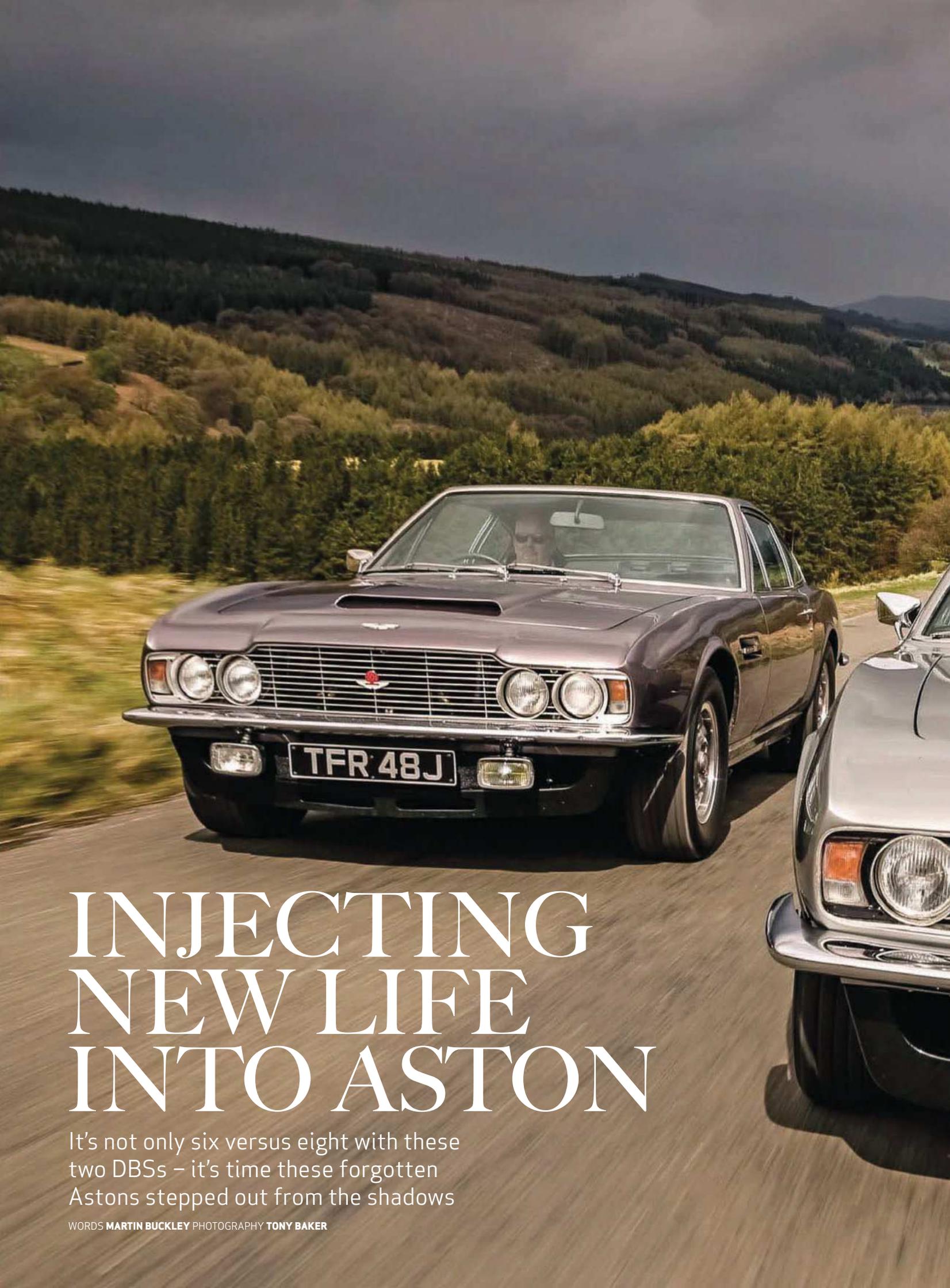
The 1990s witnessed a glut of marque revivals, perhaps the strangest being the return of Pegaso. In '89, ENASA contracted International Automotive Design of Worthing to develop a new strain based on the original. The two-years-in-the-making Z-103 Spider broke cover in the summer of 1991 and, outwardly at least, appeared identical to a 1950s Serra-bodied roadster save a steeper windscreen, frameless side glazing and different rear light clusters.

Beneath the skin, however, it was markedly less exotic. Powering this new model was a 3.9-litre Rover V8 engine allied to an Alfa Romeo 75's five-speed transaxle, and it was equipped with Borrani wires clad with crossply tyres in order to mimic the handling characteristics of its inspiration. The project was almost undone after Iveco acquired ENASA six months before the Z-103 was revealed, but former director Acacio Rodríguez was able to find backers to fund production of 200 cars at around £100,000 a pop. The first 10 roadsters were completed in the IAD workshops, each resplendent in Ivory White with a sumptuous leather interior by Artespaña, but only one further example was completed before the scheme unravelled.



Opposite, from top: neat coupé shape is among the more restrained Pegasos; quad-cam V8 was upped to 2.8 litres for Z-102B. Above: reverse-pattern five-speed; intricate details





INJECTING NEW LIFE INTO ASTON

It's not only six versus eight with these two DBSs – it's time these forgotten Astons stepped out from the shadows

WORDS MARTIN BUCKLEY PHOTOGRAPHY TONY BAKER



UFU 385H



There cannot be many nuggets of post-war Aston Martin history that have not been obsessively picked over, but the six-cylinder AE Brico injected cars of 1969 to 1971 never seem to merit much more than a dismissive footnote.

Offered as a no-cost option on the DB6 MkII from late 1969 (supplementing triple SUs or Webers), it got a troublesome reputation early on. And it seems that most of the 46 cars were converted back to carburettors to placate owners who were having problems with fuel-pump pressures, transistors and solenoids; not good business for Aston at a time when its cars were as much everyday transport for sportily inclined tycoons as they were exotic enthusiasts' toys.

What is less well known, however, is the fact that 15 six-cylinder DBS Aston Martins were also Brico injected.

Gleaming after a bare-metal repaint in Silver Birch, Martin Duckworth's 1970 auto, chassis number DBS6FI/5592, is thought to be the sole injected DBS still running with all its original parts. The only outer giveaways are the 'FI' badges on the wing vents. He has owned it twice: the first time as cheap non-runner in 1976, then again in the late 1990s when he rediscovered it, needing sills and an engine rebuild, at an auction.

Today is the first time he has driven the car in 20 years: "It was only six-years old when I first had it; I insisted that the deal included a factory workshop manual. After some head-scratching I got it going on Easy Start and worked out that all it needed was a £6 temperature sensor."

'William Towns' modern, wide-bodied DBS coupé was a natural home for the advanced Brico system'

By way of comparison, and also as a way of illustrating just how schizophrenic the three-body/two-engine Aston Martin range was in the early 1970s, Steven Preve's 1971 DBS V8 joins us as an elegantly brutish counterpoint to the more gentlemanly 'six'.

With a top speed of 170mph, this was the world's fastest four-seater of its day, the flagship product of a Buckinghamshire factory where its cars were hand-produced at the rate of 80 a month. These early and rare injected Astons represent a period of transition between the stability of Sir David Brown's 24-year ownership and the much more uncertain 1970s. With interest in the DB6 in decline (there had been a savage £1000 price cut to clear stocks in 1967), the DBS was the new sensation the firm needed.

In some ways, William Towns' modern, wide-bodied DBS coupé, first seen in 1966, was a natural home for this advanced electronic system, subject of seven years of development by Brico of Coventry. Aston had been flirting with

mechanical injection since the early '60s, but the Brico system was the first all-British electronic set-up. It had sensors and control valves, and squirted high-pressure fuel into the induction ports on the say-so of an ECU that pulsed the solenoids at precisely the right moment for any given load or speed, having taken account of manifold depression, throttle opening and temperature readings.

This was sophisticated stuff in 1969 (only matched at the time by the new Bosch electronic injection on the latest mid-sized W114 250E Mercedes-Benz), although it was really a response to the looming threat of American emissions regulations rather than a way of liberating more urge. If anything, the Brico cars had less power, with tamer cam profiles (to take account of a peculiarity in the timing of the fuel delivery), although engineering director Dudley Gershon reckoned that he clawed back much of the loss with better manifolding; his '75 memoir does not give a figure and Aston had, in any case, given up advertising power outputs in protest at other manufacturers' boastfulness.

Only Aston offered the system commercially (Jaguar, Rover and even Ferrari were testing it), and might have continued with it had Brico not sold the rights to Lucas in 1971. With £8m owed to the company by Rolls-Royce (then in administration), AE Brico realised it didn't have the funds to complete development. When it was clear that Lucas was going to shelve the Brico injection in favour of its well-established mechanical system, Aston had little alternative but to return to carburettors only on the 4-litre Tadek Merck-designed straight-six.



Clockwise from opposite: it's the second time Martin Duckworth has owned this car; tiny 'F' badges the only external giveaways; six-cylinder pulls well; auto 'box in this 1970 example



The service problems of the 1969 DBS V8 meant Aston was probably losing its appetite for injection. With its distinctive 19-inch ram pipes and beautifully engineered ball-and-roller throttle linkage, this 345bhp quad-cam powerhouse showed, in testing, every sign of being reliable. Developed closely with Robert Bosch of Stuttgart, this mechanical fuel injection had governing parameters of throttle position, engine speed, water temperature and altitude, and should have been bulletproof, given that similar hardware was found on lots of Mercedes.

It is now well known that its downfall was over-fuelling and bore-wash, with disastrous consequences for bearings if the oil was not changed regularly, ideally every 2500 miles. The diluted mixture would glaze the bores, knock out the oil pressure and leave dealers in the embarrassing position of having to sort smoky engines in £8000 motorcars that had done few miles.

David Jacks of Aston Engineering in Derby feels the lack of familiarity with injection at that time, plus the fact that the injection pumps take ages to settle – coupled with the natural human urge to fiddle – are as much to blame for the V8's early reputation as anything else.

“The general mechanics of the day didn't understand the system,” Jacks explains, “and both the Brico- and Bosch-injected cars are typical of Aston in that they wanted to push the boundaries, but didn't make the cars in high enough quantities to sort them out.”

The first official carburetted V8s are associated with the single-headlight cars post-1972 (although there were a few single-headlight





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Company Developments injected crossovers), but Jacks recalls that the factory converted at least 10 quad-headlight DBS models to carburetors for customers in period, using a very restrictive flat-top airbox that cost the quad-cam all-alloy V8 as much as 30 horsepower, but meant the flat bonnet could be retained.

Prevelt's DBS V8, one of only three in Oyster, is a pleasingly sorted and regularly exercised manual example that he has owned since 2000. "I paid £14,000 for it," he recalls, "but it was painted bright red then. I had a TVR Griffith – in fact I still have one, I love TVRs – but I needed a classic with four seats for my children."

We are humming along, dodging April show-ers and keeping an eye in the rear-view mirror for Duckworth in the Brico car, who is having problems with his windscreen wipers. The quad-cam V8 is smooth and sonorous, rippling with torque having been uprated to 5.6 litres during its previous engine rebuild and gaining an instant 30bhp from the 'rocket'-type four-into-one exhaust manifolds that are now an accepted upgrade on these cars.

Early V8 tests talk of disappointing torque below 2000rpm, but it feels as if it would pull down a gable end just above tickover, which is perhaps a bonus of the four-into-one system. Prevelt admits it had issues in period but, with care, his car is reliable and often used daily. He likes that, even after a good thrashing, it always idles nicely, thanks to the injection.

Somehow, the 70-profile tyres (on 7in-wide GKN alloy rims) give the V8 a more bullish stance than the '6' on its glinting centre-lock wires, but the chisel-nosed fastback bodies are

Above: this rebuilt 4-litre 'six' is one of just 15 to have Brico injection from new. Below: Mercedes' 300SL had the first production mechanical direct-injection set-up

EFI: A BRIEF HISTORY

In the 1950s, America was booming and was the world's richest country, with hard-won innovations from WW2 trickling into the consumer market. Stuart Hilborn, who had served in the Army Air Corps, started experimenting with aviation-derived mechanical fuel injection for cars. General Motors clocked the benefits that Hilborn's system – and others – offered compared to a carburettor, and Chevrolet's mechanical 'Ramjet' fuel injection came in 1957, giving its C1 Corvette electrifying pace. GM wasn't the first to use a production mechanical set-up – that was Mercedes' direct-injection system in the 300SL – but home-grown rivals didn't like GM's new technical edge.

Fortunately for Chrysler, US specialist Bendix was busy getting ahead of the curve. Mechanical injection required pricey precision equipment and, in cars, could sometimes be outperformed by a finely fettled carb. In Bendix's 'Electrojector' set-up, each cylinder had its own electronically triggered injector. Impressed, Chrysler made it available on some models.

The date 28 September 1958 marked the official production introduction of an electronic fuel injection (EFI) system. Sadly, if predictably, the optional \$637 Electrojector (over £5000 in today's money) was ruinously unreliable. Only 35 Electrojector cars were made and most were later retrofitted with carbs. Even today, an Electrojector system wouldn't be unfamiliar to those used to EFI, and it wasn't a new idea: in 1940, Alfa Romeo tested a prototype 6C-2500 on the Mille Miglia with Ottavio Fuscaldo's simple EFI system, before war got in the way.

Chrysler bailed out of the partnership, but Bendix persisted and licensed its patents to Bosch in 1965. Bosch delivered its first 'D-Jetronic' EFI set-up in the 1967 Volkswagen 1600. Better hardware and falling costs meant a wider roll-out of the technology and, as emissions controls tightened in the 1970s, EFI rose to dominance due to its improved drivability, efficiency and precise mixture control. By 1990, electric fuel injection had finally found its feet and became practically standard across the board. **Lewis Kingston**



identical (complete with MkII Cortina front indicators and Hillman Hunter tail-lights), as are the cabins where you sit fairly low in seats that don't quite support the thighs and are more boardroom than grand tourer. There is clear, workmanlike instrumentation (the oil-pressure gauge is directly in the driver's sight), and the aroma of leather helps you to forgive the slightly scatty minor controls and the hard-to-fathom heating and ventilation.

There is more room in the back seats than you might expect and the boot makes up in depth what it lacks in length, but neither is at it best in town, with their supertanker turning circles, big three-quarter blind spots and, in the case of the V8, a hefty clutch, although its smooth engagement and feel is some consolation. Preveitt has shortened the gearlever and maybe that's why the change is particularly sweet on what is usually a meaty-feeling, ZF-supplied gearbox that doesn't like to be rushed. Neither car is silky or cossetting, favouring handling over absolute comfort, so you can hear and feel the hum of the road and the slap of the tyres.

Soon the feeling of great width fades and you sense the impressive margins of stability in these Astons, which are viceless and easy to place, with a de Dion rear that digs in on sharp corners and gentle understeer to lead you safely through fast, long ones with a relative lack of roll.

These were big GT cars with sports car instincts, but there are predictable differences in straight-line urge. The V8 weighs 250lb more than the 'six' but, given clear roads, it would turn the 4-litre car into a speck in the distance.

THE INJECTION SPECIALIST

Andy Chapman worked for nine years in Aston Martin's service department, later becoming an engine fitter, a road tester and an engine-shop foreman before branching out on his own as Chapman Spooner in 1975.

"Before leaving Aston in 1970, I aimed to learn as much as possible about Brico and Bosch injection," he says. "Certainly the Brico system had many niggles. Whatever we did, we couldn't get rid of its flat-spots. I was led to believe the black box needed more functions. There was a light-throttle problem that was not rectified, but at full throttle it pulled like a train. The factory modified the control box and fitted a new inlet camshaft, but this didn't solve it. Air and water senders were a problem, and if mechanics did not replace the 'O' rings when injectors were removed, they leaked into the manifold. There were also problems with a vacuum pipe to the control unit – which kinked – and bad electrical connections. A later thought I had was that the mixtures were too weak to overcome the drying out of the manifolds at idle. But it had so much promise and I think a modern electronic ignition system would help. The DB6 MkII auto was very lively to 60mph with Brico."

"The Bosch system on the V8 also had its problems," Chapman continues. "They needed careful setting up; when this was carried out the cars ran well. The injection pump was in the middle of the 'V', with engine heat affecting

the settings. The Opus ignition system was not up to the job and the engine ran rich at high revs. The tappets also needed to be adjusted regularly to hold tune. Even then emissions regulations could not be met, and Weber carbs proved more successful."

'The V8's Bosch system needed careful setting up, but when this was carried out the cars ran well'

Bottom: Steven Preveitt has owned his 1971 DBS V8 for nearly 20 years and enjoyed 40,000 miles in it. Below: former Aston man Andy Chapman knows the foibles of these systems





From top: big V8 is still strong when properly set up; ZF gearlever has been shortened; de Dion rear gives fine grip in corners; wipers among the controls found to the driver's right



It accelerates with a suave savagery that makes any overtaking manoeuvre a breeze, any clear stretch of road its rightful own in a reverie of sophisticated quad-cam rumble and fearless solidity, communicated through the carefully valved power steering. Put into figures, the high gearing in the intermediates gives the potential for 80 in second, 110mph in third and 135mph in fourth with another gear to go.

At that speed, the DBS6 would be flat-out even in manual form: given that the Borg-Warner Model 8 'box tempts untold numbers of horses from their proper place – and has but three forward gears – we can assume a top speed (as if it mattered) the wrong side of 130mph. Somewhat lost in the massive engine bay, the straight-six, with that unfamiliar Brico plenum chamber, has a warm hum to it once under way and a lusty character with one foot still in the 1950s; a trait that would have made it the choice of Aston's more traditional customers.

Which is not to say the DBS injection is slow. It churns its torque converter off the line, but has a brisk feel with refined mid-range pull. I felt it was slightly quieter and smoother than a DBS on carbs and Duckworth was pleased that the hot starting on his car was better, firing at once, while the V8 spent five seconds turning over.

Duckworth has only just rekindled his affair with his DBS, but Prett has run his V8 for 18 years and 40,000 miles, and watched the market wake to its charms. He finds insuring it for £220k a bit of a worry. The upside, I suggest, is that people like him are more willing to restore these once-unloved models, which is good for the cars, but only if people actually *use* them. 



MAGNIFICENT flyer's machine

Aviation hero Richard Shuttleworth owned this beautiful, 1935 Donington GP-winning Alfa Romeo Tipo B, the greatest racing car design of its era

WORDS MICK WALSH PHOTOGRAPHY TONY BAKER



Glorious from every angle: overhead view shows later, wider cockpit required by new GP regs; chassis no was changed after rebuild; aviation-style filler cap



As it sits silently, basking in the spring sunshine, it's easy to see why designer Vittorio Jano was so proud of the Alfa Romeo Tipo B. After the dead-end of the twin-engined, 12-cylinder Tipo A and the stopgap 8C Monza, he started with a clean sheet for the famed *monoposto* Tipo B. Even in its later, wider-bodied form, the red thoroughbred has a true purity of line, the ultimate live-axle Grand Prix machine before the Silver Arrows dominated with their streamlining and independent suspension.

Compared to the two-seater Monza, which manfully doubled as a sports car, the Tipo B was a pure GP racer and no components were interchangeable with the earlier car. Even the iconic 8C engine was transformed into a monobloc design, with narrower crankcase and twin superchargers fuelling individual 'fours' flanking Jano's signature central gear tower. At a stroke, the *testa fissata* (fixed head) resolved any gasket problems for the more powerful 2.6-litre.

The Tipo B looks like a conventional early 1930s GP car with its solid axles, rod-operated drums and high central seat, but a glance into the

cockpit reveals its novel split propshafts. Encased in torque tubes, they spread from the differential at the back of the gearbox in an isosceles triangle to the rear axle. Although complex, with power passing through two pairs of meshing gears, the design reduced unsprung weight over a conventional diff, with a further bonus of extra rigidity. One thing it didn't do was lower the seat, though it's often believed that was Jano's plan.

Entry, particularly for my short build, is best from behind the left-rear wheel, stepping on the quarter-elliptic spring, swinging over the steel fuel tank and down into the corduroy-trimmed bucket seat. The roomy cockpit boasts several innovations, including twin rev counters, one on each side of the cord-bound, walnut-rim, four-spoke wheel. Story has it that Jano wanted to make it easier for the driver to see the instruments, particularly with the eager-revving 'eight', but in the heat of the action it's unlikely that Nuvolari, Chiron or Campari had time to check. Over rough tracks, both hands were needed for the wheel and eyes for the road.

Another major adjustment for top aces was the centre gearchange, its hooked lever cranked back behind the steering wheel. First-series cars had four speeds, but this was reduced to three

wider ratios to cope with the car's mighty torque. Once away you only need second and third, which conveniently face each other in the gate, with a dog-leg first to the left. Pedals are separated by the gearbox, throttle paired with the brake to the right, and clutch on the left.

With a starter fitted and running on petrol, firing up is a simple operation with no need to swing the beautifully made starting handle. Turn the master under the seat, open the fuel, switch on the ignition and, from a button under the dash, it's ready to roar. Resist pressing the throttle, and the engine catches after a few churns with a deep rasp. Anticipation builds just warming this mighty 'eight' in the pitlane, enjoying the view seen by heroes past down that elegant, tapering bonnet. This is a moment I've fantasised about for decades, after gazing into Tipo B cockpits and watching the likes of Neil Corner, Alain de Cadenet and David Black in action.

Although this chassis has no link to Goodwood, Tipo Bs driven by Ken Hutchison and Antony Powys-Lybbe did run here in early post-war events. This car, chassis 50007, knows its way around after regular outings at Revival Meetings with owner Tony Smith, who reports that the fast-flowing circuit really suits the Tipo B.



THE HEIR WHO TOOK TO THE AIR

Having inherited a huge family fortune at the age of just 23, Richard Ormonde Shuttleworth could have turned out a spoilt squanderer, but a visit to the superb Shuttleworth Collection at Old Warden Aerodrome, Bedfordshire shows what a passionate and dedicated enthusiast he became during his 30 years.

Through his short life, Shuttleworth had a wide range of interests. As well as contemporary aviation and motor racing, he searched out and saved historic machines including cars, steam vehicles, farm machinery, bicycles, motorbikes and early aeroplanes. A regular on the London to Brighton Veteran Car Run during the '30s, he was a leading light in preservation and rescued many important machines from scrap. When the first contests for 'old crocks' ran at Brooklands, he competed with his prized 1903 De Dietrich.

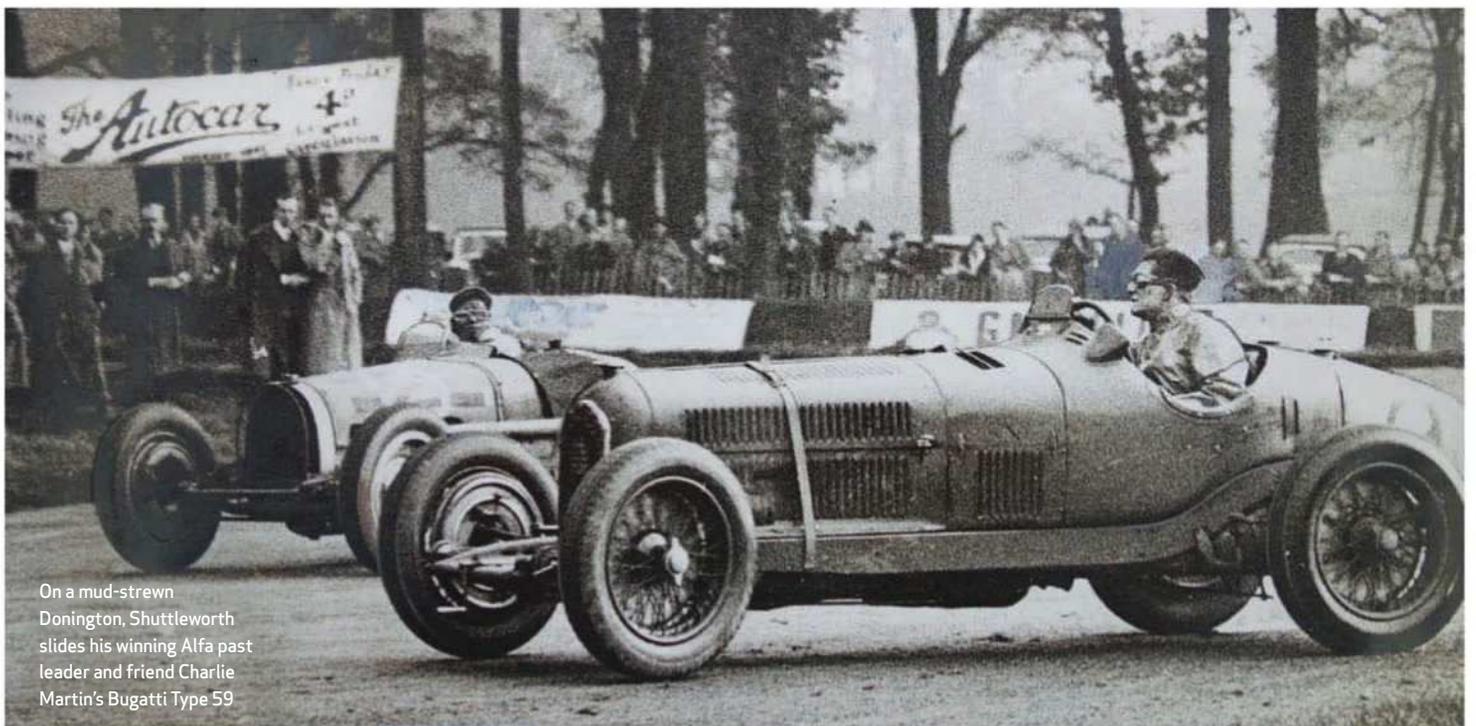
As well as mechanical hobbies, Shuttleworth was dedicated to the family estate, advancing agriculture and forestry. Among other ventures he was co-director of Railton; ran an aviation charter business at Heston; and produced a small-wheeled collapsible bicycle. His many aviation adventures included flying a 75hp

Comper Swift monoplane from Old Warden to Delhi, and twice competing in the King's Cup Air Race.

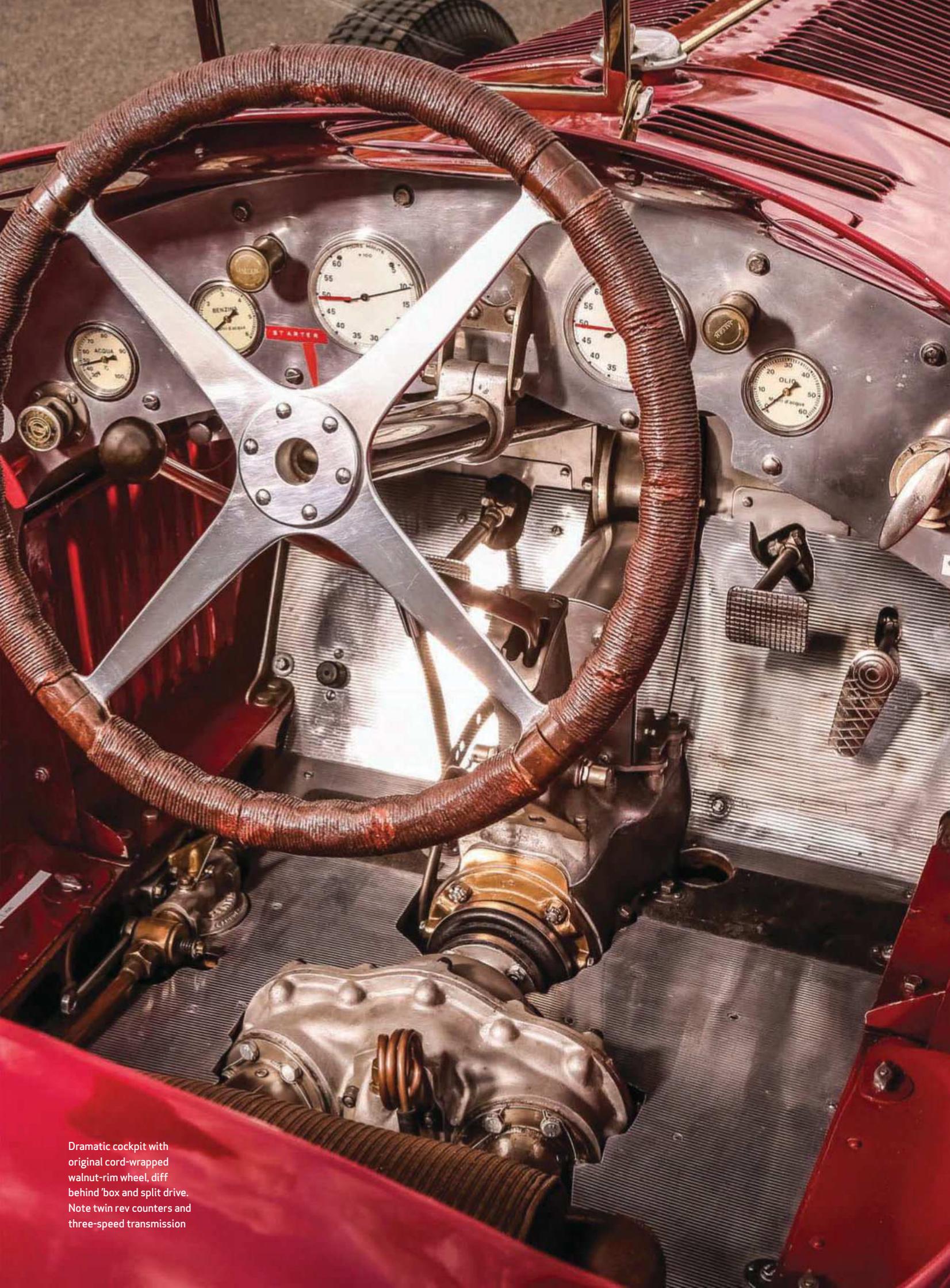
After his death during WW2, his mother founded the Shuttleworth Trust in memory of her son. The museum, aircraft restoration and air shows at Old Warden are a wonderful legacy to this popular man.

For details of the museum, see www.shuttleworth.org

'Anticipation builds just warming it up, enjoying the view seen by heroes past down that elegant, tapering bonnet'



On a mud-strewn Donington, Shuttleworth slides his winning Alfa past leader and friend Charlie Martin's Bugatti Type 59



Dramatic cockpit with original cord-wrapped walnut-rim wheel, diff behind 'box and split drive. Note twin rev counters and three-speed transmission



'With smooth, continuous punch matched to light, direct steering, the Tipo B feels more responsive and powerful than a Monza and it's easy to steer on the throttle'

For the first couple of laps, I'm consciously looking down into the cockpit to check the gear engagement because the slick, short action is so fast and light. At 70mph the front wheels start to leap around, but with more speed this thankfully clears. Power delivery is mighty, with smooth, continuous punch that makes exiting corners a glorious experience. Combined with light, direct steering, the Tipo B feels more responsive and powerful than a Monza. With hard old Dunlops (new rubber is no longer available), it's easy to break traction and steer on the throttle, but the double-apex Madgwick and Lavant are ultimately frustrating. Down into Woodcote, the limitations of the tall drum brakes require respect and progressive application to avoid locking dramas, but powering out with a touch of opposite lock is fantastically invigorating.

