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THE BIG PICTURE

Every motorsport enthusiast wants to follow in their hero's wheeltracks, but this month we meet passionate rally fan Scott Armstrong, who went one giant leap further. In the ultimate tribute to Kenyan endurance-rally ace Shekhar Mehta, he set out to build an exacting replica of the Nissan Violet – when did you last see one of those? – that wowed him as a seven year old, then entered it into the famously arduous East African Safari Classic.

After several years of toil and expense, and with navigator Harpal 'Pali' Sudle by his side plus a crack team of volunteers, the 2000-mile epic was on. Here the intrepid duo's steed splashes through thick mud on the way back to Mombasa as the rally drew to a close. Turn to p160 for the full story. LP





Welcome

Back in July 2002, then a keen young staff writer, I was lucky enough to be asked by the editor of *C&SC* to set up that month's cover story. For a budding *tifoso* it was a dream subject: lots of Ferraris. Nothing particularly surprising in that, you might think, but the coverline was nothing short of outrageous: 'The top ten £10,000-£20,000 Ferraris.'

A *bona fide* Prancing Horse for less than £20k... really? And not just one, but 10 of them? To be honest, there were plenty of caveats even then, and wouldn't it be great if that was still a realistic budget today? It isn't, of course, but that doesn't mean that there aren't still bargains out there. King among those is the Mondial: so long the whipping boy of the Ferrari family, it's a model that the market is at last starting to wake up to – hell, even our resident sceptic Martin Buckley is coming around to them, as he reveals from p106.

Of course, there are plenty of readers for whom the idea of another Ferrari story – bargain or not – is a turn-off, so if that's you we have a couple of extra-special treats this month. First, a car that (we hope) you may never have heard of, the Australian-built Elfin sports-racer, and secondly the fantastic story of how the Kenyan-born

Scott Armstrong fulfilled a lifelong ambition to compete on the Safari rally in a perfect recreation of the car he saw his hero drive on the same event, 36 years before. Enjoy the issue!



ALASTAIR CLEMENTS

Editor in chief, *Classic & Sports Car*



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'This is a car with capabilities way beyond my talents – and probably yours – always with grip to spare at both ends'



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 Advertisements are accepted only upon Haymarket Media Group's standard Terms of Acceptance of Advertising, copies of which are available from the Advertising Sales Department of Classic & Sports Car

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PRINTED BY William Gibbons & Sons Ltd
COLOUR ORIGINATION Haymarket Pre-Press

Classic & Sports Car, ISSN number 0263318X, is published monthly by Haymarket Media Group, Bridge House, 69 London Road, Twickenham TW1 3SP, United Kingdom.
 The US annual subscription price is \$75. Airfreight and mailing in the USA by agent named Air Business Ltd, c/o Worldnet Shipping Inc, 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica NY 11431. Subscription records are maintained at Haymarket Media Group, Bridge House, 69 London Road, Twickenham TW1 3SP. Air Business Ltd is acting as our mailing agent

Distributed in the UK by Frontline Ltd, 1st floor – Stuart House, 5t John's Street, Peterborough, Cambridgeshire PE1 5DD **TEL** 01733 555161

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BACK WITH A BANG AT BICESTER

After a year's hiatus, The C&SC Show returned in June with an all-new look, a fresh format and a brilliant new home

WORDS ALASTAIR CLEMENTS PHOTOGRAPHY JAMES MANN/MALCOLM GRIFFITHS

The Classic & Sports Car Show teamed up with the Flywheel Festival for the first time on 23-24 June to put on a spectacular new event in the atmospheric surroundings of Bicester Heritage, Oxfordshire. The former RAF bomber base reverberated to the sounds of race, rally and hillclimb cars, plus motorcycles, tanks and aero engines, as historic machinery of all eras took to the track and the air in a series of breathtaking displays.

Guest of honour on Saturday was Le Mans legend Derek Bell MBE, who was on hand to autograph copies of his new book (see p46) on the C&SC stand, and give a demonstration run on the track aboard an early 911 racer. "To see all the classics from such a variety of marques here at the Show is beautiful," said Bell, "they are pieces of art. And watching old planes being flown in such a daring way is very special, showing the real history of what made Britain what it is."

But it was Coventry, rather than Stuttgart, that really stole the show on the Bicester demonstration track, as Jaguar Heritage brought along an impressive set including D-type, Monthéry XK120 coupé and 'NUB 120', the famous Alpine Rally winner, to celebrate 70 years of the XK engine. The magnificent Broadspeed XJ12C also wowed visitors, its quad side-exit exhausts bouncing off the surviving WW2-era hangars to send a V12 boom ringing around the site.

The paddock contained everything from vintage cyclecars and De Dion-Bouton trikes to a Grand Prix Aston Martin DBR4 and C&SC's own Julian Balme in his mighty Ford Ranch Wagon gasser

drag car, 'Kandee Twist'. The most outrageous runs were provided by Dr Robin Tuluie in his recently completed 1957 Kellison EXP001, which spent most of its time sideways as he thrilled the crowds on the figure-of-eight course.

When they could drag their eyes away from the track, visitors were treated to some truly wonderful air displays. The Lancaster bomber of the Battle of Britain Memorial Flight amazed with its steeply banked turns above the site, flanked by a Hurricane and Spitfire in a Merlin-engined trio. Sadly, the similarly powered P-51 Mustang 'Miss Helen' was grounded, but that disappointment was made up for by three incredible aerobatics displays, a Douglas Dakota, and a hugely entertaining re-enactment of WW1 dogfighting from the Bremont Great War Display Team.

FLYWHEEL CONCOURS

THE CLASS OF 1948

Christian Baker
1951 Jaguar XK120 Roadster
DAWN OF THE SUPERCAR in association with JBR Capital
Niall Holden
1972 Lamborghini Miura SV

MOVIE STAR CARS

Nigel Jeffery
1975 AMC Hornet Coupe
50 YEARS OF BRITISH

LEYLAND Charles Porter
1976 Triumph TR7
CLASSIC & HISTORIC RALLY CARS Gareth Firth
1962 Triumph TR4
BEST OF SHOW Lee Mynard
1962 Jaguar E-type 3.8 Coupé



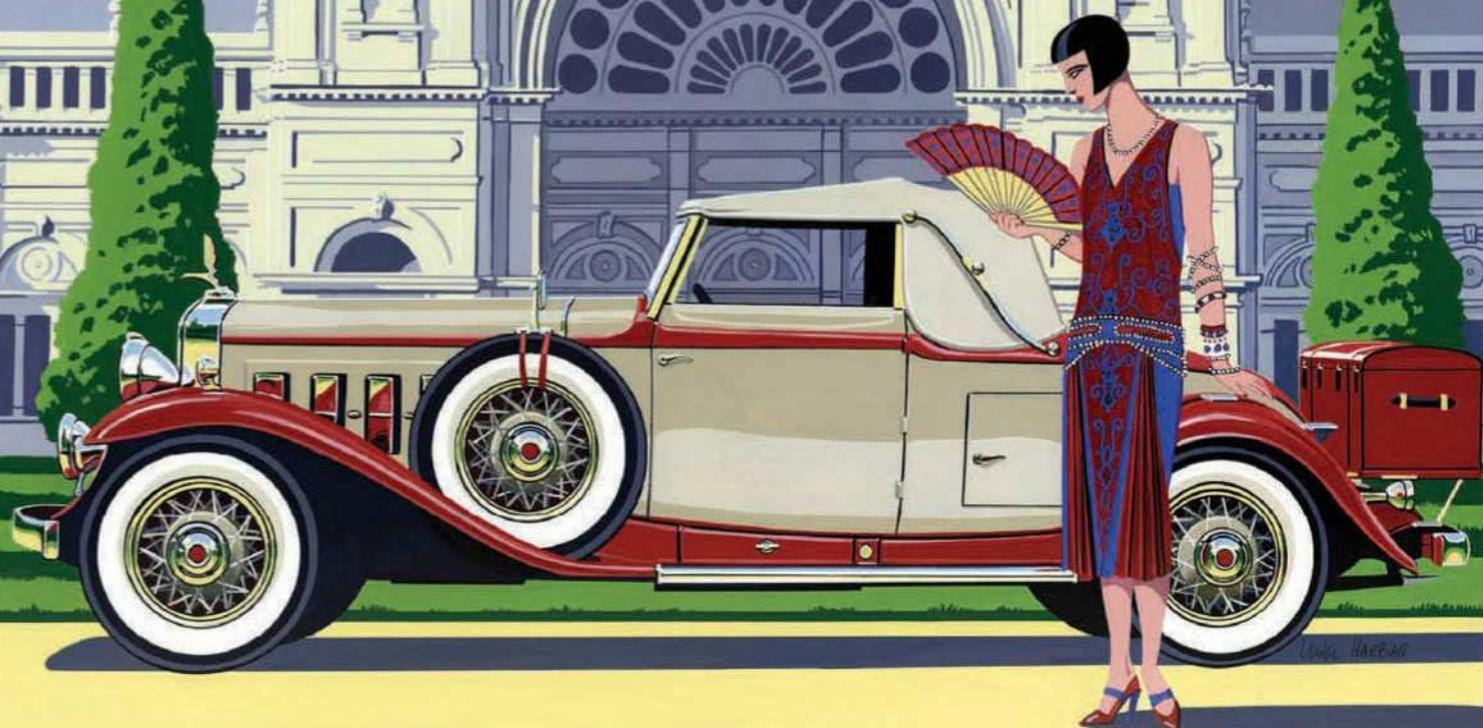


Clockwise, from main: Terry Cardy's 1912 Bédélia BD2 passes 'Drag 'em Oot' the Douglas DC-3 Dakota; 'Hannibal' the Sherman tank at speed in the military manoeuvres area; Tiger 9 Display Team in formation; thrilled Mynard with Best of Show E-type



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The Show was privileged to receive a visit from seven WW2 veterans, with Maurice Marriott (93) and Eddie Habberley (95) reliving their wartime service with the RAF by taking flight in a Tiger Moth. "I haven't been in one since 1941," said Habberley, who trained in the iconic biplane. "I'd forgotten how breezy it was up there! It bounced around something terrific but was really good fun."

Memories were brought back for fellow veteran Martin Calvert by a ride aboard the Sherman tank 'Hannibal', one of a number of military vehicles being put through their paces in addition to a brilliant static display. Pick of the militaria for most visitors, however, was Carl Brown's amazing Grant tank, still wearing the scars of being used as target practice for German ammunition captured during the war.

There was more to the weekend than just the live action. For the first time at this event, the specialists of Bicester Heritage threw open their doors to welcome Show visitors into the fascinating Technical Site. Showgoers could watch traditional skills at work, stop for a chat, or take advantage of Wriggly Monkey Brewery opening up to relax with a beer in the restored hub of the former airbase.

A new feature for 2018 was also hosted in the Technical Site, the Flywheel Concours. Curator and chief judge Gary Axon led a team including former C&SC editor Giles Chapman and *Autocar* editor in chief Steve Cropley. There were five class winners, and the coveted Best of Show gong went to Lee Mynard for the Jaguar E-type S1 coupé he acquired from his uncle when he was just 17 years old, and has slowly restored over the years as and when he could afford it. The car was part of the Movie Star Cars class, but Mynard only discovered that his Jaguar had appeared in the 1964 film *Woman of Straw* alongside Sean Connery after a friend spotted stills online.

"I haven't been able to sleep ever since getting the invitation," said Mynard. "I was excited because I've never been to anything like this before, and worried that the car wouldn't be good enough!"

Elsewhere, the inaugural People's Concours was judged by visitors to the packed pre-'76 car park and club displays (see panel), and there were trade stands, a Vintage Village, a superb historic funfair, a Brightwells auction and the thrills of the fearless Wall of Death riders inside the Demon Drome. For most, however, the highlight was the relaxed nature of the event, in particular being able



to stroll among the exotic machinery in the paddock. Historic racing hero Barrie 'Whizzo' Williams summed it up perfectly: "It's been incredible. It's nicer than some of the bigger events because you can actually get up close to the cars and talk to the drivers. It's been an amazing show – much bigger and better than before."

The Classic & Sports Car Show in association with Flywheel will return on 22-23 June 2019; for details, see www.classicandsportscarsshow.com

From top: the mighty Broadspeed XJ12C sounded magnificent on the demonstration track; BBMF Lancaster flanked by Spitfire and Hurricane; Tuluie's Kellison smokes off the line; hero Derek Bell with '65 Porsche 911

PEOPLE'S CONCOURS

The informal People's Concours, created in memory of C&SC's much-missed chief sub editor David Evans, drew hundreds of votes from both showgoers and visitors to the Show's website. Dale Scutter's lovely 1960 Hillman Minx Series 3A, one of only 15 survivors of the model, landed the title of People's Champion on Saturday. Bought by Scutter's father in '94, it was subsequently restored by him in fastidious detail. James Howell's 1969 Ford Mustang Mach 1 was chosen by visitors as the People's Champion for Sunday. Howell acquired his dream car after the tragic loss of his beloved Capri in a fire.

The Mustang and Minx went head-to-head for overall honours, with the Hillman scoring the most votes to scoop the David Evans Trophy. "Dad took it to many shows before he passed away last year," said Dale. "It was his pride and joy. I've become the custodian of his work, and I'm proud to bring it out for people to admire a car that is a rare and understated classic of British engineering."



KAREN COE



EARLY HIGHLIGHT
1968 Porsche 908 Works 'Short-Tail' Coupe
Chassis no. 908-010



EARLY HIGHLIGHT
1956 Maserati A6G/2000 Berlinetta Zagato
Chassis no. 2124



EARLY HIGHLIGHT
1971 Lamborghini Miura P400 SV by Bertone
Chassis no. 1920



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Guy Broad took his XK120 to a class win at the XK70 Festival with a best time of 38.02 seconds, but it was some way off Chris Ward's 33.02 secs run

SHELSLEY CELEBRATES XK'S 70TH

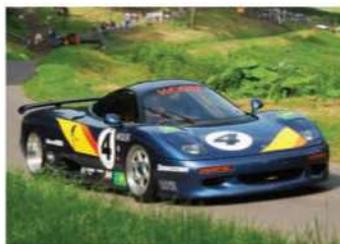
Jaguar enthusiasts from around the world gathered at Shelsley Walsh on 9-10 June for the XK70 Festival. Organised by the International Jaguar XK Club, it attracted a strong turnout of 120s, 140s and 150s – plus other XK-engined models, XK8s and F-types – as Jaguar clubs came together in honour of the XK's 70th birthday.

Jaguar itself sent two 120s from its heritage fleet – the ex-Appleyard NUB 120 and the Monthéry record-breaking LWK 707 – plus a Daimler DS420 limousine that was the final XK-engined car built.

Marque specialists turned out in force, too. Eagle showcased 20 cars, including the first Group C XJR-6 and the 1993 Le Mans XJ220C, while company boss Henry Pearman gave a number of spirited demonstrations in the E-type with which he won the 1989 Pirelli Classic Marathon. Classic Motor Cars brought the ex-Lindner/Nocker Lightweight E-type, joined by the unique Pininfarina-bodied XK120, the 1956 Le Mans XK140 fhc, and OKV 1 – the ex-works D-type.

Chris Ward posted a sensational first timed run of 33.02 secs in Saturday's hillclimb, but then went off in spectacular style on his second attempt in the Lightweight E-type. He fortunately emerged unscathed and had done enough with his earlier run to top his class. Other class winners included Guy Broad (XK120, 38.02 secs), Kevin Zwolinski (XK140, 38.94 secs) and Grahame Bull (XK150, 39.28 secs).

Away from the competitive action, Willie Green raised funds for Prostate Cancer UK by giving passenger rides in Clive Beecham's D-type, and owners paraded up the hill in their XKs – including groups from across the Continent.



Two XJR-15s turned heads at the festival



Pearman gave enthusiastic E-type demos



Fantastic support from Swiss XK owners

Sir John Egan's talk drew a large audience to the XK70 Theatre, as did that of Pat Quinn – formerly Pat Appleyard, and daughter of Sir William Lyons. Ex-Jaguar racer Peter Sargent was making his first trip to Shelsley Walsh, and was joined by the likes of Norman Dewis and Le Mans winner Richard Attwood. Television presenter Edd China was also on hand to talk about his new challenge: the restoration of an E-type for the YouTube series *Built by Many*.

Sunday's prizegiving included the Aubrey Finburgh Trophy for most original XK, which went to Mark Boxley and his XK120. The Bryan Corser Trophy for the 'Spirit of XK' was awarded to Ken Johnson for his XK120, and Jon Martin's Series 1 received the Turner Prize for 'Essence of E-type'. The award for 'Greatest annual mileage' went to Neil and Olivia Donnan, who'd covered 8500 miles since the previous Club Weekend, and 'Furthest distance travelled to XK70 in an XK' went to Creighton Turner, who'd come 5334 miles.

Wild Xenia wins on Rodeo Drive



Clockwise from main: the 1938 Xenia scooped the top prize; Cadillac crowned most stylish car; 1965 Lamborghini 350GT



The one-of-a-kind 1938 Hispano-Suiza H6B Dubonnet Xenia has been crowned Best of Show at the 25th Anniversary Rodeo Drive Concours d'Elegance, which took place in Beverly Hills, California, USA on 17 June.

More than 30,000 visitors packed into the venue to admire a display of 50 silver-painted classics, gathered to mark the event's quarter-century celebrations. All eyes were fixed on the Mullin Automotive Museum's one-off Xenia,

a modified Hispano-Suiza H6 incorporating independent suspension by WW1 ace, racer and Olympic athlete André Dubonnet. The stunning Art Deco-themed coachwork – complete with 'teardrop' wings and a sculpted cockpit – was created by Jacques Saoutchik.

"I am especially proud of the diversity of the cars we had on display today, offering selections for every car enthusiast's interest and passion," said the concours

chairman Bruce Meyers. "It's our goal to expose as many people as possible to both Beverly Hills and the world of collecting."

The Rodeo Drive Award for most stylish car was won by Kip Cyprus and his 1960 Cadillac Eldorado Biarritz Convertible, with Bruce Goldsmith's 1954 Mercedes-Benz 300SL Gullwing scooping the HVA Preservation Award, while this year's Most Passionate Enthusiast accolade went to Jim Hull.

OSCAS BACK AT PEBBLE

A concours class dedicated to the Maserati brothers' diminutive Osca racers is planned for this year's Pebble Beach Concours d'Elegance, with several significant examples set to star on 26 August.

These include the ex-Stirling Moss MT4 1500 Spider that won the 1954 12 Hours of Sebring. It will be joined by a 1949 MT4 Siluro, the second Osca built and the oldest in the concours. Ordered by Count Cordero Di Montezemolo and campaigned until 1950, it is now owned by Elad Shraga, whose 1952 MT4 MM Spider (below) will also be on display.

The Spider was originally built for Hollywood screenwriter Randy McDougall and became a regular competitor at the Pebble Beach Road Races in period, in the hands of its first owner and, later, with Alfred 'Al' Coppel.



CITROËN ON TOP IN MALTA

Top prize at the second Valetta Concours d'Elegance, held in the Maltese capital on 20 May, went to a stunning 1960 Citroën ID 'Le Paris' Coupé bodied by Parisian coachbuilder Chapron. It's clearly a good event for Citroëns – a '39 11BL Traction Avant Cabriolet was 2017's Best of Show.

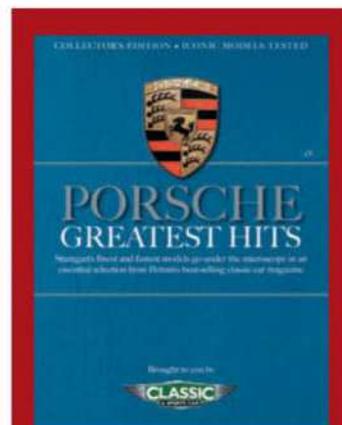
Peter Mullin's 'Le Paris' Coupé also triumphed in the Best Restoration class, one of nine categories assessed by a team of judges led by Pebble Beach's Sandra Button. Other winners included a 1929 Ford Model A Type 40B Roadster, which won the Pre-War class; a 1980 Mercedes-Benz W123 200 that topped the Original class; plus a 1963 Chevrolet Corvette Stingray, which headed the Popular Classics group.



NEC theme is revealed

'Built to Last' is the theme for this year's Lancaster Insurance Classic Motor Show (9-11 November). Acting show director Lee Masters said: "We wanted a theme that paid tribute to the various elements of motoring, but in particular the centenary of the end of WW1, which falls on the final day of the show. If there is anything that sums up 'Built to Last', it's the servicemen and women that ensured the safety and freedom of our country that we all enjoy today."

It's a fitting motif for Renault as it celebrates its 120th anniversary, and for the Ford Model T, which entered production 110 years ago.



Porsche in the spotlight

Hot on the heels of our recent Jaguar collector's edition, C&S's *Porsche Greatest Hits* is a 196-page tribute to Zuffenhausen's very best as the marque celebrates 70 years of car production. It covers everything from 356 to 996; get it in selected shops and online (<http://bit.ly/cscporsche>). It's also in 640 Barnes & Noble stores across North America.



The 1911 Fiat S76 won the Very Fast class and went on to take the most prestigious prize at the London Concours

Beast voted best in London

The flame-spitting 1911 Fiat S76 'Beast of Turin' scooped the Best in Show Award at the London Concours on 7-8 June, held in the picturesque grounds of the Honourable Artillery Company in the heart of the City.

Powered by a colossal 28½-litre engine with around 300bhp, the 135mph Land Speed Record car was originally one of a pair but is now the sole survivor, and was rebuilt from the chassis up by VSCC stalwart Duncan Pittaway.

Around 125 vehicles gathered, showcasing everything from 1898 pioneers to brand-new supercars

and racers – including a Ferrari F40 LM and a Lotus Esprit GT2.

The Beast of Turin's Best in Show gong followed its win in the Very Fast class – and it was one of a host of Italian cars to secure category victories. Starting in the Fast class, the top prize went to a 1964 Alfa Romeo Giulia Sprint Speciale, while a 1952 Ferrari 212 Inter Berlinetta raced to first place in the Faster group.