As our pace increases, the car demands more strength and commitment to get the best out of it. Too fast into corners and the front wants to understeer, so power is the only way to balance the situation. Quickly everything gets more physical, and after just a few laps I feel exhausted yet exhilarated at the same time. At speed the scream of the gears drowns out the motor's mighty roar, and only those in the pitlane get to appreciate the Tipo B's strident exhaust.

Back in the paddock with the engine silent, I'm full of awe for those who raced hard for five hours in these machines. The combination of instant power, hard suspension and natural balance make for a unique driving experience that calls for natural skill, grit and strength to set the pace. Nuvolari *et al* were valiant and fit men. "These Alfas have terrific solidity and seeming stability," concluded late World Champion Phil Hill after a Donington test for *Road & Track*, "but at the same time the capacity to leap all over the place. They were not toys."

Amazingly, this famous Alfa was registered for the road after WW2. With its wider body and the steering column moved to the right, it could be entered for the Mille Miglia if a future owner desired. I can't imagine how Carlo Pintacuda felt after 14 hours flat-out on rough Italian roads, powering to his 1935 win, but it clearly inspired this car's two-seater conversion in 1948.

The early history of this great car is unclear, but it's believed to be chassis 5007 from which the Avus streamliner was developed by Gianbattista Guidotti in the Scuderia Ferrari workshops in early 1934. The body was designed in association with Caproni Aviation and, after testing on the Milano-Lago di Garda *autostrada*, the futuristic machine was driven to victory ahead of the Auto Unions by Guy Moll at the Avusrennen.

Back at Scuderia Ferrari, the streamliner was converted into a second-series Tipo B and eventually sold to England. After Brian Lewis proved the dominance of the Tipo B with victory in the Mannin Moar in '34, there was strong demand from wealthy enthusiasts including 26-year-old Richard Shuttleworth and later Luis Fontés.

With a fortune inherited after his father's death in '32, Shuttleworth indulged his passion

for flying and motorsport. After several years with a Bugatti Type 51, he gained a reputation for hairy driving and was nicknamed 'Wild Jack'. For '35, Shuttleworth secured the Tipo B from Scuderia Ferrari and, painted green, '5007' made its debut at Brooklands on 16 March but failed to finish. At the International Trophy in May, Shuttleworth complained about the steering and later the heavy 'fishtail' silencer caused the exhaust to collapse. During a lengthy pitstop, Shuttleworth had hoped the problem would be terminal so he could fly back to his Bedfordshire estate to present the prizes at the Jubilee fête. But the exhaust was fixed by Thomson & Taylor mechanics and he roared back to finish fifth.

The car's first major event was Mannin Moar, where he faced three freshly imported Bugatti Type 59s, including best buddy Charlie Martin, and two ERAs. With scuttle cover removed to cool the cockpit, and wearing a crash helmet as demanded by his mother, Shuttleworth made an impressive start chasing Lewis' T59 and eventually overtook the flying Baronet on lap two as they roared past the grandstand. Reports relate that the leading Alfa looked ragged, with Shuttleworth locking the brakes into the tighter turns and kicking up gravel. On the seventh tour of the tight Douglas streets, Lewis was injured by a flying stone in the face. The green Alfa roared on, setting ever-quicker laps and extending the lead to 200 yards over the stunned Lewis, who was getting frustrated by the dust and gravel being thrown up. The Alfa eventually cried enough from its young driver's punishment, and retired on lap 14 with driveline trouble.

Shuttleworth relished the performance of the only Tipo B in British hands, and after two frustrating sorties to France – fourth in the Dieppe GP and retirement in Nice, when a mechanic left the radiator cap open at a pitstop – the results started to come good. The undoubted highlight was the Donington Grand Prix, where both Gino Rovere's Maserati and Martin's Bugatti suffered brake problems, and Shuttleworth claimed victory from Lord Howe's Type 59.

As his driving matured, so results improved and after two successful outings at Brooklands – where the Alfa Romeo took a class record on the Mountain Circuit – Shuttleworth was excited about an end-of-year trip to South Africa for the 1936 GP. The handicap event attracted a strong British contingent, and a works Bugatti for Jean-Pierre Wimille. Shuttleworth flew out to South Africa by Imperial Airways and loved the challenge of the fast Alfa around the 12-mile East London road circuit, which passed the Indian Ocean and undulated over the hills.

More than 100,000 spectators turned out for the race on New Year's Day, with Wimille and Shuttleworth starting last as 'scratch' men. After a sunny, cloudless start, a breeze developed in the race. The Tipo B had always been susceptible to crosswinds, so the exposed course proved a challenge. Roaring along a fast stretch with a 50-yard gap between rows of houses, the wind unsettled the Alfa and knocked it off the road into the

scrubland, where it hit a boulder. Shuttleworth was thrown clear and knocked unconscious. The Tipo B came to a rest upside-down in a ditch, and its stunned driver was rushed to East London hospital with serious head and leg injuries. A specialist was flown in from Johannesburg to save Shuttleworth's life, but the Englishman remained in Africa for several months before returning to Old Warden to convalesce.

After Shuttleworth's recovery, Thomson & Taylor advised him to send the bent Alfa back to Italy to be rebuilt. It's unclear whether the work was carried out at the Portello works or, as 8C expert Simon Moore suspects, it went to the old Scuderia Ferrari workshops in Modena where more spares would be stored. At this point the chassis was updated to strengthened second-series specification, and the rear suspension was re-drilled for later quarter-elliptic springs to combat the alarming effect of crosswinds.

Moore believes the addition of an extra digit on the chassis plate – from 5007 to 50007 – was probably a mistake by an Italian mechanic, or simply to match replacement import papers.

When the Alfa returned to England in '39, the body had been repainted red and Shuttleworth decided to race it at the August Brooklands meeting, which hosted both the last-ever race at the track and the popular driver's final appearance. He entered two races, non-starting the 10-lap Campbell Trophy but starting from scratch and blasting through to finish fourth in a short handicap on the Mountain Circuit.

With his aviation experience, Shuttleworth enlisted with the RAF Volunteer Reserve at the outbreak of war, but lost his life on 2 August 1940 when his Fairey Battle crashed into the Chiltern Hills on a night exercise near Ewelme.

The Alfa was sold to Geoffrey Barnard, who decided to convert the GP titan into a sports car. Modification into a two-seater was carried out by tuner Vic Derrington in his Kingston garage, the roadgoing sensation featuring a wider cockpit, flowing wings, an ugly exhaust system and a

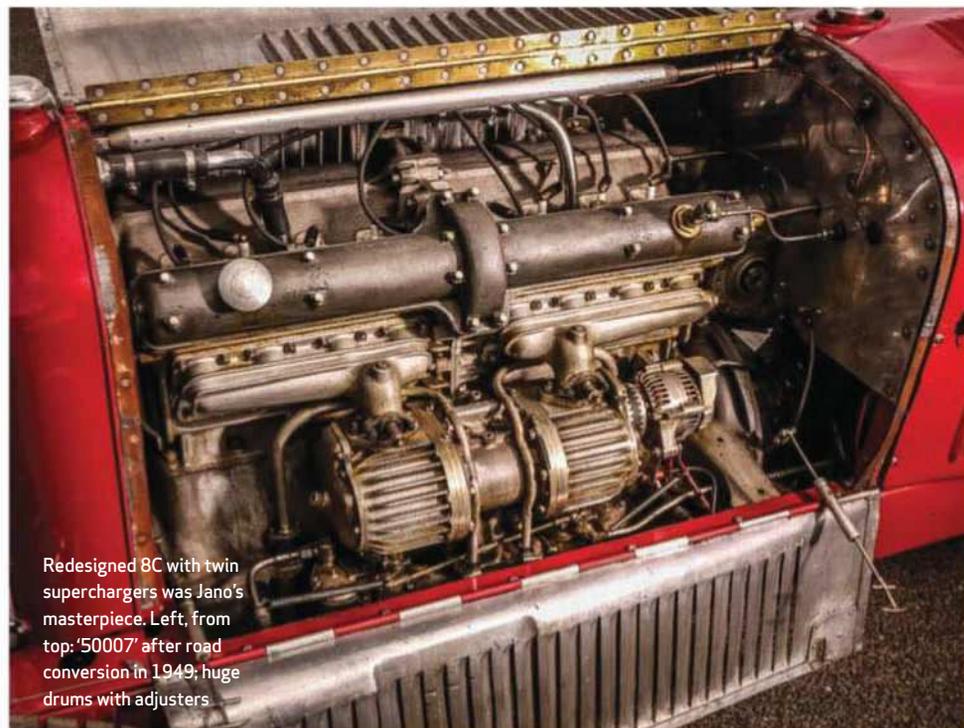
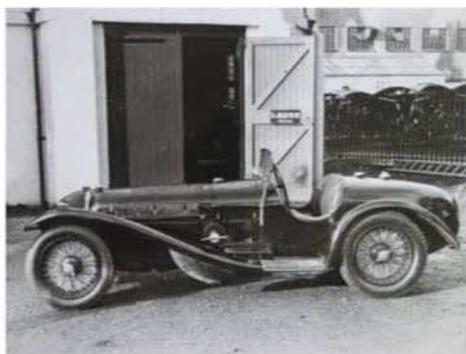
heavy dynamotor mounted ahead of the radiator. Painted black and registered MPH 374, it joined an elite group of converted racers – including the ex-Brian Lewis Bugatti Type 59 – that regularly blasted down the old A3. Just imagine these two old rivals meeting again on the open road.

The Tipo B was owned by Denis de Ferranti before 8C dealer Jack Bartlett sold it to America in '59, when it was acquired by well-known Alfa fan Henry Wessells III. He'd been introduced to Milan's finest by neighbour Frank Griswold, who entered a Tipo B for the Indianapolis 500 in 1939 and '40. Inspired by Pintacuda's 1935 Mille Miglia-winning Tipo B, Wessells replaced the wings with cycle-style mudguards. After a friend crashed the car, he also removed the dynamotor, which he reckoned caused understeer. Wessells continued to drive the GP great on roads around his home near Philadelphia, where the Tipo B kept company with an exotic Tipo 33 Stradale.

In later years when his unitary construction work with Budd took him to Europe, Wessells relocated to Paris and kept 50007 in an underground car park. What a car for early Sunday morning blasts around the capital!

After Wessells met Chris Mann on the Targa Florio in 1973, the two *Alfisti* became good friends. "I always wanted to race a Tipo B and convinced Henry that it should be restored to *monoposto* form," recalls Mann. "The car didn't run and the two-seater body was an ugly affair, where you sat on the chassis rail like a pimple."

In Mann's Kent garage Dick Knight did a fine job of the rebuild and Mann couldn't resist a test run of the finished car on the A2: "After a blast down the carriageway, I got to the roundabout and spotted a police car. They chased me back and claimed I was doing 100mph. I was running on a light throttle and didn't believe them, so on the run back they checked the speed when I raised my hand." This wasn't the only time Mann attracted police attention: "After racing at the 'Ring we drove to Adenau for dinner. By the time we left it was dark, but I could see enough



Redesigned 8C with twin superchargers was Jano's masterpiece. Left, from top: '50007' after road conversion in 1949; huge drums with adjusters



The Tipo B has a deep roar from its straight-through exhaust, but in the cockpit the noise is drowned by straight-cut gears. Note oil lines outside the chassis

by the light of the moon to drive back. A police car followed me to my guesthouse and it took some persuasive talking to avoid arrest!"

Mann and Wessells raced 50007 enthusiastically for 15 years, including a 100 Mile Race at Donington: "Our first big event was a support race at the French GP. Around Paul Ricard the performance was fantastic; with methanol you got 25% more power. We ran on 19in wheels and the car felt so sharp and ran beautifully. The only trouble was the Bosch magnetos. It's a safe car that I never spun. With super steering and efficient brakes, it gave enormous confidence. The Tipo B survival rate says it all – for me it has everything: provenance, looks and performance. It's the ultimate 8C. Jano put right all the flaws of earlier designs, and that engine was developed right through to the 308 with over 400bhp."

In the late '80s, 50007 was acquired by Jeffrey Pattinson, who found the Tipo B a struggle after his ERA and sold it to rock manager Tony Smith. A rebuild was commenced by talented mechanic George Fowles, who transformed the great car. "It's a fantastic bit of kit," says the former Le Mans mechanic and respected historic specialist. "It's beautifully made, right down to the bonnet catches, with numbers stamped all over it."

While Fowles rebuilt the chassis, the engine was sent to Jim Stokes, using the original crankcase and crank but with new blocks: "We've always run on petrol which still produces around 230bhp with loads of torque. Running on methanol is a pain: the oil has to be regularly drained and it eats away at the magnesium sump."

The weakest point of the design is the short driveshafts, which caused the most retirements in the '30s: "They are only 15in long and have no capacity to wind up under power. The car will pull 90mph in first, and you can't break traction except in the wet or on old rubber. As a result, they regularly sheared at the inboard spline so we remade them in hardened steel and they've lasted 30 years. Many of the most beautiful parts are hidden, such as the small differential that splits drive behind the gearbox."

For the past 28 years, the Alfa has been a favourite for Smith, who has extensive experience of historic racing from Ferrari Dino to Williams FW07. Running on authentic narrow tyres, he saves the Alfa for favourite meetings such as Goodwood, Monaco, Spa and the Oldtimer-GP at the 'Ring: "It's a wonderful car but hard work at high speed. A few laps of Spa is better than a workout. Those who raced them in

the '30s were real heroes and really strong." Highlights have included great battles with the Louwman Museum's Maserati 8CM, driven by friend Robert Brooks, and races at Monaco: "The Maserati and the Alfa seemed perfectly matched and we still laugh about those dices. Taking such an iconic machine back to Monaco was special because you can really sense the history, but it feels a big car on the streets."

Smith says there's only one way to get the Tipo B through a corner quickly, and that's sideways: "If you try to steer into the apex it'll just go straight. It's progressive, and slides beautifully on the throttle. On those skinny tyres it's great in the wet. You have to really lean on it through Eau Rouge, but I love racing at Spa because you can really stretch the power. At high speed the wheels flap about, which is a little disconcerting – particularly sitting so high with such a clear view of them. The Alfa is really quick, and with the taller gearing it's good for 150mph. It's the ultimate of its era, and I love it."

Thanks to Tony Smith, George Fowles, Simon Moore, Chris Mann and Doug Nye. The Alfa will be sold by Bonhams at Goodwood Festival of Speed on 13 July. See www.bonhams.com/motorcars



ESTATES OF THE NATIONS

Need plenty of space in your classic, but don't want to sacrifice style? Look no further than this European trio

WORDS **ANDREW ROBERTS** PHOTOGRAPHY **TONY BAKER**



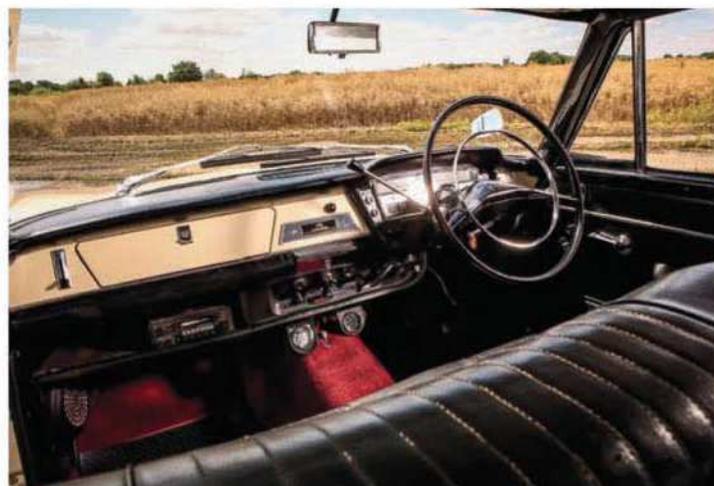


For a long-term enthusiast of both '60s culture and fine estate cars, this group is a dream come true. You can just imagine a go-ahead chap – it was more likely to have been a ‘chap’ circa 1967 – somewhere near Weybridge compiling a shortlist of prestigious station wagons that offered comfort and a reasonable degree of performance, while also reflecting his status as the sharpest management accountant south of the Thames. And, being a Continental-minded sort of a gent – he once read Len Deighton’s *Action Cook Book* – he’s even prepared to consider one of those ‘foreign jobs’, such as a Fiat 2300 Familiare or a Volvo 221, as well as a Triumph 2000.

The 2300 is the rarest of our trio, despite Fiat being one of the few overseas car manufacturers to offer a full range of cars to British motorists during the 1960s; Iain Salmon’s 1967 model is believed to be the only one on the road in the UK. When Turin was planning a replacement for the 1950–59 1400/1900 range, it was aiming at a car that would combine bourgeois propriety with a dynamic appearance, a vehicle that was suited to *autostrada* and town use alike. The coachwork was understated, combining a contemporary look that wasn’t overly flamboyant with fins that denoted a new Fiat that was at least partially aimed at the US market.

The original 1800 and 2100 models made their debut in 1959, the latter powered by a straight-six, followed a few months later by the Familiare. In 1961, the 2100 was replaced by the

From top: the 2300 is the most exotic-looking of our trio; simple interior has an innate glamour; auto ‘box suits the Fiat’s character; stylish lined load bay



quad-headlamp 2300, which featured an Aurelio Lampredi-designed engine with an aluminium cylinder head. Back then, Fiat’s London dealer was Jack Barclay, so anyone wishing to arrange a test drive could enjoy the social cachet of dialling ‘Mayfair 7444’. That same year came the 2300S flagship, but today the wagon is a far more exclusive sight. From a 2018 perspective, a Fiat 2300 is not so much chic as downright glamorous; it also has the air of being transport for a gang of enemy agents in an Italian B-film or an Incorporated Television Company series.

The Familiare marked quite a departure for Fiat, being its first large station wagon to deliberately target the affluent leisure market. Giovanni Agnelli, the firm’s playboy president,



From top: Amazon has a '50s flavour, but feels surprisingly modern to drive; rational, ergonomic cabin; 121 badging shared with saloon; huge boot



used a 2300 for his golfing trips and a 'Fiat Wagon' would be equally at home outside the Connecticut villa of an up-and-coming corporate lawyer. In 1963, *Motor* regarded the Familiare as 'smooth, quiet, fast, extravagantly equipped and meticulously finished', and the Fiat does seem rather too svelte for mere work-horse duties. The polished finish of the load compartment's slatted floor suggests the world of the exclusive clubhouse rather than the building site. The passenger area strikes a balance between the luxurious and the practical, with separate reclining backrests on the front bench, warning lamps on the leading edges of the doors and even a hand throttle – it is never a wise idea to confuse the latter with the choke.



From 1966 onwards, the 2300 became the first Fiat to be offered with a fully automatic transmission and the Borg-Warner 'box is perfectly matched to the 2.3-litre engine. Naturally, the selector is mounted on the steering column, which is entirely in keeping with a car that makes a delightful long-distance cruiser. With disc brakes on all four wheels and that refined engine note, there's an air of unassuming but genuine sophistication that cars costing thousands more would struggle to match. Fiat claimed, without undue modesty, that the 2300 was 'a noble vehicle for city or open road' with performance that 'fills you with enthusiasm'. Hearing the soft purr of the straight-six motor as the needle effortlessly moves across the strip speedometer is enough to bear out those claims.

Our next car is the most commonly encountered, testament to its durability and its impact on European middle-class motoring for over five decades. The 221 was not the firm's first estate car – that honour goes to the 1953 Duett – but it was the first Volvo wagon based on a saloon rather than a light commercial vehicle. Known as the Amazon in its homeland, the saloon was launched in '56, with UK imports commencing in '58; four years later, Volvo proudly announced 'an exclusive estate car, designed for European conditions' that would be shown for the first time at the Stockholm Motor Show. From the B-pillar forwards the wagon was identical to the saloon, but the roof was strengthened and the rear side doors were unique to the load-lugger.

The price of the Amazon estate meant that it occupied a rather different sector of the market



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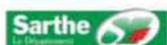
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From top: Triumph feels more agile than its looks suggest; swoopy dash; overdrive gives long legs; 2000 is the only car here with a one-piece tailgate



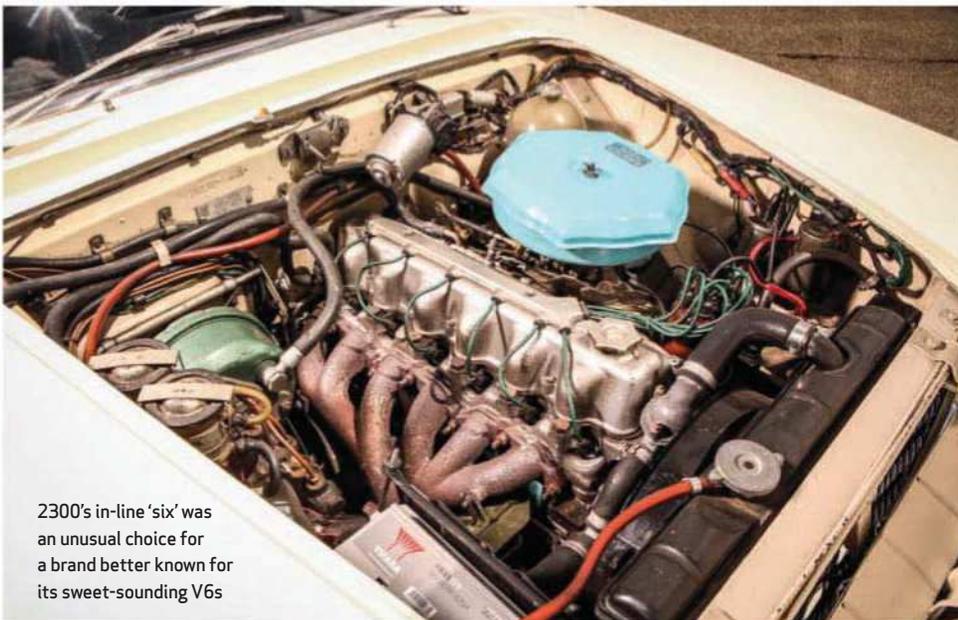
to the Duett, so the older model remained in production. The 221 rapidly became *de rigueur* for the ambitious Swedish professional, and was also the first of an extensive line of Volvo wagons to win favour in the most respectable of circles. Imports started in '63, and *Autocar* regarded the Amazon as 'a chunky practical car, well-equipped in plain fashion'. By the middle of the decade, Volvo estates were being used by antique dealers and gentleman farmers alike, while 221s were also seen in the driveways of *haute* suburbia.

Like the saloon, the 221 estate (although they were never badged as such) was first powered by the 1.8-litre B18 engine, gaining servo-assisted front disc brakes in 1964. This 1968 example has a later B20 2-litre unit that, when combined with



overdrive, makes the Volvo ideal for towing a caravan, according to owners Jayne and Simon Gill. Of course, comparatively few British Volvo drivers of the 1960s would have been interested in appearing contemporary, for although the Amazon's styling was not as time-locked as a Vauxhall Cresta PA, it certainly did not seem especially up-to-the-minute by the late '60s. If the Triumph was the car for the young professional and the Fiat for a Kingston bypass version of *La Dolce Vita*, the Volvo looked as though it hailed from the previous decade – but this was part of its appeal. After all, true quality is above the mere vagaries of fashion.

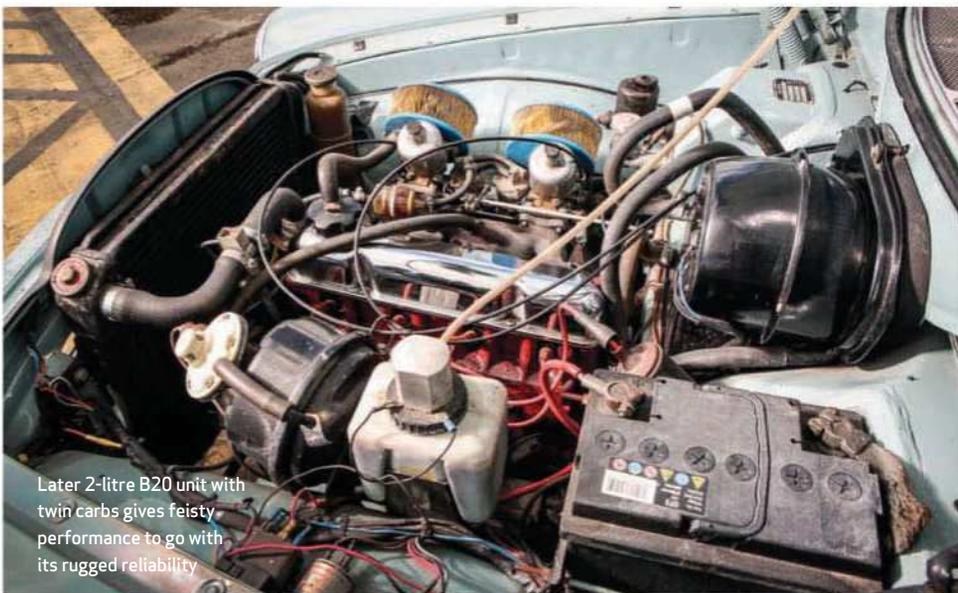
Better still, the Volvo belongs together with the Z-series MG Magnette and the Borgward Isabella in an exclusive club of 'Designs whose abilities belie their age'. The Amazon steers, stops, corners and generally behaves in a manner that can lead you to believe that you are piloting a much younger car, with the dashboard and the thick windscreen pillars as reminders of its '50s origins. The body is replete with clever details such as the lumbar-support adjusters on the front seats, the integral steps on the rear overriders so that the owner can adjust a roof-rack with ease, and the hinged back numberplate so that it can remain visible if the bottom half of the tailgate is lowered. The 221 is by far the most versatile member of this line-up, for unlike the Fiat and the Triumph – both of which are too smart to carry anything less than Gucci suitcases – the 221's hard-wearing luggage compartment is ready to accommodate hay bales or crates of Dresden china with equal aplomb.



2300's in-line 'six' was an unusual choice for a brand better known for its sweet-sounding V6s

FIAT 2300 FAMILIARE

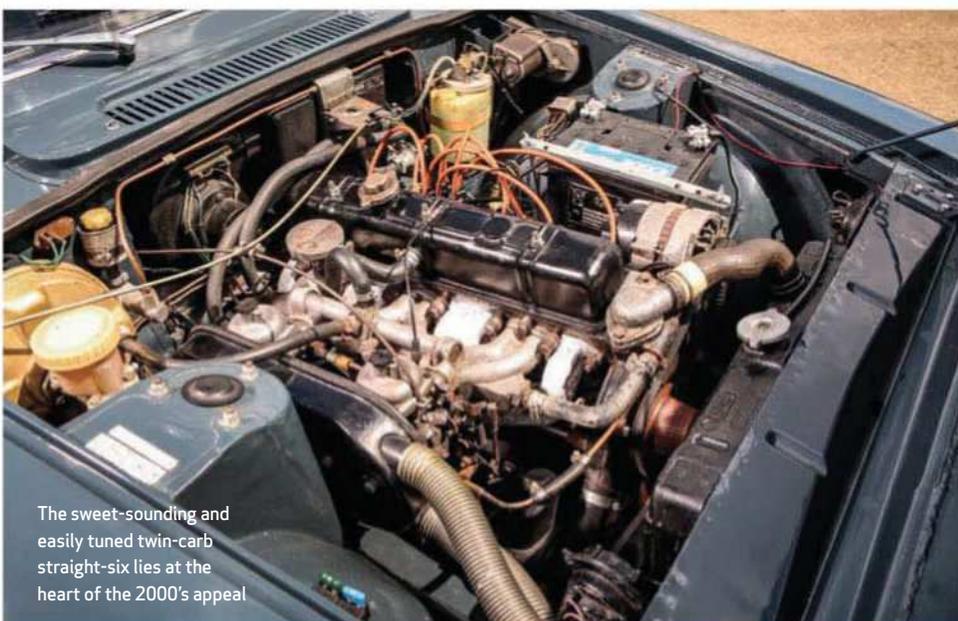
Sold/number built 1961-'68/185,000 (all)
Construction steel monocoque
Engine iron-block, alloy-head, ohv 2279cc 'six', twin-choke carburettor
Max power 105bhp @ 5300rpm
Max torque 123lb ft @ 2800rpm
Transmission three-speed Borg-Warner automatic, driving rear wheels
Suspension: **front** independent, by double wishbones, torsion bars **rear** live axle, semi-elliptic leaf springs; telescopic dampers, anti-roll bar f/r
Steering worm and roller
Brakes discs, with servo
Length 14ft 7in (4485mm)
Width 5ft 4in (1620mm)
Height 4ft 10½in (1485mm)
Wheelbase 8ft 8¾in (2650mm)
Weight 2965lb (1345kg)
0-60mph 12.5 secs
Top speed 97mph **Mpg** 23.8
Price new £1498 **Price now** £15,000



Later 2-litre B20 unit with twin carbs gives feisty performance to go with its rugged reliability

VOLVO 221

Sold/number built 1962-'69/73,196
Construction steel monocoque
Engine all-iron, ohv 1778/1985cc 'four', with single/twin carburettors
Max power 74bhp @ 4500rpm (1.8)
Max torque 105lb ft @ 2300rpm (1.8)
Transmission four-speed manual, driving rear wheels
Suspension: **front** independent, by wishbones, anti-roll bar **rear** live axle, longitudinal trailing arms, torque arms, transverse link; coil springs, telescopic dampers f/r
Steering cam and roller
Brakes discs front, drums rear, with servo
Length 14ft 9in (4490mm)
Width 5ft 4in (1620mm)
Height 4ft 11in (1505mm)
Wheelbase 8ft 6½in (2604mm)
Weight 2799lb (1270kg)
0-60mph 16 secs **Top speed** 88mph **Mpg** 27
Price new £1421 **Price now** £10,000



The sweet-sounding and easily-tuned twin-carb straight-six lies at the heart of the 2000's appeal

TRIUMPH 2000 ESTATE

Sold/number built 1965-'69/7032
Construction steel monocoque
Engine all-iron, ohv 1998cc 'six', twin Zenith-Stromberg carburettors
Max power 90bhp @ 5000rpm
Max torque 117lb ft @ 2900rpm
Transmission four-speed manual with overdrive, driving rear wheels
Suspension independent, at **front** by MacPherson struts **rear** semi-trailing arms, coil springs, telescopic dampers
Steering rack and pinion
Brakes discs front, drums rear, with servo
Length 14ft 7in (4445mm)
Width 5ft 5in (1651mm)
Height 4ft 8in (1422mm)
Wheelbase 8ft 10in (2692mm)
Weight 2687lb (1219kg)
0-60mph 15 secs
Top speed 93mph **Mpg** 24
Price new £1465
Price now £7000

The 2000 appears petite in this company, and offers a more overtly sporting driving experience than its Continental competition



Finally, we have the Triumph, and your initial impression is just how small it is by modern standards. The 2000 always seems a substantial vehicle, but it is in fact not much longer than a modern Vauxhall Astra – indeed, each of these cars measures less than 15ft in length. The Volvo and the Fiat both have an extensively elongated roofline, but the 2000's sloping tail anticipates the forthcoming Saab 99 Combi or the Audi 100 Avant. John Kelly's extensively restored, and now very rare, 1967 example is a reminder that the Triumph was as much a very stylish five-door saloon as a practical estate car.

If you needed an idea of how the Triumph marque had established itself as the British equivalent of Alfa Romeo or Lancia by the '60s, just take a glance at the 2000. It is nearly impossible to believe that just two years separate the last Standard Vanguard Luxury Six station wagons from the first of these Triumph estates, so different are their images. The cars share an engine, but while the Standard always carried overtones of National Service and cups of tea in a Lyons Corner House, the Triumph was clearly a machine for the motorway age.

The 2000 Estate was originally planned alongside the saloon, but wouldn't appear until two years after the four-door's unveiling at the 1963 London Motor Show. One challenge for Triumph was to ensure that the Michelotti lines were not marred for the station wagon. Saloon bodies were despatched from Pressed Steel of Swindon to Carbodies in Coventry, and the fuel tank was relocated to accommodate the load bay. The rear suspension was upgraded and the

'The Volvo and Fiat have elongated rooflines, but the Triumph's sloping tail hints at the forthcoming Saab Combi or Audi Avant'

result was a model that created its own niche. When the Triumph estate made its debut, the Humber Hawk had a four-cylinder engine and a middle-aged look, while the Ford Zodiac MkIII Farnham and the Martin Walter-bodied Vauxhall Cresta PB were both larger and self-consciously transatlantic. The Ford Corsair Estate was closer in size to the Triumph but, crucially, lacked that 'executive' ambience.

As with all post-1966 2000 Mk1s, there is an improved dashboard with a clock and fresh-air vents (apparently designed to cool the front occupants' kneecaps), while the seats are upholstered in leather. The cabin seamlessly blends the ethos of an aircraft cockpit with an MD's office, and one charming – if impractical – detail is the way the wood veneer continues into the load bay. The 2000's suspension and steering provide an excellent balance between a GT and business transport, while there is space to convey two or three clients on the rear bench.

The ethos of the Triumph is best illustrated by the commercials for National Petrol, in which 'getaway people' would cruise along the beach

and act in a swinging manner. That's the aspirational world of the 2000 Estate: while the reality may be a business trip to an Uxbridge building site, with the silky 2-litre straight-six a Triumph driver could envisage becoming a junior member of the jet set. In the words of Leyland's 1966 campaign, this was an 'extraordinary combination of aesthetic and functional values'.

The Amazon was discontinued in '69, having been supplemented by the 145 two years earlier, while the Triumph was replaced by the long-nosed Mk2 in the same year. The Fiat ceased production in '68 leaving no real successor, the 130 never being officially offered as a five-door.

Each member of this group would have represented tremendous value 50 years ago, and so individual are they in appeal that you'd really need to purchase all three. On weekdays, the Triumph is ideal for speeding towards the next project designed to ruin the London skyline, saving the Volvo for weekend visits to gymkhanas, ignoring the occasional grumble from retired colonels about a lack of patriotism.

That leaves the Fiat, the perfect estate car for motoring along the Dorset coast on a summer evening, listening to Paul Mauriat performing *Love is Blue*. I've craved the full-scale version ever since I first saw the Dinky model of the '2300 Station Wagon', and after this encounter that ambition has only intensified.

Thanks to Amazon Cars (www.amazoncars.co.uk); **Alan Chatterton and the Triumph 2000 2500 2.5 Register** (www.triumph2000register.co.uk); **Flying Club Conington** (www.aerolease.co.uk)





“Refurbishing to original spec would have been quicker, but nowhere near as satisfying”

‘Better than new’ was the aim of this father-and-son team’s Healey Sprite rebuild, with impressive results

WORDS MALCOLM THORNE PHOTOGRAPHY TONY BAKER

There are two schools of thought when it comes to sports cars: some believe that the only way forward is brute force combined with phenomenal grip and cutting-edge technology – think McLaren P1 and suchlike. Others espouse the ethos of stripping away all that is superfluous and taking advantage of the fleet-footed nimbleness afforded by light weight – such as any Chapman-era Lotus. And if ever a mass-produced model belonged to the second camp, the Austin-Healey Sprite must surely be it.

Launched in 1958, the ‘Frogeye’ was certainly a flyweight. The least-expensive roadster in the BMC line-up, adding pounds to the spec sheet would have added shillings and pence to the price, so both were kept to a minimum. It was huge fun – far more so than its meagre 42bhp would have you believe – but hardly the quickest. Six decades on, however, the immaculately presented machine you see here addresses that. With a tuned yet tractable A-series, plus a host of other upgrades, it will leap off the line like a startled cat. Moreover, thanks to its minimal mass, it is as agile as a flea, and encourages you to hoon around with a grin from ear to ear. It is the work of father and son Yves and Henry Cozon, and a creation of which they are justifiably proud.

The project began 12 years ago. “My first love has always been cars and I come from an engineering family,” says French-born Cozon Snr, who has lived in the UK since childhood. “My grandfather once rebuilt a Bugatti Type 43A, and I did my apprenticeship at Jaguar. Henry, meanwhile, works for Aston Martin, so you could say it is in our genes. I’d helped my best friend Peter Taylor – another former Browns Lane apprentice – to restore and modify a couple of hairy Morris Minors over the years. Eventually, Henry and I decided that we’d like to do our own project, and a Frogeye was affordable.

“Peter and I had travelled to Le Mans in 2006 with a group of other petrolheads, and on the Saturday evening I casually asked the owner of a gorgeous Austin-Healey 3000 if he knew of any Sprites for sale. He replied that he had one in bits, but had run out of time, space and money to finish it.” Cozon decided that it was exactly what he was searching for: “The intention was a total restoration, together with some serious upgrades to make a faster and more reliable car. Although the replacement sills were held in place with self-tappers, and the new rear end had yet to be fitted, the shell was basically rot-free. Everyone’s reaction was to ask whether the car had spent its life in California.”

Sound though it was, the body was dispatched to Birmingham-based Brian Archer to be

Clockwise from below left: the stripped shell prior to repairs; restored dash is refitted; engine is fired up for the first time (Henry in the car, Yves alongside); carpets produced from paper patterns – Yves’ mother was a dressmaker

stitched back together, as well as to receive some subtle modifications: “Unfortunately, Brian fell ill and passed away a few months after having taken on the job, leaving his business partner Andrew Forster to take up the cudgels.”

As a result, the work on the Frogeye was delayed by two years, but the result is an intriguing blend of factory specification and subtle upgrades. The rear wings have been de-seamed and gently teased out over the rear wheels – a necessary alteration because the wires are an inch wider than standard. To the casual observer the changes are barely noticeable, but they give the car a much more aggressive stance that Cozon likens to “a mini AC Cobra”.



Other modifications include a custom roll hoop and a reworked rear panel: “We asked Archers to insert new metal that followed the natural curve of the tail, in place of the usual flat steel beneath the numberplate, while the plinth for the light has been replaced by MGB units mounted on the overriders.” A quick-release aluminium fuel cap gives the Sprite’s rear end the look of a baby sports-racer.

“We also insisted on a forward-hinged glass-fibre bonnet in place of the steel original,” adds Cozon, “the aim being reduced weight and better access.” Front bumpers were always optional on Frogeyes, so it’s no surprise to find that this car is bereft of one, but the reasons are down to aesthetics as much as weight: “It had to go – to my eyes it was an ugly carbuncle!”

Louvred wings help control underbonnet temperatures: “Even with 948cc, this car had a history of overheating. We were planning on tripling the horsepower of the factory engine, so thought we should do something to let out some of the heat. They were designed by me, cribbed largely from the vents fitted to the works Healey 3000s, and made by A Head 4 Healeys.”

With the shell away for repairs, the Cozons turned their attention to the mechanicals and began researching the various tuning possibilities: “We did an awful lot of reading beforehand, but we’d already decided that we wouldn’t use

the original 948cc engine and ’box, so they were put in a corner of the garage where they remain to this day. Instead, we bought a used 1275cc Midget engine, which was bored and stroked to 1430cc, and rebuilt using parts supplied by MED in Leicestershire.” Among the upgrades were a lightened and balanced tufrided crankshaft; Duplex Vernier timing gear; balanced, weighed and matched conrods; and a high-output oil pump. The head was gas-flowed and fitted with larger exhaust valves, double valve springs and roller rocker gear to complement the fast-road camshaft. The original twin SUs, meanwhile, were replaced with a single side-draught Weber 45DCOE carburettor.

The result echoes the type of modifications that would have been possible in period, but one area where the Healey deviates from late-’50s technology is the ignition, which today features a solid-state programmable wasted spark system and an ECU. “Distributors are a pet hate,” says Cozon. “I’ve always found them to be unreliable and incapable of holding their tune for more than 1500 miles.” Setting up this high-tech installation did require some effort, however: “After two sessions on a rolling road, the Sprite was said to be producing 110bhp, although we were not entirely convinced. After replacing the first reprofiled camshaft – which had slowly been eating itself – with a proper billet item from

Kent Cams, we took the Sprite to Northampton Motorsport, whose equipment eventually suggested 101bhp but with a noticeable misfire. We have since upgraded the management software, and 125-130bhp should be possible.”

The hot engine is mated to a Frontline five-speed Ford T9 gearbox conversion and a 4.2:1 diff, which ensures impressive acceleration: “We bought a 3.7 diff of unknown parentage, but the car developed some pretty harsh vibrations so we are currently back with the original. Even with this ‘sprint’ diff we have seen a GPS-measured 110mph, albeit with the engine revving its nuts off. Maybe we should just delight in the acceleration – 90mph is achievable on a relatively short stretch, and it is a road car, after all!”

The Frogeye’s original front brakes were upgraded to discs, and the rears were rebuilt to 1275 spec; the standard rear springs and radius rods were scrapped, substituted by softer quarter-elliptics plus rose-jointed radius rods and a Panhard rod from Peter May Engineering. “The car is so far from standard that often parts required considerable fitting skills, which in many ways was a bit like re-learning what I’d been taught during my apprenticeship at Jaguar,” says Cozon. “With the rear springs, we were advised that the original units were too stiff and that a softer, lower set-up would improve the handling and make the car nicer to drive. That

“We were planning on tripling the horsepower, so thought we should do something to let out some of the heat”



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might have been good advice for a racer, but with a passenger, a full tank of petrol and luggage for a trip to Le Mans, the Sprite was bottoming and knocking the hell out of the expensive exhaust system, so it was back to the drawing board. In the end, we sourced springs that were somewhere between the two extremes, and eventually got the right compromise.”

The front end also gave the pair a headache: “We couldn’t achieve the appropriate toe-in. The springs are shorter and stiffer, with negative-camber trunnions, different wishbones and a few other mods. Throw in the lighter weight of the glassfibre bonnet and the changes meant that we simply could not adjust the track-rod ends sufficiently; the track rods had to be machined back to obtain the necessary adjustment.”

A similar complication came to light with the restored bodywork when the car was nearing completion: “We discovered that the bonnet wouldn’t close because the throttle mechanism was fouling. We refitted it underneath the carburettor, but still had a problem. After much scratching of heads, it was found that the rebuilt radiator was 14mm too tall.”

Considering the extent to which the Sprite has been re-imagined, it is hardly surprising that the project threw up such headaches, but when you encounter the finished car it’s difficult not to be impressed. ‘Finished’ is, however, a relative

term: “There are always points that will need improving and fettling. For example, although the cooling system seemed to work well, in traffic jams the temperature would rise alarmingly. That was down to the lack of a radiator cowling, allowing the fan to recirculate hot air, rather than drawing in cooler air from outside. We fashioned one in cardboard then cut it out of aluminium before having it welded up by a local fabricator – bingo! We’ve also added a cold-air intake for the carb; testing on the dyno didn’t show any improvement in performance, but out on the road the Sprite seems noticeably quicker.”

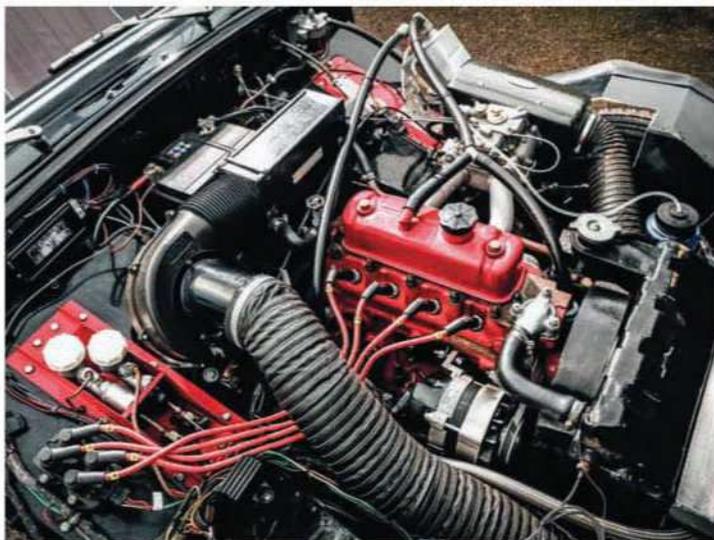
It certainly is a quick little car, with vivid acceleration and a rasping cackle from the exhaust. On a greasy road, the Sprite will break traction in not just first, but also second and even third gears. The most recent set of statistics gives an output of 105bhp at 6250rpm, although as Cozon points out: “You might get a different result on a different rolling road or on a different day.” Whatever the case, this tiny machine can generate massive amounts of entertainment. It’s a little hooligan, and gets driven in the way it deserves – hard and fast.

The finish and attention to detail are just as impressive inside, and the Healey does an intriguing job of feeling big on the inside while taking up so little space on the road. “The passenger seat is original and was retrimmed by

Clockwise from below left: 1430cc Midget engine; Cozon likes its “mini AC Cobra” stance; the driver’s bucket seat has been trimmed to match the original next to it; you’re unlikely to find another Sprite quite like this one

Archers,” says Cozon, “while the driver’s racing bucket is an Archers product that was trimmed to match.” The rev counter, meanwhile, is a nice touch: at first glance it appears identical to the standard unit, but the electronic dial has been cleverly rebuilt by Speedy Cables to echo the increased performance – redlined at 7500rpm rather than the original 5500.

“Just refurbishing to original spec would have been a lot quicker and easier,” concludes Cozon, “but nowhere as satisfying. Above all, as well as a car to be proud of, the project created an immense bond between my son and me, and that experience will last forever.” As family projects go, you can’t knock that. 





A TEMPLE TO MOTORING

A strikingly modern building in an ancient city, the Hellenic Motor Museum celebrates homegrown talent and much more in its impressive collection

WORDS MICHAEL MILNE PHOTOGRAPHY LARISSA MILNE

The Greek capital is renowned for various tourist spots that are several millennia old, yet the comparatively recent antiquities at the Hellenic Motor Museum consistently place the attraction on *TripAdvisor's* list of the top 10 museums in Athens. Opened in 2011, it was founded by real-estate developer – and competitive racer – Theodore Charagionis and his wife Joanna. “This museum represents my father’s passion,” says their daughter Irene. “It’s the result of 40 years of collecting classic cars, and he is now sharing them with the public.”

Housed in a modern, helix-shaped building close to the National Archaeological Museum, the displays amble over three storeys with some 110 cars on show from a collection that numbers three times that. The vehicles are gathered by era – veteran, vintage, post-vintage, classic, post-classic and modern – and range from a 1906 Ford Model N to a 1980s Ferrari 308GTSi, and all of the cars are in running order.

Plaques (in both Greek and English) outline each exhibit’s engine type, output, top speed and production number. Most also list how the cars were acquired, with auction acquisitions in the UK a recurring theme.

Highlights of the vintage section include a 1921 Alvis 12/60 Beetleback Roadster, complete with its famous hare radiator mascot; Charagionis won a 400km regularity rally in this car just a week after its purchase in 1990. Another standout car here is a 1926 Avions Voisin C4 Roadster, its winged radiator badge and streamlined aluminium body a nod to the aeronautical roots of company founder and aviation pioneer



“This museum represents my father’s passion – 40 years of collecting classic cars – and he’s now sharing them with the public”

Clockwise, from above: 1906 Ford Model N is the oldest car in the collection; ‘Transparency’ display reveals a Flavia Vignale’s inner workings; building houses 110 cars – note Volanis duo under Bristols

Gabriel Voisin, and an elegant yet rapid 1930 Bugatti Type 44 drophead coupé. There’s also a 1927 Lincoln Sport Roadster Model L151 that was discovered in the mid-’70s, half-buried in the mud of the Ilisos River, resulting in a thorough restoration to its current sparkling condition.

Post-vintage cars include a 1934 Bugatti T57 Ventoux, one of 630 produced, and a 1937 Chrysler that still wears police livery from its appearance in the *Captain America* movie. Both pale alongside a magnificent 1939 Rolls-Royce Wraith Sports Sedan. Once owned by actor Sir Laurence Olivier, the Rolls-Royce holds a special connection for the museum’s founder because it is the sort of car that he dreamed of one day owning when he was a child.

In the classic area, two barn-find 1950 Bristol 401s sit side-by-side to tell a tale of ‘before and after’. One is presented in rough, as-found condition, while the other – which was discovered in an even worse state – has been pristinely restored. Nearby, there’s a rare British beauty in the shape of a flamboyant 1955 Daimler Conquest Roadster, whose body is skinned in aluminium except for the steel bonnet – but any ‘lightweight’ suggestions are quashed by its massive chromed front grille.

A pair of Lagondas includes a 1951 2.6 Litre saloon and a 1955 drophead coupé. An ode to British rock ‘n’ roll comes from a hot pink 1959 Chrysler Imperial Crown Convertible that was once owned by Led Zeppelin frontman Robert Plant – at close to 5000lb (more than 2250kg) it’s heavy metal indeed! An ivory-coloured 1960 Auto Union 1000 Sp is bedecked with fins and headlamps that unashamedly mimic the first-generation Ford Thunderbird. The four interlocking rings of the badges on the boot and

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hubcaps are a precursor to the marque's eventual re-emergence as Audi. This particular car was purchased on eBay in poor condition and restored in Greece. Another European take on the American tail fin comes from a 1960 Daimler SP250 'Dart', representing the British maker's attempts to crack the US sports car market.

A rare 1962 Facel Vega Facellia F2B, a 1966 Maserati Mistral and a 1969 Jensen Interceptor FF highlight the swinging '60s, with the latter one of only 110 examples of this four-wheel-drive pioneer produced. The following decade is embodied by fine Italian metal, including a 1972 Alfa Romeo Montreal, a '74 Iso Rivolta Lele and a '74 Ferrari 365GT4 Berlinetta Boxer.

The 'Made by Hellas' area is devoted to cars with Greek connections, the most popular of which is the output of Sir Alec Issigonis. The British designer of Greek descent was instrumental in the creation of the original Mini and the Morris Minor. Then there's Enfield Automotive, which was funded by Greek shipping

The knowledge

Address Ioulianou 33-35, Athens, Greece
How much? Adults €8; children (6-12) and senior citizens (65+) €5; under 6s free
Opening hours 10am-2pm Mon-Fri, 11am-6pm Sat/Sun; closed 1/2/6 Jan, Easter Sunday and Monday, 1 May, 15 August and 25/26 December
Tel 0030 210 8816187
Web www.hellenicmotormuseum.gr

Clockwise from top: 'before and after' barn-find Bristols; pretty Facel Vega Facellia F2B; 1974 Enfield Electric was funded by a Greek backer

magnate Giannis Goulandrakis and developed the 1974 E8000 ECC (Electric City Car) as an urban alternative-fuel vehicle. There's also a 1977 MEBEA Robin, a three-wheeler produced in Greece under licence from the Reliant Motor Co, and a pair of dramatic locally styled concept cars. The wild 1983 Helios and 1984 Apollon are the work of Antonis Volanis, designer of the Matra Rancho and Renault Espace.

The 'Transparency' display is a fascinating exhibit. Five vehicles – including a 1964 Lancia Flavia Vignale Convertible and a 1974 Lotus Europa Twin Cam Special – are deconstructed, in some cases with their bodies partially lifted off the chassis, so that you can see what's going on underneath. "Visitors seem to be drawn to these exposed cars to see what makes them go," explains museum guide Miltos Petronis.

The Hellenic Motor Museum plans to replace most of the current vehicles with racing cars in 2019 or 2020, so be sure to catch this incredible collection of road cars while you can.

UNIDENTIFIED FJORDING OBJECT

The Lysell Rally looks like a flying saucer, but it didn't come from outer space: it was built in a Norwegian aircraft factory

WORDS **RICHARD HOLTZ** PHOTOGRAPHY **MARTIN MEINERS**







Torp airfield, 120 kilometres south-west of Oslo. In front of a hangar sits a shiny twin-engined aeroplane, and in its shadow lurks an ungainly sports car with a strange domed roof. The car's 3.9-litre sidevalve Ford V8 rumbles away, with a promise of 160bhp – but that is nothing beside the two Pratt & Whitney R-1830 'Double Star' engines overhead, each mustering 30.2 litres, 14 cylinders and a whopping 1200bhp.

Some 16,079 units of one of the world's busiest passenger and cargo planes were built, compared to just one example of the car, yet this unlikely pair does have two things in common: both have a bare, polished aluminium body, and both were constructed in an aircraft factory. The DC-3 comes from Douglas while the car, badged the Rally, was the brainchild of Swede Ralph Lysell, who wanted to direct aircraft manufacturer Norsk Flyindustri AS away from the sector it had been struggling in since the end of the second World War, and towards the more lucrative business of building taxis and sports cars.

Born Rolf Åre Nystedt on 2 May 1907 in Stockholm, Lysell followed his émigré mother to the United States in 1923. There he adopted her maiden name and changed his first name to Ralph. He graduated in engineering from New York's Columbia University, then built some distinctive streamlined prototypes including the bizarre Auto-Avion, but sadly none of these ever made it into mass production.



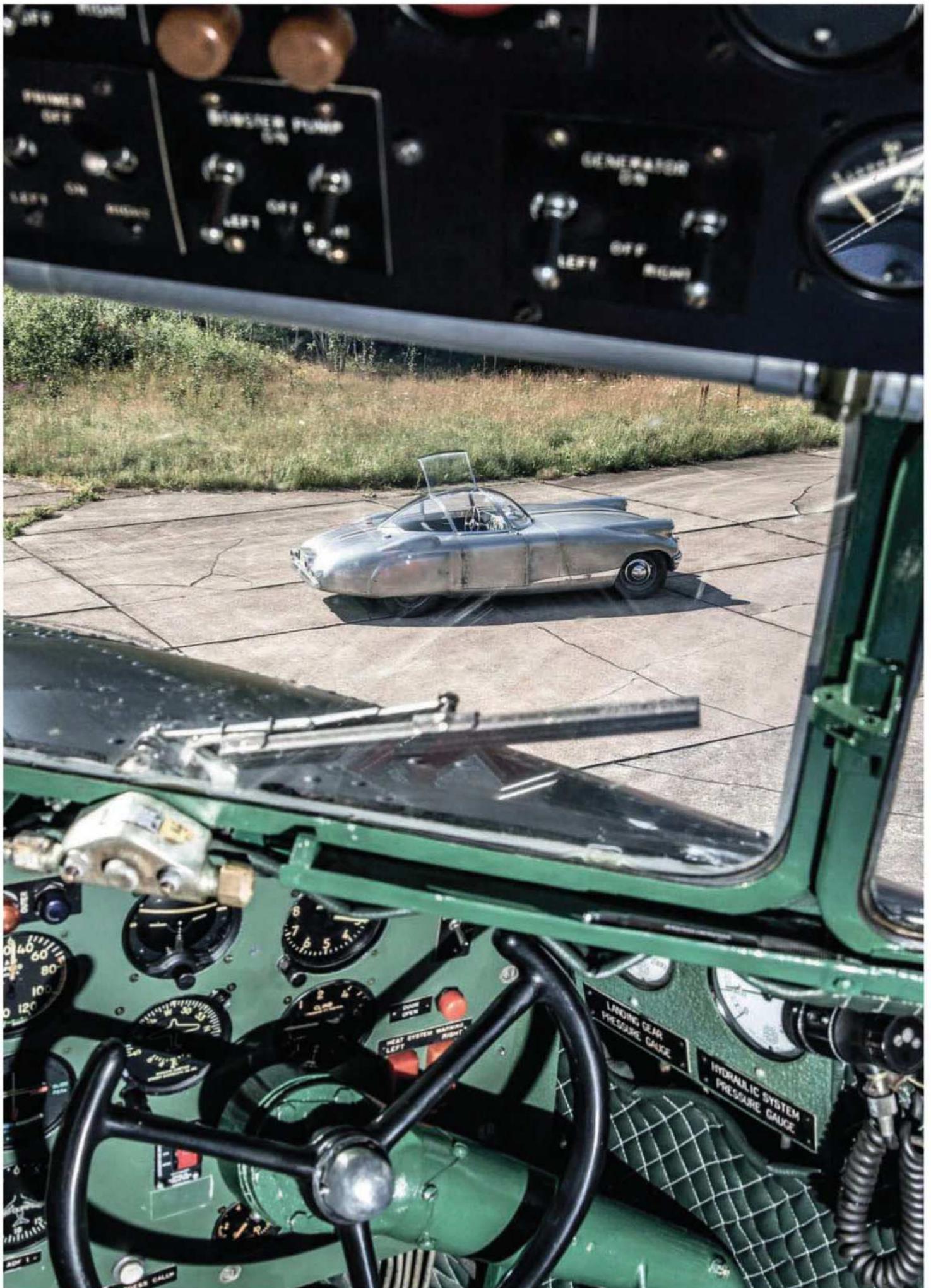
'American car makers did all they could to suppress Lysell's ideas, for fear that their cars would appear outdated in comparison'

Clockwise, from top: dome canopy was in the original design, but only added during restoration; Lysell body is hand-formed from aluminium; belts were rare in '50s cars, but the Rally followed aircraft precedent

Legends surrounding this failure persist to this day. According to Swedish magazine *Tekniken för alla* (*Technology for all*), American car makers did everything they could to suppress Lysell's ideas. They banned him from working in the US automotive and aerospace industries for five years, out of fear that their cars would appear outdated compared to his designs. Nordic newspaper *Aftenposten* suggested that Lysell owned a car factory in Phillipsburg, Pennsylvania that was subsequently destroyed by flood.

What is certain is that Lysell moved to Germany, living at 13 Schwindstraße in Frankfurt while working as a consultant for Adler, BMW and Mercedes-Benz, and also as a test driver for the Stuttgart firm. While he was in Stockholm for a Mercedes promotional tour in 1939, war was declared. Lysell remained in Sweden and worked as a designer at telephone manufacturer Ericsson. During this time one of his most famous works, the Ericofon, was created. Later, he started his own business: AB Industriell Formgivning.

After WW2, Lysell moved to Paris, where he met a Norwegian woman. Whether he went to Oslo in 1949 out of professional curiosity or for personal reasons isn't known, but the engineer was certainly interested in the use of new materials such as aluminium in the automotive industry, and Norway offered new opportunities. Due to import restrictions and the lack of a home-grown industry there were few cars on the roads, with most coming from the Soviet Union – and the Norwegians paying for them in fish.





THE SPA CLASSIC CAR CLUB

South Africa, the Classic Way

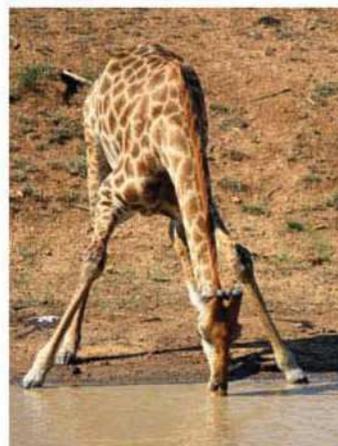
Discover South Africa in a classic car, in the company of other thrill-seekers: that's what the enthusiasts of the Spa Classic Car Club are offering from 12 to 26 November 2018.

The Spa Classic Car Club team, better known by the initials S3C, is offering a rally and a way to travel like no other. There are certainly more banal things to be doing than crossing South Africa at the wheel of a classic car. The itinerary takes in varied, magnificent landscapes, Africa's large mammals, breathtaking sunsets, and the ocean that laps the tip of this continent. It took the S3C 18 months to organise the first rally, Spa-Cape Town-Spa, which took place in 2017. Its success was such that the 2018 edition, "Spa-Cape Town-Spa" from 12 to 26 November, is now revved and ready to go, having been doubled in length with a second route, "From the Xhosa to the Zulus" from 25 October to 9 November. Running from Port Elizabeth to Victoria Falls, this second stage is a chance to discover the East Coast along the Indian Ocean, a less well-known but equally remarkable region of South Africa.

The concept remains the same: to offer a classic rally in South Africa where the only goal is to discover this marvellous country. There's no competition or regula-

tions on the agenda, simply the pleasure of sharing unique moments among pleasure-seekers. Over the two weeks, participants will discover exceptional and unforgettable places - Kruger Park, Victoria Falls, the Drakensberg Mountains - from behind the wheel of their classic cars and in a series of similarly awe-inspiring activities, including flights in a helicopter and a hot air balloon, a boat tour, safaris and even a golf break for those with an obsession for the little white ball.

With legs of approximately 250 km, no compromise has been made to the pleasure of driving, especially on the pristine South African roads, while allowing time to take in the varied landscapes and handle any mechanical issues. Peace of mind is provided by a security team, technical assistance, luggage transport, three mechanics and a flatbed tow truck, travelling with the rally to remedy any malfunctions. In the evening, sumptuous hotels await the participants with top of the range services; a chance to unwind from the day with a good massage. To ensure a friendly atmosphere, each rally is limited to 15 crews, so the time to book your place is now.



USEFUL INFO

Spa Classic Car Club asbl,
Wavreumont, 7,
4970 Stavelot, Belgium

Website
www.spaclassiccarclub.com
contact@spaclassiccarclub.com

From the Xhosas to the Zulus
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(Western Cape region)
from 12 to 26 November 2018.

Préparations are currently underway
for a road trip in Corsica for 2019...



Lysell had sketches of a sports car in his luggage, and took these to Norsk Flyindustri on the outskirts of Oslo's Fornebu Airport. Demand for the firm's amphibious aircraft had dropped severely, and Lysell saw an opportunity to create two cars built specifically for Norwegian roads and climatic conditions: a taxi and a sports car. *Aftenposten* reported on 17 January 1951 that the latter was to be called 'Rally' – not after the sport, but its designer's first name.

The Rally was built in 1951, initially as an open two-seater, with a body made of 3mm aluminium. At 5.3m long and 1.96m wide, it weighed 1.3 tonnes and was powered by a tuned Ford V8 employing twin carburettors to achieve some 160bhp. In theory, the windcheating Rally could top 200kph (125mph).

It wasn't until 4 September 1954 that the car received its first numberplate, and the chassis number VDN 478 – where VDN stands for *Veg Direktoratets Nummer*, a series of identification numbers allocated to self-built cars and trailers. The Rally was licensed to Jack Roar Rollve, who worked for the state as a car auditor, but just a month later it changed hands again.

After being sold to its third owner in 1959, the Lysell was overhauled and repainted. Four years later, Roger Glans from Halden bought the Rally, fitted the rear screen of a 1950s Studebaker as a windscreen and made a fabric hood for it. Finally, in 1964, it received a two-tone paint-job in the style of an early Corvette.