Claiming victory in the Superfast concours class was a 2003 Lamborghini Murciélago, and still the Italians dominated in the Hyperfast category, which was won

by a magnificent 1961 Ferrari 250GT SWB 'Sefac Hot Rod'.

In fact, the only non-Italian winner of the weekend was a 1977 Aston Martin V8 Vantage, which took home the top prize in the Era Defining category.



A classic-car oasis in the British capital

PATRICK WHITE



70 FOR PORSCHE'S 70TH Salon Privé will pay homage to Porsche on 1 September in this year's Concours Masters Celebration. As many as 70 Zuffenhausen machines are expected, including a 1963 356B GS Carrera 2000 Coupé and a 1997 911 (993) GT2.



GALLIC GARDEN PARTY Motors & Soul will return to the Château de Neuville in Gambais, France, on 8-9 September. It includes two concours, rock, blues, soul and jazz bands, plus – new for this year – an arts festival. Find out more at www.motors-and-soul.com



JACK SEARS HONOURED The 60th birthday of the British Saloon Car Championship will be celebrated at the Goodwood Revival (7-9 September) with the Jack Sears Memorial Trophy, named after its first champion. See www.goodwood.com



MIURA SVR RESTORED Lamborghini Polo Storico has restored one of its rarest models: the Miura SVR. It began life as a Verde Miura S in 1968 then was converted at Sant'Agata in 1976. The rebuild took 19 months – four weeks longer than the time taken to convert it in the 1970s.



An impressive 1916 Locomobile was among the pre-war leviathans in the old pits square

Nürburgring's oldest stars

This year's Nürburgring Classic from 15-17 June drew a rich variety of high-quality entrants to the German circuit, with everything from a Volkswagen Beetle powered by a Formula Vee motor to 8.8-litre McLaren M8F Can-Am cars.

For most classic fans, however, the highlight was a wander around

the restored old pits square to see dozens of pre-war machines, such as a 1916 Locomobile M48 and a mighty 1929 Mercedes-Benz SSK. A plethora of Bugattis and a few BMW-Veritas models were crowd-pleasers, but rarest of the lot was a streamlined 1954 Hansa with a 1500cc Borgward engine.



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Jaguar Land Rover was one of the two-day rally's sponsors and loaned several cars for the tour

Charity rally raises new Hope

The fourth Hope Classic Rally on 15-16 June tempted 60 classic cars and 120 enthusiasts to Surrey, and raised more than £330,000 for children's charity WeSeeHope.

Hosted by Sky Sports F1's David Croft, it was a chance for guests to experience iconic cars including a Ferrari 250GT SWB, a Jaguar XK120 racer and a Mercedes-Benz 300SL Gullwing. There was even a rare sighting of the Eagle E-type Low Drag on this year's rally.

Starting at Brooklands, the event followed a 100-mile route through the Surrey Hills in cars loaned by a group of collectors.



Wonderful Buick 'woodie' leaves the start

Because 100% of donations to take part in the event and money raised during the Friday night VIP Dinner go to charity, the event has now raised over £1.1million for WeSeeHope in just four years.

Ben Hallifax, of sponsor Icon Solutions, said: "This year's rally was bigger and better than ever. We have been able to meet other classic enthusiasts, drive some incredible cars and develop a strong relationship with WeSeeHope."

The charity supports vulnerable and orphaned children in Zimbabwe, Malawi, Tanzania, Kenya and Uganda; www.hopeclassically.org



ALFA STOLEN IN BRESCIA

A 1942 6C-2500 convertible bodied by Turgina was stolen from a hotel car park in Brescia on 12/13 May, ahead of the Mille Miglia. It had been in owner Adriaan Branderhorst's family for 20 years and its history includes an ice-racing career in Sweden.



ROOTES REWARDED

The Association of Rootes Car Clubs and the Rootes Archive Centre Trust have won the Transport Trust's Preservationist of the Year award for their work in preserving the engineering archive of the Rootes Group. See www.rootesarchivecentre.org.uk



SPEED BY THE SEA

The Brighton National Speed Trials will return on 1 September. Around 200 cars and motorcycles are expected, with everything from a Lamborghini Countach and Ferrari F40 to single-seater Formula Fords already confirmed.



SMELLS LIKE MOTOR SPIRIT

A 1965 Dodge Dart once owned by Nirvana frontman Kurt Cobain is set to star at an exhibition of his possessions at The Museum of Style Icons in Newbridge, Ireland. The display runs from 19 July until 30 September; see newbridgesilverware.com/museum



Monaquatre (on left) dates from 1934, as does the smaller Celtaquatre parked alongside

Rare Renaults go on tour

Enthusiasts from across France gathered in the Lot region for the seventh annual Les Renault d'Avant Guerre (10-13 May).

The magnificent range of cars included half a dozen of the little pre-WW1, twin-cylinder AX and EK models, a brace of 2.6-litre DG 'fours' from 1913 and an original

'six-light' limousine, in storage since 1927 until it was rescued in 2016, but no Juvaquatre.

Cars from the 1930s included a saloon Monasix, a rare two-door Primastella from 1933, three Celtaquatre and an imposing 4-litre Viva Grand Sport. See more at les-renault-d-avant-guerre.com

CLASSIC PARTS HAUL UNEARTHED

A treasure trove of rare parts from some of the world's most desirable classics has been uncovered, and could be worth up to £1m.

Discovered by auction house Coys, this 'container-find' includes parts from Ferraris such as the 250GTO, 250GT SWB, 275, Competition Daytona, F40 and 512BB LM, as well as the Maserati 250F. Coys' managing director Chris Routledge described it as: "An Aladdin's cave that is going to excite people all over the world!"





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Clockwise from main: Cunningham C-3 with Packard Victoria; SS1 tourer; Ferrari 335

BRYAN MCCARTHY/BEARDED MUG MEDIA



FULL STEAM AHEAD

The South Molton Vintage Rally celebrated another brilliant show on 2-3 June. Among the rarities were Nick Baldwin's 1932 16hp 3-ton Rochet-Schneider lorry (above) and a 1928 Lea Francis TT Hyper, while Roger Byrom brought his 1962 Austin A60.

Cunninghams star in Connecticut

The largest-ever display of Cunningham cars was a highlight of the 23rd annual Greenwich Concours d'Elegance (1-3 June) in Greenwich, Connecticut, USA. The group included 33 of the 35 remaining Cunningham-built cars. Judge Joseph and Margie Cassini III's 1934 Packard Convertible Victoria claimed the American Best of Show – Elegance award in the Concours Americana, while the 1952 Cunningham C-3 of Joseph Robillard took the gong for American Best of Show – Sport.

The International Best of Show – Sport trophy went to the 1957 Ferrari 335 Sport Spider Scaglietti of Scuderia NE, and the International Best of Show – Elegance award was won by a 1935 SS1 tourer belonging to Colin Seid and Richard Annis. The 1948 Tucker Twin Turbo of Jack and Carolyn Kiely stole hearts to take home the People's Choice Award – American, and the '55 Cunningham C-6R of the Collier Collection at The Rev's Institute was the 2018 People's Choice – International winner.

Sticking with Cunninghams, Dr Fred Simeone took Best in Class – Cars of Briggs Cunningham for the 1952 Cunningham C-4R Roadster that competed at the 24 Hours of Le Mans that year. And the weekend's prestigious Grand Marshal trophies went to Charles Mallory for his 1966 Fitch Phoenix – the sports car designed and previously owned by legendary racing driver John Fitch – on the Saturday, with the 1962 Maserati Tipo 151 of Lawrence Auriana taking the honour on Sunday.



FIVA MOVES ON

The Fédération Internationale des Véhicules Anciens (FIVA) plans to move its headquarters to Turin following 10 years in Brussels. It also welcomes Gian Mario Mollar as new General Secretary and bids farewell to Office Manager Dora Caberg.



PAUL BUSSEY

NOTES FROM A SMALL COUNTRY

Luxembourg's classic fans got to choose between the Rotary Castle Tour for pre-1985 cars, and the Young and Oldtimer Day Concours in Steinsel on 24 June.

The former featured everything from a Fiat 600 to an Aston Martin Lagonda S4, with Marco Rollinger's Osca among the highlights. Several Saabs in pristine condition were also crowd favourites.

Over in Steinsel, a group of oversized American cars shared space with European classics and more, such as a '60s Russian Gaz M-21U Boaga, known as the Shark for the shape of its front grille.



This Saab 96 Super was a head-turner



356 ROADSTER REBORN

Porsche has created a replica of its first 356, using 3D scans of the original car coupled with factory drawings. It will now go on a world tour, starting at the Porsche Museum in Stuttgart before attending events such as the Goodwood Festival of Speed.



BMW BONANZA

More than 1000 BMWs are expected at the British Motor Museum when it hosts the BMW Car Club GB National Festival on 12 August – Europe's largest gathering of BMWs. Models spanning all eras are welcome. See www.bmwcarclubgb.com

Nostalgia hits Wiltshire

The seventh Vintage Nostalgia Festival took place at Stockton Park from 1-3 June, with classic cars playing a major role.

Regular attendee Mike Brockway brought two of his cars, which are incredibly well-patinated, largely original and unrestored. Both his 1933 MG K1 tourer and 1953 Bristol 403 were rescued by Brockway and brought back to life, and drew the crowds all weekend.

Other interesting cars included David Crook's rare Triumph 14/60 Southern Cross Special and John Mills' Ford Consul Mk1. His father purchased the Consul in 1965 for £178 – £150 of which he had to borrow! Elsewhere, Downton Engineering apprentice Alan Haddock's 1964 Riley Elf MkII, boasted an engine rebuilt in the spirit of Downton Engineering's Riley Elf conversions of the 1960s.

PREVIEW

25-26-27-28

October 2018

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Fabulous '55 Studebaker President Coupe

Aussies laud homegrown talent

National Motoring Heritage Day on 20 May is the annual Australian celebration of vintage, classic and special-interest vehicles – the local equivalent of Drive It Day in Britain. Individual owners and car clubs are encouraged to get out and drive to any one of the designated destinations to show off their wheels.

One of the most popular venues is Berry Showground in southern New South Wales, about 100 miles south of Sydney, which is hosted by Shoalhaven Historic Vehicle Club. A sunny late-autumn day meant a

showground filled with several hundred cars and 'bikes, ranging from early Ford Model T to recent McLaren MP4/12C. Clubs including Morris Minor, Mustang and Mercedes were out in impressive numbers, but the many individual rarities made for variety along with trucks, hot rods and barnfinds.

Among the local favourites were Matt Allen's 1976 Chrysler Charger, Steve and Jane Cooke's 1951 Holden FX ute and a pair of '50s Vauxhall E-type tourers, as bodied in Australia by Holden.



Bill Jansen's 1941 Ford 'Cab Over Engine'



Turin pays tribute to Farina

A dazzling selection of Pininfarina prototypes, including the Lancia Floride II, the Sigma Grand Prix and the Ferrari Mythos and Sergio, went on show at the Parco Valentino Turin Auto Show on 6 June.

Visitors to Caselle airport were met by Sintesi concept car and the event also featured a Supercar Night Parade, comprising more

than 300 exotic machines brought by members of the public. But perhaps the most eye-catching car on display was the Jaguar XJ Spider (above), a two-seater prototype based on the XJ coupé platform and revealed at the 1978 British Motor Show in Birmingham. The car was driven in the parade by company chairman Paolo Pininfarina.

PRE-WAR RARITIES GO WEST

Now in its 10th year, the Ilminster Midsummer Experience is a major event in Somerset, with its Classic Vehicle Show being one of the most popular attractions. Almost 200 vehicles were on display on 10 June, with one of the oldest and most interesting being Dave Burford's rare '36 Wilson Electric Car, as built to order by Partridge Wilson & Co of Leicester.

Another star turn was Robert Heelis' 1949 Delage D6-3L (below). The original saloon body was in poor condition, so Heelis replaced it with stunning roadster coachwork in the style of Figoni et Falaschi.



PAUL BUSSEY



Federation update

We are increasingly recognising the cultural and heritage value of our vehicles and we see this as our greatest development area over the next five years.

While we are all familiar with the traditional car events that draw our attention, there are many others that include much more besides the usual vehicles. An example I attended this month was one of two open events that the North Staffs and Cheshire Traction Engine Club holds at its permanent base at Draycott in the Clay, Staffordshire. There is a 1928 Crossley Diesel Engine on site that powers a generating set with an



Magnificent traction engines such as 'Endurance' starred at Klondyke Mill

interesting past – providing electricity for Swythamley Hall, where the followers of Maharishi Mahesh Yogi were based!

I saw a locally registered and totally original Jaguar Mk1 beside a dusky-pink-and-white Plymouth and a rare 1904 Givaudan motorcycle manufactured in Lyon.

Many traction engines were in steam and some members spent the weekend in their 'living vans', the precursor to caravans and towed by traction engines to provide accommodation *en route*. A working sawmill was even cutting logs powered by fabric belt from an Allis-Chalmers tractor.

Do try this type of event, they reveal our social and cultural past!



DAVID WHALE
FBHVC CHAIRMAN

The FBHVC lobbies in Westminster and Brussels. Call Emma Balaam on 01708 223111, e-mail secretary@fbhvc.co.uk or see www.fbhvc.co.uk

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CLASSIC DIARY

All the shows, festivals, tours, meets and races that matter

JULY

6-8 Le Mans Classic Historic racing at the most famous of all circuits. La Sarthe, France 0033 1 42 59 73 40; www.lemansclassic.com

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

7-8 Chateau Impney Hill Climb Droitwich Spa, Worcestershire 08450 170637; www.chateauimpneyhillclimb.com

8 Simply Jaguar Big Cat fest at Beaulieu (also Simply Japanese on 29, Supercars on 4-5 Aug) 01590 612345; www.beaulieu.co.uk

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

14 Oakamoor Hill Climb Revival Veteran, vintage and classic cars tackle the Staffordshire hill oakamoorhillclimb.org

14-15 VBOA National Rally Vauxhall-focused show. Market Harborough, Leics www.vboa.org.uk

15 Old Ford Rally British Motor Museum, Gaydon 01926 641188; www.britishmotormuseum.co.uk

15 Classic & Supercars Show 2000-plus cars at Sherborne Castle, Dorset classic-supercars.co.uk

22 Lytham Hall Classic Car & Motorcycle Show 01697 451882; markwoodwardclassicevents.com

22 All Ford Show Now combined with Kit, Custom and American Show. Aylesford, Kent 01732 840787; kentsallfordshow.co.uk

27-29 Carfest North Cars, music and family fun. Cheshire (also Carfest South, 24-26 Aug) www.carfest.org

28 Concours d'LeMons Detroit Crazy celebration of the mundane. Plymouth, Michigan, USA 24hoursoflemons.com/concours-d-lemons

28-29 Shelsley Walsh Classic Nostalgia Two-day festival featuring F1 paddock, competitions, demos and more. Worcs 01886 812211; www.shelsleywalsh.com

AUGUST

4 The Sound of Speed Supercars on track and on show. Marlow, Bucks www.soundofspeedfestival.co.uk

4 National Metro & Mini Show At the BMM, Gaydon 01926 641188; www.britishmotormuseum.co.uk

4-5 Prescott Hill Climb 250 classics take on 80-year-old challenge. Glos 01608 644999; www.vsc.co.uk

5 Goodwood Breakfast Club: Classic Car Sunday For pre-1978 cars. Goodwood, West Sussex 01243 755055; www.goodwood.com

7 Classic Wheels at The Old Dovecote Evening 2018 Watch the sunset with up to 200 classics. Willington, Beds 01234 838409; www.nationaltrust.org.uk

10-12 AvD-Oldtimer-Grand-Prix Seven decades of motorsport history on the Nürburgring, Germany 0049 2691 302 630; www.nuerburgring.de

12 BMW Car Club GB National Festival BMM, Gaydon 01926 641188; www.britishmotormuseum.co.uk

12 Raby Castle: Classics in the Park Classic cars in the Co Durham castle's grounds. 01697 451882; markwoodwardclassicevents.com

19 Stonham Barns Classic Car Show Family day out in Stowmarket, Suffolk 01449 711111; stonhambarns.co.uk/whats-on/classic-car-show-2018

25-27 Oulton Park Gold Cup Historic racing extravaganza. Cheshire 01829 76030; www.oultontparkgoldcup.com

26 Spridget 60th Celebration of all Sprites and Midgets. Wroxall, Warks www.midgetandspriteclub.com

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

Pick of the month July 2018



GOODWOOD FESTIVAL OF SPEED 12-15 JULY

On Saturday 19 June 1993, the Festival of Speed was born – and historic motor racing hasn't been the same since. For the mathematically challenged among you, that means that the FoS is celebrating its 25th anniversary this year, and its Silver Jubilee forms the weekend's main theme. Organiser the Duke of Richmond (formerly Lord March) will choose his 25 favourite moments from the Festival's history, and those memories will be worked into the schedule. The four-day event will also mark the 70th anniversary of Porsche in 2018, so it's birthday cake all round. 01243 755055; www.goodwood.com

SILVERSTONE CLASSIC 20-22 JULY

In many ways the daddy of all historic racing events, playing host to more than 1000 cars and 20 grids over the course of a three-day weekend. You'll get to see everything from 1950s sports-racers to relatively recent Touring Cars on the track, while off it there will be a seemingly limitless supply of things to look at: more than 100 car clubs will be bringing along some 10,000 vehicles, plus there's a very well stocked auction, dozens of vintage retailers and much more. 01483 524424; www.silverstoneclassic.com



Looking ahead



MONTEREY CAR WEEK 17-26 AUGUST

Monterey is so big that a week isn't long enough to fit everything in – the Californian extravaganza now runs over 10 days, kicking off with an opening show in the town itself and finishing with the prestigious Pebble Beach Concours d'Elegance. In between, there are several huge sales (Gooding & Co, RM Sotheby's, Bonhams and more), one of the world's largest automobilia expos, a handful of tours and multiple smaller events across the area. 001 831 622 1700; www.pebblebeachconcours.net



MICK WALKER/ERIC SAWYER

Main: Evans, Forward and Dwyer battled for F2 win. Below: O'Connell en route to Guards Trophy victory. Bottom: Milicevic and Hibberd in the F3 contest

F2 STARS SPARKLE AT SILVERSTONE

Two superb races from the Historic Formula Two brigade were among the highlights at the Historic Sports Car Club's International Trophy meeting on 16-17 June. The 28-strong grid produced a number of tight battles over Silverstone's Grand Prix layout, with the first race featuring a dice for the lead between the March 742s of Richard Evans and Mark Dwyer, plus the 782 of Dean Forward and Jamie Brashaw's Chevron B25.

Forward's slender advantage was wiped out when he tangled with a backmarker, leaving Evans to take victory. The result was repeated in Sunday's race, when Brashaw finished third and James Murray came through to fourth after starting from the back in another B25. Robert Simac (March 712M) and Matthew Wrigley (March 79B) triumphed in their respective classes both times out.

Michael Lyons won the pair of Derek Bell Trophy encounters in his Formula 5000 Lola T400. James Hadfield – son of historic specialist Simon – impressed in the second race, finishing runner up on his debut with the Trojan T101. David Shaw (Eifelland March 721)



Leo Voyazides was a three-time winner

twice finished on the podium, then switched to his ex-Nelson Piquet Ralt RT1 for Classic F3/FF2000. He was second to Anthony Hancock's Lola T670 in the first race, but took victory on Sunday.

Jon Milicevic (Brabham BT21B) claimed the double in Historic Formula Three, while Cameron Jackson (Lola T200) and Ben Mitchell (Merlyn Mk20) took a win apiece in Historic Formula Ford. Leo Voyazides went solo in his Lola T282 to win both half-hour races in the Pre '80 Endurance Series, then teamed up with Simon Hadfield for GT and Sports Car Cup victory – while Martin O'Connell was the class of the Guards Trophy field in Sandy Watson's Chevron B8. James Dodd, meanwhile, survived slippery conditions to win the Jaguar Classic Challenge in his E-type.





The Christophe van Riet-driven 1965 Cobra won the two-hour Sixties Endurance contest



Victory in the Heritage Touring Cup race belonged to Christian Traber in his BMW 3.0 CSL

Cobra aces dominate in Dijon enduro

Christophe van Riet won the two-hour Sixties Endurance race at the Grand Prix de l'Age d'Or returned to Dijon-Prenois from 8-10 June. Van Riet led a Cobra one-two, beating polesitter Philipp Oetli's similar example by more than 50 secs, with Martin Stretton completing the podium. The British ace's Jaguar E-type was the only non-Cobra to finish among the top seven, coming home ahead of the Daytona Coupe of Dominique Guenat and Yvan Mahe.

Nine races were held over the undulating Burgundy circuit – formerly a host of both the French and Swiss Grands Prix – with grids that varied greatly in size. Only a handful of cars contested the pair of Euro F2 Classic races, with Stretton (March 742) pipping the Motul M1 of David Tomlin in the first, and Charles Veillard winning the second in his Ralt RT1 – again ahead of Tomlin.

The Heritage Touring Cup attracted a stronger entry and

Tomlin switched to his Zakspeed Escort to post another second-place finish, this time behind the victorious BMW 3.0 CSL of Christian Traber. The Escort RS1600 of van Riet and Caroline Grifnee was the final unlapped finisher in sixth place.

The first of two races for the Greatest's Trophy field opened proceedings on Saturday afternoon. Guillermo Fierro (Maserati Tipo 61) pipped the Bizzarrini of Traber and Peter Muelder, while

Carlos Monteverde dominated the second stanza in his Jaguar E-type.

Monteverde's glorious ex-Escuderia Montjuich Ferrari 512, which he shared with Gary Pearson, led the early laps of the Classic Endurance Racing 1 grid before retiring; Philipp Bruehwiler came through to take victory in his Chevron B19. Guenat (Lola T286) topped the CER 2 field, while Andrew Smith and Oliver Bryant claimed the laurels in the well-supported 2.0L Cup for early Porsche 911s.



Clockwise from main: wins for Padmore and Stretton; double winner Aguas; Sumpter's Lotus Cortina

ERIC SAWYER



PADMORE AND STRETTON ON TOP AT BRANDS

The Historic Formula One Championship visited Brands Hatch for the Masters Historic Festival on 26-27 May. In race one, Nick Padmore (Williams FW07C) held off Martin Stretton (Tyrrell 012), who got his revenge in the second race, winning from seventh on the grid.

The Rui Aguas-driven Peugeot 908 claimed an Endurance Legends double, kept honest by the Oreca-Nissan 03 of Martin Rich/Alex Kapadia in the first race, then by Steve Tandy's Lola B12/60 in the second.

Mike Whitaker was robbed of a Gentlemen Drivers win when his TVR Griffith was called into the pits with a loose exhaust, leaving victory to Shaun Balfe/Andy Wolfe in their Cobra. Leo Voyazides/Simon Hadfield's Lola T70 topped the Historic Sports Cars race. Other winners included Mark Sumpter in Pre-66 Touring Cars, plus Dean Forward and Matthew Wrigley, who took a victory apiece in Historic F2. Daniel Brown claimed both Youngtimer Touring Car Challenge races.

Frazer Nash in Oulton double

Round two of the Vintage Sports-Car Club's Formula Vintage season was at Oulton Park on 19 May.

Dougal Cawley won the Oulton Park Trophy in his GN-Ford 'Piglet', while Christopher Mann (Alfa Monza) took the Bill Philips Trophy. Julian Grimwade (Norris Special) claimed the Hawthorn Spanish Trophy and Tony Lees (AC/GN Cognac) won the Boulogne Trophy. Other race winners included Tim Kneller (Riley Sprite) and Anthony Fenwick-Wilson (Railton Light Sports Tourer), while Grimwade took a second victory in the scratch race that closed the day.



Grimwade's rapid Alvis-powered Nash

GARY CLARKE



Clockwise from main:
Watanabe/Nasu in a
Stanguellini 1100; winners
celebrate; stunning Alfa
6C-2300 Touring Spider
of Mellinger/Gelmini



HISTORIC WINTON A WINNER

More than 10,000 enthusiasts flocked to the 42nd Historic Winton (25-27 May) in Victoria, Australia. Run by the Austin Seven Club, it featured a wide range of machinery. Car of the Meeting was awarded to Kathrynna Barnes' 1933 Barnes Special (above).

NEW HSCC ROLE FOR WHITE

Historic Sports Car Club stalwart Grahame White will retire as CEO at the end of 2018 after more than 20 years,

to take on a new consultancy role. "He has guided the club forward," said chairman Frank Lyons, "building it into a very successful

organisation, which now promotes major historic events across the UK for over a thousand members."



All-Alfa podium on Mille Miglia

The Argentine crew of Juan Tonconogy/Barbara Ruffini (6C-1500 GS) took victory on this year's Mille Miglia, held from 16-19 May. It was the duo's third win after their successes in 2013 and 2015, and they led an Alfa Romeo one-two-three, 90 years after the marque recorded its first victory on the famous Italian road race. Giovanni Mocerì/Daniele Bonetti (1500 SS) finished second, with Andrea Vesco/Andrea Guerini (6C-1750 Zagato) – winners in 2016 and '17 – coming home third.

The route covered 1743km and included 112 time trials plus regularity sections. Day one took the 450 crews – selected from a record 725 applications – from the traditional Brescia start south-east though Mantova and Ferrara on to Cervia. The following day they travelled south to Rome, before heading north again on day three to Parma, via Radicofani and Siena. The final day's route took them through Milan, to Monza and to the Alfa Romeo museum at Arese before returning to Brescia.

Tonconogy/Ruffini ran near the front from the start, but the leaders at the end of the first day were father-and-son team Lorenzo and Mario Turelli in their 1929 OM 655 S TT. The Argentine Alfa assumed the lead during day two, however, and retained it to the end. Franca Boni/Monica Barziza (Lancia Aprilia) won the Ladies' Cup, while famous names taking part included former Formula One driver Giancarlo Fisichella (Alfa 6C-2300) and rally legend Walter Röhrl (Porsche 356).



Ben Mitchell won both
Historic Formula Ford
races at Thruxton's 50th-
anniversary meeting

ERIC SAWYER

ROBINSON & COLLIS TAKE MAIDEN WIN

Matthew Robinson and Sam Collis took a popular first win in the British Historic Rally Championship when they came out on top on the Carlisle Stages, held on 8-9 June.

The Escort crew was pushed all the way by the BRM-powered Hillman Avenger of Ieuan Rowlands and Emyr Hall, which for once threatened to upset the Ford dominance before coming to grief in Kielder on the penultimate stage. The Escort Mk2 of Stuart Egglestone and Brian Hodgson inherited second, an impressive result for the Pinto-powered car.



WRITE PHOTOGRAPHIC

Wheel-to-wheel for 50th bash

Two frantic Historic Formula Ford races were the highlight of Thruxton's 50th-anniversary meeting on 2-3 June. After up to seven cars had been involved in the lead battle, Ben Mitchell's Merlyn Mk20 emerged victorious in both and claimed the Ian Taylor Trophy.

Chris Ward topped the combined Woodcote Trophy and Stirling Moss Trophy field in his Lister-Jaguar, with Oliver Bryant's Lotus 15 taking victory in the

second race. Current British Touring Car Championship racer Adam Morgan won Saturday's Tony Dron Trophy in Ric Wood's Capri, with owner Wood repeating the success on Sunday. Other race winners included Paul Smith (Ralt RT3) and Andrew Smith (March 783) in the Jochen Rindt Memorial Trophy, Graeme and James Dodd (Ginetta G16) in the Guards Trophy, plus Tom Sanderson and Darren Thomas in Mini 7.



GROHMANN VICTORIOUS

Austrian Gerald Grohmann won the third round of the 2018 Alfa Revival Cup at Vallelunga on 2 June in his GTAm (above). Grohmann claimed pole but was beaten away from the start by Roberto Arnaldi, who later retired. Salvatore Rizzo hung onto his championship lead.



GARY CLARKE

BAXTER IS BEST VINTAGE

James Baxter (Lagonda Rapier special, above) claimed 'fastest vintage' at Harewood's Classic and Vintage Hillclimb on 2 June, at 72.88 secs. Jolyon Harrison (Surtees TS8) led the classic runners and took Fastest Time of the Day with a 68.08 secs run.

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From top: Konst is reunited with his Peel Viking GT; the car as found; the interior is largely untouched. Inset: period Dutch brochure

DUTCH DEMO DISCOVERED INTACT

A rare survivor of the Peel Viking Sport GT, a Mini derivative originating from the Isle of Man, was found not so long ago in a Yorkshire barn (*Lost & found*, November 2015), but Mini specials expert Jeroen Booij reckoned that there had to be more of them somewhere. Booij first learnt about the model when he met fellow Dutchman Ben Konst more than 20 years ago. Now 73 years old, Konst became the Viking's Dutch concessionaire after he bought a shell on the Isle of Man in 1966, brought it over to The Netherlands and built it up with the mechanicals of an 850 Mini sourced from a scrapyards.

Konst had trouble getting the car registered, but eventually managed it in 1967 and used the Peel for two years as a daily driver, but also as a demonstrator and press car. A Dutch motoring magazine that tested it wrote: 'The car... is really nicely equipped with bucket seats and a very complete dashboard. The interior has been beautifully trimmed and the result is a remarkably good little sports car.' Konst sold another four or five shells – he is responsible for quite a chunk of total Viking Sport sales, because production stopped at 24 bodies.

Years of searching led to nothing, until a tip-off took Booij to Germany. He heard that one of the Dutch Vikings might survive there, having been with the same owner for 40 years. He turned out to be a collector with Dutch roots, who had bought the car in Holland in 1977, and when Booij visited the Viking he discovered that it was Konst's old demonstrator, still registered 88-49-EP. All of his modifications were intact, such as a larger rear screen and new rear lights, both from a Fiat 850. Konst was surprised to hear of its survival and agreed a sale, getting back his demonstrator after 49 years.



'Konst sold another four or five shells – he is responsible for quite a chunk of total GT sales'



Going for gold with a rare Mondial

In early 2016, Belgian Ferrari parts specialist Red Bay Cars bought a tired red Ferrari Mondial quattrvalvole, planning to break it, before finding out that the original colour was Oro Chiaro (gold). "Only a handful of Mondials were ever produced in this colour and even fewer have survived the test of time," said Red Bay's Stefan Leunis.

The Mondial was ordered in 1981 but not built until 1982 – during this period the model changed from the original Mondial

8 to the more powerful quattrvalvole. "Given the rarity of the colour, we decided to restore the car to its original glory," said Leunis. "After 600 hours of sanding, painting and refitting, the end result is simply amazing."

Red Bay now plans to show the car at various events, and is also keen to trace its earlier life. Wearing the VIN 42625, this Ferrari was first registered in Switzerland. If you remember it, please e-mail info@redbaycars.com



Saved from the breakers, this distinctive Oro Chiaro Ferrari has been brought back to its '80s best



WEDGE IN THE WEEDS

Classic & Sports Car reader Mark Sexton lives in Oakhampton, Australia and runs a Porsche 911 (996) daily driver with an impressive collection of classics that comprises a Ferrari Testarossa, a Jensen Interceptor and a trio of Jaguars – including a 3.8 S-type that he restored at the age of 18 then found again in 2016 after having covered fewer than 9000 miles in 34 years.

His most recent find, however, is more unusual – an Aston Martin 'wedge' Lagonda discovered in the backblocks of New Zealand on a recent visit. He's now doing further investigative work to see if he can find out how the car came to be languishing there.

Salvation for Sunbeams

Back in the 1970s, Sterling Cars of Walton-on-the-Naze closed down. The firm had been restoring cars and supplying spares, especially for post-war Sunbeam-Talbot models, and among the cars it owned at the time were three Sunbeam-Talbot Alpines, a MkI and two MkIIIs. They were in a semi-dismantled state and had been stripped of many parts, but at the closing-down sale all three were sold to a Mr K Fisher, an enthusiast who had intended to restore them.

He recently sold them – still unrestored – to Ken Sparkes, who is known in the Sunbeam Talbot Alpine Register as a rebuilder. Sparkes will restore the body of one car for Fisher, who will complete the restoration while Sparkes keeps the other two as projects. "I expect in those times they were considered unrestorable because they were incomplete," he said, "but times have moved on." No documentation came with them, but he's been able to trace the chassis numbers.



This trio of Sunbeam-Talbots will now get the care and attention they so desperately need

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



FILLING IN THE GAPS

Bob Marston, chief engineer for Lola Cars from 1968-'81, has learned that the Austin-Healey 'Frogeye' Sprite he owned from nearly new until 1964 survives, and is offering to fill in its history for the current owner: "We had many European adventures in this car, plus the odd competition." E-mail: bobmarston@talktalk.net



SEEKING A MORGAN

Ian Gayter is keen to track down his late father's Morgan three-wheeler, if it survives. Registered AVM 40, it is a sports model with a JAP engine. If you recognise it or know of its fate, e-mail the_gayters@ntlworld.com



THE XK FILES

Do you know the history of Jonathan Pilkington's '59 Jaguar XK150 dhc, HVK 354? Sold new to J Straughan of Newcastle, it was then white but no more is known of it until '84, when it was for sale in Hull as 540 NOJ. E-mail: j.pilkington23@btinternet.com



MICHAEL WARE

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

Rescued Rovers now on the road to recovery



When St Albans garage owner Don Impson went to a customer's house to work on a Jaguar, he recalled that the owner had once told him of an old car at the bottom of the garden, so jokingly suggested he'd do the job in exchange for it. He was very surprised when the owner agreed.

The car turned out to be a 1936 Rover tourer bought 50 years ago,

driven home and taken apart to restore, before work stopped. Registered MJ 9848, it came with a spares car bought on the Isle of Lewis, Scotland. The island collection amounted to spares from two cars, but only one chassis after the Lewis owner sent a damaged chassis to the mainland for work, never collected it and it was scrapped.

Amazingly, the two cars' body numbers are only six figures apart.

"The shed was in the garden at the bottom of about 100 yards of neat, sloping lawn," said Impson. "It took a week with a sack barrow, lugging spares up the lawn then down the steep drive." The work is being detailed in the Rover Sports Register magazine *Freewheel*.

'He jokingly suggested he'd do the job in exchange for the car – the owner agreed'

DAIMLER SEEKS ITS HISTORY?

The once range-topping Daimler DE36 is now quite rare because they are expensive to restore, but that didn't put off Daimler and Lanchester Owners' Club member Peter Gallie. "The chap I purchased it from told me that when he got back from buying it in Brighton, he jumped in to 'see how it goes' and found that one of the gears in the pre-selector gearbox was permanently selected," said Gallie. "On starting, it revved up and took off at great speed – straight towards a farmhouse. He just had time to head for a gap in the hedge next to the chicken house, and into a very bumpy field. It was no use using the brakes – the single brake rod was subsequently found to be cut – but he said it went very well!"

LNC 944 was first licensed in Manchester, but no more history is known. Can you fill in the gaps? E-mail pmgallie@yahoo.com



Little is known about this XK120 SE

Lightweight Jag bares all

This fascinating stripped chassis recently came up for sale, and must represent one of the most extensively drilled and lightened frames we have ever seen. Believe it or not, it started life as a left-hand-drive 1952 Jaguar XK120 SE and the lightened chassis suggests that it must have been a racer at some point, but no coachwork survives and no previous owners have so far been tracked down.

The car's XK engine and running gear are still fitted, along with a fairly un-racy set of whitewall crossply tyres. Can anyone shed any light on its past?



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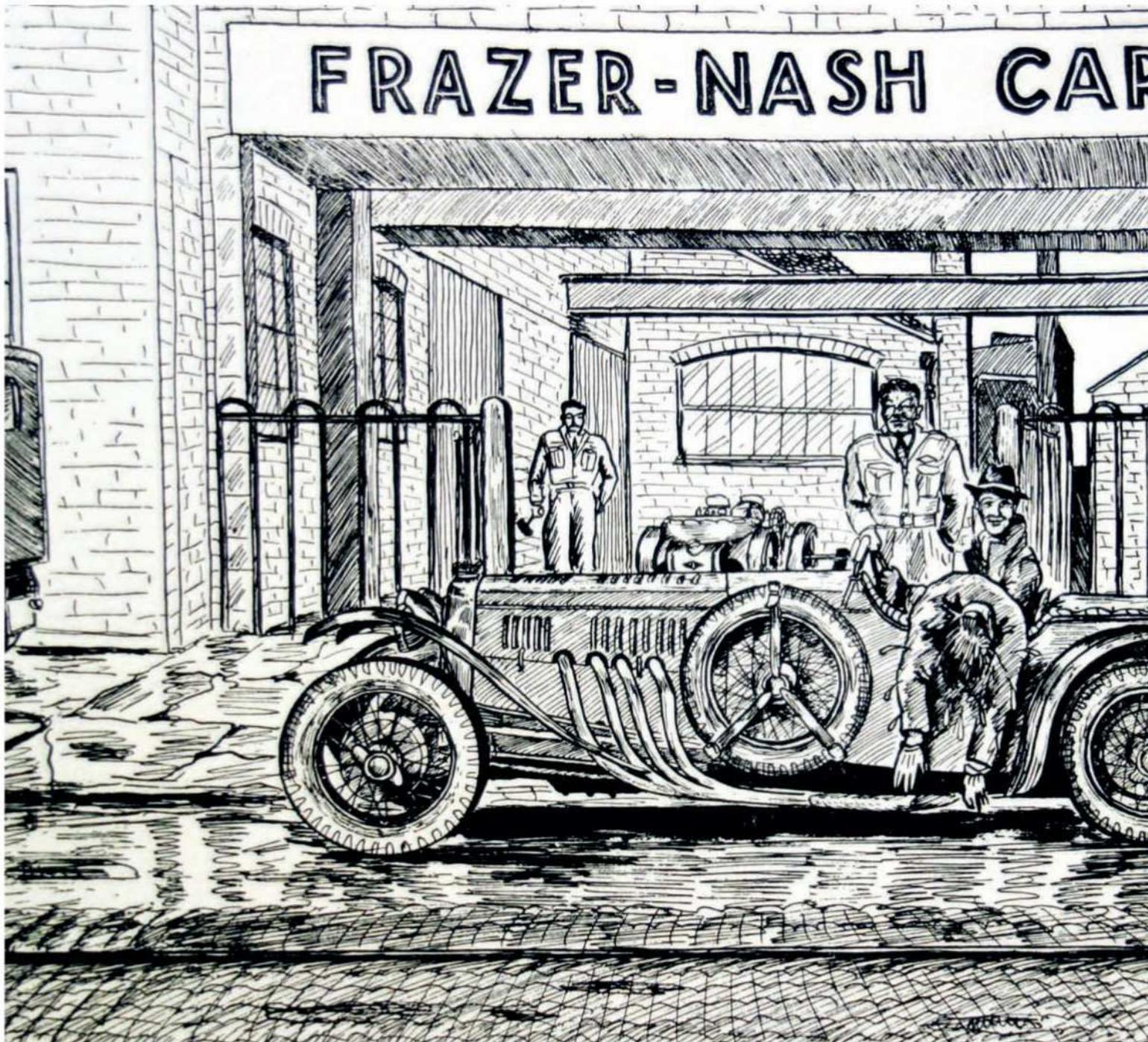


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Above: outraged Mayfair doorman in *What! The hood up on a Nash*.
Left: the enthusiasm of owners is celebrated



Left: Just back from a demonstration run in the wet features a caricature of Nash hero AFP Fane, complete with signature Tyrolean trilby. Right: slipping away, the only way to enjoy a 'chain gang'

MOTORING ART



BASIL MOUNTFORT

He never owned a Frazer Nash, but this fan's sketches delighted the boss – and owners for years to come

Few British sports cars have a fanatical following to rival Frazer Nash, be it the pre-war 'Chain Gang' variety or the Bristol-powered post-war machines. The constant thread through 30 years of production and just over 400 cars was always a hugely rewarding driver's car, proven by the antics of dedicated owners. And this colourful independent marque has inspired many artists over the years.

The excitement and unique driving style of pre-war chain-driven cars constantly amused one Basil Mountfort. Better known as 'Monty', he produced several pen and ink sketches that greatly impressed FN director HJ Aldington during the 1930s. Although Mountfort never owned a Nash, he had friends who did and knew the Falcon Works in Isleworth well. Aldington liked the drawings so much, he published a limited-

edition set which were sent to friends and favourite customers. "I couldn't afford a Nash but I did a lot of Nashing," reported Mountfort when Denis Jenkinson tracked him down to Marlow in early 1992. 'Jenks' had first seen a framed set hanging on the wall in the factory and, like many Nash fans, had always admired the fun drawings.

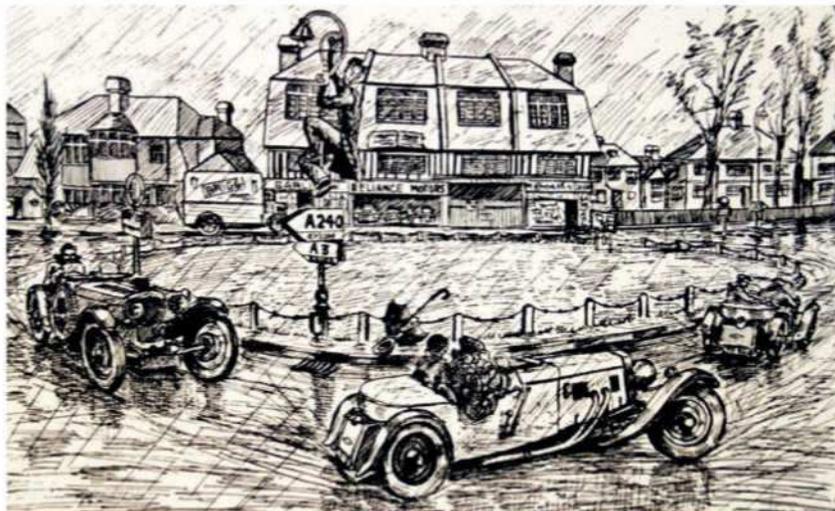
The set is very evocative of the 'Aldington era' and captures the characters who drove these exciting, exposed machines. Best known of the six prints is a caricature of AFP Fane, the brilliant driver and courageous WW2 Spitfire pilot. Fane's test drives from the Isleworth works were legendary, and Mountfort's sketch illustrates his return after a wet drive in a TT Replica, with the exhausted passenger hanging over the door having passed out from shock.

Another sketch highlights the tradition of open motoring, whatever the British weather throws at you. It features an embarrassed Frazer Nash owner arriving at a Mayfair ballroom on a wet night, where a shocked doorman ticks him off for fitting the hood.

Several sketches highlight the sideways antics of Nash drivers, particularly in slippery conditions with *I am a fugitive from a chain gang* featuring three TT Reps chasing around a wet roundabout on the old A3. An alarmed onlooker has climbed a lamp-post to get clear.

Although the Frazer Nash Archives in Henley-on-Thames has a few sets of the rare prints, the whereabouts of Mountfort's original ink drawings is unknown. MW

Right: this sketch shows a trio of TT Replicas tackling a sodden roundabout on the old A3 – note the onlooker up a lamp-post!