Glans then gave the car away in 1968, apparently due to its poor handling. Little is known



From top: Lysell is said to be capable of 120mph, but roadholding is poor; Ford's faithful flathead 3.9-litre V8 makes 160bhp on twin carbs; unique Rally was handmade from aluminium in a fairly rustic fashion

about the two subsequent owners, but in 1980 a local enthusiast heard rumours of 'an old Corvette' and came across the Rally in Trøgstad. After it had passed through a further keeper, Pål Heine from Sarpsborg bought the car in 2007 and began exploring its history.

And what of Ralph Lysell? Always seeking the next challenge, Lysell spoke seven languages, was married seven times, and was something of an eccentric. Sadly, the Rally was destined to be his last car design and although he had plans to build 15 examples – and reportedly had the pre-orders to back this up – the adventure stalled. He died on 22 June 1987 in Väröbacka, Sweden.

Today, the Lysell Rally lives with Eirik Bøle on the island of Nesøya, on the Oslofjord. The 59-year-old project manager has been collecting cars since he was 17 and now focuses on those with VDN chassis numbers and Norwegian-built racing cars. He also owns the Stousland Special, a second car built by Norsk Flyindustri and raced by Carl Jacob Stousland in 1951.

Bøle overhauled the running gear and took the body back to bare metal, but the biggest challenge was finding a glass roof dome: Ralph Lysell had included this detail in drawings, but it couldn't be made at the time due to a lack of funds. Bøle's solution was to copy the dome of the 1954 Pontiac Bonneville concept as part of an extensive rebuild that was completed in 2012. The Rally is housed in a building on the disused Fornebu airport site, and Bøle hopes to one day set up his own museum – where this Norwegian oddity will undoubtedly be a star exhibit.



From £300 daily driver to lifelong friend

After five fantastic decades of ownership, Richard Littlewood is planning yet more adventures in his XK150

WORDS **ROSS ALKUREISHI** PHOTOGRAPHY **TONY BAKER**



Cars are a bit like people: full of vigour and va-va-voom in the first flushes of youth, then knuckling down and working hard through to middle age, before things start to go wrong on the downwards slope, with a corresponding decline in perceived value. Yet when this natural life cycle is applied to vehicles, it opens up a world of opportunity for those with slimmer wallets, creating bargains of cars that, when new, would have remained well out of reach.

One such shallow-pocketed gentleman was a young Richard Littlewood, fresh out of the Royal Navy and earning a glamorous living supplying edible oils and fats wholesale to the food trade in Manchester. "I'd never really fancied a modern car," he says, "and luckily my love for vintage machinery allowed me to own a few interesting vehicles. My friends just accepted that was what I was into."

Having worked his way through an Armstrong Siddeley Lancaster, Alvis Speed 25 and a Riley 2½-litre, by the mid-'60s it was time for something that was more befitting of his tender years: "My local garage had heard of a Daimler Dart on which some chap was defaulting. It was going to be repossessed and I thought I'd quite like it, but somehow he coughed up."

In an alternate reality, Edward Turner's 2.5-litre V8 might have entranced Littlewood and it would be an SP250 starring today, but after this narrow escape he instead bought an Austin-Healey 100/6. Yet it was the disparity between that car's 102bhp and his uncle's Jaguar that would be the deciding factor in his next choice: "He was a doctor in Bridlington. I remember visiting and being asked if I'd like to accompany him on a house call, in his XK150 drophead coupé. Once finished, he let me drive it on the way home; I was instantly impressed, it had so much more steam than the 100/6 – you just put your foot down and off it went."

The Healey immediately went up for sale, and in early 1967 the hunt for an XK began. Several were considered and disregarded, including the cheapest – a fixed-head coupé XK150 priced at £66, which was "lopsided and sounded a bit rough" – before he found the 3.4-litre 2418 DA. Like many groovy young things, previous owner Rodney Hazzard had coveted the decade's go-to choice: the svelte Jaguar E-type. This new big cat on the scene superseded the XK series, committing Jaguar's glorious Le Mans-winning heritage to rapidly fading memory.

Unveiled at the 1948 London Motor Show, Jaguar's light-alloy bodied XK120 heralded an exciting new direction for the company. A development of its flagship MkVII saloon – with

identical mechanicals, on a shortened chassis – the rakish roadster fired the public imagination.

Here was a performance car featuring an exotic double-overhead-camshaft, alloy-head/iron-block, twin-carburetted XK engine – putting out 160bhp, and later 190bhp in 3.4-litre SE form – with striking styling, hitherto unseen levels of comfort and all for a bargain £998 plus Purchase Tax. The Jaguar sports car ethos of performance allied to affordability was set.

Never intended to be mass produced, XK120s sold in their thousands, becoming the go-to sports chariot for Hollywood 'royalty' such as Clark Gable and Gary Cooper. Fixed-head coupé and drophead coupé models followed, but the biggest impact on the model's aura came from the success of its racing derivative.

Essentially a mechanically tweaked XK120 with an aerodynamic body and custom tubular chassis, the Type 'C' roared to victory at Le Mans in 1951 in the hands of Peter Walker and Peter Whitehead. After further success two years later, Type 'C' begat Type 'D' – a further development of the underlying XK mechanicals, with a new body – resulting in three consecutive triumphs at La Sarthe from 1955-'57.

That same year the final roadgoing iteration, the XK150, replaced the earlier 140. In came revised, somewhat more sober styling, all-wheel Dunlop disc brakes – a first for a production



“It was a question of taste: the E-type never really appealed – I much preferred the XK’s looks”



Jaguar – and further power increases for the redoubtable XK engine, now with 265bhp in top 3.8-litre ‘S’ form. Increased heft was offset by significantly improved handling characteristics, but even at the start of production the venerable old beast was beginning to look its age.

Those patrician lines, anchored firmly in the late 1940s, seem an unusual choice for a young blade. “It was a question of taste,” explains Littlewood. “The E-type never really appealed – I much preferred the look of this. Also, I couldn’t possibly have afforded the newer car – they were around £1500 and in such demand. I paid just £300 for the XK.”

His previous brief ownership of an automatic MkVIII informed his choice of the similarly endowed XK: “It was great for the commute in Manchester traffic. However, back then I had a tendency to floor it whenever the opportunity arose – that was just my age, though, I’m much better with auto ‘boxes now.”

Despite the car having been resprayed the year prior to purchase, it quickly became clear that the body looked better than it actually was: “Filler would shake loose from the doors, but when buying it I had been much more interested in the car’s performance.”

The XK remained his daily driver until 1969, by which time Littlewood – by then living in Birmingham – was given a Ford Cortina 1600

as a company vehicle: “The XK became my hobby car – a good thing, too, because the engine had become noisy and the gearbox troublesome – despite it being a replacement, after I hit a roadworks ramp at high speed while going up Dunmail Raise in the Lake District, which caused some expensive noises on landing.”

Age was rapidly catching up with the car, but salvation came by way of an old Jaguar MkIX: “I knew of an example with a good engine and manual gearbox with overdrive. The owner had taken it off the road due to leaking fuel tanks that he couldn’t afford to replace, so we agreed a price and I towed it back to the house I then shared with three motor traders.

“Over the next few weeks they removed my car’s engine and transmission, and fitted those from the MkIX. The gearbox slotted straight in. We retained the 3.54 axle, giving 30mph per 1000rpm in overdrive top, which was good for long motorway trips. The saloon’s green leather seats were then adapted and used to furnish our communal sitting room with a rather luxurious suite! The extra power from the 3.8-litre engine was welcome, too.”

Littlewood married his partner Sue in 1971, and by ’76 they had moved to Elford in Staffordshire and had two sons. The XK remained drivable but was, in his own words, “looking rather tatty”. It continued to receive occasional



Clockwise from main: once a daily driver, the XK is now saved for pleasure; at Hockenheim on the 1997 RAC Euroclassic; the large transmission hump bears witness to the Jag’s complicated past





use until being laid up, with a little bit of oil in the bores, in 1976: "We had an old farmhouse to renovate, and there was lots to do."

In 1982, Littlewood decided to restore the car. He repainted the chassis after removing the body, then new copper brake pipes, shock absorbers and suspension bushes were fitted: "The engine and transmission were good, so I didn't disturb them other than to replace the oil and filters. However, the bodywork was beyond my capabilities." The father-in-law of a friend agreed to take on the job, having retired from GBS Motors of Tamworth, as long as there was "no rush". Using a new inner rear tub from Bill Lawrence of Hythe and fresh rear wings from XK Engineering, the body was made solid again – two new-old-stock doors had earlier replaced the filler-filled originals.

It was a slow process, though, with the car finally repainted in 1988: "We got it home and fitted a new wiring loom. When we started to put back the trim, all the leather was good but the carpets and door panels looked so worn against the immaculate body that we simply had to replace them. It was running again by July 1989, passed its MoT in early 1990... and was put up for sale two years later."

Of course, the fact that we're able to enjoy the car today is an indicator that it wasn't sold after all, and instead it entered the second phase of



Littlewood's ownership: "When I put it on the market I immediately had five people interested, but suddenly realised that I wasn't going to sell it. With the car by then very good – reliable, solid and once again a pleasure to drive – I felt the need to extend my ownership."

After completing a Norwich Union run, the XK150 becoming a fixture on the annual Euro-classic epics: "By the time we got down to the start, went on the tour and took the rest of the fortnight toddling our way back, we had put 3000 miles or more on the clock."

On the most memorable of these, the Jaguar broke a spring at Snetterton. "The RAC towed us to a local garage," recalls Littlewood, "which welded the spring and put on a couple of U-bolts. As we came off the ferry to mainland Europe it went again so we did the whole tour, 7-800 miles, with just the U-bolts holding it on."

Littlewood admits to considering changing the XK for another classic: "But when you start to think about what you can get, you realise that it does everything; we've done over 400 miles a day many times. It's comfortable, it's fast and it more than keeps up with modern traffic. It's also relatively easy to work on, so I've always done my own servicing."

A common question to owners is whether anyone else has ever driven their car, to which the reply is often "no". Not so here: "Oh yes, my

wife has driven it... around the Nürburgring." Never has a dramatic pause been used to better effect, and it sums up the use the car has enjoyed.

His only wobble came a few years ago, when a chap with a 3.4 S in the same colour moved to the next village and he saw it parked outside the pub: "I can remember thinking 'someone's had the temerity to nick my car, and then stop for a pint'. Since my Cortina 1600, I've had Japanese, Swedish and French company cars, but this has endured through it all."

Today the XK presents as an older restoration, still in hearty condition and wearing the subtle reminders of a life well lived. Most obvious of these is the big, now largely redundant auto transmission hump, in which is housed the MkIX's manual 'box. You can imagine a modern-day valuer sucking through his teeth, before going on to explain the effect on the price...

Yet this car is the antithesis to the identikit restorations that adorn concours lawns. Its non-matching numbers are a nod to the methods owners used to ensure that their vehicles remained on the road – when donor vehicles were the answer to a rebuild that didn't make financial sense. The paintwork has a few minor chips and blemishes as per a well-used classic, but is generally in good condition – testament to the quality of the late-'80s work. It's a roguish reminder of post-war British beefcake roadsters.

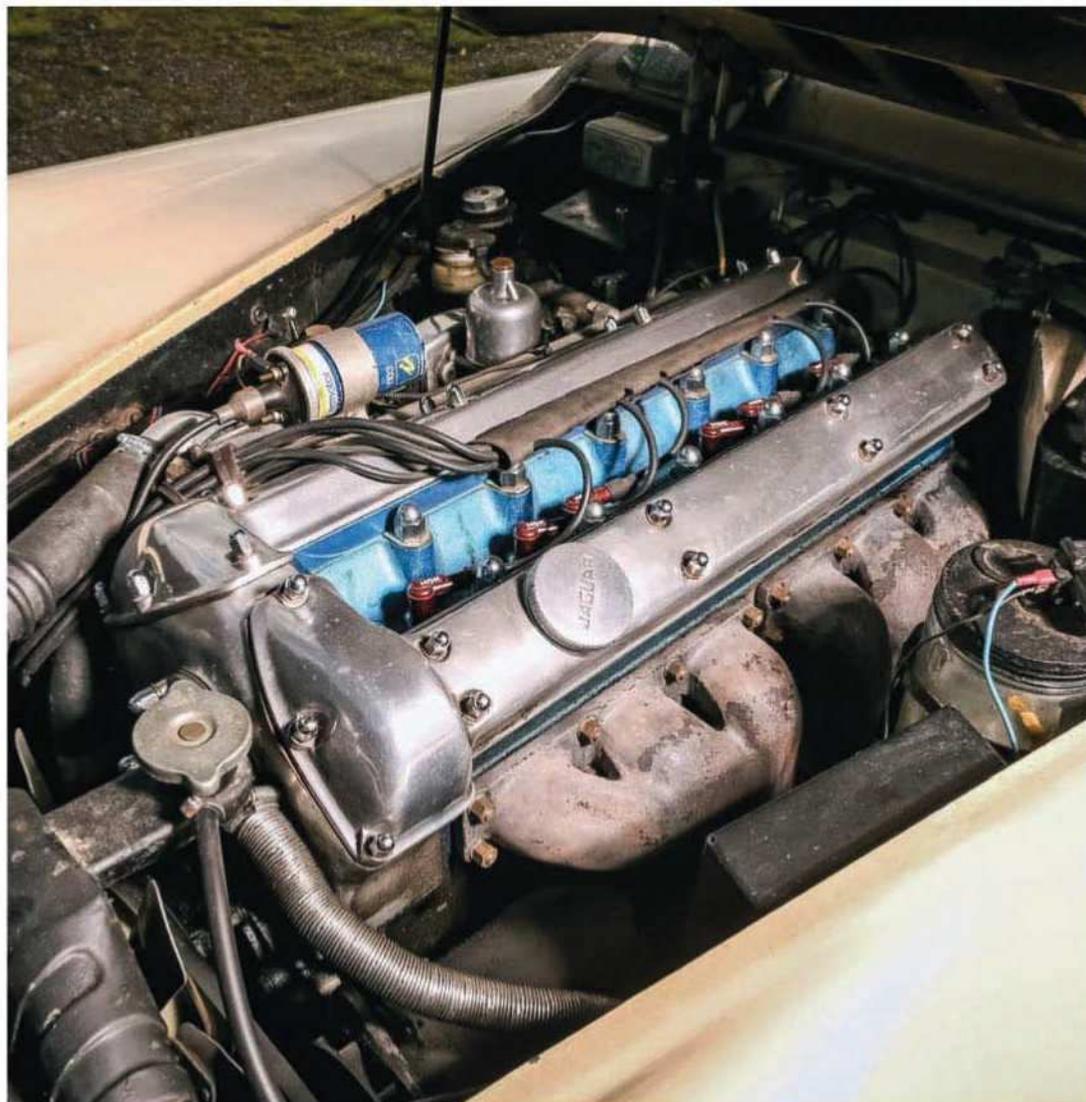
Slip into that elegant interior and the U-bolt on the rear seats raises a smile as Littlewood explains its dual purpose: secure connection for a suitcase's padlock (when the boot was full of spares) and a fixing for attaching the dog's harness when it joins him for a blast.

The XK engine, since rebuilt, fires with a gruff bellow. Slot the Moss 'box carefully into first, pull away and there's a profusion of accompanying axle whine. This is overlaid with exhaust bark and induction noise as the engine gets into its stride. There's no need to rev it hard, because there's stacks of low-down torque.

Press hard into a corner and its 1448kg weight makes itself clear – it's never been a svelte B-road blaster – but as a tourer it remains a car that's ideal for a long-range European jaunt. The disc braking is of its time, as one of the first production systems, but when new the stopping power must have put the frighteners up non-disc believers. Overall, it's a lovely car to drive.

To think that a cheap, secondhand sports car – purchased on a whim due to a young man's budget constraints, desire for performance and attraction to old metal – would still be going strong over half a century later is a tribute to the car that Jaguar built. The Littlewoods completed last year's Wigton Motor Club Gallop, and have no plans to stop now – here's to the XK150's next 50 years and beyond. 

Clockwise, from top left: the late, great Jim Bamber sketched the XK150 at the Airbus factory in Toulouse on 2002 MSA Euroclassic; MkIX's 3.8-litre straight-six gives extra go; XK is still a wonderful drive



SilverstoneClassic
20|21|22 JULY 2018



www.silverstoneclassic.com

There's nothing more that the team behind the world's biggest motorsport festival like than to mark an anniversary. Over the years, the Silverstone Classic has built an enviable reputation for hosting birthday celebrations of epic, often record-breaking, proportions. This year, there's a stellar line-up...

70 YEARS SINCE THE FIRST GRAND PRIX AT SILVERSTONE

For 2018, the Silverstone Classic will be celebrating the 70th anniversary of the first-ever Grand Prix at Silverstone, held in 1948. Over the three-day festival weekend, huge grids of F1 cars from the majority of those seven decades will be competing.

The Adrian Flux Trophy for Pre-1966 Grand Prix Cars (HGPCA) will appeal to those interested in 1950s and '60s F1 machinery, with the once-common front-engined cars doing battle with the earliest generation of rear-engined racers. Not only that, but the FIA Masters Historic Formula One race will also give fans the chance to see a packed grid of evocative DFV-powered cars, from 1966 right the way through to 1985, all in their original liveries.

As a celebratory nod to that first Grand Prix at Silverstone in 1948, a special display and track parade is being planned featuring many of the cars that competed in that historic opening race. The parade will be held on Saturday 21 July, directly before the HGPCA race for the Adrian Flux Trophy.

THE 60th ANNIVERSARY OF THE BTCC

Touring cars are always a popular part of the race schedule at the Silverstone Classic and, with 2018 being the 60th anniversary of the ever-popular British Touring Car Championship (BTCC), 'Tin Top Sunday' will pay homage to every decade of the series with a line-up of unmissable on- and off-track activities.

Tin Top Sunday (22 July) will bring racing action from the pre-'66 Touring Car era, with mighty V8 'Yank Tanks' forcefully represented in the Transatlantic Trophy while the Gallet Trophy for Under 2-litre Touring Cars showcases a fiercely competitive array of Mini Coopers, Lotus Cortinas, Alfa Romeos and BMWs. The Historic Touring Car Challenge will take us from 1966 right the way through to 1990 and the ever-popular JET Super Touring Car Trophy (which races on Saturday, too) encompasses the period from 1970 through to 2006.

In addition to the various saloon-car races, there will be a 60th-anniversary parade on Tin Top Sunday featuring 60 spectacular cars from the history of the BTCC, fronted by an Austin Westminster – as driven by the late 'Gentleman' Jack Sears to win the very first BTCC crown in 1958 – and the Adrian Flux-sponsored Subaru Levorg raced by Ashley Sutton to win last year's Championship.

Of all the cars that will be joining in the celebrations this year, three in particular are worth seeking out: the Alan Mann Ford Escort that won the title in 1968 with Frank Gardner; Doc Shepherd's title-winning Austin A40 from 1960; and the Volvo 850 Estate that will be reunited with former Champion Rickard Rydell especially for the parade.



Royal Automobile Club Trophy was awarded to '48 GP winner

www.silverstoneclassic.com



FORMULA JUNIOR DIAMOND JUBILEE

To mark the 60th anniversary of Formula Junior, a massive World Tour kicked off in South Africa back in January 2016. Since then, celebratory races have been staged in New Zealand, Australia, North America and throughout Europe with visits to many famous circuits such as Pau, Monza, Spa, Indianapolis, Mosport, Mid-Ohio, Watkins Glen and Zandvoort.

Now, after more than 100 races across four continents, the incredible World Tour will reach its thrilling conclusion at this summer's Silverstone Classic.

A record entry of more than 120 cars is expected, so grids have been split into front- and rear-engined categories, with individual competitions for both groupings on Saturday and Sunday. The two front-engined races are being dedicated to Jim Clark and John Surtees, who both started their careers in the earlier era (albeit driving a rear-engined Cooper in Surtees' case), while the races for later, rear-engined cars will honour Denis Hulme – the Kiwi who was Formula Junior Champion in 1963 – and Austrian hero Jochen Rindt. Clark was twice F1 World Champion – first in 1963 and then 1965 – Surtees took the title in 1964, Hulme in 1967 and Rindt, posthumously, in 1970.

'DAYTONA AT DUSK': A FESTIVAL OF ENDURANCE RACING

The famous 24 Hours of Daytona will be honoured at this year's Silverstone Classic with Saturday evening's three retro sports-racer showdowns all celebrating the history of America's legendary endurance race under the 'Daytona at Dusk' banner.

The trio of races includes the International Trophy for Classic GT Cars and the Yokohama Trophy for FIA Masters Historic Sports Cars, as well as the newly added Masters Endurance Legends. They will all put the spotlight on sports-racing machinery that has starred under the floodlights on Daytona's hallowed track, from iconic AC Cobras via Lola T70s, Ford GT40s and Porsche Carreras to Dodge Vipers.



Peugeot 908 competes in the 'Daytona at Dusk' celebration



2018 MUSIC LINE-UP

Friday night

● Noasis ● U2-2 ● Soul II Soul

Saturday night

● UB40 featuring Ali, Astro and Mickey

80th ANNIVERSARY OF THE ACE CAFE LONDON

For those into their classic motorbikes as much as their classic cars, the immortalised Ace Cafe London will be celebrating its 80th anniversary in spectacular style at this summer's Silverstone Classic.

The Ace Cafe will 'take over' the Pit Stop Café in the circuit's National Paddock with menus, displays, dressings and music all embracing the unique appeal and character of the original diner in north-west London. Adding to the festivities, the setting will also be home to a massive gathering of classic motorbikes – 80 of which will take to the hallowed Silverstone Grand Prix circuit for an 80th-birthday track parade at lunchtime on Saturday.

To encourage classic 'bike owners to join the celebrations, a special Ace Cafe Motorcycle Display package is being offered in keeping with the historic values of the event. The package includes two general admission tickets and infield parking for two 'bikes in a dedicated Ace Cafe display area, plus free parking for support vehicles and trailers if 'bikes are transported to the event.

Anyone interested in more details should contact experience@silverstoneclassic.com



The famous Ace Cafe London will take over the Pit Stop Café



Left and below: Matthew Lewis, Getty Images



2018 SILVERSTONE CLASSIC RACE GRIDS

- Historic Formula Junior
- Stirling Moss Trophy for Pre-'61 Sports Cars
- Royal Automobile Club Tourist Trophy for Historic Cars (Pre-'63 GTs)
- Royal Automobile Club Woodcote Trophy for Pre-'56 Sports Cars
- Gallet Trophy for Under 2-litre Touring Cars (U2TC)
- Historic Touring Car Challenge ('66-'90)
- FIA Masters Historic Formula One
- Masters Endurance Legends (1995-2012)
- Adrian Flux Trophy for Pre-'66 Grand Prix Cars (HGPCA)
- International Trophy for Classic GT Cars (Pre-'66)
- JET Super Touring Car Trophy (1970-2006)
- Yokohama Trophy for FIA Masters Historic Sports Cars
- 70s Road Sports
- Transatlantic Trophy for Pre-'66 Touring Cars

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CAR CLUB ANNIVERSARIES BEING CELEBRATED IN 2018

This year Ferrari is back in the spotlight, with the mighty 365GTB/4 celebrating its 50th birthday. Better known as the 'Daytona', in deference to the Italian company's 1-2-3 finish in the previous year's 24 Hours of Daytona, the sensational Pininfarina-styled grand tourer was launched at the Paris Motor Show in 1968 and quickly came to define a generation of GT cars.

In total, Ferrari produced just 1406 Daytonas between 1968 and 1973, and this summer's Silverstone Classic will feature a special display and celebratory parade in honour of the anniversary.

The Aston Martin Owners' Club is also set to honour a pair of important anniversaries, with 70 years of the DB1 and 60 years of the DB4, while the various attending Jaguar car clubs will similarly be out in force; this July, they will be acclaiming 70 years of the seminal XK120 sports car and 50 years of the XJ saloon.

Full details of all registered car clubs for the 2018 event, together with details of which of these have anniversary track parades, can be found on the event's website at www.silverstoneclassic.com





Basking in the sun at Bicester Heritage's Sunday Scramble on the first of hopefully many days out this year

FLASHY UPDATES REVIVE MUSTANG



FORD MUSTANG

RUN BY Lizzie Pope
OWNED SINCE October 2017
PREVIOUS REPORT n/a

You know you want a classic, but how to narrow it down? Our criteria were simple: two doors and a V8 engine. So when, while flicking through *C&SC*, we realised that a notchback Mk1 Mustang was in budget, we were hooked.

There were some who didn't believe we'd actually buy one, such was the length of the search. I'd rather think of it as a careful, considered purchase; time will tell.

After visiting specialist dealers to get a feel for what our budget would get and for the cars themselves, evenings, lunchtimes and weekends were spent scouring the

classifieds. We were determined to buy on condition, of course, although I had a preference for the cleaner, uncluttered look of the non-GT cars. Oh, and I had been seduced by the aesthetically pleasing horizontal speedometer of the super-early models.

It looked as if the stars had aligned when we trekked to north Norfolk to see a 1965 V8 auto – with the bonus of racing stripes. She'd been the subject of a home restoration and, while not everything was standard, the work had been done sympathetically – and, no, we don't understand the leather bonnet straps either, but we can live with them.

After a thorough inspection and a test drive, a deal was struck. She even had the 'right' speedo. And sounded fantastic. Next was the Mustang's first test, a 180-ish-mile drive home. But first, we plotted a route to the nearest petrol station...

I'm delighted to say that she didn't miss a beat. Mechanically speaking, anyway. Driving the 'chase car' (ie the one that got us to



Above: Brands Hatch on an Arctic November day was a good excuse for a drive
 Left: LED rear lights should cause other road users less confusion



New three-point belts have been installed

Norfolk in the first place), not only did I enjoy the burble during gratuitous, grin-inducing drive-bys, but there was also the hypnotic light show when an indicator was on – a job for the to-do list.

But not the first. Being from '65, it only had two-point lapbelts. This is a car we intend to put plenty of miles on, so we wanted to feel a bit safer in 21st-century traffic with our unservoed brakes. Later cars had mountings for then-optional three-point belts; a call was put in to local specialist The Mustang Workshop, and a pair of inertia-reel belts was ordered and fitted.

Next, it was a driveway service, changing the oil and replacing the brake fluid. We'd also noticed that the throttle pedal was coming loose and was missing a spring that holds the foot pad at the correct angle, so that was remedied.

Which still left the tail-lights. Other road users definitely knew

'Other road users definitely knew we were indicating, but the disco-look wasn't what we were going for'

when we were indicating, but the disco-look wasn't what we were going for. After chatting to Roy Holmes at The Mustang Workshop, it seemed the best solution was an upgrade to LEDs from Bright Light Customs. One benefit of this is that you can preserve the US-style red lenses, but the orange LEDs shine through when you indicate. Installation meant removing a large amount of the interior, but the process proved straightforward and the result is very neat.

And, last but not least, we've replaced the flexible sections of the fuel line that had perished.

So after a few winter outings, she was ready for her first – and surprisingly sun-kissed – big trip of 2018, to Bicester Heritage for the Drive It Day Sunday Scramble. And it was with some pride that we noted she received some admiring glances.



AUSTIN-HEALEY 3000 Mk1

RUN BY James Mann
OWNED SINCE 1994
PREVIOUS REPORT May 2015

Forgive me, readers, for I have sinned. Not only has my beloved Healey been out of action, but I have also fallen for another.

To be honest, it was a mistake taking the old girl off the road for the winter. But I was haggling with the DVLA about its year of registration and the MoT was due, so it was simpler just to stick it on SORN and sort things out later.

With teenage kids, we often end up sitting in the living room watching some drivel that they want to see about saving kittens in Albania; meanwhile I'm drawn to online car porn, which is how I started my new illicit relationship.

I lived in the US in the early '80s and had a '67 Mercury Monterey we christened 'Moby Dick' due to it being white and whale-like in its proportions. We once managed to get nine in it going to the beach, three across the front bench seat, four in the back and two in the voluminous trunk! So I've always had a soft spot for American iron



Finally you know how fast you're travelling!



Time to prepare the car for its next owner



An evocative forest drive signals the beginning of the end for James and his much-loved Austin-Healey

and on more than one occasion I've been tempted to import something, but have never done it and pangs have subsided. However, *C&SC's* June issue cover feature got me behind the wheel of a '67 Mustang 289, piquing my interest again.

I've owned the Big Healey for more than 20 years, refurbishing as cash allowed, and must've restored or rebuilt pretty much every part, most recently the speedometer with help from Speedy Cables. For the first time since I've owned it, I know how fast I'm going!

I have always believed that I shouldn't own more than one classic because I can only drive one at a time, so with a heavy heart I was forced to face the fact that the time had come to part with a car that has been such a big part of my life. I even got round to clearing out the garage to see if I could fit another car in there for the brief period when I might have two – and I can!

It was time to get the Healey back on the road, ready to sell. As usual it started straight away and, after checking the levels and warming up, I put fresh air in the tyres and went for a drive into the old forests of the nearby Stourhead estate in Dorset.

I love that driving a classic can turn even the most mundane journey into an emotional adventure, and as I roared through the forest it felt like the end of an era. But all good things must come to an end, and after 24 years it's time for something new – or newer, at least – and American!

AND IN OTHER NEWS...

FIAT 130 COUPÉ

I drove the Fiat to Swansea in April and apart from some wheel-balance issues it ran beautifully. When it rained I was horrified

that a wiper blade had come loose and the arm had scratched the (new) screen. Rich and Ian at UK Detailing tried to get the scratch out, with some success – I can live with their efforts. **MB**



HWM-CHEVROLET

MSA regulations say that the seatbelts on any race car have a life of five years. After that you have to replace them. So £230 on a brand new Willans FIA-approved harness – the seat pan has to come out of the HWM to fit it in its solid chassis mounts – and we're good until the end of the 2022 season. **ST**



FORD FALCON

The Falcon is currently at a country retreat (CCK Historic in Sussex) for some well-deserved TLC.

The underside of the car has never been painted and although most suspension components were replaced upon its arrival in the UK (in 1989), they are now all in need of attention. **JB**



MG MAGNETTE ZB

With my Suzuki Whizzkid now, finally, road-legal once again, next on the list is the rather sad MG.

The poor old thing has languished in a (fairly dry) garage since the clutch failed (fingers crossed it's only hydraulic), and is now refusing to start. Let battle commence! **AC**





Triumph saloon lines up alongside Vitesse and MG Midget at Botley Hill Farmhouse in Surrey, with Rover P5B Coupé behind



Rear bench the perfect place for a picnic



New sports system replaces pea-shooter



TRIUMPH 2500TC

RUN BY Greg MacLeman
OWNED SINCE June 2017
PREVIOUS REPORT May 2018

Having been without it for months on end while the car was away at the bodyshop, it's nice to finally be able to drive the Triumph – even if the experience is far from where I want it to be owing to the sloppy drivetrain. It's also nice to be able to work on the car – something I'd been missing almost as much.

The road to a tuned Big Saloon is well-travelled, and one of the first modifications many make is the exhaust. I followed suit and forked out for a full stainless-steel sports system from Chris Witor. As well as it improving the car's aesthetics, I'd hoped the fruitier soundtrack would drown out some of the 2500's more concerning noises, but I had to wait to find out. I devoted a Saturday to the task of removing the old system and fitting the new, and all went smoothly until I got to the centre section, which fouled on the gearbox crossmember. Spirits were raised by my wife Laura, who lent a helping hand, but even taking a breather for a soup supper on the back seat and returning with fresh eyes didn't make a difference, and we eventually gave up.