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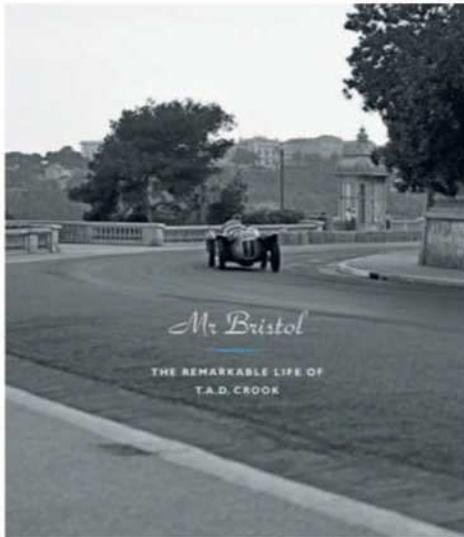
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Book of the month



MR BRISTOL The remarkable life of TAD Crook

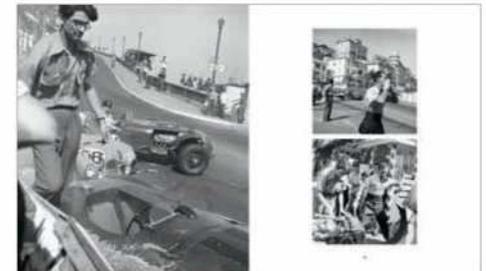
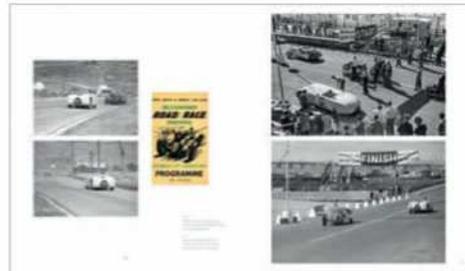
This wonderful book is a first from both author Michael Barton and publisher Butterfield Press. Limited to a numbered 500-edition run, the high-quality, 208-page hardbound tome is presented in a slipcase and includes an A4 print of Keith Woodcock's portrait of Tony Crook, a letter from the author, plus a copy of Cornelis van den Berg's non-fiction paperback *Dreamers*.

Its primary audience won't come as a surprise, given that Barton was and is a founding trustee of the Bristol Owners' Heritage Trust. It is aimed squarely at enthusiasts of 1950s racing and Bristol Cars in particular. Barton traces Crook's life from his background and childhood to RAF reservist, racing driver and, finally, as Bristol Cars' longest-serving custodian. It is an affectionate tribute, but

marque's long-term owner has, thus far, been largely conspicuous by its absence.

If Barton's *Mr Bristol* outlines the facts, then it is van den Berg's *Dreamers* – which uses a plot based on a series of interviews originally conducted for Dutch TV – that emphasises the emotional aspect and methodology of Crook's Bristol Cars departure.

Mr Bristol, divided into four chapters including useful appendices, is dominated by rich, superbly reproduced photographs. There is a series of specially commissioned imagery of Crook's most notable cars, along with many period shots that haven't been seen before. In addition, Adam Ferrington has conducted some exhaustive research into Crook's racing career in its entirety, and this is included in the appendices.



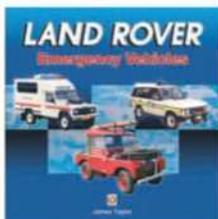
'It's packed with previously unpublished family photos, plus drawings and artwork'

the narrative arc is particularly poignant because it depicts Crook's transformation from effectively being Bristol's single-handed PR and sales department to a disillusioned recluse.

Starting with his upbringing – he lost his father at a young age – it moves on to Crook's self-declared high point of racing and starting Anthony Crook Motors with a young family. It details his considerable involvement with Bristol Cars and describes Crook's 2007 'dismissal' prior to the firm's 2011 collapse. It is this element that is particularly fascinating, because the voice of the

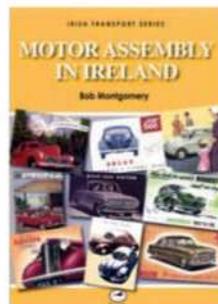
Ultimately, it is some of Crook's own quoted recollections – pinching a giant promotional steering wheel springs to mind – that prevent *Mr Bristol* veering into the realms of hagiography, although a few of Crook's critics may disagree.

Some will no doubt wince at the hefty price, but there are some far more expensive Bristol titles out there and the majority will find this a beautifully produced, essential addition to the marque enthusiast's library. **SC £300** Michael Barton, Butterfield Press. ISBN 978 1 9996325 0 2



Land Rover Emergency Vehicles

It's Land-Rover's 70th anniversary this year, so it follows that there are some new publications. This one covers Solihull's links with the fire, ambulance and police services, and includes almost every possible permutation – from '48 Series One to contemporary Range Rover Sport. Despite the impressive picture count, it's not short on detail – and the info is of the quality expected from a marque specialist. It's also nice to see plenty of photos that have not previously appeared. **MP £30** James Taylor, Veloce. ISBN 978 1 787112 445



Motor assembly in Ireland

This book aims to tell the tale of an economy transformed from being dependent on agriculture to making 52 brands of car. It succeeds, but its A-Z format doesn't always. At times, it's fascinating: brought alive by photos, ads and anecdotes. But sometimes it's more a list of bosses and production numbers. Still, as a record of a time and place it's impressive. **MM €20** Bob Montgomery, Dreoilín. ISBN 978 1 902773 35 3



The Triumph TR

There's lots here for TR fans, charting the cars' development from stillborn 20TS prototype through to the TR6, with detail on all major models plus curios and a look at Triumph's competition history. Clear and accessible, it's a pleasant read, beautifully illustrated by Marc Vorgers' images plus plenty of little-seen archive photos – but it's a bit light on technical specifications. **GM £14.99** John Nikas, Amberley Publishing. ISBN 978 1 4456 7382 0

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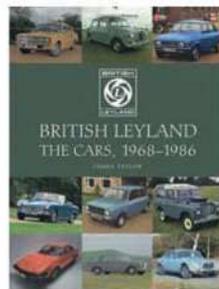
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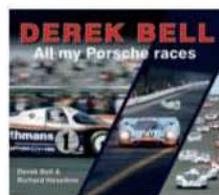


British Leyland: The cars

British Leyland: two words that have been known to induce a nervous shudder among some classic-car enthusiasts thanks to an 18-year coming together of some of Britain's major motor manufacturers that some would prefer to forget. Yet it wasn't all bad, as James Taylor is keen to point out in his guide to all the models inherited by the British Leyland Motor Corporation, or developed during its reign. Although it has become *de rigueur*

to joke about the quality of BL-era steel and point the finger at the Allegro or Princess as examples of what was achieved, it's easy to forget that mainstream models less open to ridicule such as the MGB and Triumph 2000 also came under its jurisdiction.

From Austin Gipsy to overseas oddities such as the Triumph Pony, they're all in another well-written and presented book by Taylor and The Crowood Press, one that offers a reasonable technical account as well as an insight into a crucial time for the UK automotive scene. **MP £29.95** James Taylor, The Crowood Press. ISBN 978 1 78500 391 2



Derek Bell: All my Porsche races

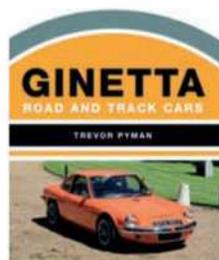
Few racing drivers have such an affinity for their chosen marque as Derek Bell and Porsche, and the pairing has now become the subject of *C&SC* contributor Richard

Heseltine's latest book. The prolific Heseltine charts the endurance ace's association with Zuffenhausen, starting with the JW Automotive 917 in 1971 before a five-year gap and the famous Jägermeister-liveried 934. The 935 years are followed by the arrival of Group C, victory at Daytona, plus his enduring love affair with - and continuing success at - the Circuit de la Sarthe.

Each page drips with high-quality period photographs, ranging from trackside images to candid snaps of the racer among his peers, illuminated by fascinating anecdotes and insights from the man himself. Typical of a Porter Press production, *All my Porsche races* is a beautifully finished and weighty tome, worthy of any coffee table - not that it will stay there long. Far from being a procession of races results and statistics, each page comes to life with a disarming



'fireside-chat' style that makes it difficult to put down. **GM £45** Derek Bell & Richard Heseltine, Porter Press International. ISBN 978 1 907085 65 9

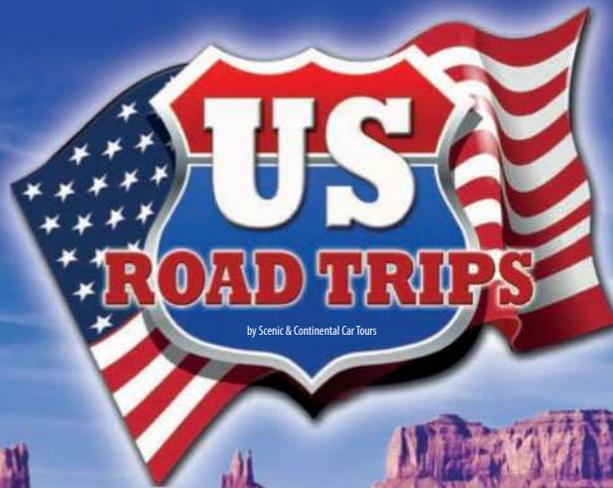


Ginetta: Road and track cars

That Ginetta has reached its 60th year is something of a miracle given the vagaries of Britain's specialist sports-car industry. Predictably, this book focuses primarily on the first 31 years under the founding Walklett brothers. There are some fascinating nuggets that may be unfamiliar to even those well-

versed in all things Ginetta. Did you know that designer Ivor Walklett mapped out a Jaguar V12-engined supercar? Or that a hybrid city car was mooted in the '70s? Neither did we. Throw in info on the aborted scheme to build a BRM-powered F1 car and even a brief mention of a Ford Zephyr MkIV camper, and it's hard not to be impressed by the author's diligent research. There are some intriguing images, too, some of which were hitherto unfamiliar. Recommended. **RH**

£25 Trevor Pyman, The Crowood Press. ISBN 978 1 78599 415 5



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Model of the month



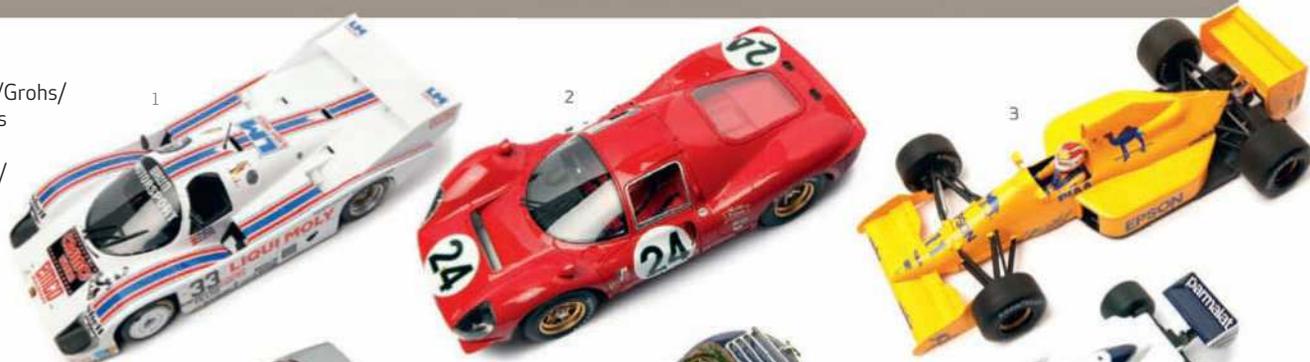
BRABHAM BT46B 1:18, TrueScale, £289.99

Latest in TrueScale Miniatures' 1:18 Grand Prix Greats series is the controversial Brabham 'Fan Car' that raced – and won – just once before it was banned. Gordon Murray's answer to the ground-effect Lotus 79's domination was a fan on the back that sucked the car to the track. So effective was the Alfa Romeo flat-12-powered BT46B in practice for the 1978 Swedish GP that drivers Niki Lauda and John Watson were instructed to run with full tanks to sandbag its speed. In the race, Lauda passed Mario Andretti's Lotus around the outside to take victory, but the car never raced again.

This superb model is available as either Lauda's winner or teammate Watson's entry, which spun off when the throttle jammed. All that's missing is a miniature dustbin lid, as used to cover the fan in the pitlane at Anderstorp.

1:18

- 1** Minichamps' ex-Stuck/Grohs/ Brun 1983 Spa 1000kms Porsche 956K, £109.99
- 2** GP Replicas' ex-Parkes/ Scarfiotti 1967 Daytona 24 Hours Ferrari 330 P4, £199.99
- 3** Spark's ex-Piquet 1989 British GP Lotus 101, £134.99

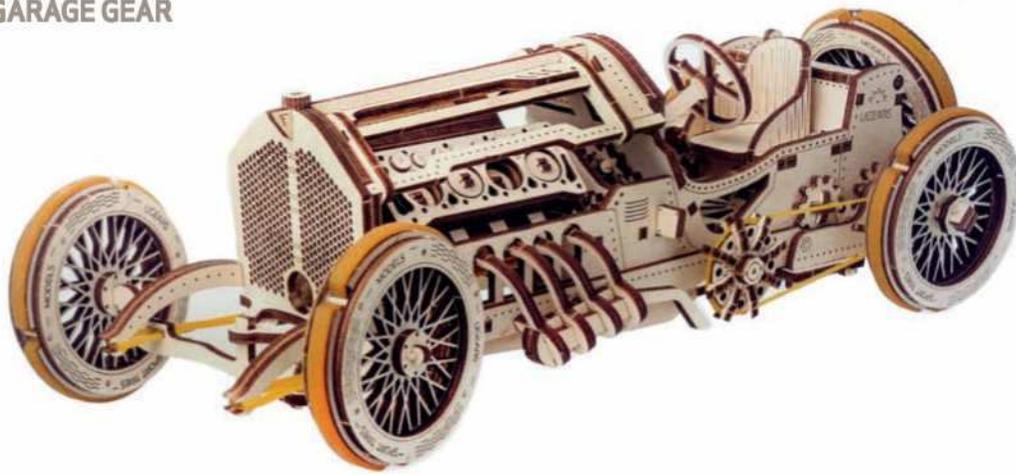


1:43

- 4** Spark's 1995 Bentley Continental R, £53.99
- 5** Premium X's 1971 Ford Mustang Mach 1, £37.99
- 6** Premium X's dark blue 1957 Jaguar XKSS, £37.99
- 7** TrueScale's ex-Muller/van Lennep 1974 Brands Hatch 1000kms Porsche 911 Carrera RSR turbo, £99.99
- 8** Norev's 1981 Volkswagen Scirocco GT, £39.99
- 9** Oxford's Jaguar MkV drophead, £24.99
- 10** Minichamps' ex-Piquet 1982 Brabham BT50, £79.99
- 11** Spark's BMW-Alpina CSL, £53.99
- 12** TrueScale's ex-Hahne/ Bouchet/Gachot 1994 Le Mans Honda NSX GT2, £99.99
- 13** Norev's '85 Audi 80 quattro, £39.99
- 14** Spark's '89 Le Mans Sauber C9, £53.99
- 15** Oxford's Royal Mail Land-Rover SIIA, £19.99



Unless stated, all items are available from St Martins Models (08448 878888; www.diecastlegends.com); 10% discount for orders from C&SC readers quoting 'CS0818'



TIMBER RACING TITANS

UGears' fantastic range of mechanical wooden models includes several early motor cars. Inspired by Edwardian racing machinery is the U-9 Grand Prix Car, which features a 16-valve V8 with working internal parts. Looking like a De Dietrich racer, this ingenious kit consists of 350 press-out wooden parts – using sustainably sourced timber – with rubber-band drive and tyres. Only wax and sandpaper are required for the assembly, which is recommended for those over 14 years old. It's priced at £41.95. www.ugears.online



Colourful mugs

Automotive artist Sheridan Davies has produced a series of mugs featuring his evocative road-car and motor-racing artworks. Subjects available include various Bugattis – among them the iconic T57S Atlantic – plus the Maserati 250F, Aston Martins and Alfa Romeos. Each mug is priced at £12, and Davies' entire range also includes coasters and art prints. www.etsy.com/uk/shop/artofspeed; www.sheridondavies.com

Typo 33 tribute



Franco Scaglione's sensational Alfa Romeo T33 Stradale has inspired the talented team at Unique Limited. Just 18 of these cars were

produced, and one recently took a top award at Villa d'Este.

Two designs are available: a profile with Quadrifoglio graphic (pictured) and an elegant front three-quarter landscape study on red. Both measure 50 x 70cm and are priced at just \$30 each. <https://automobilist.com>

Ford differentials get a grip

Ford specialist Burton Power has struck a deal to provide Quaife differentials to customers at a price comparable to increasingly prevalent Chinese copies. The Quaife ATB is a direct replacement for the factory 'open' differential but, unlike a traditional clutch-plate-style limited-slip diff, this unit operates using gears. That means it's smoother and never locks harshly, with a set pre-load of wheel slip across the driven axle, but automatically biases torque away from the spinning wheel. Backed by a lifetime warranty, Quaife units are available for a range of classic Fords, plus '62-'74 Lotus Elans. Prices from £420. 02085189136; burtonpower.com



Hub-holder tool

Working on your classic's driveshafts is one of the many jobs that seems to require a third hand. Laser Tools has released a £32.16 hub-holding device to keep things steady when you're working solo. It has two slotted holes that loop over wheel studs, so you can nip up the bolts to stop the hub from moving. If more force is needed, a 1/2in power bar can be added. www.lasertools.co.uk



Tested this month

AQUA DELUXE DRYING TOWEL

Auto Finesse's Aqua Deluxe drying towel (£12.95) prevents water marks by letting you dry your car before the water has a chance to evaporate. A decent size (500 x 700mm), the towel is made from a deep pile that absorbs a superb amount of water and reduces the risk of the swirl-marks associated with conventional chamois leathers. We were very impressed by the towel's ability to almost completely dry a panel with just a single pass, and by the quantity of water it absorbed. Its performance far outweighs its cost – you'll wonder how you managed without one. **GM** 03332 556942; autofinesse.co.uk



SKYROAM WI-FI HOTSPOT

Skyroam's Solis Wi-Fi hotspot provides 4G LTE mobile connectivity in more than 100 countries, and also serves as a 6000mAh powerpack. The device costs £127.99, with monthly subscriptions from £70.30 and a pay-as-you-go rate of £7 per day. With roaming charges in Europe now slashed, it makes most sense for those travelling further afield. **GM** www.skyroam.com



Digitising your journeys with ease

With roads becoming busier and the relentless march of whiplash-claim culture, it seems a good idea to help protect yourself with a dashcam to take a digital record of your journeys. MiVue's latest offering – called the C320 – is one of the cheapest we've come across. Despite the low price it's packed with features, including 1080p full-HD recording at 30fps, a 130° viewing angle, plus a three-axis G-sensor to record the direction and force of impact should the worst happen, as well as recording turns and acceleration. It comes with a rotating camera mount and can even be used in photo mode to collect close-up images of accident damage.

The 58g camera uses a 2in display and supports SD storage cards of up to 128GB capacity. It costs £69.99.

www.mio.com



B&W heroes

Vintage photograph specialist Graeme Simpson has produced a series of postcards featuring some of his favourite portraits. Subjects included Helle Nice, Tazio Nuvolari, Kay Petre, Richard 'Dick' Seaman and Jean-Pierre Wimille. They cost £1 each, or a set of seven is £6. www.motorracingtradition.co.uk (or visit Simpson's stand at VSCC Prescott on 4-5 August)

Silver sculpture

The magnificent Mercedes-Benz W125 and English ace Richard Seaman are the latest subjects to inspire sculptor Terence Ross. Entitled *Brown under Silver*, it's limited to four pieces and all are individually hand-painted. Priced at £3995, it will be unveiled at the Goodwood Festival of Speed from 12-15 July, on stand 270. 020 8778 3188; speed-still.com



TRIM MAX RESTORER

Nothing ages a more recent classic faster than oxidised and faded plastics and trim, which turn white over time and look very tatty. Scruffy cars are in no short supply at C&SC, so we were well-placed to test BriteMax's Trim Max restorer (£19.95). The formula is free from volatile organic compounds and is claimed to combine a unique drying oil with polymer-forming properties.

It certainly seems to have a curious consistency, creeping into cracks and seemingly being absorbed by the plastic. We worked a small amount into our test car's faded trim, allowing it to cure for a few minutes before buffing with a clean microfibre cloth. We were impressed by the coverage and it returned the plastic to a factory look in seconds. A little goes a long way, but be careful not to get it on your hands, mask off any single-stage paint and leave it for at least four hours before getting it wet. GM 01342 893015; www.britemax-direct.co.uk



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The original Aquajet man traded his roll neck for a cardigan long ago, but the next generation of adventurous motorists can still buy the tyre he stood for. Vintage Tyres has reintroduced the Dunlop Aquajet in a wide range of 10in, 13in and 15in sizes.

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Mick WALSH

Trips along Suffolk back-roads regularly provide blissful classic motoring, particularly on an early run down the old Thetford Road to a favourite local event. Rural Pastimes is a one-day show staged every June around the lush William Kent-designed grounds of Euston Hall. The displays are eclectic, from a gundog scurry to a spectacularly low flypast of a WW2 Hurricane, and many feature a transport emphasis. On a fine Sunday there's no better place to marvel at machinery and meet a wonderful mix of characters.

The charity event always attracts a strong classic car and motorcycle contingent. Walking the packed lines of vehicles, I love the automotive contrasts – ranging this year from a stunning pre-war Talbot 105 Airline coupé to a gauche '70s Panther De Ville – and the current Duke of Grafton turns out to present the prizes.

Motoring links at Euston Hall date back to the ninth Duke, who tragically died aged just 22. Like many young Cambridge graduates in the '30s, the wealthy John Fitzroy was captivated by motorsport. A succession of exotics were raced at Brooklands and in Ireland, including an Alfa 8C and a Squire. Frustrated by the reliability of the latter's Anzani engine, the Duke splashed out £1000 in 1936 for a secondhand GP Bugatti.

The Limerick road race was probably not the best choice for his debut in the supercharged, ex-Charlie Martin Type 59. The bespectacled Duke looked lairy in practice and several rivals including Prince Bira advised him not to race. After a heavy shower, the course was even more challenging and on the first lap the Duke lost control over a bump at Roxboro' Road Corner. The Bugatti hit a post, the petrol tank exploded and the badly burnt Duke was dragged from the blaze, but later died in hospital.

On my visit to Euston Hall I had to search out his grave, which I found in the shade of the beautiful 17th-century St Genevieve church. The wreck of the Type 59, chassis 59121, was given to the Duke's chauffeur and has just been brilliantly restored by Tim Dutton's team.

Among the cars on display at Euston was an immaculately presented 1959 Buckler DD2 with stylish Microplas Mistral bodywork, owned by Joe George. In the early 1960s, this tuned Ford 100E-powered Buckler was raced by the talented Mike Fielden, another young ace taken too soon after his parked Lotus was hit by an aquaplaning Aston DBR1 in the 1963 Martini Trophy.

'On a fine Sunday, there's no better place to marvel at machinery and meet wonderful characters'



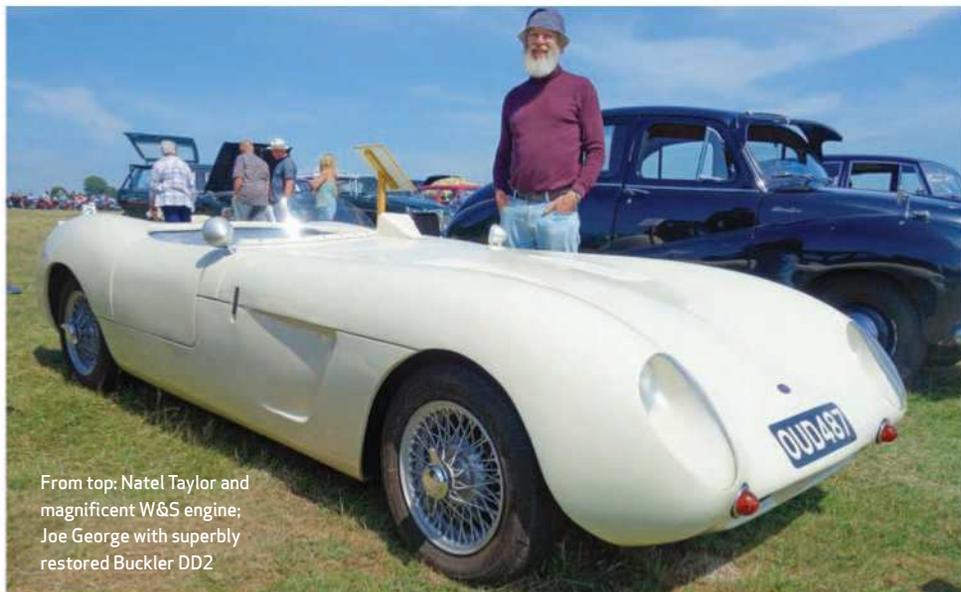
How enthusiasts get involved with a marque is always intriguing and for George it was through his school chum Malcolm Buckler: "We used to go back to his house to watch TV, where we sat on a spaceframe in the front room. My first Buckler in the early '70s had a Jaguar 3.4-litre engine. You had to crane around the bonnet power bulge to see and it was good for 0-60mph in 5.4 secs. It scared the living daylights out of me and I only kept it for three weeks."

George bought the unfinished project DD2 from Nick Totman, the son of the original owner, and completed the work: "After finally getting OUD 487 on the road after 34 years, I won Best of Show at Euston Hall last year."

I always enjoy listening to stories of dedicated ownership, and a highlight of this year's Rural Pastimes was meeting octogenarian Natel Taylor, who saved his 1916 Wallis & Stevens traction engine back in '65: "It stood for 16 years by the side of the road near Lavenham, and with all my savings I paid £150 for it. Neighbours in the village used to mock me, singing 'Natel's bought a heap of scrap', but within a year I had it on the road. The engine didn't have a name, so I thought 'Faith' would be appropriate."

Over the past 50 years Taylor and his engine have been a popular attraction at events all over East Anglia and he promises to continue well into his 80s. Such enthusiasm is always inspiring.

Next year's event is on 9 June. With entry just £10, it's fantastic value; see you there!



From top: Natel Taylor and magnificent W&S engine; Joe George with superbly restored Buckler DD2

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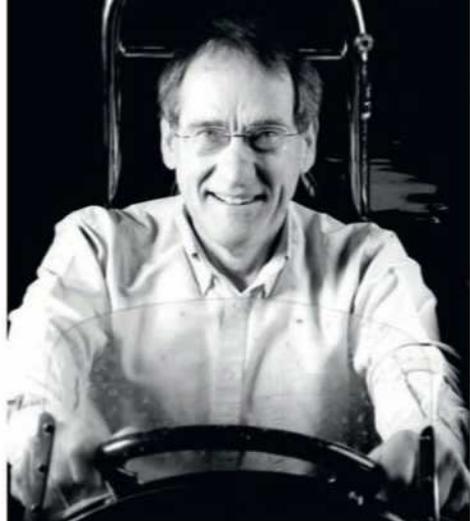
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Simon TAYLOR

None of us should need any excuse to get our classics on the road. But if a good cause can benefit when we do, so much the better.

After book publisher Philip Porter recovered from prostate cancer, he organised an 18-day, 4000-mile drive around the coastline of Britain for E-types. Then he did it again for XKs. In two years he has raised more than £150k for Prostate Cancer UK. Meanwhile the Kop Hill Climb, excellently run once a year by an unpaid team, has raised over £500,000 for local charities in 10 years. Different events raise money in different ways: some ask for a donation when you fill in the entry form, which is a painless way to do it. Others, in the traditional way, ask participants to raise sponsorship from friends.

But here's something a bit different. We all know that funerals tend to be dreary affairs, with an unwilling congregation awkwardly shuffling their feet and mumbling hymns they don't know. At the recent funeral of that wonderful character Nick Syrett, long-time Guv'nor of the BRSCC, the bleak little crematorium chapel was overflowing with racing drivers and cricketers who'd been his friends. For some reason a hymn had been chosen that nobody knew, and as we struggled through it, some of us mouthing the words, some bravely booming away out of tune, the recorded organ backing suddenly went silent. The singing petered out – and everybody burst into fits of giggles. Nick, who was certainly not a churchgoer, would have laughed the loudest.

When somebody dear to you dies, you might prefer to have a small family funeral, and then ask a larger circle of friends to take to the road on a specified day as a tribute. There's nothing formal, nothing to organise, and it can be a happy occasion as well as a sad one. All you have to do is remember the person who's not around any more: when you're sweeping through a series of bends on a good give-and-take road, imagine they're in your mirror. Or park at the top of a hill in the country and admire the view. And when you stop for lunch, raise a glass in their memory.

Former pilot Barrie Bird has been playing with ACs ever since he raced one in the early '60s, and his AC collection includes two unique Le Mans cars: the Bristol-engined sports-racer LM5000 and A98, the coupé built at Thames Ditton to beat Carroll Shelby's Daytonas. Barrie has always put his ACs to good use, and when his wife June wasn't carriage-driving in equestrian

'A98 was the most thunderous carriage: open exhausts, no interior trim, tiny closed-in cockpit full of heat and noise'

From top: high-speed convoy – Stingray follows Ace on Drive for June Day; LM5000 in the Bo'ness paddock with June the faithful passenger



events she'd be with him as navigator and companion. I remember a glorious AC drive to Le Mans: Pearl and I in my Ace, son Ashley Bird in Barrie's Cobra, and Barrie and June in A98. The big coupé was the most thunderous carriage imaginable: open exhausts, no interior trim, a tiny closed-in cockpit full of heat and noise. June enjoyed every mile, and her map-reading got us onto the best of the French back-roads. LM5000, on the other hand, is totally open to the elements. But even after the Birds moved to Aberdeenshire it was still driven to events, with June curled up in the passenger seat.

The Birds were a wonderful team – and then June developed that cruellest of conditions, Alzheimer's disease. Barrie cared for her through three heart-rending years, and he was devastated when she died earlier this year.

So he nominated the second Sunday in June as Drive for June Day. He asked us to jump in our ACs and drive anywhere we chose, and get mates with other classics to join in. If we had a nice day we could give a little something to Alzheimer's Research UK, the Alzheimer's Society or Jackie Stewart's Race Against Dementia, which he set up when Helen, his wife of 56 years, got ill.

There were no invitations and no publicity, but in Scotland the word spread, and on the day more than 100 classics, most of whose owners had been close to someone affected by Alzheimer's, converged on Barrie's manse. Then they drove off into the hills for the day.

And 600 miles to the south, Mr and Mrs Throttle in my Ace and Colin and Bev Mullan in my Stingray drove to Hampshire. We had a perfect day pressing on over great roads, and when we stopped for lunch we quietly raised a (non-alcoholic) glass to June.

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Martin BUCKLEY

A friend of mine got slightly upset the other day when he was described as a 'classic car collector'. It wouldn't bother me, but I know what he means. He sees himself – and indeed is – an enthusiast: 'collector' conjures images of reclusive billionaires with dozens of mint 'trophy' classics entombed in climate-controlled hangars. Wearing a velvet smoking jacket, this sort of collector might occasionally contemplate his SLs, Miuras and 540Ks, but will almost certainly never drive them. Equally, it could bring to mind a slightly unhinged loner with a field full of Austin Maestros. While they might consider themselves enthusiasts, they are really just hoarders who would rather see the cars return to the soil than let anyone else have them. Maybe Maestros are not a good example, but in both cases the object is possession rather than enjoyment of the cars.

The truth is that most old-car people are 'collectors' by default, because owning one elderly car inevitably leads to the purchase of another. You don't mean to, it just happens. But what if you set out to have a 'collection'? By that I mean assembling a hit list of cars you've always wanted, acquiring as and when funds allow.

A true collection is anything in excess of four; more than that requires a level of commitment that a non-petrolhead is not willing to put in. I've not owned fewer than four cars since I was about 23, so am in a reasonable position to give advice here, having learned my lessons the hard (and expensive) way. I suppose I'm a bit of changed man: I'm disciplined rather than frivolous in what I buy, and from chaos a passion for organisation has emerged, so I now keep a notebook in every car to keep on top of emerging issues.

The key is having somewhere to keep them, of course. There's nothing like assembling the fleet in one secure, dry place, but if it has to be an empire of lock-ups then so be it. What you can't do is keep them outside: old cars leak, your insurer won't approve, and having six or seven decaying Hillman Hunters on the drive won't impress the neighbours. From there it is a short step to gearboxes under the bed and cylinder heads in the bathroom; believe me, I've seen it.

You could beg space from friends and relatives, but after a while you'll run out of luck: a pal of mine left a 6.9 Mercedes on his mother's (slightly sloping) drive for months, unaware that an injector was leaking fuel into a cylinder. The resultant hydraulic when he fired up the Benz

'Patch-as-you-go worked in the happy-go-rusty '70s and '80s, but the cars we love are now old and frail'

From top: properly curated and covered, a varied car collection can be a joy; this is what happens when a collector goes too far – you have been warned!



trashed the engine. Events like that are a classic example of the 'running' restoration descending into anarchy: 'patch-as-you-go' worked when these cars were younger in the happy-go-rusty '70s and '80s, but many of the machines we love are so old and frail that it's a case of preserving the good, original stuff and restoring the rest.

Ah, restoration. Assuming you've somewhere to keep your 'collection', make sure you only have one project on the go at a time: too many in bits is a one-way ticket to disillusionment.

I'm not here to tell you what you should and shouldn't buy, but I'd caution against having too many of the same thing to avoid descending into a blinkered obsession. I have a couple of mates who do this; one has about 20 cars of the same make, and half of them the same model. When he finally acknowledges the futility of it all and has a clearout, he proceeds to get rid of all the more interesting stuff he should (in my view) hang on to in the interests of balance. He is also a bugger for the 'distraction' purchase: rather than sort out the projects that are clogging up his storage he simply buys something else!

For all this, the man in question is also a good example of heart being in equal partnership with head. He buys what he likes, buys well and generally emerges on the right side of the deal. Along with a mobile, breakdown cover and a good mechanic, my friend – like me – also has an understanding spouse: a vital element in all this (if you actually want to stay married).



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1983 BMW 745i Turbo

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Letter of the month

Remembering the days when 'classics' were just old cars

Having just enjoyed Martin Buckley's *May Backfire*, I've been remembering the late 1970s and early '80s, and thinking about some of those customs and behaviours that really were part of daily life back then.

When I was small, my dad used to drive me around the streets of south London to get me to sleep in his Morris Oxford and later a Humber Sceptre, on what was basically a booster seat in the front with no seatbelt. He was a chain-smoker and never opened the windows. I face-planted the dashboard a couple of times, too, and lost my front milk teeth to the Oxford.

We later moved from Battersea in the capital to what seemed to me like the countryside – Cheam, Surrey – and to a typical suburban street. For a London kid of the 1970s, it all seemed very quiet and respectable, but my word it was all going on behind the net curtains. Our milkman

used to take three hours to 'do' our small cul-de-sac. There was a lady who gave him tea every morning at the bottom of the road, and another lady at the top. Looking back, I have to admire this perky fellow's zest for life and his happy – if somewhat tuneless – whistle.

The road was, of course, lined with cars that would now be considered classics. My dad had a Rover 2200TC by then, which later became my first car. A visiting uncle's Jaguar XJ6 would be a real treat, too, but they all rusted terribly back in the day.

I spent hours with tins of spray paint from Halfords, along with thick black underseal and filler, patching up my dad's vehicles. It gave me a love of cars that I keep to this day and I now have a few classics in the garage – including the Jaguar that I promised myself back then.

Richard Carter
Sherborne, Dorset



After his first car, a Rover 2200TC (left), reader Carter had a succession of classics including a Riley Elf (above)



Letter of the month wins a Gliptone leather-care kit. For products, advice and orders, call 01527 911322 or go to www.liquidleather.com

Elan elevated

I first met Michael Schryver one evening around 18 years ago, while putting up a poster for the Capel Racing Car Show in his front garden. We got chatting and talk turned to racing cars. He took me down his garden to a large wooden workshop housing his collection: Lotus 72, Chevron B6 and red Elan, 997 NUR (below), the last of which did not go unnoticed.

Over many years, Michael has been generous and loaned me the Elan on several occasions, usually

to drive to classic race meetings or Lotus-orientated shows. I've seldom had to show an entry pass, because 997 NUR was always recognised and waved through with a smile, wave, thumbs-up or bow.

It was always a real joy to drive – so light, responsive and versatile – and although it was small from the outside, it was somehow huge inside. Basic and simple, but effective and fit for purpose.

This famous Elan has now been rewarded with icon status at its ancestral home up in the Borders – as highlighted in your recent 'Jim

Clark's Elan' article (*C&SC*, July). But I shall always remember it sitting in the corner of a wooden workshop at the bottom of a garden in a quiet Surrey village. Understated, certainly, but I think Jim Clark would have approved of those surroundings.

The classic world owes a debt of gratitude to Schryver, not only for his custodianship over many years, but also for the sympathetic restoration and preservation of such a valuable and worthwhile car.

Andrew Forsyth
Via e-mail

He gave me a briefing about the work he'd done on the Isetta, including skimming the cylinder head and fitting a high-compression piston: under no circumstances should I rev the engine or go above 30mph on my way home. So guess what? On the way back there was a sudden loss of power and nasty noise from one side.

An initial inspection on arrival home showed a piece of head gasket hanging out the side, and so began my education in the art of automotive maintenance. Happy days!

Alan Burtenshaw
Dibden Purlieu, Hants



Bursting a Bubble

Simon Taylor's April *Full throttle* was of interest to me because back in the '60s I owned two Isettas – my first 'proper' cars – and it brought back memories of picking up the first from a friend of my sister's flatmate, by the name of Frank Spencer. He lived on a mobile-home site at Winkfield Row, somewhere near Ascot, and owned and raced a white Alvis at VSCC events in the 1960s and '70s at Silverstone, which is where I took the enclosed photo.



Spencer at speed in the Alvis, Silverstone

Pedant of the month

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



In the review of the new Ferrari posters by *The Automobilitist* (*Automobilia*, March), you say that the company: 'Celebrates the Ferrari 412P, or P4 as it's more commonly known'. Not so: the 330 P4 was Ferrari's works endurance challenger for 1967, three of which were built new and one converted from a P3, its '66 car. The 412P was a customer version of the 330 P3 and was, in essence, a P3 with a P4 body, which is why it is often referred to as the P3/4. Two 412Ps were built new, two more converted from existing P3s. Given that the posters depict cars of privateers, they are correctly identified by *The Automobilitist* as 412Ps.

Bob Allen

Comments & clarifications

Love the new-look mag, but just one thing: the pic used to show an Alfa Disco Volante in the Alfa 1900 feature (*C&SC*, June) is actually a Connaught, as driven by racer John Riseley-Pritchard.

Richard Heseltine



I enjoyed Anthony Cowland's work in May's *Motoring art*, but in the Le Mans painting the red banner should say 'Marchal', not 'Marshal'.

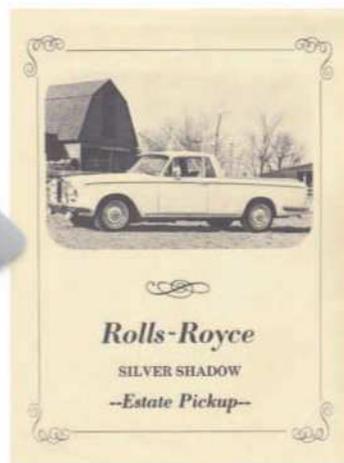
Bruce Dixon

In your article on the 'James Bond' open-topped Range Rover clone (*C&SC*, April), you mention the SU carburettors fitted. They are not SUs at all, but rather Stromberg CD175 items.

Ken Westcott

Lotus didn't build any left-hand-drive Elan 26Rs (*Sport*, July); all of the ones running about these days are FIA-sanctioned copies!

Pete Taylor



History buoyed

I'm always interested to read Mick Walsh's articles, not just because of their amazing content, but also because he's an old school chum. The story about the Silver Shadow pick-up in May's issue grabbed my attention, because I realised that I had something special in my hands. In 2003, when I was a new member of the Rolls-Royce Enthusiasts' Club, I began buying rare books, brochures and documents from a collector; one item that I purchased was an A4 leaflet for a 'Rolls-Royce Silver Shadow Estate Pickup'.

From Mick's story, I wasn't sure whether the Shadow conversion was a one-off or if such transformations were popping up everywhere. Nevertheless, I'm pretty sure my leaflet refers to the featured vehicle, being right-hand drive, 'Whimbleton White' (sic) with a carpeted bed, and residing in America.

Why a brochure was necessary, with the car already in the hands of a Kenneth E Mausolf in Denver, is not immediately obvious: perhaps it was aimed at showing the coach-builder's skills – such as they were!

The leaflet boasts of a 'crushed suede velvet interior', a 'secret jewel compartment' and 'fitted parade seats'; it seems that this American conversion was more about strutting the owner's stuff than hauling pig muck around the farmyard!

Andrew Weight

Via e-mail

Class of the field

Martin Buckley's article on the BMW 3.0 Si estate (*C&SC*, May) prompted me to write to you about our family E3. My father bought ODD 590M in around 1975. It was a gold 2500 with black cloth and I have fond memories of it, me being five years old at the time. We owned it for several years: it towed our family caravan with ease, and made holidays extra special for me.



The Reeve family on tour with their classy E3 saloon – much missed by son Adey. Where are you now, ODD 590M?

My father and I did several jobs on it together, such as replacing the clutch and doing a top-end overhaul at 100,000 miles. On removing the head, we found that it wasn't necessary because it was in amazing condition, but we did the work regardless. I recall the test drive afterwards because we ran it without the bonnet, and to see the 'six' move under torque and the carb flaps opening on the throttle just added to the esteem in which we already held that fabulous engine.

I doubt very much that it exists any more, which is sad. I'd love to buy it back and restore it, but I fear that's just a pipedream.

Adey Reeve

Coventry, West Midlands

Body beautiful

I read with interest your article on the Alfa 1900C Touring (*C&SC*, June). As the owner of a 1953 Pininfarina-designed 1900 coupé for almost 40 years, I recognise a lot of Richard Heseltine's observations from behind the wheel. Mine was located in a warehouse near Redcar and, not knowing exactly what model it was (the grille and badges were missing), I too fell in love with the beautiful shape. I suppose it was what people now call a barnfind, although it did cost me £500.

Thanks to my rather naïve but enthusiastic endeavours, it became roadworthy, although it would certainly have been denied access to the lawns of Salon Privé. I used it as a daily driver for about 10 years,



Maule's gorgeous Pininfarina-bodied 1900

despite it occasionally stopping – due, I found after many months of missed appointments, to rust in the fuel tank. As an interim measure, a home-brew beer container secured on the back seat served as a substitute for the tank. (Oddly enough, no-one ever commented at petrol stations as I filled the car through the passenger window!)

The car went into storage after life overtook us but now, nearly two decades later, I am a few years into a rebuild, applying gradually learnt skills and a significantly increased budget. Although the car will probably never be completely finished in my life, it continues to provide us with stimulating road trips while the driver cherishes his dreams of chasing Fangio on the Mille Miglia.

Chris Maule

Saint-James, France



Reader Bryant's 1:43-scale back-to-back

Model road test

I very much enjoyed Andrew Roberts' feature on the three estate cars in the July issue of *C&SC*. The closing paragraph referring to the Dinky model of the Fiat 2300 Station Wagon took me to my model cabinet – here is a photo of the miniature in question, together with contemporary Dinky models of the Triumph 2000 and Volvo Amazon saloons.

The Fiat is a sophisticated toy: in addition to the opening tailgate and bonnet, it has a rear seat that folds using a thumbwheel under the car.

Richard Bryant

St Leonards-on-Sea, Sussex

Cut diamond

With reference to the letter in your April issue regarding the 1939 16hp Riley that was built into a coupé, I thought I'd send a photo of my similar conversion to form a 1952 RMB fixed-head coupé.

The previous owner intended to restore one immaculate RMB Riley saloon out of the best bits of two disassembled cars, but after seven years he lost enthusiasm and the abandoned bits were destined for the dump. I acquired the components and, shortening the chassis by 8in, made the two-door coupé.

It is the first 2½-litre Riley I have restored, having previously done six pre-war cars, and I'm impressed by its smooth performance.

Rod Davies

Wanganui, New Zealand



Davies' RM coupé looks like a factory job

Life's a beach

It was great to see the Bertone Shake (*Top ten*, June), but there were more than just the two in the Bertone Collection – as proved by the one in this photo (below), which is currently in The Netherlands and is road-registered.