Various Facebook groups have been a big help while working on the car, and this occasion was no different: after I uploaded a photograph, Steve Radley and David Harvey pointed out that the crossmember was on the wrong way round, with the indentation for the exhaust on the opposite side – and that the car was fitted with an earlier A- rather than J-type gearbox. Another day was spent jacking up the 'box and turning around the crossmember, plus fitting a set of SuperPro polyurethane bushes, before attaching the rest of the exhaust. Though by now properly hung, it still clanged against the crossmember so the following weekend I changed the soggy engine mounts for new reproductions. This proved a battle, but eliminated the worst of the rattling.

On my way back from driving Julian Grimwade's 1934 Norris



Old bushes substituted by SuperPro items

Special for last month's issue, I called in at 'box and diff specialist Hardy Engineering in Leatherhead, where Bill Hardy gave me a tour of the facility. He also took a look at the spare diff that came with the car and found it to be in excellent shape, with original machining marks clearly visible. All it needed was new oil seals and to be cleaned and re-shimmed, so I left it with him and hope to have it back in for the Reader Run to Le Mans in July.



Engine mounts allowed excess movement

Determined to make the most of the sun, Laura and I took the 2500 to The White Bear at Fickleshole. All went well until we lost overdrive on the way home, followed by indicators and horn, all accompanied by a burning smell. "Do you think it's coming from outside?" asked Laura. "Yes..." I lied. The unhappy marriage of J-type loom and A-type 'box is the arguido, but what I know about auto electrics could fit on the back of a napkin and I've made no more progress than popping five fuses and scratching my head.

The day before Drive It Day, I popped to Botley Hill Farmhouse, which holds a meet on the third Saturday of every month. It was great to see some local classics, and the car seemed to get plenty of attention. Mine, however, was grabbed by a '52 Jaguar XK120 that had spent its early years in Nairobi, and sounded incredible as it peeled out of the event – drivetrain clonks conspicuous by their absence.



Spare differential was checked by Hardy Engineering and should only require light fettling

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Helping to celebrate 70 years since the first Land-Rover made its public debut; inset: polar explorer Ben Saunders (left) and marine biologist Monty Halls rely on Land-Rovers for their global travels

Brother-in-law Pat, who gladly stuck his head into the engine bay while I replicated unwanted noise number one, quickly pointed his finger at the dynamo and I was able to breathe a sigh of relief, knowing that a couple of drops of oil into the rear would eradicate the whirring sound. That left the ticking noise, and I suspected the water pump – an original eight-hole early model that we rebuilt in 2016. Removing the fanbelt stopped both the pump from turning and, with it, the noise. But with less than 24 hours until the Series II was due at Jaguar Land Rover Classic Works to celebrate the marque's 70th birthday, I had to sort the non-existent braking.

Replacing the older rear flexi-hose did nothing and we narrowed the lack of pedal down to ineffective bleeding. I'd tried 'back bleeding' the system before, but with little effect, and had resorted to the old-fashioned 'pedal pushing' method, but there was clearly still trapped air. Serial Land-Rover owner



LAND-ROVER SERIES II

RUN BY Martin Port
OWNED SINCE September 2016
PREVIOUS REPORT June 2018

With the sun finally making an appearance there is no denying that the Series II, with its African roots, seems to look and feel more at home as the mercury rises. With its door tops removed and flaps open, I chose the Landie as my commuting steed one morning and wound it up in a bid to avoid inconveniencing other slow-lane runners.

As soon as the needle nudged 50mph, though, I noticed a ticking from the engine bay. When the noise increased on the return leg my sprits fell, fearing the worst.

I'd known for a while that the heart of this Land-Rover was tired, and that one day it would need a rebuild, but with a number of events and appointments on the horizon, this was not the best time to have to pull it out.

Suddenly, the need to sort the ineffective brakes was put to the back of the list and I investigated – a good job I did, because another drive revealed a new noise initially in motion, but then also at idle.

Fortunately for me, the good folk at Jaguar Land Rover saw fit to supply alternative transport for a



New-old-stock hydraulic brake-light switch



Full house, as a familiar friend pays a visit

week in Cornwall, so I locked up the Series II and set about squeezing the family, dog and half of the clothes we own into a brand-new Range Rover Sport SDV6. It would have dispatched the miles to the south-west coast far more quickly had it not been for a variety of jams, but for a week the Range Rover propelled us up hill and down country lane with ease, impressive speed and ridiculous comfort.

It was great to still be driving something from the Solihull stable, but it was also nice to get back home, clamber into the Series II and fire it up... before immediately remembering how it had disgraced itself in the first place.



Range Rover Sport provides a luxurious alternative to the Series II for a trip to Cornwall

One easy job was to replace the failing brake-light switch – only an emergency stop would illuminate the rear bulbs, but a new-old-stock Lucas item was purchased from Dunsfold Land Rover and it soon addressed that issue.

I then played host to a departed friend as my old SIIA, CSF 46B, arrived for a quick visit and for me to fit a replacement water pump on behalf of its current owner, photographer David Shepherd. Port Towers briefly looked more like a Land-Rover dealership with all three spaces being taken up by Series vehicles – Ben Field's SIIA is still present, but nearing the end of its bodywork and fettling.

and restorer Julian Shoolheifer suggested a solution that involved lightly pressurising the hydraulic reservoir in very short bursts.

It took an hour – Pat armed with an Eezibleed and a spare tyre, me underneath, spanner in hand – but eventually I had a Series II whose nose would dip under braking and a firm middle pedal – the minimum requirement for the trip. Despite the water-pump noises, my patina-ridden Cinderella made it to the ball. Happy birthday Land-Rover!

THANKS TO

- Jaguar Land Rover
- Julian Shoolheifer
- Patrick Richards



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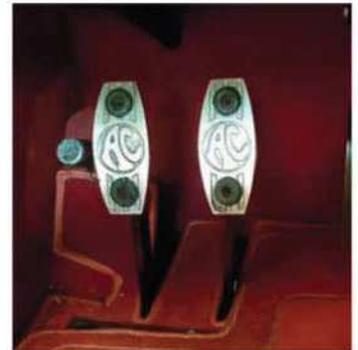




Two Zephyr-engined cars together. The Reliant Sabre shares the same Ford 'six' with the 2.6 Ace. Right: attractive cast pedals back together again

Vauxhall Viva, BMW Z1 to immense Ford Ranchero, with authentic sacks of farm produce on the pick-up bed. Ryton is 103 miles from Chiswick, so the AC was nicely warmed up when I got there for the 8am start. It went like a bird the whole day, apart from the clutch pedal falling off. ACs have lovely cast-alloy pedals but the shaft is only held on by a split-pin which, fair dos, had lasted 57 years. I could still work the clutch, and when I got home a new split-pin fixed it.

The Zephyr-engined Aces use the standard Ford mechanical fuel



AC ACE 2.6

RUN BY Simon Taylor
OWNED SINCE 1965/1991
PREVIOUS REPORT Oct 2015

I always regard Drive It Day as the real start of my classic motoring year. When the third Sunday in April comes round it's the nudge I need to get in a proper car and enjoy it. You can drive anywhere, in your own time and on your own route, and all day I saw classics out and about. But if you latch on to an organised event you can meet other classic people and look at other nice cars, and our friends at Hagerty Insurance always lay on a fun do.

This year their Touring Assembly started from the massive Jaguar Land Rover Classic works on the old Sunbeam-Talbot site at Ryton-on-Dunsmore, where they make brand-new D-types (yours for £1.5million) and hand-built V8 Land Rover Defenders (£150,000). The route took us across Warwickshire, Oxon and Bucks through picture-postcard villages, past stately homes, along old bits of the Fosse Way and down the one-in-six gradient of Sunrising Hill, scene in Edwardian days of tough hillclimbs in the other direction.

The 120-car entry was eclectic: Bristol 405 to immaculate early



Greedy SU carbs need a good squirt of fuel to start – but then turn off the electric pump

'A gentleman has to get down on his knees with the grease gun before he changes for dinner'

pump, but I have fitted an electric pump to fill the float chambers when starting. Otherwise the battery has to churn away until the mechanical pump has squirted enough fuel into the three big SUs. Once under way it should be turned off – otherwise the two pumps are working against each other – but I forgot until I smelt the whiff of the carbs flooding. In future I'll have to remember to turn it off.

At the finish at Bicester Heritage there were scores of motor clubs enjoying Drive It Day. I counted 27 Fiat-Abarth 595s in serried ranks. My two favourites were a lovely Sunbeam-Talbot MkIII convertible in that factory metalescent grey-green, which suited it perfectly, and a superb MG 18/80 saloon, one of only three left with this body, bought new by famed motoring artist Gordon Crosby.

Each winter I get Sean McClurg to spend a few hours running a spanner over the AC. Absurdly, it has 37 grease nipples, eight of which you're meant to visit every 500 miles. That means if a gentleman is driving to the South of France with his lady and breaks his journey at an appropriate hostelry, he has to get down on his knees with the grease gun before he changes for dinner. But it's worth it for that pin-sharp handling.



Lovely ex-Gordon Crosby MG 18/80 at Bicester alongside its humbler Morris companion

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JOIN OUR READER RUN TO THE LE MANS CLASSIC 5-9 JULY 2018

The *Classic & Sports Car* editorial team is heading to La Sarthe in July on its biennial pilgrimage to the amazing Le Mans Classic, and you're invited to come along! The 2018 C&SC Reader Run will depart from Portsmouth for an overnight sailing on the evening of Thursday 5 July (at the more sociable hour of 8:30pm, rather than 10:30pm as in previous years). After loading, meet your fellow travellers for a drink before retiring to your reserved cabin.

Upon arrival in St Malo, simply follow the special routebook – using D-roads to keep away from more congested routes – and enjoy a breakfast stop on the way to Le Mans. You'll arrive in plenty of time to pick up supplies at the *supermarché* before pitching your tent at the private Porsche Curves campsite, which boasts its own showers, toilets and security.

The price includes general entry, paddock access and grandstand seats, as well as a parking pass to get you into the infield of the circuit with the rest of the 'club' display cars, bringing you closer to the action!

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Clockwise from main: it was a chance spot, but a great buy; the Jaguar's interior is in good order; Mk2 shares centre stage at a local car show in Newcastle, County Down

TAMING THE GAVEL TO FULFIL A DREAM



JAGUAR Mk2

OWNED BY Ed McClean
FROM Belfast
FIRST CLASSIC 1937 Austin Seven Ruby
DREAM CLASSIC AC 428
BEST TRIP Over the Swiss Alps via the Furka Pass

I always wanted a Mk2 3.8: more affordable than an E-type, but still an archetypal classic Jaguar offering serious performance. I also had a strong sense they could be a pain, however, especially if corrosion had taken hold, or the interior leather or wood needed refurbishing. Caution kept me well away.

Therefore, you may ask, what led me to this red 1961 3.8? Well, in late 2016 I noticed a local auctioneer advertising random things such as fluorescent lights, tools, lawnmowers and, much more interestingly, a 'Jaguar 3.8'.

I didn't think much about it until passing by a week later, I took a peek. There it was, sitting in the

rain, not looking too appealing. A closer look revealed that the brake pedal went to the floor but, encouragingly, the engine, paint, wood and leather were generally excellent. The door bottoms were a bit iffy and around the glovebox some veneer was missing. Verdict: good, with potential.

I am fortunate in knowing Leslie Girvan from Newry, County Down, who over 35 years has professionally restored many classics, especially Jaguars and Rileys. I expected him to throw cold water on the idea of buying this particular car, but thought it worth asking him to have a look at it.

I remember his assessment: "Are you really interested?" Was this a trick question? Did he expect me to say "Of course not, it's a heap!"?

"Why?" I asked. "The underside is original," came the reply. "It has never been patched or repaired, and is mint. Yes, it has been restored, but the shell is 100% original and what has been done was done by someone who knew what they were doing. I got the engine running, carried out compression tests, and everything is basically correct." I was sold.

The auction day was damp and the auction hall bitterly cold. Bidding started slowly, but quickened. Eventually, the other guy

dropped out and I had the winning bid. Happily, the hammer came down at a price that allowed some margin for any surprises to be rectified, if needed. Still, I was a little nervous, this only partially eased by someone behind me saying, "You got a good one!" Fingers crossed...

I've since traced the original restorer, who was able to shed some light on its past. "It was a very good

'The double-overhead-cam straight-six is the greatest joy: few powerplants make such a delightful sound'

car I bought in the US," he said. "It needed minimal structural work. The engine was professionally rebuilt, but didn't have a big mileage to begin with. I changed it to right-hand drive, repainted it and added a correct Moss overdrive gearbox and wire wheels. Everything was done right."

I've since fitted adjustable dampers, four-pot calipers, a new steering box, a clutch slave cylinder and a brake servo. A couple of the doors were reskinned, but little else of substance was needed.

The Jaguar flew through its MoT, although at one point three testers congregated underneath it, torches in hand, looking at the

floorpan. One of them asked: "Has it been patched underneath?" You know the answer.

I am delighted with how it drives; it has effortless performance and great road presence. The Moss gearbox lacks synchromesh on first, which is fine, but reverse and first are very close – occasionally, I have moved backwards, not forwards! And then there's the non-power-assisted steering that isn't so much heavy – on the move with Michelin radial tyres, it's fine – it's just that it is so low-geared that it takes a bit of turning. That said, surprisingly rapid progress is easy, helped by being decisive with the steering and not overly rushing the gearbox. One for the careful driver!

But it is the double-overhead-camshaft straight-six powerplant that is the greatest joy. Few engines make such a delightful sound, at least to my ears, when accelerating in first gear. Delicious!

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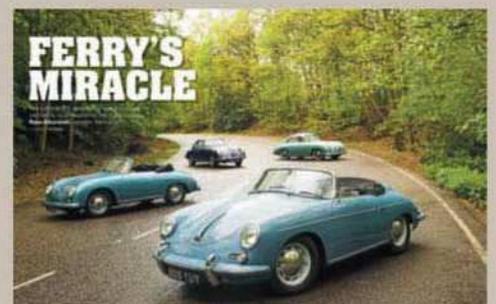
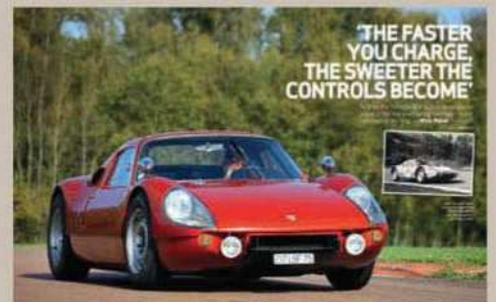


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Designer-turned-rocketman Clark takes as much care and pleasure over the illustrations and instructions as he does in the models themselves

PAUL CLARK

Who knew firework-propelled rockets were the ideal hobby for a graphic designer?

WORDS GILES CHAPMAN PHOTOGRAPHY TONY BAKER

The design work of Paul Clark is etched into the graphic backdrop of 1960s Britain, but his passion for building and flying model rockets is rooted in the marvellous illustrations of the previous decade. “I was 10 when *Eagle* was first published,” he says, “and *Dan Dare: Pilot of the Future* was Britain’s answer to the space-race heroes – plus he was a decent chap. He was definitely an influence.”

In Clark’s garage-sized workshop-cum-studio, we’re admiring his 1:12 scale model of a V-2 rocket. Admiring, that is, the wreckage, because in a recent demo flight, this lovingly crafted replica of Germany’s deadly WW2 missile made a premature landing: “I’m afraid it was underpowered. The parachute deployed when it was just 10ft from the ground. All I could do was groan, although thankfully the nosecone had already come off and was undamaged. I’m going to repair it and it’ll fly again.”

Clark’s beloved 1985 Porsche 924 has, similarly, recently come a cropper. When we meet, it’s away having its brake calipers fixed, following alternator belt and water pump replacements: “I bought it 20 years ago as my first consciously ‘classic’ car. I saw it in a garage in Hove for £2500. Because I’d just got that for my rare 1960s Moto Rumi scooter, it was too good to miss. It’s been on and off the road ever since.”

ALSO IN MY GARAGE



After many years designing iconic items, such as the first mug with a Union Jack on it and disposable clocks made of cardboard – mainstays of idiosyncratic retail in Carnaby Street and the King’s Road – by the early ’80s Clark was lecturing in design history at the University of Brighton. But because he readily admits to loving materials, making things and prototyping, he returned to his boyhood love of rocketry as a hobby: “I tried to order an Estes model kit from the USA, but they were illegal in Britain. The Home Office said putting a propellant in a model in a field constituted manufacturing an

explosive device. A barrister friend said it was nonsense, and when I challenged the Home Office it just gave in and legalised them.”

Clark founded the British Space Modelling Association in 1982. He also entered international championships in Eastern Europe, where competitors were often actual rocket scientists with state funding. “Some of the accuracy is just mind-boggling, something like a Soyuz with boosters and every tiny little bit perfect,” he says. But flying these things puts hundreds of hours’ worth of craft in peril. The rocket shoots up using a firework-style propellant ‘motor’ and the builder hopes, after it’s achieved impressive speed or altitude, that it will drift back with a parachute. It requires expert calculations.

“I built a 1:14 model of the X-15 rocket plane, which before the Shuttle was the fastest, highest-flying aircraft – I flew it quite successfully,” he says. “Many have bitten the dust; there’s quite a lot of destruction through accidents.”

Not that it’s putting him off: Clark has since bought a vacuum-former and started a cottage industry in kit-making, spending almost as long on illustrating and writing the instructions as creating the components. “You can decide on whatever scale you want, but practicality kicks in,” he tells us. “The X-15 is a 30ft-long aircraft so it would be damned awkward to get even a half-scale version into your car.”

Clockwise from main:
founder Robert Smith at
work; Daniel Freeman
making cellular film cores;
Jordy Smith assembles
Bentley top tanks; Robert
Collins constructs a
Bentley Special fuel tank



THE SPECIALIST

THE ART OF COOLING

Your Bentley needs a new radiator? No problem, the Vintage Car Radiator Company can make one – and a fuel tank. Now, what about that Hawker Hurricane...

WORDS PAUL HARDIMAN PHOTOGRAPHY JAMES MANN

VCRC has its roots in a previous radiator specialist, but its new home is rather more expansive. In a spacious, daylight-bathed workshop at Bicester Heritage – the ‘other half’ of The Engine Building Shop, whose west wing is occupied by Bentley specialist Kingsbury Racing Shop (*C&SC*, June 2015) – the firm rebuilds radiators and makes new ones from scratch, from original materials. Even the cores are made in-house, starting with copper film and ribbon that’s rolled and stamped to form the water channels, then tank-soldered together and built into brass or nickel-silver shells. There are 27 patterns of vintage core available, plus the veteran-style gilled tubes.

“We pride ourselves on our ability to recreate the focal point of many different makes and models,” says owner Robert Smith, “and we have so many parts in stock we effectively have kits to build new Bentley radiators in batches.” VCRC was one of the first specialists to move into Bicester Heritage, almost three years ago. “I happened into radiators a bit by accident,” the former MoD mechanical engineer recalls. “I helped someone with some radiators one holiday in 1991, and that went on for seven or eight years until he sold up, so the company was founded in 1998.”

There are now six staff in the workshop, including Smith’s two sons, plus two in the office, and there’s a constant stream of materials in and finished radiators out – about 55 a year: “We make everything except for castings, which are done outside, but we do any machining here. It’s mainly people needing new radiators. Most of our work is on cars of the 1920s and ’30s. Brass and nickel suffer from age-hardening, and often they’re beyond repair due to fatigue, so we make new

ones. We don’t do recovers – we dismantle it and reverse-engineer everything. We explain to customers the pitfalls of taking their radiator apart. If it’s been chromed we have to strip that off, because it will have been polished before plating, and that makes it thinner. The shells are only 20swg thick, and the core material just 5 thou. With hindsight we know what failed, so we can beef them up in some areas.”

Before dismantling, a detailed drawing is made and photos taken, to ensure the dimensions don’t ‘creep’. And every new radiator is pressure-tested in a water tank, where any leaks will show, then painted and polished if required.

Each Bentley radiator takes 120 hours to make and the boss is very hands-on, brazing up all the shells. A Bentley rad weighs ½cwt (56lb), empty: “They actually add strength to the front of the car, but they have to be able to flex a little, and that’s why modern cores just don’t work.”

There’s a fitting service, too, hence the Speed Six in the workshop: “We’ve done ‘Old No 1’, ‘Old No 2’ and the ‘Blue Train’ Bentley. We made the rad and tanks for the 200bhp Darracq, and a radiator for the Blitz Benz for Mercedes.” No wonder there’s a 12-month waiting list, with the trade taking most of the bookings.

It’s not just car radiators: VCRC makes tanks, too, has had radiator caps recreated, does a nice line in Bentley radiator fireguards and recently branched out into aircraft cooling; as Smith says: “Radiators are radiators.”

In fact, aviation demand has been such that a sister company, Vintage Aircraft Radiators, has been born. So far, the new cooler it made for a Hawker Hurricane has performed perfectly, and the next project is to unravel the intricacies of a Hawker Tempest, which combines a water radiator with twin oil coolers: “Even empty, it takes two of us to lift it!”

The knowledge

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CDP102B	350 / 5	£79.98	£95.98
CDP152B	450 / 12	£149.98	£179.98
CDP202B	450 / 16	£189.00	£226.80
CDP452B	550 / 16	£229.00	£274.80
CDP101B	370 / 12	£198.99	£238.79
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CAX-6TBC	6	400-615mm	£34.99	£41.99
CAX3TA	3	295-395mm	£49.98	£59.98
CAX10TP#	10	450-750mm	£86.99	£104.39

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MODEL	DESCRIPTION	EXC. VAT	INC. VAT
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CMC45	With adjustable headrest	£29.98	£35.98
CMC50	Folding car creeper	£49.98	£59.98

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CW40	75Ltrs	Floor	£159.98	£191.98

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Fast snap connector attachments for quick & easy assembly

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- Includes metal case
- Fast action pump

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Clarke ANGLE GRINDERS

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MODEL	DISC (MM)	MOTOR	EXC. VAT	INC. VAT
CAG800B	115	800W	£24.99	£29.99
CON1050B	115	1050W	£29.98	£35.98
CON115	115	1010W	£36.99	£44.39
CAG2350C	230	2350W	£52.99	£63.99

Clarke ENGINE STANDS

CES680F

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MODEL	CAPACITY	EXC. VAT	INC. VAT
CES340	340kg	£44.99	£53.99
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CES560#	560kg	£74.99	£89.99
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CES340	340kg	£44.99	£53.99
CES450	450kg	£64.99	£77.99
CES560#	560kg	£74.99	£89.99
CES680F	680kg	£99.98	£119.98

Clarke BODY REPAIR KITS

CS10BRK

Fast snap connector attachments for quick & easy assembly

- Hydraulic pump, ram & hose with various tubes, pieces & connectors
- Includes metal case
- Fast action pump

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MODEL	CAPACITY	EXC. VAT	INC. VAT
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Clarke ANGLE GRINDERS

FROM ONLY £24.99 EXCL. VAT

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MODEL	DISC (MM)	MOTOR	EXC. VAT	INC. VAT
CAG800B	115	800W	£24.99	£29.99
CON1050B	115	1050W	£29.98	£35.98
CON115	115	1010W	£36.99	£44.39
CAG2350C	230	2350W	£52.99	£63.99

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MODEL	CAPACITY	EXC. VAT	INC. VAT
CES340	340kg	£44.99	£53.99
CES450	450kg	£64.99	£77.99
CES560#	560kg	£74.99	£89.99
CES680F	680kg	£99.98	£119.98

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 BRISTOL 1-3 Church Rd, Lawrence Hill, BS5 9JJ
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 IRLAND 746-748 Eastern Ave, IG2 7HU
 IPSWICH Unit 1 Ipswich Trade Centre, Commercial Road
 LEEDS 227-229 Kirkstall Rd, LS4 2AS
 LEICESTER 69 Melton Rd, LE4 6PN
 LINCOLN Unit 5, The Pelham Centre, LN5 8HG
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FERRARI LEADS €23M MONACO SALE



From top: 1966 Ferrari 275GTB by Scaglietti was RM's priciest lot; ex-Ayrton Senna McLaren MP4/8A sold for €4.2m

While the headlines were being stolen over at Bonhams – where a whopping €4.2m was paid for the ex-Ayrton Senna, 1993 Monaco GP-winning McLaren-Cosworth Ford MP4/8A – RM Sotheby's relied on a varied lot list to set a €23m total in the Principality. The 12 May sale boasted bidders from 36 countries, and an entry spanning everything from a 1967 Mini Moke to a Bugatti Veyron. At €17,250, the little Austin was the cheapest lot, while the Bugatti was the second most costly, soaring past its €1.2-1.5m guide to €1.72m.

With the sale's star 1959 Ferrari 250GT Tour de France (est €7-9m)

failing to reach its reserve, the highest price paid at the Grimaldi Forum was for a Blu Metallizzato 1966 Ferrari 275GTB. At €2.14m, the long-nose was right on its €2-2.2m estimate. Other Ferraris included a 1978 308 – the second GTS to leave the factory – with superb provenance, having featured in the model brochure before becoming the personal car of F1 ace Gilles Villeneuve. At €269,375 it was a lot for a 308, but was nonetheless some way below its €300-400k estimate.

Among the sale's success stories, a Lamborghini Huracán presented to Pope Francis blitzed its guide

price of €250-350k, with a Spanish car-hire firm paying a heady €809,375. A 1960 Chevy Corvette also smashed its guide (€90-120k) to reach a phenomenal €331,250.

At €94,300, a Dodge Viper GT2 looked a steal given its €150-200k estimate, as did a competition-spec Lancia Aurelia B20 GT. Valued at €120-150k, it made €80,500. Even more affordable was an MGA Twin-Cam with period rally history that sold for €43k, less than half its lower estimate (€90-120k). At €25,300, an extended-wheelbase 1992 Rolls-Royce Silver Spur II touring limousine seemed a lot of car for the money (€55-75k).



Porsche pros move to Bicester

A new tenant has joined the dealers and specialists at Bicester Heritage in Oxfordshire. The brainchild of friends John Brewer (who has been a collector since the '90s) and James Turner (who started working in Formula 1 in 1998, then set up Aston Martin Racing in 2005), Sports Purpose will focus on the cream of classic Porsches from its showroom in RAF Bicester's former Special Repair Shop. Turner, who leads the sales and marketing side of the business, said: "We want our customers to have the perfect car, and we'll strive to find it for them." Current stock includes a '58 356 Speedster in its factory Ruby Red (left) for £245,000, an ultra-rare 964 turbo 3.6 at £195k and a 1967 911S for £165k. See www.sports-purpose.com



It's all change at Claremont Corvette after more than 40 years with Tom Falconer at the helm

'Vette specialist retires

After 41 years dealing in Chevrolet's most famous sports car, Tom Falconer, founder of Claremont Corvette, is handing over the reins.

"I started this business in 1977," he said, "and I have sold more than 1500 Corvettes, many more thousands of parts, and written 12 books about the cars. I've enjoyed every minute of it, but the time has finally come for me to retire."

The company will continue to sell its remaining stock of new and

rare used parts from a new location, run by parts manager Aimee Mills via its website www.corvette.co.uk

The workshop side of the business, meanwhile, has been taken over by chief technician Matt Davison, who joined Falconer as an apprentice 15 years ago. Trading under the name CCM Vettes, Davison will continue to service and repair the American icons, and can be contacted on 07842 436988 or via ccmvettes@hotmail.com

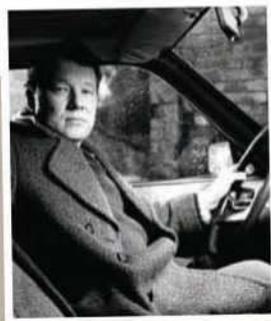


Pint-sized cars star at H&H's April auction

For fans of jukebox-era Americana who don't possess a garage large enough to house a Detroit monster, H&H offered a fine alternative at its 25 April auction. Subjected to a bare-metal restoration seven years ago, the 1963 Ford Consul Capri GT looked superb in Sapphire Blue with an Ermine White roof and had all the style of a '59 Impala on a far more manageable scale. One of only 39 known survivors, the

Dagenham fastback fetched an estimate-busting £21k (£14-18k). A beautifully presented Sunbeam Rapier Series II Convertible also looked every inch the '50s Yank in miniature. Riding on whitewall crossplies, the three-owner drop-top changed hands for £11,137.

In contrast, a 1934 Austin 10/4 Tourer looked as British as steak-and-kidney pudding. Having covered a mere 3000 miles since a professional rebuild, it is one of only a handful known to exist with the two-seater plus dickey body offered in 1933-'34. It smashed its £10-12k estimate at £18,281. Other interesting lots included a 1954 MG TF that inspired a Corgi toy. It, too, sold well at £31k (£24-26k).



Buckley's market matters

It's been a month of fall-outs and bad blood. Having shaken hands and done a deal with a friend on a car (he even gave me the documents), he pulled out on the day. I wasn't happy and made my feelings clear, but it reminded me how ruthless one can be about cars, even when friendships are involved. It's happened before and will again, but you don't want to do it often because I like sleeping at night. Anyway, now the dust has settled, we've kissed and made up.

I was trying to make another pal feel better about his unnamed white LHD 'rare manual' Italian coupé, because an identical car had popped up at the same price, but in slightly better nick and a better colour. Our exchange had overtones of the 'What have the Romans ever done for us?' scene in *Life of Brian*. "Well," I said, "apart from the colour, price and that it's left-hand drive – oh, and your seats are rubbish – yours is every bit as good..."

Meanwhile, to fund new projects, I/we decided that my wife's 10-year-old Mercedes convertible needed to go. I had

always considered it a rash buy and since the arrival of the 300TD W124 it hardly gets used, which is a bit silly when it costs £500 to tax it. What we need is something small and reliable, with free tax and cheap classic insurance.

She would probably drive a Fiat 500 and clearly has a penchant for rounded shapes: 356 Porsches never pass without comment. It's always an education taking her to a car show: she's clearly terrified of showing too much interest in case I use it as an excuse to buy another car! Unexpected wifely favourites at April's Wheelnuts show in Stroud were an Elan +2S – "Yeah, you'd look good broken down in a layby in that" – and an MGA Coupé. Sadly I suspect the answer will be more mundane and modern.

Two high points were an engine-less Lagonda 2.6 saloon that went to a 'shed of dreams' in Scotland and a beautiful 1987 Bentley Mulsanne Turbo I'm looking after for a friend from America who bought it unseen at Coys. It's got a full Jack Barclay history and just 27k miles from new. He'll love it.



Left: could a Lotus Elan +2S be the perfect daily driver for Buckley's wife? Below: the Merc W124 wagon's arrival means that the CLK cabriolet has to go





The hammer fell on this 12,000-mile RS500 Cosworth, number 451 of 500, at £112,500



A £270k bid secured Hailwood's Iso Grifo



Rare Renault 5 Turbo was sold for £55,125

Cossies dominate Silverstone sale

Fast Fords were big at Silverstone Auctions' 19 May sale, with four Sierra Cosworths on offer, including the first RS500 produced. In spite of the kudos of being a pre-production development vehicle, that car failed to find a new owner. But the second of the two RS500s came close to eclipsing the record-breaking £114,750 paid for an 11,000-mile specimen at Silverstone's July 2017 event. A superb, 12,000-mile example with three owners from new, one of them for 28 years, it made a vast £112,500.