As far as I know, the idea for the Shake came from the car magazine *L'Auto-Journal*, which planned a series-built French beach buggy in collaboration with Shell. After the car was shown in Paris it went to Matra, which started work on making it into a roadgoing vehicle.



This stylish machine is the sole survivor of two Matra-built versions of the Bertone Shake

A mould was taken from the prototype and two chassis were built. The first was used for a crash test, on the strength of which the second was given Type Approval. That was as far as the project went.

The second Matra car was found by French expert André Kout many years later, in a terrible state. Kout restored the chassis, while the body was put back into shape by composite artist Max Alting Siberg.

Jan-Bart Broertjes

Amstelveen, The Netherlands

A good Rapport

Having read Martin Buckley's story on the *Octopussy* Range Rover (*C&SC*, April), I can give a bit more info. I worked for Rapport – an interesting experience! – and am as certain as I can be that the Bond car was a Rapport Huntsman.

Like all conversions offered by Rapport, the design was the work of Chris Humberstone, whose business was one of three bought by Ian Leaf and merged to create Rapport. Another was Armalite in Park Royal, a firm engaged in building bulletproof cars. Park Royal became the 'factory' where Range Rover conversions were done, as well as other creations such as the Jaguar-based Forté and even Metro convertibles. Chris 'invented' the four-door Range Rover, but the design was never registered so of course Rover built its own.

Despite some good business on the armour-plating side, the firm failed due to some dubious management. I became good friends with Chris, and worked with him on various projects before his untimely passing, including the re-introduction of the Radford Mini. Chris had a fertile mind and was always moving on to the next idea.

John Elwin

Via e-mail



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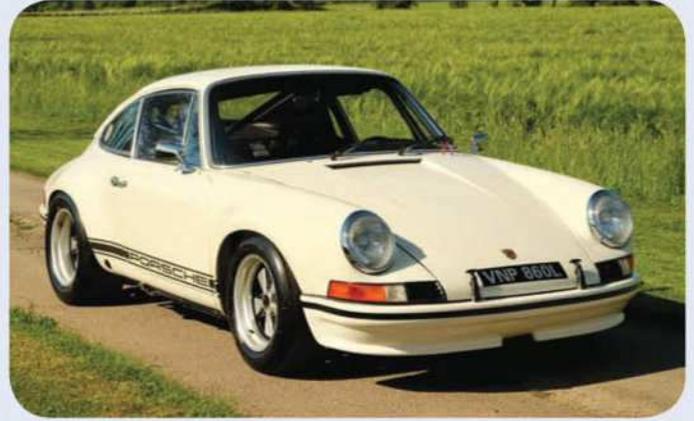
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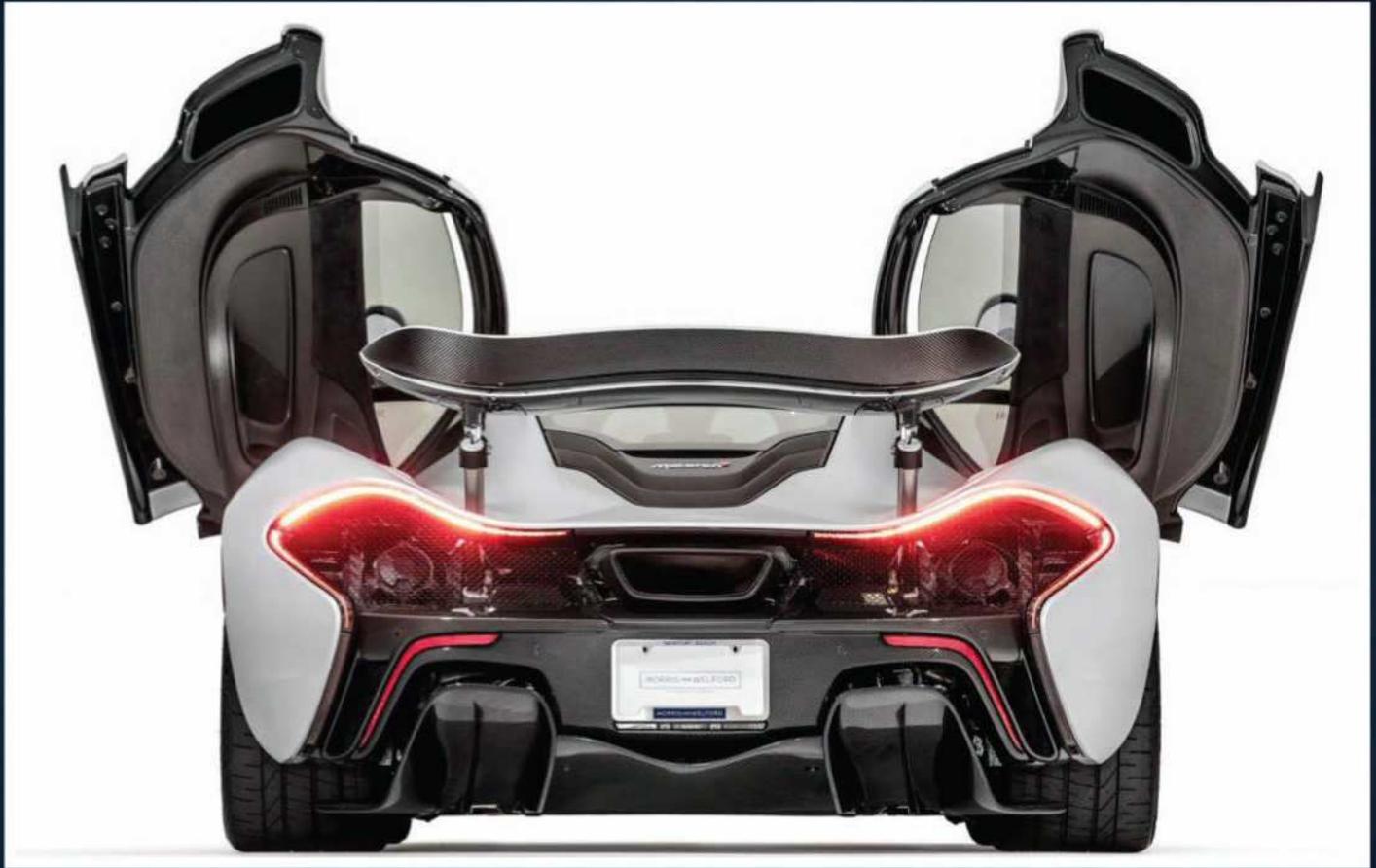
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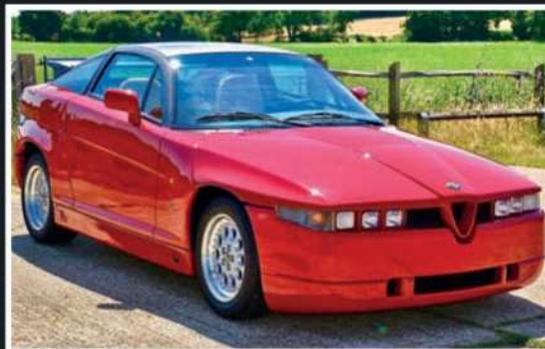
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2003 Ferrari 575M F1



£95,000

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

2001 Ferrari 456M GTA



£49,500

Blue TDF over Sabbia, Comprehensive History with Provenance, 46,000m RHD

1973 Ferrari 246GT Dino



£335,000

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

1976 Ferrari 308 GTB



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

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Aston Martin DB 5, 1964, RHD, Webasto sun roof, wonderful original colour combination, huge documentation and restored to concours condition.



Lagonda V12 Drophead Coupé, RHD, 1938, restored, full history, was once part of the Schlumpf Collection, runs and drives wonderful.



Ferrari 250 GT Ellena Coupé, 1957, Mille Miglia in 2007, matching numbers and colors, Ferrari Classiche certificate.



Monteverdi High Speed 375 L, 1970, restored regardless of costs, just 100 km since. Super rare.



Facel Vega HK 500, 1960, 4 speed manual gearbox, Borrani chrome wire wheels, extensively restored.



Talbot-Lago T26 Record Convertible, 1947, RHD, coachwork by Figoni & Falaschi, Wilson Pre-Selector.



Iso Grifo GL 365, 1968, power steering, air condition, fully restored, matching numbers.



Talbot Lago T26 Grand Sport, 1954, 4.5 litre twin cam engine, pre-selector, sun roof, concours, 1 of just 19!



Alfa Romeo 6C 2500 SS PF Convertible, 1949, RHD, restored, FIVA Passport, Mille Miglia eligible.

AC Ace Roadster, 1959, white, black interior, rare LHD.
Alfa Romeo 6C 2500 SS Villa d'Este Convertible, 1949/50.
Alfa Romeo 6C 2500 s Touring Berlinetta, 1947, RHD.
Aston Martin DB 6 MK 2, 1970, LHD (ex RHD).
Benz Patent Motorcar Recreation, 1955 / 1995.
Jaguar E SI 3.8 l Flatfloor Roadster, 1962, LHD, red/cream.

Lamborghini 400 GT 2+2, 1967, matching numbers.
MB 280 SE 3.5 Coupe, 1969, LHD, blue metallic.
MB 280 SE 3.5 Convertible, 1971, silver, original engine.
MB 300 S Coupe, silver grey metallic, dark red hide.
MB 300 S Roadster, 1953, extensively restored.
MB 300 Sc Roadster, 1957, dark blue, just 53 made.

MB 300 SL Roadster, 1960, black, 2 owners, hardtop.
MB 540 K Convertible A, 1939, 5 Speed, 770 K Brakes.
MB 540 K Spezialroadster, 1937, imperial red, restored.
MB 770 K Convertible D, 1931, "Großer Mercedes".
Porsche 356 C 2000 GS Carrera 2, 1964, matching.
Porsche 911 T Targa, 1972, ivory, just 1 owner from new!

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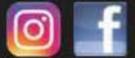
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COB 3. Upon completion it immediately became the 1990 AC Owners' Club 40th Anniversary 'Champion of Champions' Concours outright winner - just 500 miles since. Actively stored from 1995 till the present, just serviced and thoroughly checked over by Thunder Road Speed Shop (plus brand new tyres, fuel tank and hydraulics etc.) with fresh MOT, this spectacular and mind-shatteringly quick Cobra has full weather equipment, car cover and comprehensive documented history including lengthy correspondence with the original 1966 Californian owner. It is still in Show-winning condition in every respect.

For more photos etc. search 'AC SHELBY COBRA' on www.pistonheads.com



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Le Mans 24 hours 1955



Dundrod TT 1955

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Fiat 508C Barchetta by Bidée - 1937

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Stanguellini 1100 Monoalbero - 1951

Ex-Liège-Rome-Liège and Tour de Belgique, ideal Mille Miglia car. Price: 275.000 Euro



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1956 Bentley S1 Continental Coupe by Park Ward



2009 Ferrari 599 GTB Fiorano F1. LHD. 16,414 miles



1972 Ferrari 365 GTB/4 Daytona. Concours Winner



Aston Martin DBR2 Recreation

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 GP white with marine blue leather, piped white, And blue mohair power hood. Polished Fuchs alloys, Aircond and uprated Specification. Restored to concours standards by the late Great Bob Watson Porsche specialist. 30000 miles only, and stunning £99,950



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1998 BENTLEY ARNAGE T. (4.4V8)
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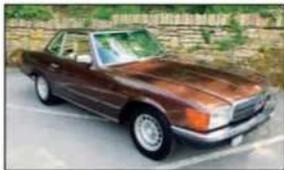
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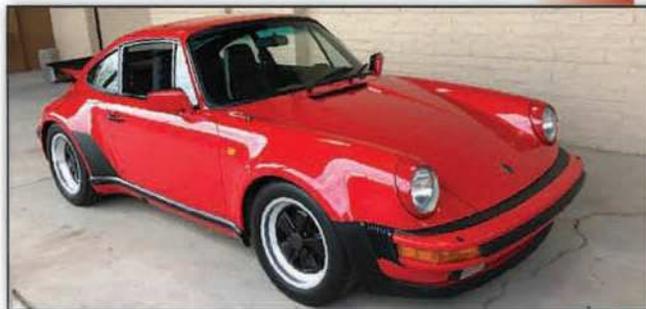
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FROM ZERO TO HERO

The Mondial might not have got off to the best start in life, but this mid-engined 2+2 coupé is still worthy of the Prancing Horse badge

WORDS **MARTIN BUCKLEY** PHOTOGRAPHY **TONY BAKER**







Clockwise: modular instrument binnacle is well executed; out on the road, the 't' (for *transversale*) is a dynamic and aural delight; longitudinal 3.4-litre V8 puts out 300bhp at 7200rpm

Judged against other Ferraris, the Mondial appears to fail every test, being neither conspicuously fast enough, rare enough nor conventionally pretty enough to match people's blinkered preconceptions. With too many seats and insufficient cylinders it seems destined to remain firmly at the bottom of the food chain, almost the definition of the 'affordable' Ferrari, but the model that no-one seems to want to buy for its own sake.

Even today, in a world where grown men prostrate themselves with open mouths (and empty wallets) before anything that bears the Prancing Horse badge, the Mondial remains conspicuously cheap. Prices start in the mid-£20,000s for the original Mondial 8, going up to more than £60,000 for the final 't' incarnation, making these slightly oddball mid-engined four-seaters one of the very least expensive ways into Ferrari ownership, if owning a Ferrari is an absolute must.

Look closer, though, and what you will find is a rather accomplished 3-litre grand touring car that just happens to be a Ferrari; a well-packaged, interestingly engineered junior exotic that took the idea of the mid-engined coupé with 2+2 seating to its natural conclusion, if only in as much as no-one has attempted it since.

Built for a dozen years to the tune of more than 6000 examples, the Mondial, like so many supposedly 'lesser' species of exotic Italian machinery, was actually a reasonable commercial success for the Maranello firm – which, after all, was the point of the exercise. Here, for perhaps the very first time, was a Ferrari conceived to address buyers' expectations of build quality, durability and usability in the face of stiff

'This was a car that would cruise at 120mph, four-up in perhaps the best and most complete Ferrari interior of the time'

competition from a raft of increasingly reliable and well-screwed-together German rivals.

With its extensive rustproofing, fuel injection and plug-in diagnostics, much was made of the fact that, at launch in 1980, the Mondial 8 was a new kind of Ferrari, a new beginning for the firm as it entered the '80s.

It was also, interestingly, the first of the V8 road cars to be named rather than numbered; 'Mondial' was a moniker that honoured the four-cylinder sports car of the early '50s and, taken literally, meant 'world' or 'global' in Italian and was probably an oblique reference to the fact that this was a Ferrari truly created from the outset for world markets, with North America particularly in mind.

Having pulled its smog-making 12-cylinder models out of that market, a US-friendly V8 Ferrari was more important than ever, given that the country took 35% of a total output that was 75% in favour of the V8 cars anyway. The men of Fiat, having noted the popularity of the 308GT4, acknowledged that even Ferrari had rivals and had to compete in the real world. They had taken control at Maranello more than a

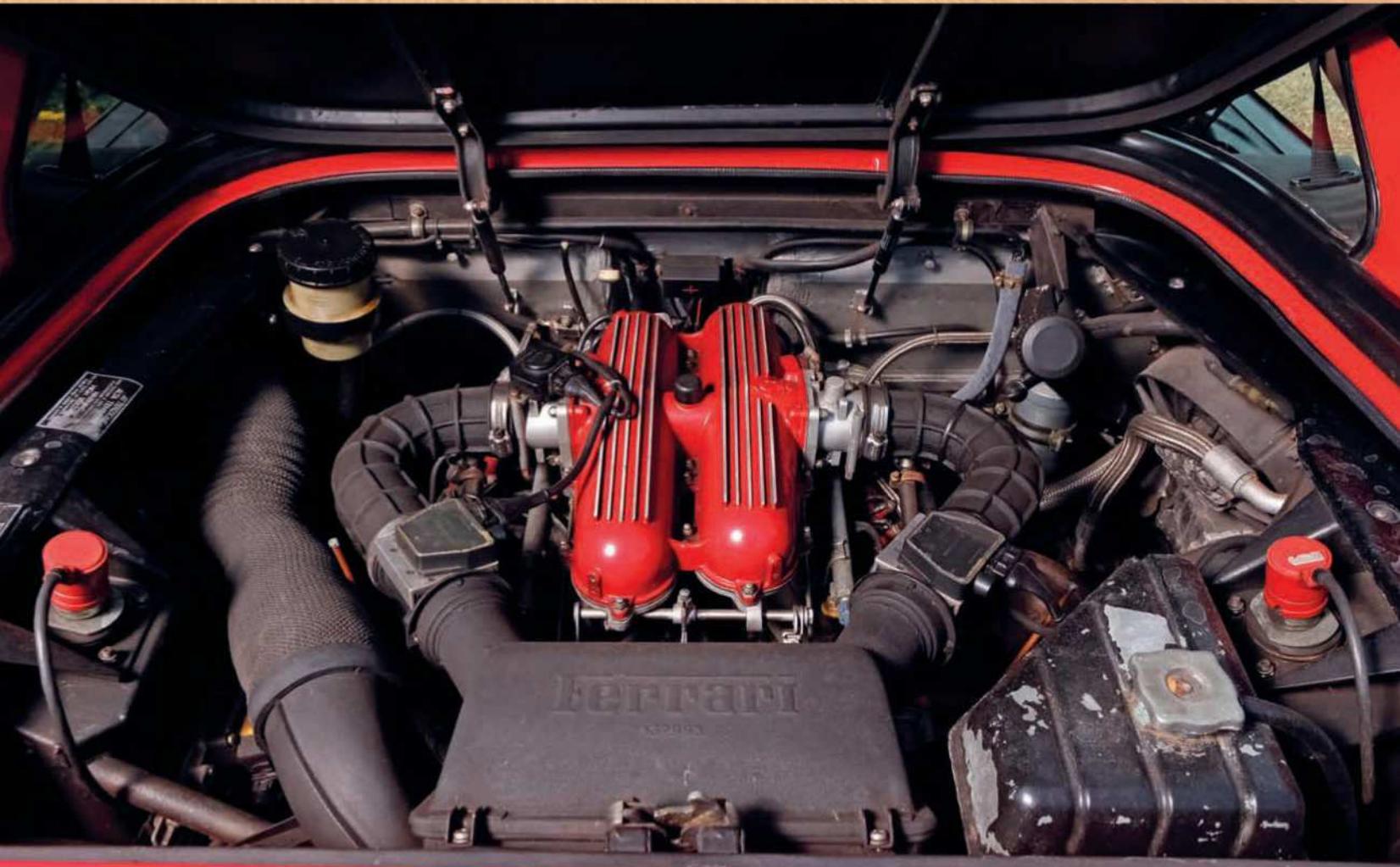
decade before the transition of power had been respectfully managed, so the Mondial was probably the first Ferrari to have been created completely under Fiat's influence. It was an entirely commercial proposition, the compromises inherent in any car shifted in favour of the end user rather than to satisfy the purist whims of a frustrated Grand Prix car designer.

A watered-down, low-calorie Ferrari, perhaps, but in its essentials still very much a Ferrari, with its tubular chassis, open-gated five-speed gearchange and a transversely mid-mounted quad-camshaft 3-litre V8, albeit now electronically injected and ignition-managed.

Admittedly, its emissions-friendly 214bhp was 36bhp down on the (probably spurious) 250 claimed for the 240lb lighter, Weber-carburetted 308GT4. There was gloomy rumination at the time over reports of a flabby 8.5 secs 0-60mph time and a top speed of 145mph, although most of the bad press emanated from America, where the cars made only 205bhp.

What the armchair critics tended to forget about these early Mondials was that this was a car that would cruise at 120mph, carrying four people in perhaps the best and most complete interior of any Ferrari road car up to that time. Light, airy and fully leathered by Connolly, it featured Ferrari's first adjustable steering column (without resorting to spanners), as well as central locking and properly engineered air-conditioning. There were also enough digital systems, plus warning and service-schedule lights, to make BMW owners feel at home – which, of course, was important.

Built by Scaglietti, the body was attributed to Leonardo Fioravanti of Pininfarina. Though he was still only 42 years old in 1980, the Mondial





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MONDIAL FAMILY TREE, 1980-'93

was already the eighth Ferrari he had signed off, in a portfolio that also included the Daytona.

He began work on this successor to the Bertone-designed 308GT4 in the mid-'70s and soon came to the conclusion that a four-inch-longer wheelbase was going to be required to make the space in those rear seats more meaningful, even on a '+2' basis.

At 13in longer overall, 3in wider and a towering 5in taller than the 308GTB, the Mondial body was mainly steel but with aluminium for the nose, engine cover and doors.

Underneath, extensive use of ribbed and boxed sheet-steel made it a stiffer entity than the GT4, and much was made of the fact that, by removing a few bolts, the engine and gearbox could be dropped out for easier servicing.

If the styling, with its high roof and cab-forward driving position, was not vintage Ferrari then, in a way, it's hard to see what other conclusion could have been arrived at. Graceful in profile but slightly wide for its length, Fioravanti's shape had a light touch that diverted attention from the packaging headaches of creating a mid-engined car with half-sensible rear seats and a usable boot.

Buyers liked it, although the Mondial 8 was not an easy sell according to Tony Willis, now keeper of the Maranello Archive but at the time working for Maranello Concessionaires: "I liked the Mondial – and I believe I gave the car its competition debut at Prescott – but the later ones were much better. The patchy electrics and the dashboard of the 8 made life strenuous."

Over the ensuing 12 years, Ferrari strove to boost the Mondial's power and improve its specification. The 1982 four-valves-per-cylinder Mondial QV banished all accusations of insufficient urge, its 32-valve, 240bhp, flat-plane-crank V8 having the highest specific output of any naturally aspirated production engine in the world at the time. A bored and stroked 3185cc, 270bhp unit arrived in '85; still *quattrovalvole*, of course, but now known simply as the Mondial 3.2.

Meanwhile, encouraged no doubt by strong sales of the 308/328GTS, the Mondial Cabriolet was launched in 1984. This was the first fully open production Ferrari since the Daytona Spider and would become the true success story of the Mondial range, with sales that soon matched (and eventually outstripped) the closed car.

The last of the Mondials was the 300bhp, 3.4-litre Mondial t, with its powertrain lowered by 5in, the engine having been turned through 90° to sit longitudinally but with the gearbox remaining transverse, source of the 't' for *transversale*. This was a concept borrowed from the Formula One cars of almost 20 years earlier, which lowered the centre of gravity and also made the clutch more accessible for servicing.



MONDIAL 8 1980-'82

Launched at Geneva in 1980, but production didn't begin until 1981. Just 703 cars built, including 76 right-hookers for the UK, with Michelin TRX tyres, black bumpers and 214bhp for Europe. The V8 has Digiplex ignition with Bosch K-Jetronic injection.



MONDIAL QV 1982-'85

New *quattrovalvole* (four valves per cylinder) F105A engine using Nimonic-alloy valve technology – a first in a production car – and giving 244bhp. Styling was largely unchanged, bar a new centre-console design. Just 216 of the 1145 cars built were for the UK.



MONDIAL 3.2 1985-'88

Colour-coded bumpers, a revised nose and convex five-spoke alloys gave a fresh look, and the engine was bored and stroked to 3185cc, with Marelli Multiplex ignition. That meant 270bhp for the 987 cars made, including 91 in right-hand drive for the UK.

Of all the Mondials, the 't' is surely the one to have, thanks to its refinements (such as power steering) and extra power over the other variants



MONDIAL T 1988-'93

The final version got the 3.4-litre, 300bhp dry-sump V8 from the 348, now mounted longitudinally with a transverse gearbox – hence the 't' – driving the diff through bevel gears. There was power steering, ABS, adjustable suspension, and revised wheelarch and doorhandle treatments, plus smaller air intakes on the sides. A Valeo semi-automatic clutchless manual was offered as an option, with just three (of 54) in right-hand-drive, from an 840 production run.



MONDIAL CABRIOLET QV/3.2/T 1984-'93

There were 1449 Cabrios built, including 51 right-hooker 3.2s and 71 of the 't' for the UK. The manual hood was styled to mimic the coupé and it was 100lb lighter than the tin-top. Still the only series production four-seater mid-engined convertible.

The gears come freely once the oil has warmed up, and you can enjoy click-clacking your way through the gate. It's a friendly thing, the 't' – you don't need to be a pro, but that's not to say it isn't fun



Martyn Tuthill's Mondial is a 't', a 1990 full-history car bought from Foskers in May 2017. "I'd always hankered after a Ferrari," he says. "I was looking at 308GT4s and early Mondials, but I wanted the better technology in the later car." Interestingly, he finds the Mondial more usable than his Porsche 911 targa and says that the only problem he has had is a temperamental air-conditioning switch. That said, he has never been brave enough to risk opening the sunshine roof: "It has a sunroof, but if they are not set up right they can damage the paint on opening."

This is the Mondial's first outing in five months. It sits on Pirelli P6000-shod five-stud, five-spoke alloys with 'Ferrari' cast into the rims (even the glass has tiny Ferrari badges etched onto it). You enter through long, wide-opening doors to assume a driving position that is low-slung enough to allow the wearing of a Trilby. From the outside even big people look a bit lost in the front chairs of this short-nosed/tall-roofed car, its acres of glazing making the air-conditioning mandatory, even in the UK.

Ahead there's a boxy dash that has a hint of the Rover SD1's modular treatment (but much more stylishly resolved), and your feet go slightly off to the left (because of the intrusion of the front wheel boxes) with the steering column going quietly off to the right. The excellence of the seats, the surprising elbow room and the glassy, light-filled atmosphere of the cabin allow you to dismiss these compromises, having already noted the depth of the boot and the fact that the rear seats will accommodate kids of up to 12 years, or at least the skinnier 1980s versions.

There are no starting issues; just the whirr of the fuel pumps and you're on. The clutch is heavy by modern standards but light compared

'Cornering in the Mondial is mainly flat, with a hint of roll in tight turns and always enough grip to spare at both ends'

to older Ferraris thanks to hydraulic operation; the smooth bite point helps, too. Manoeuvring, you bless the power steering that was a feature unique to the 't'. The turning circle is ponderous, but after that you don't think about it again.

Pottering in traffic, it doesn't have huge low-down torque but the power delivery is smooth, the ride civilised (Tuthill keeps the adjustable dampers in 'comfort' mode) and the sounds from engine and 'box sufficient to make the experience special, trailing away in the wind at speed.

The low gears in the classic open gate prove difficult to find when the oil is cold, but otherwise the Mondial is a simple, forgiving car with lunging but not brutal acceleration and tasty throttle response. The smooth, firm accelerator pedal is perfectly matched to the solidly progressive brake. It makes a perfect fulcrum for a bit of heel-and-toe action when the testosterone begins to flow and you start to get a taste for the fast, metallic and precise click-clack-click-clack action of the gears.

The ratios are closely stacked, all the better to maintain the bristle of excitement from a glorious engine that starts pulling really hard from

3500rpm, whipping round to 7000rpm in that sonorous blur of valve thrash and quadrasonic camshaft whine that always thrills, no matter how many times you hear it.

With its loving owner's face a mask of friendly but silent apprehension in the passenger seat, I will not pretend that I sampled the limits of the Mondial's chassis behaviour or found out for myself that the longer wheelbase really does make the handling more forgiving than its two-seater siblings. What I can say is that the Mondial is a car with capabilities way beyond my talents, and probably yours; cornering is mainly flat with a hint of roll in tight turns and always grip to spare at both ends.

It's consummately relaxed and stable, immune to clumsiness and indecision, with a smooth and communicative feel that flatters the timid but rewards those who want to engage with it.

The world of Ferrari is so much about status and rarity and my-car's-worth-more-than-yours one-upmanship that it is easy to see how the self-effacing and maybe slightly too practical Mondial has tended to be treated a bit dismissively. I think a good one, perhaps (for me) in any colour but red, would make a lovely car. In a world where modern Ferraris seem to be getting uglier and more offensive on a daily basis, the Mondial is looking better all the time; prices will rise, and probably are already.

Choose carefully, drive proudly, but most of all buy a Mondial because you like it, not just because you have to own a Ferrari at any price. That always looks a bit sad. 

Thanks to Italia Autosport (01484 852544; www.italiaautosport.com); The Ferrari Owners' Club of GB (01327 855430; www.ferrariownersclub.co.uk)

LIVING WITH THE MONDIAL

A factory-trained engineer, **John Pogson** has been working on Ferraris since 1975 and founded Italia Autosport, a specialist independent Ferrari workshop in the Peak District, in '91. He is also a multiple British winner in the V8 challenge series, and has had record-breaking wins driving F40s. So why does he love his silver Mondial QV, which he's owned on and off for more than 20 years?

"I think it's one of the most underrated Ferraris ever made," says Pogson, who is also lucky enough to own a Dino 308GT4 and an early 456GT. He recalls seeing his first Mondial when he was being trained at Maranello in the early '80s. Later, he drove a QV back from the south of France to Yorkshire in one go, starting at noon: "That was what it was built for. It felt as normal as parking the car on the high street and going shopping.

"The difference in personality is amazing with these quirky 2+2 models and other people's reactions to them. For instance, when you drive up to the petrol pumps in a Mondial you get spoken to, rather than the usual sneers when you are driving a modern Ferrari. You get comments such as: 'Hey, love your

car, mate!' And you suddenly become a nice person in a really cool car."

Not that long ago these cars were so unloved that an early, tatty Mondial could have been purchased for less than £10k. "This would usually mean that maintenance and any restoration work may well have been done on a really low budget and to a poor standard," says Pogson. "The cars suffered, and most of them still do today.

"In fact, the biggest fault with the Mondial is that the wrong people have maintained the cars through the years and are still messing with them today. Look for good service history with a well-known specialist and beware of the 'full main dealer' history cars and village garage cars: low product knowledge on these old Ferraris is a killer.

"You have to find a 'survivor' Mondial and spend more money to secure it. Don't buy a project unless you are prepared to fully rebuild it. The Mondial is not a car you can have as a 'running restoration' – you will never catch up with it.

"Rust and the electrics can be a bit frustrating, but the build quality starting with the QV is far superior to the 1970s cars. The Mondial was rustproofed, with



body protection added to the cavities and so on; it didn't work that well, but was a lot better than the previous cars.

"The electrics are very typical 1980s printed-circuit rubbish, but at the time it was leagues in front of the older cars. The electrics did become much better on the later 3.2 and 't' models."

Pogson reckons that the drivetrain is usually bombproof: "If second gear has been forced when the oil is cold then damage to the synchros is possible; also watch out for the Nikasil cylinder lining wearing and the diff plates growling.

"Handbooks and an original factory service book are important and tool rolls are expensive to replace. All the original keys should still be with the car and if it has an '80s immobiliser it will be unreliable. Finally, the colour is important: the shape of this car will be hidden or enhanced depending on the shade."

Pogson still uses his QV as a daily driver: "I often take it to Cornwall for a holiday. People don't see this as a sensible thing to do, but that doesn't stop me!"



CHEAP FERRARIS

fact or fiction?

Yes, buy with care and you can own a Prancing Horse for less than you might think, as these gems prove

WORDS MARTIN BUCKLEY PHOTOGRAPHY C&SC



There is no such thing as a budget Ferrari, but it's true to say that – among some of the less-old 2+2 models and more recent, semi-volume-produced mid-engined V8s – there are some affordable cars. 'Affordable' in this instance is defined as £25-50,000 – although we urge caution when buying at the lower end of each given range.

Should you be lucky enough to have that sort of spare cash, there are worse ways to spend it; who wants double glazing, a new patio, private healthcare and two holidays a year when you could have a Ferrari – or a classic with a Ferrari engine? You'll get the neighbours talking (most civilians think all old Ferraris are least £1m) and when you have to cancel that fortnight in Spain for an engine-out cambelt change, you can justify it (to those who need placating) by saying it's an investment. It all makes perfect sense!

Ferrari 400, 400i and 412 £20-70,000

These cars were good, steady sellers for Ferrari (2376 built, 376 for the UK) and for a while they looked as if they might represent the swansong of the V12. They've always been expensive to run, not least because mpg is often in single figures. Manuals are preferable, although autos are more common. The 412s are the most sorted, but all suffer from rust and poor electrics, and not long ago were regularly being broken up, particularly if the costly exhaust manifolds were cracked. They are complex, with seemingly two of everything including air-con front and rear, and dual alternators. The quad-cam V12, related to the Daytona engine, is probably the most rugged part of the car, but with prices now hardening you need to see evidence of the kind of scrupulous service history (with the right people) that relatively few actually received.

Fiat Dino Coupé £20-60,000

The Spiders have long since hit the bigtime, but these stylish Coupés are still within the reach of the merely well off. The 2-litre is sportier, the 2.4 slightly more civilised. They do, of course, rust, although rising values mean there are probably more good ones around than there used to be. The bad news is that the V6 has a punishing upkeep regime (specialists such as 24 hundred and Superformance can help), so owning one can be a rich man's game.



Ferrari 360 Modena £50-90,000

This arguably better-looking replacement for the F355 continued the mid-engined V8 theme, but in a curvier, lighter and stiffer aluminium body. More than 17,000 were built in four years, so once again there are plenty around. They're more user-friendly than ever, with less punishing servicing costs, unless you get caught out having to replace the carbon-ceramic brake discs or expensive hydraulic parts in the paddle-shift gearbox that most came with.



Ferrari 456GT/456M £40-90,000

This long-awaited 190mph replacement for the 412 was the world's fastest four-seater and represented a quantum leap in technology, dynamics and complication. Some 3289 were built in four varieties: GT manual and GTa automatics, then the post-1998 456Ms in manual and automatic form, M in this instance standing for *modificata*.

Once again, service history is vital. But most of the car's problems centre around peripheral but expensive-to-sort irritations, such as when the glass in the doors becomes misaligned and you end up with a bill of almost £1000 (per side) to sort it. Brake discs are short-lived, the self-levelling rear dampers leak for a pastime, and items such as ECUs and exhaust systems cost a small fortune. Corrosion is far less of an issue than it was on earlier cars, and given that it is a good-looking, front-engined V12, prices can only rise now, having bottomed out at £30,000 or less three or four years ago.

Lancia Thema 8.32 £10-30,000

A Ferrari-engined Lancia is about as niche as an executive saloon gets – which is probably why just nine were officially sold in the UK. Being left-hand-drive only and priced at £40k hardly helped, plus the four-cylinder Thema Turbo was quicker and far cheaper. It's a wonderful bit of Italian insanity, with a 32-valve quad-cam V8 driving the front wheels and a unique character thanks to its lavish interior. Just 3971 were built and they don't come up for sale as often as they used to: the ex Rowan Atkinson car made £30,000 at auction earlier this year.

Only in its generalities is the V8 common with the Ferrari 328 – it doesn't even have the same crank, being cross-plane rather than flat-plane. Torquesteer and rust aren't the problems you might expect, but the engine is Ferrari money if it needs a rebuild, and parts specific to the model can be difficult to source.



Ferrari 348 £40-70,000

It looks a little like a Toyota MR2, and nobody seemed to take to the Testarossa-inspired side strakes. The 348 also suffered from unflattering comparison with the better-built, easier-to-drive Honda NSX. Any supposed handling vices will rarely be discovered on the road, and with up to 165mph from a 300bhp V8 you can forgive its problems, which include short-lived clutches and ECU issues. Adding a Spider widened its appeal and, with plenty out there, it seems likely that values may still have a little way to fall as later cars become more affordable.



Ferrari 308GT4 £25-60,000

Although a popular enough buy in period, the 308GT4, with its steel bodywork styled and built by Bertone rather than Pininfarina, has always been a car apart in Ferrari terms. It certainly didn't help that it was seen, even in period, as an unworthy replacement for the 246 Dino.

Apart from the usual rust (we're talking the sills, floors, front valance, scuttle and pretty much everywhere else) and oil leaks from the V8, plus the need for regular and fastidious servicing, another point to consider about this one-off model is that it shared few parts with other contemporary Ferraris. This means that certain items of trim are either unobtainable or hideously expensive – tail-lights, for example, are £700 a side!

There is a surprising number of GT4s for sale at any one time; however, we suspect that not many of them are really good ones.



A vintage Bugatti road car, likely a T55 or T57S, is shown in motion on a paved road. The car is dark-colored with a prominent round headlight and a small hood ornament. The background features rolling hills under a cloudy sky, with some trees scattered across the landscape. The overall scene conveys a sense of speed and classic automotive elegance.

BUGATTI'S GREATEST ROAD CARS

Molsheim's Grand Prix glory faded in the 1930s but its sports cars shone, as this intriguingly linked T55 and T57S prove

WORDS **MICK WALSH** PHOTOGRAPHY **TONY BAKER**





The rugged moorland roads of North Yorkshire can reveal epic views, but the fantastic sight of these two pre-war Bugatti sports cars rivals the area's undeniable natural beauty. To see one Molsheim marvel on the open road is very rare today, but to witness the glorious sight of a Type 55 roadster followed by a sleek Type 57S, accompanied by the exotic sound of two twin-cam straight-eights, is a magical moment.

As they dart over deserted passes against the backdrop of Great Haw, the Type 55 with its flowing lines and Art Deco-style yellow-and-black paintwork contrasts dramatically with the low-slung, long-bonneted blue roadster behind. Amazingly, the two designs are just four years apart, the Type 55 a factory-formed beauty while the later Type 57S was sold as a chassis, bodied by English coachbuilder Corsica and continually refined by a long-term second owner.

Both are performance legends capable of over 100mph. The T55 is powered by a supercharged 2.3-litre Type 51 Grand Prix engine with roller-bearing crank, while the later plain-bearing, naturally aspirated 3.2-litre Type 57S punches out mighty torque and close to 200bhp.

Both are in fabulous fettle after being in the long-term ownership of Neil Corner, a hugely respected enthusiast who has owned and raced many of the greatest historic cars. A lifelong Bugatti fan, he and his equally knowledgeable wife Freda share the belief that cars are meant to be driven, and they've covered high mileages in

"It's now the fastest gearchange of any pre-war car I've driven. You just want to change up and down for the joy of it"

both Bugattis, which remain favourites in their collection. Bentley Blower, Alfa 8C and Ferrari 250s have come and gone, but the two Bugattis have remained a constant, which says a lot about the allure of Molsheim's finest.

The two cars make a fascinating comparison, both stylistically and in terms of their specification. The T55 was born from spare Type 51 engines, Bugatti's last dominant Grand Prix contender, fitted into a Type 47 chassis with a Type 49 gearbox. Of the 38 built, just 13 were fitted with factory roadster bodywork, which many think makes it the most beautiful Bugatti road car of all. With its solid, attractively forged axles, leaf springs and signature GP-style cast-alloy wheels, it masterfully combines the design of both Bugatti generations because Ettore's son Jean was instrumental in the introduction of its twin-cam engine and styled its wonderful shape.

The Type 57S was the swansong of Bugatti's glorious road cars. With an axle passing through the rear frame, its distinctive vee radiator and a dry sump, the Corsica roadster has a much lower stance. Even with English-built bodywork and riding on Rudge wire wheels, it still looks every inch a Bugatti thoroughbred. Created as a light

roadster to race, with minimal chrome, this bespoke machine has a purposeful presence that contrasts with the flamboyant T55. In famous streamlined 'Tank' form, the unsupercharged Type 57G took double Le Mans victories while the T55's racing record was inglorious, but both represent ultimate road cars of the 1930s.

Corner purchased the Type 55 first, and since 1970 few have driven one so consistently – but then no car stays long in his collection unless it delivers from behind the wheel. "I'd been racing my Type 35B and the car won everything, setting lap records everywhere," enthuses Corner. "In the wet it was fantastic. From the Grand Prix car, my wife Freda and I became fascinated by the Bugatti family.

"I knew little about Type 55s but loved the bodywork. At Silverstone in 1965 I was standing with my great friend Geoffrey St John on the pit wall watching sports cars practice and a Type 55 went past smoking badly. Geoffrey remarked that I should buy it. A few years later, Dick Crosthwaite called to say the owner wasn't keen to repair the engine, and now was a good time to make an offer." Corner did a deal and the T55 travelled to Yorkshire aboard the Ecurie Ecosse transporter together with a Grand Prix Type 59.

This Type 55, chassis 55207, started out with factory-built coupé styling that was swapped just after WW2 for a genuine roadster body from chassis 55223, the 1933 London Motor Show car, which was bought off the Bugatti stand by NS 'Nicky' Embiricos.

Arthur Birchall, a brilliant ex-Team Lotus mechanic who worked with Jim Clark, had joined Corner's team and set about restoring the T55. Crosthwaite & Gardiner rebuilt the engine around a new lower crankcase. Tuning included an original Zenith 48K carburettor and Type 51 firing order: "The Type 51 engine is the best that Bugatti built, and this has proved unbreakable. We change the oil every year and have never had a problem with crankshaft or roller bearings."

The only major change was to the gearbox, because the T55 had already been converted to an ENV preselector. "The original specification was a T49 transmission, a feature that Bugatti connoisseurs maintain spoils the car due to its slow change, particularly from first to second."

Working with Brineton Engineering, a new gearbox was built using an original Type 49 casing, but with constant-mesh internals. "It's now the fastest change of any pre-war car I've driven," says Corner. "You just want to change up and down for the joy of it. We've also fitted an overdrive for long-distance tours."

Once Birchall had finished the mechanical restoration, the body was repainted the classic black-and-yellow scheme that perfectly sets off the Jean Bugatti styling. Then Corner set out to fine-tune the handling: "We sorted the initial understeer by running 40lb tyre pressures, and the brakes cope better with the extra weight of the body when they are adjusted well up."

Since the restoration's completion, the Corners have driven the Type 55 extensively. Only St John's much-travelled, Figoni et Falaschi-bodied T55 rivals the Corners' car for constant enjoyment and miles covered. As well as regular runs to work across Yorkshire, this fabulous machine has toured all over Europe including trips to Spain, Ireland and back to Molsheim: "We've compared its performance to an Alfa 8C Zagato, which was no match for the



Clockwise from main: the eye-catching roadster was styled by Ettore's son Jean; owner Corner has driven his Type 55 all over Europe; you sit upright to drive the T55; power comes from a supercharged 2.3-litre Type 51 Grand Prix engine



NEIL CORNER: TAKING ON RACING GREATS

Few have experienced such a wealth of superb cars as this Durham-born enthusiast. From gunning a GT40 flat-out at Montlhéry in the 1967 1000kms to harnessing a 600bhp Mercedes-Benz W125 titan around tight Monaco streets, during his 26 years of motorsport Corner raced the greatest. Bugattis have been a constant feature of his collection, including the rapid Type 35 '4965', and the fabulous ex-Earl Howe Type 59 '59123', which he last drove to victory in the VSCC's all-Bugatti race at Silverstone in 1986.

An appreciation of fine engineering started with his father, a successful AJS motorcycle racer. Discouraged from riding quick 'bikes, Corner's long line of road cars began with a tired MG TD, followed quickly by an Austin-Healey 100M, which developed his car control. Over the decades, a fantastic variety of machines has entertained locals on his 96-mile commute across North Yorkshire, ranging from veteran Mercedes to a 1964 Ferrari 250GTO.

Today, the two Bugattis keep impressive company in the Corner motor house with the fastest pre-war Bentley, an amazingly original Maserati 250F and a pair of Jaguar E-types.



PETER MCFADYEN



'The purist in me would desire the magnificent Type 55, but the Type 57S is the ultimate pre-war sports car'

Top: the yellow and black T55 and blue Type 57S rival the stunning vista. Left: Corner competing in a Bugatti T59 at Oulton Park in 1970

Type 55's torque and acceleration on local Yorkshire roads. It's easy to appreciate why Bugattis have always dominated the Williams Trophy around Cadwell Park."

The T57S, coincidentally, also has connections with the fabulously wealthy Embiricos. To replace his T55, the 26-year-old bought the very car featured here. The first Type 57S in England, chassis 57.375 was ordered through the London agent Colonel Sorel. Originally, the instruction was for the exotic Aero coupé, but this was switched to a chassis-only build. A keen privateer racer, Embiricos had seen some success with his ERA R2A, including a third place at Monaco.