Alongside it, the auction's other Sierra Cosworths looked almost

affordable: a Diamond White 3578-miler and a 22,700-mile car in Moonstone Blue, both standard three-doors (and thus far more commonplace than the RS500), they still achieved £47,250 apiece.

Other Blue Oval offerings included a 13,200-mile 1996 Escort Cosworth that made £51,750, as well as a magnificent 1973 Escort Mexico that had undergone a £30k restoration. The latter was stunning in its original Daytona Yellow and changed hands for £50,625.

One of the most tantalising non-Ford lots was a 1985 Renault 5 Turbo 2. One of 200 Type 8221

evolution versions, it had spent three decades with its first owner and, although in need of restoration following a long period in storage, achieved £55,125.

Continuing the performance theme, an ex-Mike Hailwood 1966 Iso Grifo GL 350 – one of only 26 right-hookers – drew a lot of interest, the gorgeous Chevy-powered GT selling for £270k. A '65 Morris Mini Cooper 'S' with upgrades by Downton and Radford, meanwhile, went for £34,875, plus an original UK-supplied 1981 Porsche 911 turbo with a mere 16,092 miles recorded made £129,375.



Lotus Cortina with Jim Clark history could be yours for £200-250k

Clark cars set for FoS auction

If you're inspired by this month's cover story to pick up your own piece of Jim Clark memorabilia, head to the Goodwood Festival of Speed on 13 July, where Bonhams will offer not one but two machines with Clark history. Headlining the sale is the 1961 Aston Martin DB4GT Zagato '2 VEV', which

last changed hands for the princely sum of £3600 but is expected to top £10m when it crosses the block.

Some slightly more affordable Clark kudos comes in the form of a 1965 ex-Team Lotus Cortina, as raced by Jimmy, John Whitmore and Jack Sears (est £200-250,000). See www.bonhams.com

NICHOLAS MEE IS ON THE MOVE

After 25 years operating from premises in west London, Aston Martin specialist Nicholas Mee & Co has closed its Kensington showroom and workshop, as it prepares for the opening of an all-new site north of the capital. The multi-million pound, two-acre development in rural Hertfordshire will officially open its doors in September, and will enable the business to expand its range of in-house services. Find out more at www.nicholasmee.co.uk



Auction diary

JUNE

7 DVCA Athelhampton House, Dorset 01963 363353; dvca.co.uk

9 Morris Leslie Errol Airfield, Perth 01821 642574; morrisleslie.com



ACA has this 2012 aluminium-bodied ASM DBR1 Evocation up at £95k-110k

16 ACA King's Lynn, Norfolk 01553 771881; angliacarauctions.co.uk

16 Oldtimer Galerie Toffen Zurich, Switzerland oldtimergalerie.ch/en/

17 Charterhouse Footman James Bristol Classic Car Show 01925 812277; charterhouse-auction.com

20-23 Barrett-Jackson CT, USA 001 480 421 6694; barrett-jackson.com

22-23 Mecum Portland, USA 001 262 275 5050; www.mecum.com

23 Bonhams Den Hartogh Sale, The Netherlands 020 7468 5801; www.bonhams.com/motorcars

23-24 RM Sotheby's Dingman Collection, Hampton, USA 001 800 211 4371; www.rmsothebys.com



This '61 Ford Falcon is in Brightwells' sale at C&S's Bicester Heritage show

24 Brightwells The Classic & Sports Car Show in association with Flywheel, Bicester Heritage 01568 611122; www.brightwells.com

JULY

7 Artcurial Le Mans Classic, France 0033 42 99 2056; artcurial.com

7 Historics Brooklands, Surrey 01753 639170; www.historics.co.uk

5-7 Richard Edmonds near Chippenham, Wilts 01249 444544; www.richardedmondsauctions.com

ANGLIA CAR AUCTIONS

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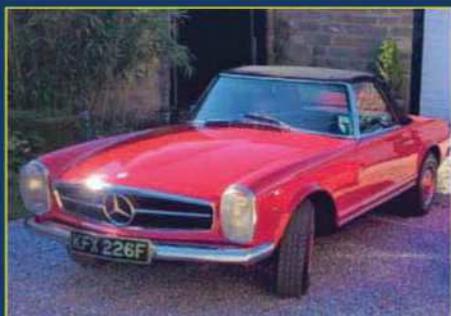
**2012 ALUMINIUM BODIED
ASM DBRI EVOCATION**

GUIDE PRICE:
£95,000 - 110,000



1991 LOTUS CARLTON OMEGA

GUIDE PRICE:
£43,000 - 48,000



**1968 MERCEDES-BENZ
280SL PAGODA AUTO**

GUIDE PRICE:
£75,000 - 85,000



1990 ERA MINI TURBO

63 miles from new

GUIDE PRICE:
£29,000 - 35,000



1934 MORGAN SPORTS

GUIDE PRICE:
£29,000 - 34,000



ALL ENTRIES CAN BE VIEWED ON OUR WEBSITE

EUROPEAN HIGHLIGHTS

CAR	YEAR	CONDITION	SALE	PRICE
Alfa Romeo 6C-1900 Gran Turismo Spider	1933	exc/restd/replica body	RM Sotheby's	£454,800
Alfa Romeo 8C Competizione lhd	2008	supb/lm/oo	RM Sotheby's	£192,280
Alfa Romeo 1900 Trg coupé lhd	1953	exc/restd	Bonhams	£364,320
Alfa Romeo Giulia Spider Veloce lhd	1964	vg/restd (o)	Bonhams	£64,768
Alfa Romeo Giulia SS lhd	1964	vg/mechanically rebuilt	RM Sotheby's	£91,080
Alfa Romeo Giulietta SS low-nose lhd	1959	supb/restd/fo/ghist	RM Sotheby's	£341,000
Alvis Speed 20 Charl saloon	1936	vg/refurb (o)	ACA	£25,440
Aston Martin DB6 auto	1968	f/stored/restn (s)	R Edmonds	£48,500
Aston Martin DB7 Volante auto	2002	exc/Vantage spec/lm	ACA	£26,620
Aston Martin V8 auto lhd	1972	f/v.orig/restn (s)	RM Sotheby's	£27,324
Aston Martin V8 Volante auto lhd	1988	exc/restd/fo	RM Sotheby's	£192,280
Austin 12/4 Ivor saloon	1929	vg/restd (o)	R Edmonds	£12,650
Austin 12/4 Strachan taxi	1936	f/restd (o)	R Edmonds	£14,300
Austin 12/4 Windsor	1927	g/restd (o)	R Edmonds	£11,000
Austin 1000 8cwt van	1972	exc/recomm	ACA	£8427
Austin A90 Atlantic fhc	1952	vg/restd (o)	R Edmonds	£14,300
Austin Mini Moke	1967	exc/restd	RM Sotheby's	£17,250
Austin Seven	1938	g/restd (o)	SWVA	£5670
Austin Seven Gordon England Cup	1928	vg/restd (o)/gh	ACA	£21,730
Austin Seven RN	1932	exc/fo	Brightwells	£7425
Austin Seven Swallow	1929	g/mechanically rebuilt	R Edmonds	£44,000
Austin-Healey Sprite Mkl	1960	exc/restd/mods	Brightwells	£15,950
Austin-Healey Sprite Mkl lhd	1960	f/restn (s)/ex USA	ACA	£7208
Austin-Healey Sprite MklV	1968	p/restn (m)	Brightwells	£880
Autobianchi Bianchina trasformabile	1959	exc/restd	Bonhams	£15,180
Bedford Chevanne	1978	exc/restd	H&H	£5850
Bedford HA 110 van	1979	exc/restd/lm	H&H	£9506
Benetton B192 F1	1992	exc/refurb/hi	RM Sotheby's	£717,200
Bentley 8 Litre sports tourer	1931	exc/restd (o)	Bonhams	£652,666
Bentley MkVI	1949	f/Dutch history	ACA	£10,812
Bentley R-type	1954	vg/restd (o)	Brightwells	£34,100
Bentley S3 Continental MPW dhc	1964	vg/restd (o)/gh	RM Sotheby's	£126,500
Bentley Turbo R	1993	vg/fsh	Barons	£11,000
BMW 2000 CS lhd	1968	exc/restd	Bonhams	£18,216
BMW 2002 turbo lhd	1974	exc/restd	Bonhams	£89,056
BMW 635CSi Group A racer	1983	vg/refurb/hi	RM Sotheby's	£261,000
BMW Isetta 300	1963	vg/restd/fo	Brightwells	£13,420
BMW Z8+hdtp lhd	2001	supb/orig/lm	RM Sotheby's	£212,300
Borgward Isabella Coupé	1965	vg/p.restd/fo	ACA	£11,660
Bristol 403	1953	vg/restd (o)	SWVA	£47,520
Bugatti EB110GT	1993	exc/lm/hi	Bonhams	£531,300
Bugatti Veyron 16.4 GS Vitesse lhd	2015	supb/vlm	RM Sotheby's	£1,154,150
Buick Four tourer	1925	f/recomm (s)/gh	SWVA	£11,880
Chevrolet Bel Air coupe 265 auto	1957	vg/restd	SWVA	£24,840
Chevrolet Corvette	1960	supb/restd	RM Sotheby's	£291,500
Chevrolet Corvette 500 auto	1978	vg/v.orig	R Edmonds	£20,900
Chrysler Newport coupe	1966	g/refurb (o)	SWVA	£14,373
Chrysler Town & Country convertible	1947	vg/restd (o)	RM Sotheby's	£116,380
Citroën 2CV Dolly	1987	exc/fo	Brightwells	£4400
Citroën 2CV Sahara 4x4 lhd	1962	vg/restd	Bonhams	£60,720
Citroën DS21 Décapotable lhd	1969	supb/restd	RM Sotheby's	£161,720
Daimler DB18 Consort	1951	exc/restd (o)	ACA	£9070
Daimler Majestic V12	1995	exc/gh/lm	ACA	£9540
Daimler SP250+hdtp	1960	supb/restd	H&H	£43,313
Datsun 240Z lhd	1971	vg/refurb/ex USA	Brightwells	£24,200
Delahaye 135M Chap cabriolet	1950	exc/restd (o)	Bonhams	£273,240
De Tomaso Pantera GT5 lhd	1984	exc/restd	RM Sotheby's	£121,440
Dodge Viper GT2	1998	exc/lm	RM Sotheby's	£82,984
Ferrari 195 Inter Ghia	1950	exc/restd (o)	RM Sotheby's	£519,200
Ferrari 250GT Boano lhd	1957	supb/restd	RM Sotheby's	£746,900
Ferrari 250GT S2 PF cabriolet	1962	supb/restd	RM Sotheby's	£1,489,400
Ferrari 250GT lhd	1963	vg/refurb (o)/gh	Bonhams	£333,960
Ferrari 275GTB lhd	1966	supb/restd	RM Sotheby's	£1,885,400
Ferrari 308GT4	1975	vg/sh/engine rebuilt	Brightwells	£30,580
Ferrari 308GT5 lhd	1978	vg/lm/hi	RM Sotheby's	£237,050
Ferrari 328GTS Conciso Micha concept	1993	vg/hi	RM Sotheby's	£96,140
Ferrari 330GT 2+2 S2 lhd	1967	vg/restd (o)	Bonhams	£192,280
Ferrari 330GTC lhd	1967	exc/restd	RM Sotheby's	£420,200
Ferrari 360 Challenge lhd	2001	exc/gh	RM Sotheby's	£50,600
Ferrari 360 Challenge Stradale lhd	2003	exc/hi	RM Sotheby's	£162,800
Ferrari 360 Modena Spider	2001	exc/fsh/lm	ACA	£59,000
Ferrari 360 Modena	2002	exc/repainted/gh	ACA	£59,360
Ferrari 365GT4 BB lhd	1974	vg/v.orig/hi	Bonhams	£293,480
Ferrari 456GT lhd	1995	exc/lm/fo	RM Sotheby's	£74,888
Ferrari 512BBi lhd	1984	exc/lm	RM Sotheby's	£184,000
Ferrari 550 Maranello	1999	exc/vlm	Bonhams	£116,380
Ferrari 575 Superamerica HGTC	2006	supb/oo	RM Sotheby's	£756,80
Ferrari 599GTO lhd	2011	supb/lm/oo	RM Sotheby's	£598,400
Ferrari Dino 246GT lhd	1971	vg/gh/hi	RM Sotheby's	£232,100
Ferrari Dino 246GTS lhd	1974	vg/v.orig/lm	RM Sotheby's	£469,700
Ferrari F1/87	1987	vg/stored/hi	Bonhams	£586,666
Ferrari F430 Challenge racer lhd	2007	exc/hi	RM Sotheby's	£111,320
Ferrari F430 GTC racer lhd	2006	vg/refurb (o)/hi	RM Sotheby's	£449,900
Ferrari Testarossa lhd	1988	exc/refurb	Bonhams	£70,840
Fiat 125 Special	1971	g/stored/recomm	Barons	£5390
Fiat 500 Marie Hol beach car lhd	1979	exc/restd	Bonhams	£30,360
Fiat 500N lhd	1959	exc/restd	RM Sotheby's	£21,275
Fiat 508CS Balilla fhc lhd	1935	exc/restd	RM Sotheby's	£336,050
Fiat 600D Multipla lhd	1965	exc/restd	Bonhams	£23,782
Fiat 850 Coupé lhd	1969	vg/restd	ACA	£5724
Fiat Autobianchi 500 Giardinera	1971	g/restd (o)	Bonhams	£8602
Fiat Dino 2400 Spider lhd	1970	vg/refurb	Bonhams	£95,128
Fiat X1/9 Gran Finale	1989	supb/vlm	ACA	£16,112
Ford Anglia 105E	1968	vg/v.orig/fo	SWVA	£7182
Ford Capri 2.0S	1984	exc/vlm	ACA	£16,960
Ford Capri 280 Brooklands	1973	vg/restd (o)/mods	ACA	£21,200
Ford Consul Capri GT	1963	supb/restd (o)	H&H	£21,094
Ford Escort RS2000	1979	vg/refurb/ex South Africa	ACA	£19,080



RM Sotheby's fabulous Alfa 6C-1900, wearing replica GT Spider body, fetched £484,800



Smart R-type Bentley at Brightwells, £34k



ACA's part-restored Borgward hit £11,660



Fabulous '47 T&C Chrysler, RM, £116,380



Panteras still seem good value: £121k GT5



Neat 328-based Ferrari concept car, £96k



Cute Fiat 850 looked good for £5724, ACA



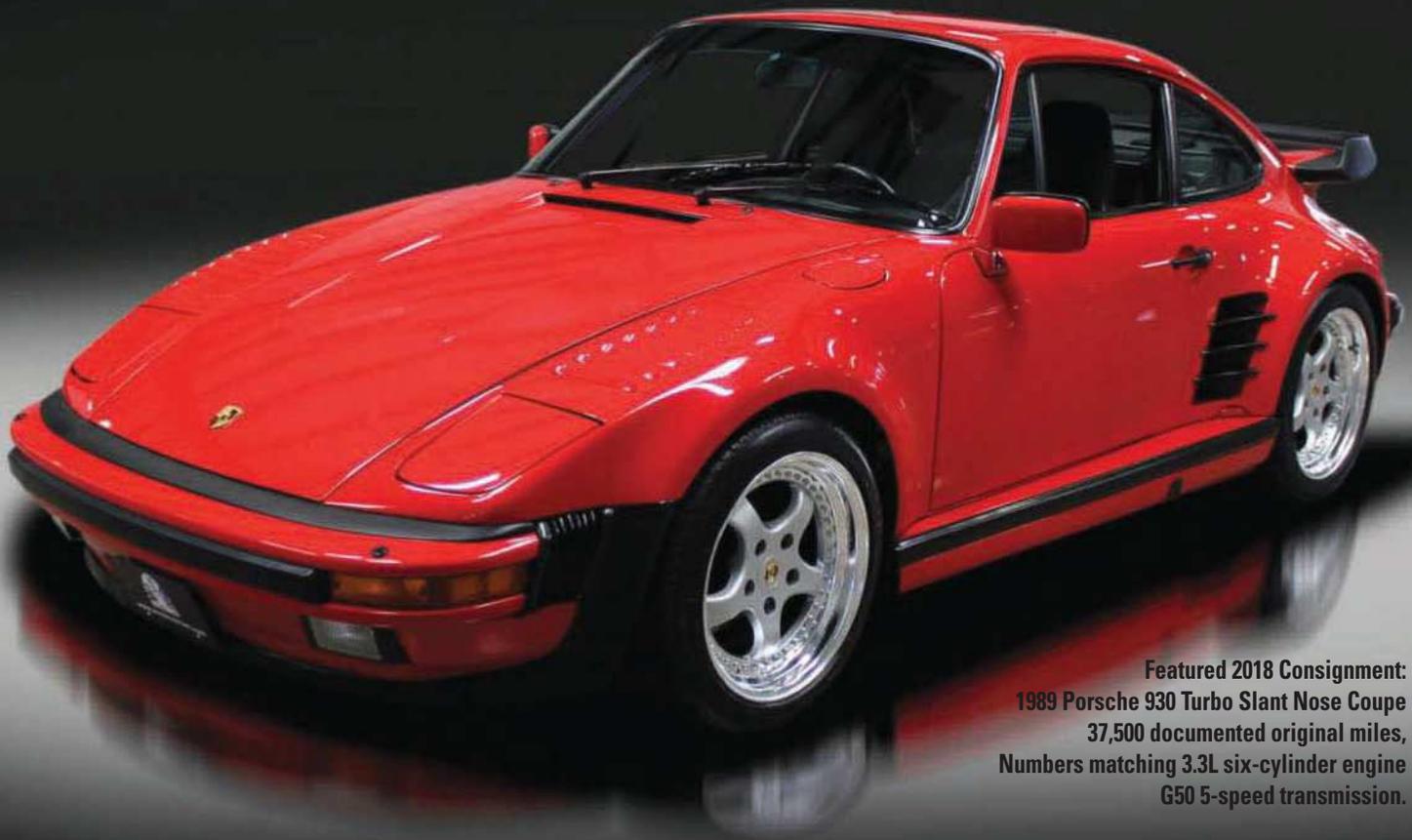
1950 Ford V8-Pilot at SWVA's Poole sale had been subject of an older restoration, £7830

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G50 5-speed transmission.



at Owls Head Transportation Museum, Owls Head, ME



EUROPEAN HIGHLIGHTS

CAR	YEAR	CONDITION	SALE	PRICE
Ford Escort RS2000 replica lhd	1978	exc/restd/hi	ACA	£14,840
Ford Escort RS Turbo	1989	f/stored/restn(s)	ACA	£6784
Ford Mustang 289 lhd racer	1966	vg/restd/mods	RM Sotheby's	£45,540
Ford Thunderbird 292 convertible auto	1956	g/restd(o)	SWVA	£21,600
Ford V8-Pilot	1950	g/refurb(o)	SWVA	£7830
Ginetta G15	1973	vg/mods	Brightwells	£10,120
Horch 853A cabriolet lhd	1939	supb/restd	Bonhams	£344,080
Humber Hawk estate	1962	p/restn(m)	Brightwells	£770
Humber Hawk estate	1966	p/restn(m)	Brightwells	£220
Humber Super Snipe MkIII	1952	vg/restd(o)	ACA	£9540
Jaguar E-type S1 3.8 fhc lhd	1963	f/restn(s)	SWVA	£45,360
Jaguar E-type S1 3.8 fhc lhd	1966	f/p.restd/dismantled	Barons	£45,650
Jaguar E-type S1 3.8 lhd	1962	supb/restd	RM Sotheby's	£202,400
Jaguar E-type S1 4.2 fhc	1965	g/refurb(o)/gh	ACA	£64,660
Jaguar E-type S2	1968	p/restn(m)	SWVA	£24,300
Jaguar E-type S3	1973	exc/refurb/gh	ACA	£83,740
Jaguar Mk2	1960	exc/restd/Nissan diesel engine	SWVA	£29,970
Jaguar Mk2 3.8	1966	g/restd(o)	Barons	£22,550
Jaguar Mk2 3.8 lhd rally	1962	exc/restd(o)/mods	Bonhams	£32,384
Jaguar Mk2 3.8 rally	1963	f/refurb(o)/mods	ACA	£48,760
Jaguar MkVII	1954	vg/repainted/retrim/ex US	Brightwells	£24,200
Jaguar SS100 2½-litre	1937	exc/restd	RM Sotheby's	£217,250
Jaguar XJ6 S1 4.2	1971	exc/v.orig	Barons	£7700
Jaguar XJ-S Lister 6.0	1988	exc/lm/oo	ACA	£37,100
Jaguar XJ-S V12 convertible	1989	exc/gsh/fo	ACA	£18,550
Jaguar XK120	1951	f/restn(s)	ACA	£46,640
Jaguar XK120 lhd	1954	exc/restd	R Edmonds	£82,500
Jaguar XK140 SE fhc lhd	1955	exc/restd(o)	RM Sotheby's	£75,900
Jaguar XK140 SE Mich fhc lhd	1955	f/restn(m)	Bonhams	£313,720
Jaguar XK150	1958	p/restn(m)	ACA	£32,860
Jaguar XK150 dhc	1958	exc/restd	ACA	£87,980
Jensen C-V8 MkIII	1965	vg/fo/g.hist/refurb	Brightwells	£31,900
Jordan 199 Mugen-Honda F1	1999	vg/refurb(o)/hi	RM Sotheby's	£212,300
Lagonda 2-litre special	1930	g/ex saloon/non runner	SWVA	£89,640
Lagonda LG45 saloon de ville	1937	p/restn(s)	ACA	£41,870
Lamborghini Diablo GT lhd	1999	supb/vlm	RM Sotheby's	£737,000
Lamborghini Huracán lhd	2018	supb/hi/ex Pope Francis	RM Sotheby's	£712,250
Lancia Augusta fhc	1934	g/restd(o)	RM Sotheby's	£28,336
Lancia Aurelia B20GT S2 lhd	1952	g/mechanically rebuilt	RM Sotheby's	£70,840
Lancia Aurelia B245 PF Convertible	1956	exc/restd/gh	Bonhams	£253,000
Lancia Fulvia Coupé 1.3S S2 lhd	1971	vg/refurb/ex Italy	ACA	£14,310
Land-Rover Sil+hdtp	1960	vg/restd	R Edmonds	£10,560
Lotus Carlton	1993	exc/gh	H&H	£39,375
Lotus Elan +2S 130	1974	vg/stored/recomm	ACA	£16,960
Lotus Seven S2	1962	supb/restd/Ford 1340 engine	ACA	£33,920
Marcos Mantula 3.0	1993	exc/v.orig	ACA	£12,508
Maserati Ghibli SS lhd	1971	vg/restd(o)	Bonhams	£231,733
McLaren-Ford MP4/8A F1	1993	supb/restd/hi	Bonhams	£3,693,800
Mercedes-Benz 180 Ponton lhd	1956	g/sh/stored	ACA	£5936
Mercedes-Benz 190SL lhd	1961	vg/p.restd	Bonhams	£80,960
Mercedes-Benz 220 cabriolet lhd	1954	exc/gh	RM Sotheby's	£111,320
Mercedes-Benz 220SE cabriolet lhd	1959	vg/restd(o)	ACA	£53,000
Mercedes-Benz 230SL+hdtp	1965	vg/restd(o)	Barons	£51,700
Mercedes-Benz 280SL+hdtp lhd	1967	supb/restd	Bonhams	£202,400
Mercedes-Benz 300 Adenauer	1956	vg/restd(o)	ACA	£37,630
Mercedes-Benz 300D lhd	1958	vg/orig/fo	Bonhams	£31,372
Mercedes-Benz 300SL roadster lhd	1957	exc/restd(o)	Bonhams	£1,072,770
Mercedes-Benz 500SL lhd	1989	exc/lm	Bonhams	£72,864
Mercedes-Benz 500SL+hdtp lhd	1993	exc/v.orig/lm	Bonhams	£34,408
Mercedes-Benz E500	1995	exc/restd	Bonhams	£29,348
MGA 1500	1956	exc/restd/ex South Africa	Brightwells	£21,780
MGA 1600	1960	exc/restd/ex South Africa	Brightwells	£23,100
MGA Twin-Cam	1959	vg/restd(o)	SWVA	£39,960
MGA Twin-Cam+hdtp	1959	vg/restd/gh	RM Sotheby's	£37,950
MGB	1967	exc/restd(o)	SWVA	£10,800
MGB GT	1966	f/restd(o)/recomm(s)	SWVA	£3400
MGC	1969	vg/restd	ACA	£18,020
MGC GT	1970	exc/restd(o)/Downton mods	Barons	£17,050
MG Metro	1985	vg/lm/sh	Brightwells	£4400
MG Metro	1987	vg/restd/mods	SWVA	£7896
MG Metro Turbo	1986	g/no history	ACA	£3922
MG Midget	1975	exc/restd/mods	H&H	£10,406
MG Midget MkIII	1973	supb/restd(o)	Brightwells	£8360
MG PA	1934	f/restd(o)/non runner	SWVA	£21,600
MG PA	1934	g/restd(o)/fo	R Edmonds	£19,800
MG RV8	1994	exc/refurb/ex Japan	Barons	£18,700
MG TA	1936	vg/mods/TB engine	Brightwells	£22,000
MG TA	1937	f/restd(o)/non runner	SWVA	£21,600
MG TD	1953	f/restd(o)/Jaguar 3.4 engine	R Edmonds	£7700
MG TF	1954	exc/restd	H&H	£30,938
MG TF	1954	supb/restd(o)	Brightwells	£27,500
Mini 1275GT with trailer	1972	g/stored/restd(o)	SWVA	£16,740
Mini 1293 Mk1	1974	vg/restd/mods	SWVA	£11,610
Mini Clubman	1977	vg/vlm/fo	Brightwells	£7700
Mini Moke lhd	1987	vg/restd(o)	Bonhams	£19,228
Morgan Plus 4	1956	vg/restd(o)/ex South Africa	H&H	£24,750
Morris 1000 pick-up	1971	supb/restd	R Edmonds	£14,300
Morris 1000 Traveller	1969	vg/restd(o)	R Edmonds	£6930
Morris 1000 Traveller	1971	exc/restd(o)	ACA	£10,176
Morris 1000 Traveller	1960	vg/fo/g.hist	Brightwells	£6050
Morris Cowley two-seater tourer	1926	exc/restd(o)	Barons	£15,125
Morris Mini Cooper 'S' 1071	1965	exc/restd(o)/recomm	Barons	£42,900
Morris Mini Moke	1966	vg/mods	Brightwells	£12,100
Morris Mini Super Mk2	1968	g/repainted(o)	SWVA	£6048
Nash 494 B sedan	1930	exc/restd	Barons	£44,000
Opel Monza 3.0 GSE	1984	vg/lm	H&H	£6863
Opel Olympia A Coupé	1968	vg/v.orig	H&H	£4050
Porsche 356B Roadster lhd	1959	exc/restd(o)	Bonhams	£121,440



ACA's handsome '52 Humber Super Snipe MkIII went just over its lower estimate, at £9540



RM took £217,250 for fine Jaguar SS100



Bonhams' unusual Michelotti XK, £313,720



Pope's signed Lambo hit £712k in Monaco



Rebodied Lancia Augusta was just £28,336



Lovely S2 Fulvia import, £14,310 at ACA



Tidy Mini Clubman in period shade, £7700



Bargain of the month? Sweet Opel Olympia A Coupé fetched just £4050 at H&H in Buxton

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1958 Oldsmobile Super 88 Convertible



1954 Vincent HRD Black Shadow



1957 Packard Clipper Country Wagon



1949 Delahaye 135 M by Guilloré



1930 Ford A Pick-up



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THE MARKETPLACE

EUROPEAN HIGHLIGHTS

CAR	YEAR	CONDITION	SALE	PRICE
Porsche 911 2.7	1975	f/3.0 engine/restn(s)	ACA	£21,486
Porsche 911 Carrera 2.7 RS lhd	1973	vg/orig/gh	Bonhams	£506,000
Porsche 911 Carrera 2.7 RS Lightweight lhd	1973	vg/v.orig/hi	RM Sotheby's	£1,093,400
Porsche 911 Carrera RUF BTR cabriolet lhd	1994	exc/mods	RM Sotheby's	£141,680
Porsche 911 lhd	1965	supb/restd	RM Sotheby's	£261,800
Porsche 912 lhd	1967	vg/refurb/mods	Bonhams	£39,468
Porsche 914/6 racer lhd	1972	vg/restd	RM Sotheby's	£64,768
Porsche 928S auto	1986	exc/sh	ACA	£15,264
Porsche 944 turbo	1990	vg/Promax upgrade	Barons	£9900
Porsche 964 RS lhd	1992	exc/fsh/fo	Bonhams	£230,000
Porsche 993 Carrera 4S	1996	exc/fsh	ACA	£62,540
Reliant Scimitar GTE SE5	1972	vg/mods	Brightwells	£9020
Riley RME	1954	vg/restd/fo	Brightwells	£9240
Rolls-Royce Silver Spur II limousine lhd	1992	vg/lm	RM Sotheby's	£20,680
Rover Mini Cooper	1990	exc/fo	ACA	£15,476
Rover Mini Cooper lhd	1999	vg/fo	Bonhams	£10,170
Rover P4 100	1960	g/restd(o)	SWVA	£4325
Rover P4 100	1962	exc/restd	Barons	£8580
Rover P5 Mk2	1963	g/restd(o)	ACA	£12,180
Rover P5B auto	1971	vg/restd(o)	H&H	£6975
Rover P5B auto	1973	exc/lm/fo	ACA	£14,840
Rover P6 2000SC	1972	exc/restd(o)	H&H	£7513
Studebaker ER5 Standard Six Dictator lhd	1925	g/restd(o)	SWVA	£12,960
Sunbeam Imp Sport	1967	f/stored/lm	H&H	£3713
Sunbeam Rapier S2 convertible	1959	vg/repainted/lm	H&H	£11,138
Sunbeam-Talbot 90 MkII Convertible	1950	exc/restd(o)	R Edmonds	£17,050
Talbot AX65 six-light saloon	1935	vg/restd(o)/fo	Barons	£14,850
Tecno-Novamotor Ford F3	1969	vh/restd(o)/hi	Bonhams	£80,960
Toleman-Hart TG184 F1	1984	supb/restd/hi	Bonhams	£1,610,000
Triumph GT6	1971	vg/restd(o)/stored	ACA	£7632
Triumph GT6	1972	exc/restd	Barons	£17,325
Triumph GT6	1973	vg/restd(o)/recomm	ACA	£13,230
Triumph Spitfire MkIV+hdtp	1971	vg/stored/lm	ACA	£7420
Triumph Stag	1975	exc/restd(o)	Barons	£15,750
Triumph Stag auto+hdtp	1974	exc/v.orig/lm	ACA	£34,450
Triumph Stag auto+hdtp	1977	exc/restd	ACA	£17,490
Triumph TR2 short-door	1954	exc/restd/disc brakes	H&H	£21,416
Triumph TR4	1962	vg/restd(o)	ACA	£14,840
Triumph TR4A IRS+hdtp	1966	vg/gh	H&H	£19,125
Triumph TR6	1971	vg/restd(o)	ACA	£20,140
Triumph TR6	1972	exc/restd	Barons	£28,325
Triumph TR6	1972	vg/mods	Brightwells	£14,410
Triumph TR6	1972	vg/restd(o)	ACA	£31,800
Triumph TR6	1973	g/restd(o)	SWVA	£13,824
Triumph TR6+hdtp	1975	exc/restd(o)	H&H	£16,875
TVR Tuscan	2000	vg/lm	Brightwells	£22,000
Vauxhall Viva E	1975	vg/v.orig/oo/lm	Brightwells	£5500
Volvo 122S	1966	g/lm/fo	ACA	£10,070
Volvo 131	1967	f/refurb(o)	SWVA	£5397
Volvo 1800ES	1973	exc/repainted	H&H	£8887
Volvo 240GL auto estate	1987	vg/v.orig/fo	SWVA	£7896
Volvo P1800	1963	g/stored/restd	SWVA	£15,120
VW Beetle 1200	1963	g/refurb(o)/fo	SWVA	£5397
VW Westfalia camper	1974	exc/restd	ACA	£12,720

USA HIGHLIGHTS

CAR	YEAR	SALE	PRICE
Alfa Romeo Spider Veloce	1986	RM Sotheby's	£8544
Auburn Eight Custom cabrio	1932	RM Sotheby's	£67,562
Batmobile Recreation No 5	1966	RM Sotheby's	£122,100
Bentley Continental Flying Spur	2006	RM Sotheby's	£25,324
BMW M3 Lightweight	1995	RM Sotheby's	£67,155
BMW M Roadster	1999	RM Sotheby's	£11,803
BMW Z8	2001	RM Sotheby's	£107,300
Buick Riviera Gran Sport	1965	RM Sotheby's	£28,490
Buick Super convertible	1941	RM Sotheby's	£44,400
Datsun 240Z	1972	RM Sotheby's	£17,908
Cadillac Series 62 Coupe de Ville	1961	RM Sotheby's	£13,838
Chevrolet Impala Bel Air	1958	RM Sotheby's	£38,258
Chevrolet Vega Cosworth	1975	RM Sotheby's	£4395
Chrysler Town & Country convertible	1946	RM Sotheby's	£48,100
Cord L-29 cabriolet	1931	RM Sotheby's	£155,400
De Soto Fireflite convertible	1955	RM Sotheby's	£32,560
Dodge Challenger	1970	RM Sotheby's	£34,188
Ford GT	2006	RM Sotheby's	£219,780
Ford Model A pick-up	1929	RM Sotheby's	£16,280
Ford Mustang Shelby GT500 replica	1967	RM Sotheby's	£51,282
Frazer Manhattan convertible	1951	RM Sotheby's	£40,700
Jaguar XK120 SE fhc	1952	RM Sotheby's	£55,352
Maserati Quattroporte	2014	RM Sotheby's	£32,560
Mercury Cougar 428 Cobra Jet convertible	1969	RM Sotheby's	£24,420
MG TC	1949	RM Sotheby's	23,199
Oldsmobile Cutlass Supreme convertible	1967	RM Sotheby's	£19,536
Opel GT	1971	RM Sotheby's	£9972
Packard Deluxe Eight Sedan	1950	RM Sotheby's	£6919
Pontiac GTO convertible	1965	RM Sotheby's	£31,746
Pontiac Star Chief convertible	1957	RM Sotheby's	£41,921
Porsche 911T	1971	RM Sotheby's	£53,724
Rolls-Royce Phantom V touring limousine	1963	RM Sotheby's	£61,050
Shelby Cobra 289	1965	RM Sotheby's	£81,400
Sunbeam Alpine Series IV	1965	RM Sotheby's	£5902
Toyota FJ43 Land Cruiser soft-top	1970	RM Sotheby's	£22,287
Toyota FJ45 Land Cruiser pick-up	1975	RM Sotheby's	£33,781
Volvo 1800S	1965	RM Sotheby's	£22,292

Unless indicated otherwise, most cars were lhd. Exchange rate used to establish Sterling equivalent was \$1 = 75p



Unusual to see a Scimitar on wires, looking smart in a muted shade: £9020 at Brightwells



Edmonds' sweet Sunbeam-Talbot, £17,050



Triumph TR4A stopped just short of £20k



£22k bought Brightwells' bold TVR Tuscan



Fine '73 Volvo 1800ES was £8887 at H&H



Cossie-tweaked Chevy Vega was £4395, RM



Just shy of £10k for '71 Opel GT in Indiana

SALE RATES AND STATISTICS

ACA, Cattlemarket, King's Lynn, Norfolk, 14 April: 6% buyer's premium, 200 cars sold of 256 offered - 78% sale rate, £2.13m sale total; Richard Edmonds, Allington, Chippenham, Wiltshire, 14 April: 10%, 47/80 - 59%, £561,116; Barons, Sandown Park, Surrey, 21 April: 10%, 43/64 - 67%, £506,035; H&H, Pavilion Gardens, Buxton, Derbyshire, 25 April: 72/134 - 54%, £614,196; SWVA, Poole, Dorset, 27 April: 8%, 72/76 - 95%, £739,280; RM Sotheby's, Auburn Auction Park, Indiana, USA: 10%, 199/280 - 71%, £4.37m; Bonhams, Villa La Vigie, Monaco, 11 May: 15%, 41/53 - 77%, £12.75m; RM Sotheby's, Grimaldi Forum, Monaco, 12 May: 15%, 57/85 - 67%, £20.1m; Brightwells, Leominster, Herefordshire, 16 May: 10%, 86/157 - 55%

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Btn - Bertone; Charl - Charlesworth; Chap - Chapron; Dr - Drauz; Gh - Ghia; Hol - Holiday; Kar - Karmann; Micha - Michalak; Mich - Michelotti; MPW - Mulliner Park Ward; PF - Pininfarina; Trg - Touring

CONDITION GUIDE KEY

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; lm - low mileage; vlm - very low mileage; del miles - delivery miles; oo - one owner; fo - few owners; p - poor; refurb - refurbished; renov - renovated; restd - restored; p.restd - partially restored; restn - requires restoration; (o) - older; (s) - straightforward; (m) - major; repaint - repainted; compl - complete; inc - incomplete; to - taxes owing; not reg - not UK registered; recomm - requires recommissioning



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ROVER MINI

Buy well, and the swansong of Britain's best-selling motoring icon makes a great everyday classic

WORDS MALCOLM MCKAY PHOTOGRAPHY TONY BAKER



The launch of the Metro – which was meant to replace the Mini – led to the 22-year old legend being reduced to just three 1000 models: the base City, the upgraded HL and the HL Estate, the last retaining the Clubman front end. It gained the A+ engine and improved transmission of the Metro and, while it was out of date in many respects, *Motor* concluded: “Its combination of diminutive dimensions, panoramic visibility, eager engine, snappy gearchange and scampering manoeuvrability still make it a cheekily effective town car which is great fun to drive.”

Vans and pick-ups were still built for fleets, and Moke production carried on in Australia, then Portugal from 1984. The Mini continued to make profits during the dark BL days, and demand, especially in Japan, kept it alive.

Under the revamped Rover Group, the Mini finally got the attention it deserved and progressively became a bespoke car, with a multitude of special editions, some only for export: Sprite (1983); Mini 25 ('84); Ritz ('85); Chelsea and Piccadilly ('86); Park Lane and Advantage ('87); Designer, Red Hot, Jet Black, Belfast and

Brighton ('88); Racing, Flame, Rose, Sky and 30 ('89); Cooper, Racing Green, Checkmate and Studio 2 ('90); Neon, Cabriolet, After Eight and Twinings ('91); British Open Classic, Italian Job and Woodbury ('92); Rio, Tahiti, Cosmopolitan and Silverstone ('93); Monte Carlo, Cooper Grand Prix and 35 ('94); Sidewalk, Tartan and Silver Bullet ('95); Equinox, Kensington and Blue Star ('96); Cooper S Touring and Sports 5 ('97); Paul Smith, Cooper Sports LE, Monza, Brooklands and Lapagayo ('98); 40, Cooper S Works and John Cooper ('99); Classic Se7en, Classic Cooper, Classic Cooper Sport, Knightsbridge and Cooper Sport 500 (2000).

John Cooper, then a Honda dealer, began selling Cooper upgrades to Japan in the late '80s and making special-edition Coopers, prompting Rover to bring it back in 1990 first as a limited edition, then a production model. John's tuned cars continued as the Cooper S.

Minis are still actively raced in series such as Mighty Minis, Mini 7 and Mini Miglia, and they have an enormous following with superb spares availability, clubs and forums. Unfortunately, rot can be even worse than on early cars, so checking for this – and for the quality of past repairs – is the number-one priority when buying.

Trouble spots

FRONT INNER WINGS Esp front/rear corners

FRONT VALANCE & WINGS Rust, especially around/below the headlights, and rear seam

FLOORS AND SILLS Both inner and outer

RADIATORS Moved from the side to the front in 1996; check for leaks, signs of overheating or water and oil mixing

BOOT FLOOR Shock mounts; spare-wheel well

SCUTTLE/BULKHEAD PANELS Check around the A-posts and base of the windscreen

REAR WINGS Esp under plastic extensions

SUBFRAME MOUNTS Look at the front and rear mounts for signs of serious rot

REAR VALANCE Check around bootlid mounts



Many cars sold to Japan – such as this modified 35th Anniversary Edition – have since made their way back to the UK. Right: interior is plush by Mini standards



The remote **gearchange** that arrived in 1973 was much improved and allowed the fitment of Jack Knight's five-speed conversion, a desirable option (standard on Cooper S Works models). All Minis had 12in wheels from 1984, which were considered to give the best handling, with 13in rims on late Sports Pack cars



The stronger **A+ engine** was unleaded-compatible from '89 (earlier engines will need hardened valve seats, c£300 exchange). Look for heavy breathing (remove the oil filler cap, also checking for emulsion indicating water contamination) and blue smoke; knocking from the bottom end indicates that a rebuild is needed



The SU carb gave way to single-point **fuel injection** on Coopers in '91, and multi-point on all models in '96. They are reliable, but not readily tunable



A vast range of **trim** options was offered; some materials are available, some aren't, so check supply before you buy if originality is important



The full-width **dashboard** was miles away from early Mini simplicity (only the '80s City still had a central speedo); check for damp damage to the wood



Suspension balljoints wear and subframe mounts go hard with age, but rot is the main priority: later cars were more rust-prone than early ones



1970 Porsche 911T Targa
Guide Price: £50,000 - £60,000



1928 Citroen B14G

Guide Price: £8,000 - £10,000



1952 Austin A125 Sheerline

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2005 Bentley Continental GT

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1979 Mercedes 280 SE

Guide Price: £10,000 - £12,000

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Flared arches cover later cars' fatter rubber, giving the Mini even higher cornering potential – but it all adds weight, which can hit performance

On the road

Additional equipment and soundproofing mean that late Minis are heavier than their predecessors, and modern emissions requirements made things worse – though fuel injection went some way to restoring the balance and John Cooper got useful performance out of his Cooper S models. All Minis still have sharp handling and should feel like motorised rollerskates – this unique blend of superb steering feel and great cornering endeared them to a new generation of owners. A car that doesn't feel sharp definitely needs attention – though parts are inexpensive so it shouldn't be a deal-breaker: body condition is far more important. Brakes should be effective; if not, rebuilding is straightforward. Clicking on cornering is a worn CV joint (£31 to replace).

A thump on taking up/lifting off drive indicates worn engine stabiliser bushes: it's easily sorted, but if neglected can cause costly damage to components being hit or twisted under the bonnet. Oil leaks are common, but are now an MoT fail if drips are present so will need rectifying. Many cars have been modified, so verify what you're buying is what it claims to be, and check the engine number against the V5 and online: A+ 998s start '99H', 1275s start '12A'.

The transmission was also strengthened for the Metro and even the auto (three-speed from 1992) can be fun to drive; check that both change gear cleanly. An exchange reconditioned manual gearbox is £600-722, while Hardy Engineering will rebuild an automatic for around £2000.

Owning one



"I bought my 35th Anniversary Edition Mini in 2016," says **Aviv Screwvala**. "I wanted right-hand drive with air-con and no rust – everything else on a Mini can be fixed. It's a 1996 car that had only done 55,000 miles

with one owner in Japan. Most Japanese Coopers were autos, but this is a manual and came with a full service history. It had been converted to soft coilovers but I put it back to original rubber suspension. I was curious about what it meant to drive the most iconic British car – I think it gives me street cred. My fiancée wasn't keen before, but now she loves it. Driving the Mini in London instantly transforms you into a celebrity – I feel like a pseudo rock star! You form an emotional attachment – that's the key; I've been offered double what I paid for it, but I can't sell it."

"I was curious about what it meant to have the most iconic British car – driving it in London turns you into a rock star!"

Alternatives



FIAT PANDA 1980-2003, c4,500,000 built
Giugiaro's answer to the Mini was a beacon of rugged simplicity, with beam axle, leaf springs and 652-1108cc engines. Gaining popularity, led by the 4x4 (above). **Price now** £500-3000

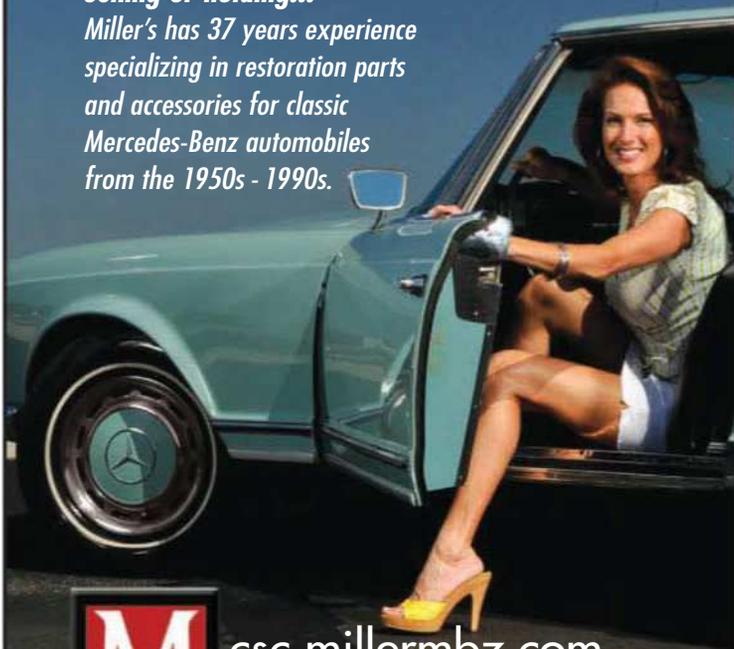


PEUGEOT 106 1991-2003, 2,798,200 built
Launched as a three-door with 1.0/1.1 carb engines, the 106 soon got fuel injection, a five-door option and bigger units. No-frills Rallye (above) is a Cooper rival. **Price now** £150-5000

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The knowledge

TIMELINE

1980 MkIV Mini: 1-litre A+ engine/box, 7.5-gal tank, tartan trim; City, 1000HL and Estate
1982 Estate build ends; City E/1000HLE added, with high compression/final drive; HLE replaced by Mayfair in Sept, with headrests & tinted glass
1984 MkV: 12in rims, wide arches, front discs
1989 Engines become unleaded-compatible
1990 MkVI: 998cc engine discontinued, all Minis get 1275cc (52bhp); Cooper reintroduced first as special edition then production model, with 1275cc, 61bhp, Minilites; ERA Turbo with 96bhp
1991 John Cooper reintroduces Cooper S with 78bhp; single-point fuel injection for Cooper 1.3i (63bhp) and Si (77bhp, 10.2 secs 0-60mph)
1992 City becomes Sprite, with Metro-type seats; Mayfair Cabriolet added (c300 built)
1993 Mayfair gets wood dash & leather seats
1996 MkVII: all get 63bhp, multi-point injection, electronic management, airbag, pre-tensioners, side-impact beams, higher final drive, two-speed heater, optional 13in alloys; John Cooper offers S/S Works (90bhp, 102mph, 8.9 secs 0-60)
1997 Sports Pack and Chrome Pack options
2000 Mini production ends in October

FACTFILE

Sold/number built 1980-2000/779,035
Construction steel monocoque
Engine all-iron, ohv 998/1275cc 'four', single/twin SU carbs or single/multi-point injection
Max power 39bhp @ 4750rpm-63bhp @ 5500rpm **Max torque** 50lb ft @ 2500rpm-70lb ft @ 3000rpm
Transmission four-speed manual or four/three-speed automatic, FWD **Suspension** rubber-cone springs, telescopic dampers, front transverse arms, tie rods; rear trailing arms
Steering rack and pinion
Brakes 7in drums (8 $\frac{1}{2}$ in front discs from '84)
Length 10ft-10ft 1in (3050-3068mm)
Width 4ft 7 $\frac{1}{2}$ in-5ft 1in (1410-1560mm)
Height 4ft 5in (1346mm) **Wheelbase** 6ft 8in (2032mm) **Weight** 1331-1606lb (605-730kg)
0-60mph 18-13.2secs
Top speed 81-90mph **Mpg** 30-45
Price new £5330/7150 (Sprite/Cooper, 1992)

CLUBS

British Mini Club 01384 897779
Mini Cooper Register www.minicooper.org

SPECIALISTS

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WHAT TO PAY

	City/Cooper/Cooper S
Show/rebuilt	£10,000/18,000/25,000
Average	£4000/6500/14,000
Restoration	£1000/2500/7000

OUR VERDICT

The Mini is a motoring icon worldwide: any model from a base 1980 1000 City to a last-of-the-line Cooper S is a ticket to fun motoring, a great fellowship of enthusiasts, smiles wherever you drive and terrific parts and repair back-up. Buy a good one, or budget for restoration and beware of extreme rot: look after a Mini and it will go on appreciating in value while you enjoy it.

FOR

The last of the 'real' Minis, with a fun factor that beat all period rivals, and late cars have all mod cons. Unparalleled parts and support

AGAINST

Late cars are 'too modern' for some, rust can be horrendous and fuel injection adds complexity



One you can buy

Asking price £9995 **Year of manufacture** 1999
Recorded mileage 52,612 **Vendor** Jai Cozzi, near Buckingham; tel: 07530 909427 (private sale)
For Massively restored, goes well and drives nicely
Against Some dashboard lacquer lifting

This MPI Cooper with Sports Pack has had extensive body repairs, though as a low-mileage car with FSH it was worth doing. Resprayed in its original Almond Green it looks a solid job, with good door fit. There are hints of surface rust, but Ziebart plugs in the sill tops are encouraging. All four jig brackets are present under the floor, though one front side has been jacked, and the tyres are well-treaded Contisport Contacts dated from 2008-2010, on unscuffed alloys.

Inside, there's a good headlining but the wooden dash lacquer is cracking. The motor wears a long centre-branch exhaust and a K&N filter. There's a working immobiliser and the SRS light correctly illuminates then extinguishes on ignition. Fire it up and there's a slightly uneven tickover; it's louder than standard thanks to that K&N and, as well as a ported head, roller rockers and double valve springs, we suspect a bumpier cam than standard because the car picks up noticeably past 4000rpm. It feels taut, with no squeaks or rattles, and steers and stops straight, with a firm brake pedal, temperature halfway up the gauge and the voltmeter reading 14.5. It will be sold with its original service slip, two sets of keys, a Haynes manual and an MoT to August.



Body work included sills, floors, arches, doors and valances



Leather is slightly baggy, the door trims a touch wrinkled



Motor is tidy rather than shiny, with clean fluids to level

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THE KNOWLEDGE

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HOW DO I GET THERE?

We'd like to encourage all enthusiasts to arrive in a classic car, and for those who pre-register there will be dedicated parking for pre-'76 vehicles (the year the RAF airfield was mothballed). There will be special areas – and rates – for pre-registered club groups (see www.classicandsportscarshow.com/clubs for information, or e-mail karen.coe@haymarket.com).

Bicester Heritage is easily accessed from the M40 (local event signs will guide you to the best junction); if you plan to follow satellite navigation, use the postcode OX26 5HA. Car parks will be signposted as you approach the venue.

Coming by train? Bicester North and Bicester Village stations are both approximately one mile from Bicester Heritage, while the nearest airports are London Heathrow and Birmingham International, each an hour's drive away.

HOW MUCH?

Booking in advance saves 15% over buying tickets on the door. One-day advance tickets are £23 (adults); £10 (children aged 5-15); and £55 (families: two adults and up to three children). Two-day tickets are also available, and all advance sales are subject to a £2 booking fee.

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CASE HISTORIES Cars for sale we've tested this month



1963 Alfa Giulia Sprint p237



1979 Fiat Ritmo 60L p244



1994 MG RV8 p265

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PICK OF THE CLASSIFIEDS Great classics you can buy

JAGUAR XK120 REP £32,500 ono

This is certainly a head-turner and is only being sold due to a forthcoming house move. It's a Jaguar XK120 replica, built back in 2011 from Nostalgia parts. Since then, it has covered fewer than 10,000 miles. For more details, call Mike on 07748 655230.



RENAULT CLIO V6 £22,500

Inspired by this month's Clio V6 feature (p134)? Then this Phase 2 version of the mid-engined hot hatch might be what you're after. It's done 59,000 miles and is claimed to be very original and in excellent condition, with extensive history. Call 01430 873806.



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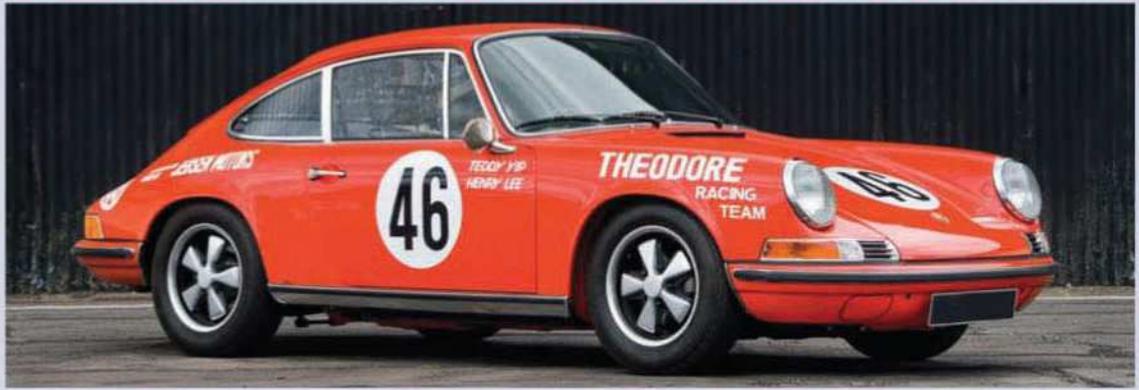


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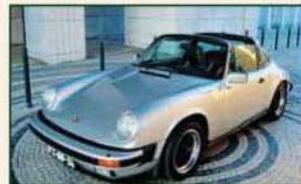
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1972 - Porsche 911 S 2.4 (oil trap), impeccable. Original electric sunroof. Matching numbers. Price - P.O.R.



1973 - Porsche 914 - 2.0, detailed high quality restoration. Still with the original books. Price - 42000 Euros



1976 - Porsche 911 Carrera 3.0 Targa, Porsche Certificate of Authenticity. Matching numbers. Price - 95000 Euros



1978 - Mercedes-Benz 230 C, impeccable, original electric sunroof. All the original books. Price - 18000 Euros



1987 - BMW M3 (E30), high quality documented restoration. Original electric sunroof. Price - 68000 Euros



1994 - Audi RS2, belts, tensioners and water pump replaced. All the factory extras. Price - 39000 Euros



1995 - Ferrari F355 Spyder, manual 6-speed gearbox. All belts, tensioners, filters and tubes replaced. Price - 90000 Euros



1996 - Bentley Continental R Coupe, 65000 km, impeccable with all the original books. Alpine stereo. Price - 79000 Euros

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Case histories

We test the classics that you can buy



ALFA ROMEO GIULIA SPRINT

Year of manufacture 1963 **Recorded mileage** 70,503

Asking price £52,000 **Vendor** Legends Automotive, Bicester Heritage;

tel: 01451 821611; www.legendautomotive.co.uk

WHEN IT WAS NEW

Price £1915 0s 3d **Max power** 91bhp **Max torque** 108lb ft
0-60mph 9.6 secs **Top speed** 107mph **Mpg** 24

This 101-series coupé is one of the few cars converted to right-hand drive when new by Ruddspeed, and still wears its Ruddspeed chassis plate, number 139. It has covered fewer than 1800 miles in the past 10 years.

The body is straight, with good paint, although both bumpers are corroded, with two small holes appearing in the rear bumper and the front one slightly speckled, and the left doorhandle's chrome is a bit pickled. Avon ZZ tyres are always a good sign, here dated 2010, on refinished wheels. Underneath, there are no leaks from the motor, transmission or rear axle, and the chassis rails are in good shape with no rust evident anywhere. The front wears a massive anti-roll bar that may not be standard.

Inside, there's quilted floor covering protected by rubber mats, along with a discreet roll-cage plus harnesses (dated to 2007) and period-looking bucket seats. There's a modern, face-off stereo, and the rear bulkhead (no back seat) has been cut for speakers. The headlining is good.

The motor is tidy, now wearing an alternator, and there's a new-looking brake servo alongside. The oil is clean and between the level marks. A previous owner added twin Weber DCOEs, making it Sprint Veloce spec, which adds about 15bhp and 15lb ft of torque. With no choke it's a little tricky to start from cold, but persist and you're rewarded with a hearty rasp from the open intakes, although there are some sock filters behind the seat. It is a beautifully balanced little sweetie to drive, with eager performance, a good gearchange and ace steering. The all-drum brakes have a fair bit of pedal travel, but they have decent bite and pull up straight and well. Oil pressure is 60-65psi at 2500rpm and over, with temperature steady at 140°F.

It will be sold with the original airbox and sundry bills (the most recent of which are from Classic Performance Engineering just around the corner), an indoor car cover, old MoT certificates and a new ticket at sale, because the old one expired at the end of May.



SUMMARY

EXTERIOR

Straight body, nice paint, some rust in chrome

INTERIOR

Mostly original and good, plus cage and harnesses

MECHANICALS

Drives really well

VALUE ★★★★★☆☆☆

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1958 Bentley S1

1958 Bentley S1 Continental with elegant 4 door coach work by JamesYoung. Finished in shell grey with blue/grey hide interior. This extremely rare James Young Continental not only sports 4 door Flying Spur delicate coach lines but also benefits from a sunroof. The Continental is supported by a comprehensive history file. Please call for information. Priced at £185,950



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1960 Bentley S2

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1972 Rolls Royce Corniche, Fixed head coupe.

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Case histories

We test the classics that you can buy



FIAT RITMO 60L

Year of manufacture 1979 **Recorded mileage** 13,337km

Asking price £5000 **Vendor** Rally Preparation Services, Witney, Oxfordshire;
tel: 01993 358009; <https://rpsrally.com>

WHEN IT WAS NEW

Price £4,608,000 **Max power** 60bhp **Max torque** 58lb ft
0-60mph 16.5 secs **Top speed** 90mph **Mpg** 32

When did you last see a rust-free Ritmo (sold as the Strada in the UK)? RPS found this in Italy, couldn't resist it and drove it back from Milan. It didn't miss a beat, the little 1049 ohc 'Brazil' motor no doubt at A-sharp all the way.

It is a timewarp car, albeit repainted in its original Grigio Jet Grey recently. There are a few runs and a couple of bubbles on top of the left front wing, plus some light surface rusting just starting on the bottom edges of the doors, but it appears entirely free from serious rot. The engine bay is incredibly clean, still with its original paint plus factory stickers, and the rubber floor mat is intact, now protected by overmats. The dashboard plastics are not warped or cracked, and the rear parcel shelf is in place. The 13,337km shown is the third time around the clock, meaning about 133,000 miles, but you'd never know.

The bad bits? The headlining is a bit wrinkled and coming adrift at the edges, though repairable, the passenger seat vinyl is split and there are a couple of cracks in the driver's seat. The left rear doorhandle is broken but there's a new one coming. There's one tiny ding in the left rear door and the front bumper moulding has a repaired crack under the right headlight. The wheels aren't original – it sits on a set of Mirafiori rims, which suit it and give a super stance – although a set of factory sculpted steels will be included. It's shod with a 2014-dated set of Nokian tyres, almost unworn, although there's no spare. It was serviced before it left Italy, so fluids are still clean and to the right levels. It's not clear if that included a cambelt, but changing it looks like a quick job.

It fires with a rasp from the exhaust but is mechanically quiet and a hoot to drive. You have to wring its neck to keep up on dual carriageways, but when it gets there it seems happy at 120-130kph. The synchros in the four-speed 'box are all good and the brakes nice and firm, although it jinks to the right when you lift off – whether from '80s-style unequal-length driveshafts or worn suspension bushes we're not sure. It's sold with MoT to August and RPS would like to turn it into a rally car – it's what they do – but we'd be tempted to leave it just as it is.



SUMMARY

EXTERIOR

Fresh paint with a few runs and a little underside surface rust

INTERIOR

Floor mat intact; seats and headlining repairable

MECHANICALS

Tiny ohc motor feels indestructible; some torquesteer

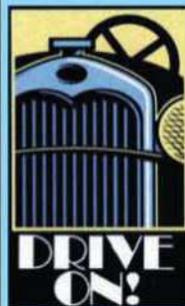
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1973 Porsche 911 RS Coupe: Jade Green/Black.



1989 Porsche Speedster: All original w/ 19k miles.

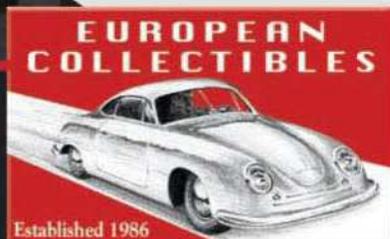


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Below, 1964/2014 SHELBY AMERICAN 50TH ANNIVERSARY COBRA. True "continuation car" built to original homologated specs, chassis nr CSX7963. Current MSA HTP, all the right bits and on the pace.

Left, GT40 MKV. Chassis #1094, Mathwall 289 on injection, removable door tops, wonderful condition, UK road registered and very usable, spectacular.

Right, 427 COBRA. Chassis #CSX 3315, correct S/C specs, Peter Knight 427, current HTP, Show condition ready for road or race.



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Porsche 928 GTS, 1994, manual, RHD, silver/black, 118,000 mls. Documented service history. **£85,000**



Mercedes-Benz 420 SL, 1988, dark blue/grey, 75,000 mls. FSH, fitted hard top. **£35,000**



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Extensive mechanical overhaul just completed by Ferrari specialists including engine, suspension, steering, brakes, electrics, fuel system, cooling system. Carburetors rebuilt, new clutch, flywheel, tyres and exhaust system.

History file including old California title copy, current UK V5 registration document and MoT certificate, invoices. Originally Oro Chiaro (Italver 19410M), a rare Ferrari colour of light gold metallic, with black leather, changed to red with tan around 1988.

Excellent condition throughout, believed to have covered only 25,500kms from new, and one of only 350 built of the final model in the 250GT series.

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WHEN IT WAS NEW

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0-50mph 12.6 secs **Top speed** 104mph **Mpg** 16

This Lagonda, still wearing its original – and very elegant – in-house, Frank Feeley-designed body, wasn't registered until 1937, so may have been a dealer demonstrator before being sold to the first owner.

From 1969 until 2004 it was in Canada, then repatriated by Andrew Brackenbury, a distant relative of Charles Brackenbury, the garage owner and former Lagonda works driver. It was restored between then and 2007 by Trevor Hirst, returning to its original colour of silver with blue upholstery and hood (which was the final item, costing £4k). Although it was subsequently toured all over Europe it remains in splendid order; body, chrome and paint are all excellent, with a couple of light dings in the headlights under the plating. The tyres are Ensigns with plenty of tread and don't look very old.

The leather is lightly creased, instruments are all good and matching, and the windscreen folds flat, a nice touch which exposes the aeroscreens. There's a Clayton heater under the dashboard, too, and a tonneau cover in the boot.

The motor, which is one of the first WO Bentley-improved Sanction 3 Meadows 4½s, is clean with no apparent leaks and completely standard apart from the addition of an electric fan in 2010. The double-ended SU fuel pump looks fairly new. Coolant is up to the top of the radiator and the oil is cleanish.

It starts easily, with a hand throttle to aid warming through, and is easy to conduct, although at low speeds the steering is a touch ponderous, soon getting lighter as you accelerate. It's still got a centre throttle, but the synchro gearbox means one less thing to concentrate on. There's plenty of torque from low revs (the rev counter didn't work when we drove it) and it's very smooth and quiet. The brakes pull to the left a little and the semaphore indicators don't work, but there are flashing indicators. The ammeter shows charge and oil pressure is almost 60psi when warm, with the temperature gauge just cracked off the stop. It will be sold with a large history file, including period photos, plus a record of the restoration and a Lagonda Club instruction book.



SUMMARY

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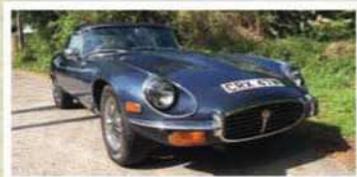


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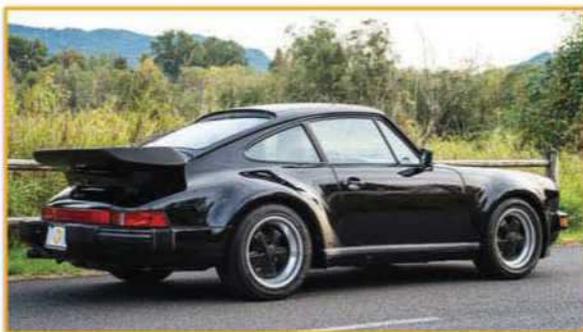
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ASTON MARTIN DB5 COUPE, 1965, California Sage Green/Tan, Recent cosmetic restoration, Fully serviced, Concours condition, Original LHD, 5-speed manual, Factory air conditioning. **\$P.O.A.**



ASTON MARTIN V8 VOLANTE, 1985, Litchfield Black met. /Black/Black Everflex top, 35,000 miles from new, Auto trans., Previous Aston collector ownership, Recent bare metal repaint to concours standards, Superb in every way. **\$219,500.00**



TOYOTA 2000GT, 1967, Bellatrix Yellow/Black, 1 of 84 factory LHD, Recent concours repaint, Engine rebuild, NOS wheels, Superb provenance having been in the ownership by widely acknowledged Toyota 2000GT authorities Robert Tkacik and Peter Starr. **\$P.O.A.**



FERRARI 246 GTS DINO, 1972, Marrone/Tan, 22,000 MILES FROM NEW!, Documented by Massini, Recently serviced, One of the finest Dino's in existence. **\$P.O.A.**



FERRARI 365 GT 2+2, 1969, Blue Sera/Red, Restored, 5-speed manual, Factory air conditioning, Factory tools and jack, Documented by Massini. **\$355,000.00**



JAGUAR E-TYPE LIGHTWEIGHT, 1961, Racing Green, All-Alloy body, 1,500 miles from new, factory correct Original Lightweight build by RS Panels UK, FIA Papers, RS Panels UK is well-known as having worked on 8 of the 12 original Lightweight E-Type's during their restorations. **\$P.O.A.**



FERRARI 330 GTC, 1967, Pino Verde/Tan, Long term ownership, Superb in every way, Recently serviced, Documented by Massini. **\$P.O.A.**

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Ferrari 365 GTS/4 Daytona Spyder

Alfa Romeo 2600 Spider	1962
Ferrari 212 Export Vignale Berlinetta	1951
Ferrari 250 GT Boano	1956
Ferrari 250 GT Pininfarina Coupé	1960
Ferrari 250 GT Cabriolet Serie II	1961
Ferrari 250 GT/L Lusso	1963
Ferrari 330 GT America	1963
Ferrari 275 GTB/2 Longnose	1965
Ferrari 275 GTS	1966
Ferrari 275 GTB/4	1967
Ferrari 330 GTC rosso	1967
Ferrari 330 GTC grigio metallizzato	1968
Ferrari 365 GTS/4 Daytona Spyder	1971
Ferrari 365 GTB/4 Daytona celeste	1972
Ferrari 365 GTB/4 Daytona giallo	1972
Ferrari 365 GTC/4	1972
Ferrari 456 GT	1995
Ferrari 575 Superamerica	2006
Ferrari 430 GT3	2007
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Case histories

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MASERATI MERAK SS

Year of manufacture 1979 **Recorded mileage** 69,465km
Asking price £59,500 **Vendor** Bell Classics, Herts;
 tel: 01582 857940; www.bellclassics.co.uk

WHEN IT WAS NEW

Price £17,534 **Max power** 217bhp **Max torque** 199lb ft
0-60mph 7.5 secs **Top speed** 155mph **Mpg** 22

According to the factory test sheets, this square-dashboard Merak was ordered with black trim instead of chrome, plus Khamsin mirrors. Originally white, it was supplied new to Germany, then remained in the hands of its second owner from the mid-'80s until 2016.

It was last painted in the '80s and must have been stored well, because the finish is still bright and fresh. Bell Classics has carried out much fettling work to get it up to scratch, including rebuilding the rear brake calipers and much of the hydraulics. The wheels have recently been refinished, with new Campagnolo stickers and centre caps, and a fresh set of the costly Michelin XWX rubber was fitted about an hour before we drove it. The original wheelbarrow-style spare remains, under which lie the pumps and gas sphere, for the Merak retains a good amount of the sister Citroën SM's hydraulics.

Inside, the leather is all original, with just a bit of shrinking on the seat shoulders, while the armrest/door pull beadings are lightly worn. Instruments and dash top are all good and the headlining is excellent. The carpets are original and good both in the cabin and in the front boot.

It starts easily, silencing the still-operational and strident oil-pressure warning buzzer and, unlike the 'bank-of-chainsaws' cackle of the V6 when it's in an SM, this shares its whirry, turbine-like demeanour with an air-cooled 911. It's smooth and fast, with a good ride – and those super-sharp powered brakes, which pull up straight, are easy to modulate. Oil pressure is up to 10bar running (the gauge goes up to 11), with coolant steady at 80°C and 13.5V showing on the voltmeter. The headlights lift together and the air-con is said to function. Even the clock works.

It looks good value compared with a Ferrari 308 (of any flavour) or a small-bumper 911, and in the same way that Alfa Montreals have taken off, these junior supercars can't stay this cheap forever. Sold with Maserati Classiche certificate, original sales brochure plus an MoT until February.



SUMMARY

EXTERIOR

Straight and shiny; black trim from new

INTERIOR

All original and good

MECHANICALS

Everything works

VALUE ★★★★★☆☆☆

For Great looks and must surely appreciate

Against You suspect it may not be as robust as a 911

SHOULD I BUY IT?

Looks fantastic, good provenance and appears to have no issues.

Fine value against a 911 2.4S

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1999 Rover Mini John Cooper Ltd. Ed Sport. 1275cc Manual. 83K miles. RHD. New Sub frame, extensive restoration carried out by us. **£12,995**



1967 MGB ROADSTER. 1800cc. Manual. LHD. Fully restored 2014/15, Man/OD, superb car - any inspection welcomed. **£16,995**



1981 Talbot Lotus Sunbeam. 2200cc. Manual. 6100 miles. RHD. F.S.H. 5 speed Dogleg Box, LSD, Up-rated suspension, CD player, leather seats, super Oscars, half cage, minilites + original wheels. Just had full engine rebuild 200 miles ago. Circa 215 BHP. **£27,995**



1968 Ford Mustang Fastback 351 V8. 6500cc. Manual. Black. LHD. 5 speed manual, 4 wheel disc, power steering rack, Alloy Heads, Black - Awesome car! **£49,995**



1967 Jaguar E Type Series 1. Opalescent green metallic. Fully restored, a very nice car. RHD. 4.2 Litre. Manual. **£140,000**



2012 Mercedes Benz - AMG 6.3. RHD. 17000 miles. 2 door, coupe, full service history, 1 owner, black with black leather, panoramic roof. **£29,995**



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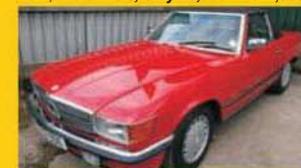
500SEC Coupe 1989G Almandine Red met, Mushroom leather, auto, cruise, aircon, elec seats, elec sunroof, orig 15 hole alloys, FSH, 94,000m **£17,950**



SL320 Roadster 1994L Blue/Black met, hardtop, black soft top, Mushroom leather, 5 Sp auto, cruise, original 8 hole alloys, FSH, two owners, **only 19,000m £22,950**



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SLK320 Roadster 2001/51 Sapphire Blue met, blue/black leather, 5 speed auto, climate, cruise, elec seats, orig AMG alloys, FSH, **ONLY 12,000m £11,950**



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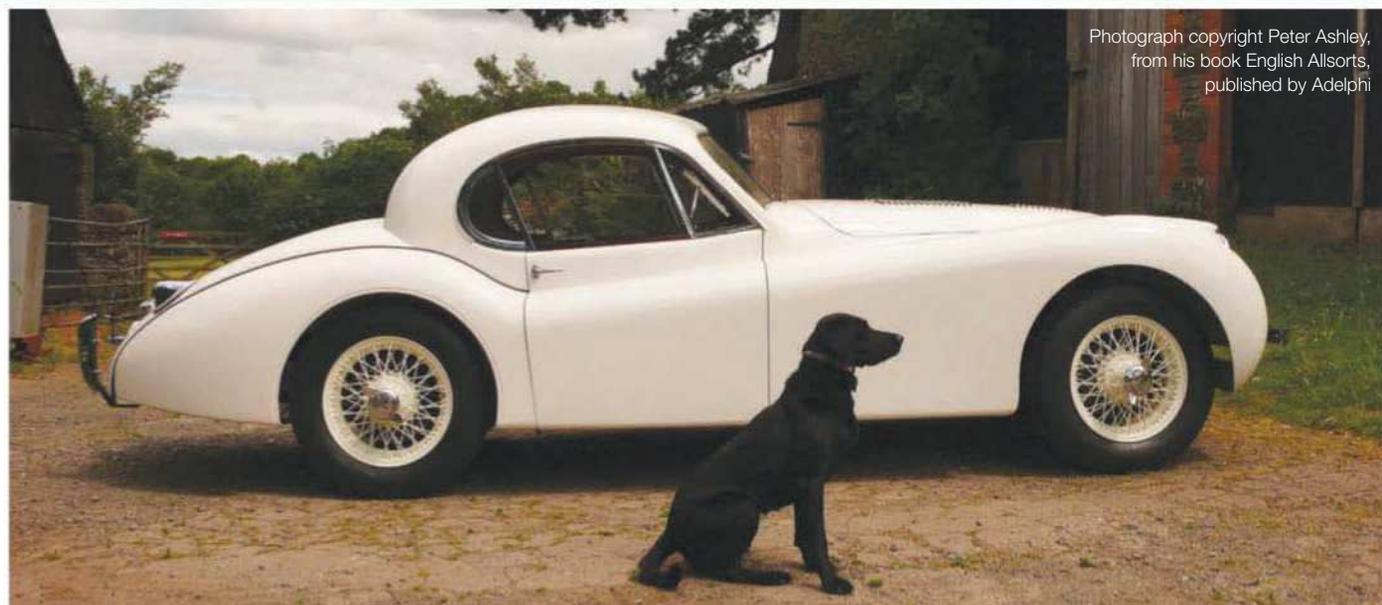


1978 PORSCHE 911 SC COUPE



1990 PORSCHE 928GT 5.0 5 SPEED MANUAL

FOR SALE: Jaguar XK120 FHC RHD Chassis 669004



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Widely recognised as the most beautiful of the XK range, just 195 right hand drive XK 120 Fixed Heads were built. One of just two RHD manufactured in 1952, this is the 2nd 120 FHC to be sold to market. Exported immediately to Sagers Rhodesia and no doubt to a very special owner. The best skills have now been sought and Jaguar experts employed individually for this meticulous project.

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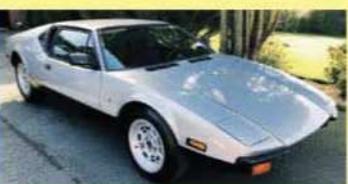
1964 FACTORY BUILT AC COBRA MK IV LEFT HAND DRIVE. MR. STEVE HITCHENS COMMISSIONED THIS CONTINUATION CAR FROM AUTOKRAFT (BRIAN ANGLISS) - AC CAR FACTORY. MR. STEVE HITCHENS COMMISSIONED 2 UNITS TO BE MANUFACTURED FOR HIMSELF WITH THE CORRECT RARE 7 LITRE SIDE OILER 427 ENGINE AND TOP LOADER GEARBOX FITTED AT THE AC FACTORY. SEMI LIGHTWEIGHT SPECIFICATION BUT FITTED WITH THE COMPETITION BONNET AIR INTAKE. APPROXIMATELY 10 IN TOTAL WERE MANUFACTURED BY THE AC FACTORY WITH THE 7 LITRE ENGINE. THERE IS A COMPREHENSIVE HISTORY FILE THAT COMES WITH THE CAR AND A VAST AMOUNT OF EXPENDITURE ON THE CAR ITSELF WITH JD CLASSICS AND CLASSIC MOTOR COMPANY (CMC) WHO CARRIED OUT A FULL ENGINE REBUILD WITH LESS THAN 1000 MILES SINCE AT OVER SIXTY THOUSAND POUNDS. THERE ARE VARIOUS INVOICES/RECEIPTS DOCUMENTING ALL EXPENDITURE CORRECTLY REGISTERED AS A 1964 AC FOR EASY WORLDWIDE REGISTRATION! NOTE THIS IS ONE OF MY OWN PRIVATE CARS AND IT TOOK ME MANY YEARS TO FIND THIS GENUINE ALUMINIUM AC FACTORY BUILT COBRA.



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Austin Healey 3000 Mk 3 BJ8 phase 2. Ex US car totally rebuilt approx 10 years ago with only summer use since. Finished in Healey Ice Blue / Ivory White with blue leather trim and blue mohair weather equipment. Many extras fitted including aluminium fast road cylinder head, stainless steel 6 branch sports exhaust manifold, stainless steel sports exhaust system, aluminium radiator, Kenlowe electric cooling fan, oil cooler, electronic ignition and alternator. **£85,000**



Austin Healey 3000 Mk 3 BJ8 phase 2. Ex US car. Subject of no expense spared restoration. Totally rebuilt on to new chassis; has covered less than 1400 miles since completion. Finished in the classic duo tone colour scheme of Healey Ice Blue over Ivory White with blue leather trim and blue mohair hood weather equipment. Fitted with stainless steel sports exhaust, aluminium rocker cover, power socket, wood rim steering wheel and 72 spoke chrome wire wheels. **£115,000**



Austin Healey 3000 Mk 2 BT7 Tri Carb. LHD Original Californian car. Subject of an older but high quality restoration with only minimal summer use since. Finished in Healey Ice Blue / Ivory White with blue leather trim piped in white and blue weather equipment. Fitted with 72 spoke chrome wire wheels, Moto Lita wood rim steering wheel, aluminium radiator, alternator and spot lights. **£65,000**



Austin Healey 3000 Mk 3 BJ8 Phase 2. Ex US car subject of an older total nut and bolt restoration. We refreshed the car approx 2 years ago and it has covered less than 5000 summer miles since 2004. Finished in Colorado red with black leather trim and weather equipment. Fitted with stainless steel wire wheels, spot lights, Cape sport luggage rack, aluminium radiator, Kenlowe cooling fan, stainless steel sports exhaust system and overdrive. **£79,950**

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1973 Ferrari Daytona

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WHEN IT WAS NEW

Price £25,000 Max power 190bhp Max torque 235lb ft
0-60mph 5.9 secs Top speed 135mph Mpg 24

Returning from Japan in 2004, this clean and tidy low-mileage MG is one of only 258 produced in Oxford Blue, 214 of which went to Japan, 36 to England and eight elsewhere in Europe. Paperwork includes five of the very comprehensive Japanese inspection sheets. It arrived with 16,984km, when the speedo was changed, making a total of 25,535 miles.

Aside from the black windscreen frame, which was rust-repaired and had new glass fitted in 2015, it looks to wear its original paint, with a few tiny marks at the front, although the front bumper is due to be refinished before sale because some lacquer is lifting. There are a couple of small paint chips under the driver's door and a little flaking in the scuttle-top seams.

Underneath, the structure looks good with no rot, but one exhaust is very rusty in one section. The wheel rims are unscuffed, although there's a little corrosion starting under the lacquer. They're shod with Goodyear Eagles, which were probably new upon repatriation. The spare still has its original and unused Michelin Pilot, within which nestle the Japanese-spec wheel chocks.

Inside, it retains the original JDM emergency flare clipped in the left footwell. The leather ages quickly on these, and the driver's seat is slightly baggy and worn, but there's plenty of life left in it. The dashboard top is good and carpets are tidy, but there are quite a few cracks in the dash lacquer, as normal. Half of the left seatbelt-clasp cover is missing.

The motor shows oil mist from the back of both rocker covers, worse on the left, but it's lubricating the throttle cable and linkage nicely. The oil is cleanish, but fluids will be changed before it leaves Former Glory.

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SUMMARY

EXTERIOR

Original paint doing well

INTERIOR

Typically slightly worn leather

MECHANICALS

Healthy; the usual slight oil leaks

VALUE ★★★★★☆☆☆☆

For Old-style V8 gruffness;

low mileage

Against Some of the interior already looks a bit tired

SHOULD I BUY IT?

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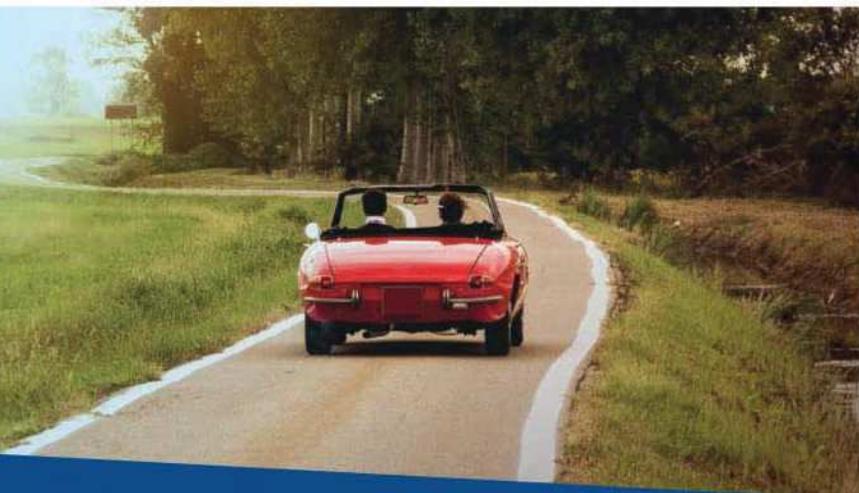
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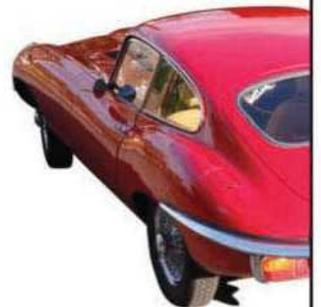
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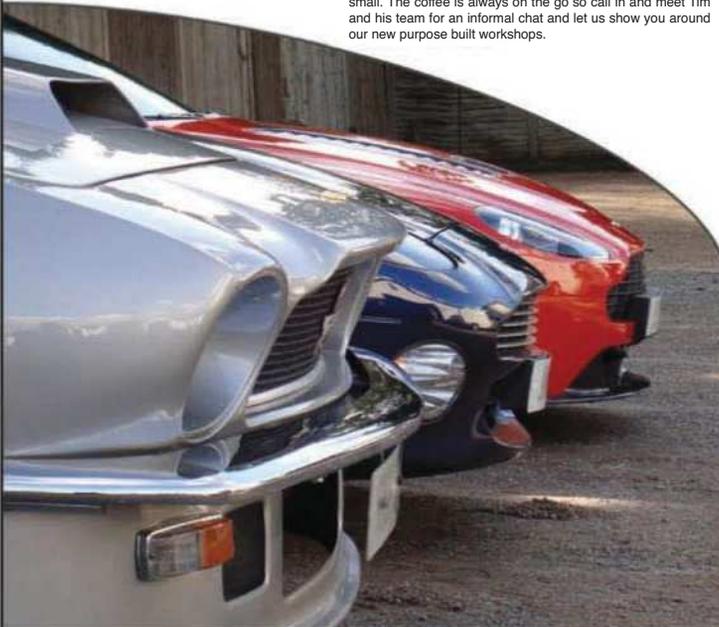


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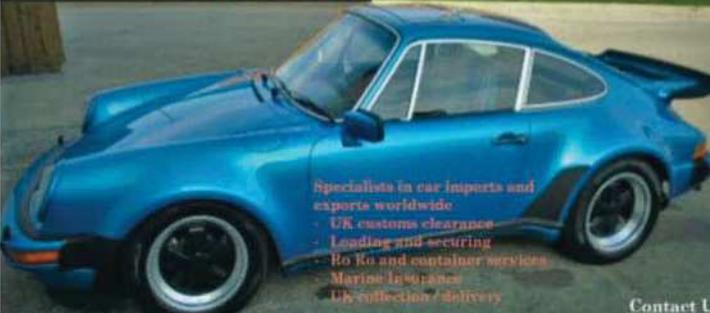
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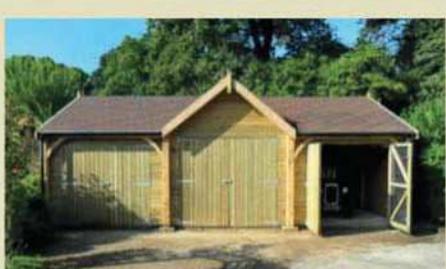
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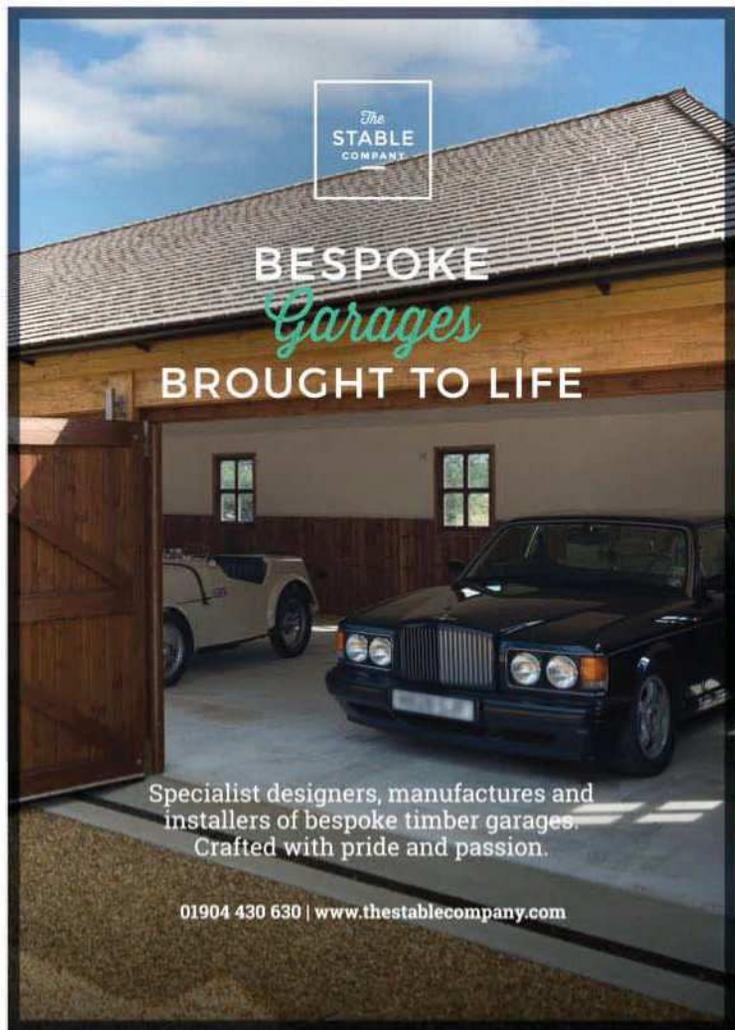
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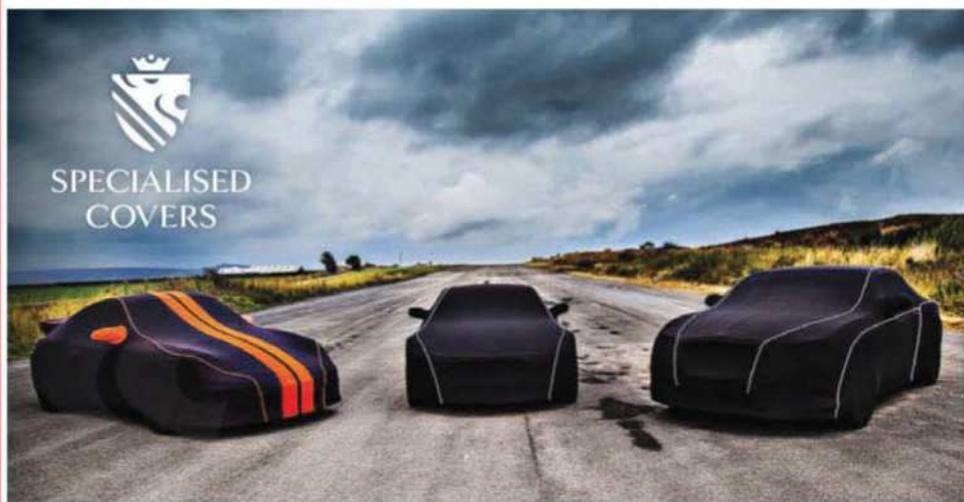


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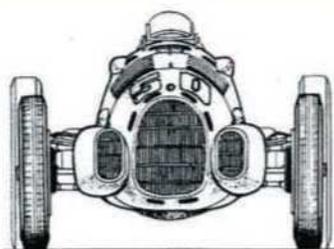
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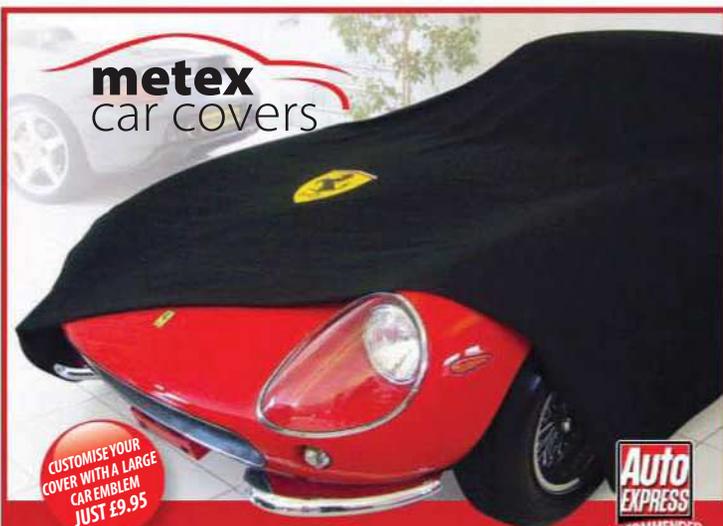
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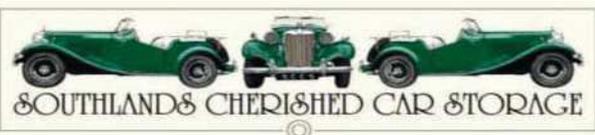
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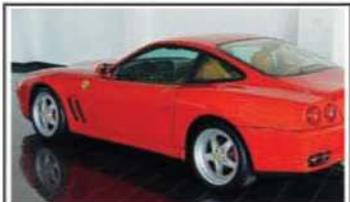
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FACTFILE

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WORDS GREG MACLEMAN PHOTOGRAPHY TONY BAKER

Back in 2012, Japanese manufacturers Subaru and Toyota came together to create two of the most exciting drivers' cars of recent times: the BRZ and GT86. The recipe was simple: pair a light, agile chassis with rear-wheel drive, a limited-slip diff and an engine that offers just enough power to have fun – while keeping the end product affordable. All but identical bar subtle styling cues, they were hailed as being among the best-handling cars of the decade.

Development costs were shared between the two firms, though Subaru did most of the heavy lifting by taking the lead on development, testing and production, with Toyota overseeing project planning and design. Buyers may find it difficult to choose between them, but our tip for future classic stardom is the BRZ, which is the rarer of the two and seems a more appropriate home for the boxer 'four' – a development of the FB20 and EJ20 units that powered the famed Impreza. Somewhat controversially, the BRZ is yet to receive the kind of power that made the turbocharged Impreza such a hit, but Subaru's reluctance to build a full-fat STI model at least stays true to the original concept.

Power output is rated at 197bhp, with 151lb ft of torque, which is enough to propel the BRZ to 60mph in 7.5 secs and on to a 135mph maximum. But while the spec sheet won't win you

FUTURE CLASSIC



many games of *Top Trumps*, it only tells half the story: the BRZ is far more engaging and rewarding to drive hard than much quicker (and more costly) opposition. Part of the reason is fantastic balance – 45:55 weight distribution is achieved by mounting the flat-four low and well back in the chassis – and slim 215-section tyres help, too, as does a kerbweight of just 1242kg. The result is a car that's easy to drive hard and communicative at the limit, with initial understeer easily turned into progressive oversteer with a squeeze of the throttle. The drivetrain, too, is reassuringly well-engineered, with an audible clack from the snappy gearbox – though it feels smoother once it has warmed up.

Two trim levels are available, SE and SE Lux; the major difference between the two is the latter's leather seats, but the sports buckets in our SE test car were supportive and comfortable. The rest of the cabin will be familiar to anyone who's owned a Subaru – well built and functional – though the dash display is new, with a large rev counter taking centre stage.

The BRZ is a car that appeals to enthusiasts, so most on the secondhand market will have been cherished. If you're tempted to buy new, however, we'd suggest spec'ing your car in WR Blue Pearl – a take on the shade that adorned the World Rally Championship Imprezas that made the firm's name in the 1990s.

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