A plan to run the new Bugatti in the Tourist Trophy at Ards on 5 September 1936 left little time for Corsica to complete the bodywork when the chassis was finally delivered from France in late August. Story has it that the talented north London coachbuilder took just four days to make the body, the styling combining the efforts of Embiricos, John Lee and Charlie Stammers. Corsica eventually bodied eight Type 57S models and the firm boasted an impressive client list that was a *Who's Who* of British sporting motorists, including Land Speed Record legend Sir Malcolm Campbell.

To compete with the Gallic Delahaye and Talbot rivals, Embiricos instructed that the new Bugatti body be as light as possible. The finished car, painted pale grey with a Greek flag on the long, low bonnet, was a sleek, purposeful two-seater with cycle wings and a bobbed tail that was shaped to a point around the petrol tank. Racy features included aeroscreens, an external oil tank behind the front-left wheel, and four exhausts exiting dramatically together.

The new car, registered DGJ 877, didn't arrive in Ards until the Thursday ahead of the Saturday race, but its sleek lines and stylish vee-shaped radiator were the talk of the paddock. Embiricos was the first private owner to build a sports-racer from the glamorous 57S. With little time to test the new car, he struggled in the event, particularly when wet weather made the challenging road circuit very slippery. And the Bugatti faced a strong over-3-litre class of 10 cars, as well as three 'works' BMW 328s in the handicap event. The press reported that the new Bugatti 'looked and sounded marvellous', but appeared to be a 'trifle wavy at the back' through its descent into Bradshaw's Brae, suggesting that the rear was a little light with low fuel.

The weather was grim and Embiricos soon had the works Delahayes hounding him on the run into Newtownards on the second lap. An impatient Marcel Mongin muscled past the Bugatti through the town, but lost his Delahaye under braking and had to do it all again. Over the notorious bump before Comber the Delahaye caught the Bugatti but they tangled wheels, resulting in a spectacular crash as both drivers veered off the track. The Delahaye fared worse, rolling across a field and throwing out its driver; Mongin landed under a cow, badly shaken and with a broken arm. Both retired.

The bent Bugatti was sent back to London for Giulio Ramponi to rebuild for Richard Seaman to race. Embiricos' racing career ended in 1937 when he crashed his ERA, newly fitted with Tecnauto independent suspension, in practice for the GP di Firenze. Although not seriously injured, the Greek playboy gave up motorsport and sold his race cars, including chassis 57.375.

However, Embiricos' lifestyle remained in top gear with a new Type 57C Atalante road car and a social set that included Josephine Baker. Later, in America, Embiricos became fixated by Eleanor Young, the Manhattan glamour girl known as 'Cookie.' The lovers died together in 1941 when his Fairchild 24 crashed in poor weather off the coast near Matunuck, Rhode Island.

The second owner of the Type 57S was Ronnie Symondson, a Cambridge graduate who became a respected engineer and flight instructor at Brooklands. From his first Bugatti, a Brescia bought in 1925, the ever-immaculate Symondson was loyal to the marque. After frustrations with the performance of an older Type 57 sports car, which wouldn't reach the ton, Symondson started looking for a replacement and spotted the ex-Embiricos TT car for sale in Bayswater – Seaman's plans to race it became difficult due to his commitments with Mercedes-Benz. Initially the price was too high for Symondson, but it eventually dropped far enough to tempt him. A test drive impressed and a deal was done, leaving him sufficient funds to instruct Corsica to sort the bodywork.

It received new wings, a full-width screen and a modified tail, was repainted in blue and had its interior retrimmed and, after tuning courtesy of Thomson & Taylor at Brooklands, the Type 57S proved spectacular. 'The acceleration was astonishing. The performance was fully up to my expectations which meant that I not infrequently saw 115mph and more on the speedometer,' recalled Symondson in the club magazine *Bugattics*. Right away, Symondson started competing with 57.375 including at Prescott in April 1938 and at the Lewes Speed Trials, but war forced a long lay-up. As a chief instructor with the RAF, Symondson rose to Wing Commander and flew a huge range of aircraft.

When peacetime came, the prized Bugatti was brought out of storage and, ever a perfectionist, Symondson sent it back to Thomson & Taylor for a complete rebuild. As racing returned, the Bugatti proved to be one of the fastest sports cars in Britain and at the first Silverstone meeting, Symondson beat Tony Crook in the Mille Miglia-winning Alfa Romeo 8C-2900 Spider. Until the arrival of the Jaguar C-types, the Bugatti was a regular front-runner.

Subtle modifications to lighten the car continued including extensive drilling of hinges, pedals and the handbrake, while even the wood frame was chamfered. Symondson became an expert on the complex De Ram shock absorbers, contacting the manufacturer about special settings and even having his own tools made up by Thomson & Taylor. In 1956, Symondson upgraded the brakes to a hydraulic system. Again carried out by T&T, the conversion retained the original drums but used Lockheed-supplied cylinders and piping. From the mid-'50s, Symondson focused on vintage and Bugatti Owners' Club events, where he still set the pace in the over-3-litre sports-car classes.

Few were trusted to drive 57.375, but John Bolster talked Symondson into featuring it as an *Autosport* 'Yuletide Road Test'. Bolster was hugely impressed by the very sorted car and reported 0-60mph in 7.8 secs on non-original 16in wheels, which were fitted for hillclimbing. 'The Bugatti must be the envy of every red-blooded enthusiast,' concluded Bolster who, like many, was almost lost in the lowered passenger

seat, his signature deerstalker hat only just visible as Symondson demonstrated the Bugatti's dramatic acceleration.

During his 45-year ownership, Symondson completed more than 2000 runs at Prescott, the car immaculately presented to match the owner's sartorial style; a true gentleman, he always competed wearing a sports jacket and tie. "With his impeccable manners and signature cigarette holder, Ronnie oozed style," recalls Corner. "His favourite women – including my wife Freda – were always called 'sweetie'. He was also a polished and fast driver."

Corner's extensive experience of the finest race and road cars has included many Bugattis, his passion for the marque having started with his T35B. He and his wife have owned several Type 57s including the ex-Campbell 57.531, but he'd always admired Symondson's car: "Ronnie was one of Ralph Millais' set and, like me, had raced both the Sunbeam Tiger and Type 59. After one VSCC Silverstone, he asked if I'd like to drive his 57S back to The Sun at Whitfield. I was nervous as hell but the car blew me away, it was the fastest pre-war road car I'd ever driven. 'You drove it beautifully but could have changed gear quicker,' was Ronnie's remark."

Later in the summer of 1984, when Symondson was nearing 80, news came via Corner's great friend St John that the car might be up for sale because Symondson had finally retired from competition: "It was a tricky call. I made him an offer and later Ronnie called back to say he'd be delighted for us to have the car. I went down to Charles Cottage with my son, Nigel, to collect it, and after an excellent lunch we set out for North Yorkshire. We were home in 4 hrs 30 mins, averaging 70mph. I rang Ronnie, and his first question was, 'Did you pull five-five?' No, I lifted at 5000 was my answer. 'Well, that's still 114mph!'" The Type 57S immediately became Corner's regular transport to work.

The great Bugatti, always known by the Corner family as 'Ronnie's car', has been fastidiously maintained, always preserving its precious original condition, including the trim. In recent years, the engine has been rebuilt and the bodywork repainted a darker blue. Authentic details have included larger headlights, an original windscreen and 18in wheels. Axles and steering parts have been polished, but other than the chromed vee radiator shell, the car retains its very purposeful poise as desired by Embiricos and Symondson. When Corner fitted his BRDC badge, Freda joked that: "Ronnie wouldn't approve because it added extra weight!"

To drive these two historic Bugattis back-to-back is a fascinating and highly privileged comparison. The cockpit of the T55 is a novel design. Like in the GP car, you sit upright with feet deep inside the chassis, but with less space because the gearchange is now in the centre. Under the main wooden instrument panel the engine-turned scuttle is clearly visible.

The engine, with camshaft bevel and spur-train drive up front, has a busier note, a mechanical score combining engine thrash, rollers and blower whoop that almost drowns out the crisp, hard-edged bark from the exhaust. This engine loves to rev and pulls beautifully, a feature that can be better appreciated with the sensational modified gearbox. The original Touring T49 with its sluggish, heavy change was the curse of this exotic, but Brineton's design has

a fast, short action that has you checking you've actually engaged the next gear. With no concerns about noisy, slow changes, the T55 is a fantastic driving machine with a superb ride that Alfa 8C owners can only dream of. Out on the Moors, through clear, open bends, it's easy to imagine you're Chiron or Varzi at Monaco or Spa as you relish the sharp steering and lusty power, all enhanced by that rapid change. With the extra weight over the GP cars, the cable-drum brakes demand progressive pressure and experienced feel, because locking up over bumps in the road can twist the axle. It's a rich, exotic experience that feels 100% *pur sang*, and passing shop windows there's nothing to match the reflection of those flowing lines.

The Type 57S is equally impressive, but in a more refined manner. Through the driver's door (the T55 doesn't have them), you slide under the same four-spoke, walnut-rimmed steering wheel, but the seating is snug, low and fitted; your eyes are almost level with the long, tapering bonnet. The dashboard has a cutout in the middle to clear the cranked gearlever and the steering column has been shortened to improve the driving position. Symondson was a perfectionist when it came to ergonomics.

Out on the road, thanks to the damping of the complex De Ram shock absorbers, the ride is superb, smoothing out the bumps and retaining firm control when cornering fast. After the slick action of the Brineton 'box, the wide gate and long, hooked lever of the Type 57S feel slow, but Corner advises that I'm too hesitant and the change can be worked quicker.

'Every aspect of the Type 57S – balanced handling, inspiring steering and meaty hydraulic brakes – feels brilliantly tuned'

The performance is staggering for a 1936 design, the dramatic reserves of torque launching it out of turns with Cobra-like punch. It storms effortlessly up gradients, and will power away in top gear from 1000rpm or lower.

The engine's flexibility is truly outstanding, making it a perfect touring car, ready to munch the miles at an impressive but relaxed pace. Every aspect of this well-sorted machine – balanced handling, mighty performance, inspiring steering and meaty hydraulic brakes – feels brilliantly tuned. It's easy to appreciate why XK120 drivers had such a tough time with Symondson's blue wonder.

Both cars are definitive greats in my book and it's very hard to choose a favourite. The Bugatti purist in me would desire the magnificent Type 55, but the T57S is the ultimate pre-war sports car – little wonder it's had just three owners in 82 years. The Corner family is split, too, with Neil and Freda saying the T55 would be the last to go, and Nigel choosing 'Ronnie's car'. Long may both Bugattis be enjoyed by these passionate enthusiasts.

Thanks to Neil and Freda Corner, and Richard Fox



Clockwise from main: Type 57S's lines were crafted by English coachbuilder Corsica; unblown 3.2-litre straight-eight has punchy performance; snug cabin, low seat; holes drilled in 57.375's door hinges, in pursuit of lightness



'UNIQUE' IS AN OVERUSED WORD, BUT...

...this car is a real Aussie one-off – and the man who
commissioned it almost 60 years ago still owns it

WORDS **DAVID DOWSEY** PHOTOGRAPHY **RICHARD WEINSTEIN**





The Elfin now wears Ford's True Blue paint. Opposite: founder Garrie Cooper (on left) overseeing work on the unique coupé



Clockwise from top left: all Elfin steering wheels were handmade by Cliff Cooper; delicate details; the petite Morris Major 1489cc engine; GTS has been registered for road use since January 1961.



The classic-car world is full of lists: the first this, the fastest that, the oldest, the rarest, the most expensive...

Many claims do not stand scrutiny. But let us suggest to you that this coupé has a history that is possibly unprecedented: a unique sports car that was ordered from a fledgling race-car constructor, by a man who oversaw the design, provided the specification and, almost 60 years later, is still its proud owner.

This Elfin GTS Coupé was commissioned by George Spanos who, in 1960, was a lecturer in Fine Art at Melbourne University's Secondary Teachers' College. Only a year earlier, a new sports and racing car manufacturer had been founded in South Australia by a tenacious and talented young man by the name of Garrie Cooper. The paths of these two men were soon to cross and create history.

Adelaide-born Cooper was a motoring enthusiast from his earliest days, and a racer as soon as he could drive. His father was a skilled body builder and painter who owned and ran Cooper Motor Bodies, which built bus and truck bodies, and converted saloons into wagons and utilities to special commission. Within these walls, Cooper cobbled together rudimentary bodies for – and tinkered with the mechanicals of – a series of racing specials that he modified and campaigned with his mates.

When a friend from the Austin 7 Club of South Australia asked him to build a streamlined body for a Ford 10-based special he owned, Cooper suggested that he could make a better-looking version of the Lotus Eleven, which he had seen in the metal at local race meetings. A handbuilt aluminium body would be expensive but, not wanting to let the opportunity pass, he murmured that if his other club chums would also like a body – or a complete car – then the price would be a little more reasonable. Several enthusiastic friends took the bait and before he knew it, Cooper had a racing car company.

He chose the name Elfin – a small and sprightly mythical creature – for practical and obvious reasons: Cooper Cars had beaten him to the punch, and was already up and running, winning Grand Prix World Championships with fellow Aussie Jack Brabham behind the wheel.

Elfin Sports Cars' first model was the Streamliner of 1959. An initial series of six was built for five mates and for Cooper himself to race, of course, and in total nearly two dozen were built over a four-year period. Its visual connection to the Frank Costin-designed Lotus Eleven is immediately obvious and it proved to be a popular choice for privateer racers competing in sports-car events across Australia, including the 1961 Australian Grand Prix at Mallala.

Built on a tubular spaceframe chassis, the Streamliner typically featured independent front suspension with unequal-length wishbones, Armstrong coil springs and an anti-roll bar, with a live axle at the back (although independent rear suspension was optional). There were drum brakes, rack-and-pinion steering, and 13in drilled disc wheels. It was available in kit form or fully constructed at the Elfin works.

Pinning down the specification of an Elfin Streamliner – or indeed any Elfin model – is problematic because all sorts of engines, gearboxes, suspension layouts and more were used.

Various parts were often supplied by the commissioning buyer and sometimes these were changed or updated at a later date; no two cars were the same. But there is one Streamliner that is unlike any other.

Racers Peter Manton and the previously mentioned Spanos – having witnessed the speed of the Streamliner first-hand at the Phillip Island Trophy Race in December 1959, with Cooper behind the wheel of the Ford E93A-powered prototype – decided to commission their own cars. However, while Manton ordered a conventional open Streamliner for sports-car competition, Spanos wanted his racer to have a roof so that he could run it in GT events. No such car existed at the time, but over a cup of tea with Spanos, Cooper quickly sketched out what would become the GTS Coupé on a scrap of paper. It was beautiful but, as both gentlemen were soon to discover, it proved rather time-consuming to produce.

"I visited the factory in Adelaide [at the start of 1960] and Garrie told me he wanted to build a car that was a proper roadgoing version of the Lotus Eleven, but with a stronger body," Spanos recalls. "At this stage he had not built a closed car but when I saw the open Streamliners, I said, 'I would like a coupé.'"

"Is this what you want?" Cooper asked him, showing him his sketch. Spanos said it was perfect, and a deal was struck.

"Garrie Cooper was the most honest man I have ever met," remembers Spanos. "He was remarkable. He was a lovely man."

The fledgling car constructor fixed the fee at £1000 (minus engine, exhaust system, gearbox and differential) but, after he discovered to his absolute horror that the Coupé cost twice that to construct, subsequent entreaties to build replicas were politely rebuffed. Nevertheless, true to his word, Cooper produced the GTS Coupé for Spanos, asking for not a penny more than the original quote.

From the initial pen sketch to delivery, the GTS Coupé took a little over 12 months to complete. This caused some minor discomfort for Spanos, but the person who ended up with the major headache was its constructor.

Unexpectedly, almost everything about the Coupé was different from the Streamliner on which it was theoretically based, and the one-off, hand-beaten aluminium body could not be amortised across a series of cars, or subsequently moulded in much cheaper glassfibre, as was often the case at Elfin Sports Cars.

Perhaps unsurprisingly, the project ended up running significantly over budget, but then no one ever accused Cooper of being a great businessman. What customers, former employees, fellow competitors and team drivers all agree upon, however, is his honesty and integrity. He was a man who always honoured his commitments, often to his own detriment. At a time when £1000 – the amount 'lost' by the Elfin firm on the GTS Coupé – could buy a flat in Adelaide, the fact that the car was delivered as promised, on price and to the agreed specification, demonstrates the kind of gentleman Cooper was.

While Elfin's team in Conmurra Avenue set about completing the rolling chassis, skilfully welded by long-term employee Fulvio Mattiolo, and the hand-formed body, made by English-trained John Webb, the coupé's mechanical specification was set by Spanos.





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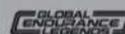


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Although in theory based on Elfin's Streamliner, the unique GTS Coupé was significantly different, making it more pricey and time-consuming to build

ELFIN SPORTS CARS: THE ORIGINAL AUSSIE GRIT

Magnificent stories often have humble beginnings, and so it is with Elfin Sports Cars. Built in a simple factory in suburban Adelaide, Elfin's products were at the vanguard of competitive Australian motorsport from the late 1950s until the premature death of founder Garrie Cooper, at just 46, in 1982.

From sprightly closed-wheel sports cars to ferocious V8-powered Formula 5000s, the greatest Australian drivers of the time drove Elfins to 29 major Australian titles, winning the Singapore, Malaysian and New Zealand Grands Prix along the way. The driver roster included Vern Schuppan, Larry Perkins, John McCormack, John Bowe, Frank Matich, Bob Jane, Alfredo Costanzo, Kevin Bartlett and Spencer Martin – plus Formula One World Champion James Hunt and Ferrari ace Didier Pironi.

Elfin Sports Cars continued trading after Cooper's death, first with his elderly father Cliff continuing to build Formula Vees. Don Elliott then purchased the company, constructing numerous Formula Fords for privateer racers and running a works team with successful Formula Two and Formula Holden cars

from the original Elfin factory premises.

Bill Hemming and Nick Kovatch bought the firm in 1997, moving manufacturing to Melbourne and working with Holden to create V8-powered lightweight sports cars. Jaguar and Touring Car hero Tom Walkinshaw bought Elfin in 2006 – shortly before his death in 2010 – and had plans to take the brand to Le Mans. His estate still owns Elfin, although no new cars have been built since 2012.

The original Streamliner was the first car constructed by Elfin. Numerous powerplants were used, but the prized versions had Coventry Climax engines (right); only two were produced. Eventually, 23 Elfin Streamliners were built: frame numbers one to 22, which included the GTS Coupé, plus Garrie Cooper's unnumbered prototype.

Elfin Sports Cars raced in almost all available categories in Australia, including Australian Formulas One, Two



and Three, Formula Ford, Formula 5000, Formula Junior, Formula Vee, and sports car and GT classes. In addition, a few were exported and raced in the USA, the UK, South Africa and New Zealand.

Today, many are still competing in historic motorsport. Surely that is the ultimate testament to the skilful engineering and incredible ingenuity of Elfin Sports Cars.

“I told Garrie that I would send all of the mechanicals over [from Melbourne] – the engine, the gearbox and the diff,” says Spanos. “I had bought Peter Manton’s Morris Major and all of that stuff went straight into the Elfin. It has a BMC 1489cc engine with a Derrington cross-flow head and twin-choke 45DCOE Weber carburettors, a BMC Morris Major gearbox and a specially built exhaust. There have been five diff ratios used on it: 3.7, 3.9, 4.2, 5.1 and 5.5. It has the original wheels, but with slightly wider rims. We went to disc brakes on the front because they were originally drums.”

The build was protracted, so in 1960 Spanos and Manton flew to Adelaide to check on progress; they were becoming impatient. “We were very anxious to see our cars,” says Spanos. “We agreed we were going to be very firm and say, ‘We have been waiting and we are getting a bit concerned.’ When we arrived at the factory there was Garrie’s dear old dad, Cliff, and he said, ‘Hello, come and have a cup of tea.’ We couldn’t get cross with them; they were wonderful.” Eventually, the cars were returned on the back of a trailer to Melbourne, where some fine-tuning was done at Manton’s Monaro Motors. “I was absolutely delighted with the finished product,” recalls Spanos.

It was supplied with vinyl bucket seats, full instrumentation and electrics, and an elegant wooden steering wheel, handmade by Cliff. It was road registered in January 1961 and has remained so ever since – today it runs custom ELFIN plates. “I used to drive the car to work occasionally,” says Spanos. “People were intrigued; they all thought it was remarkable. It attracted a huge amount of interest.

“I have raced the car at Calder Park, Fishermans Bend, Albert Park [home of the current Australian Formula One Grand Prix], Longford, Mallala, Tarrawingee, Hume Weir, Winton and Ballarat Airstrip. I would drive up, race the car, then drive it back home.”

Now in his 80s, Spanos leaves driving duties to others: “Everyone who has driven the car is amazed by the handling. Garrie did an amazing job – it handles magnificently.

“Garrie finished it in the Monaro Motors blue, a dull sort of hue. I had it painted silver at one stage – it looked remarkable in a metallic. I ran it like that for a little while, with a white stripe over it, but when Ford (Australia) brought out the True Blue colour [in 1971] I had it painted in that, and it remains that way.”

He no longer drives it competitively, but Spanos, the man who ordered this unique sports car, still owns the Elfin. Maybe not for much longer, though: he admits that because he’s getting on a bit, he may be persuaded to sell – but only to a sympathetic buyer.

Until that time comes, we will leave the last word on this remarkable and head-turning one-off roadgoing racer to him: “People often comment that it is pretty unusual for a young man to purchase a truly original car straight from the factory and to still own it as an 80-odd year old, but to me it’s just a motor car. I have a certain attachment to it, but I am not pathologically fascinated by it. It does look great, though, doesn’t it?”



JAMES HUNT’S FINAL VICTORY

Did you know that James Hunt’s last win was in Australia, driving an Elfin?

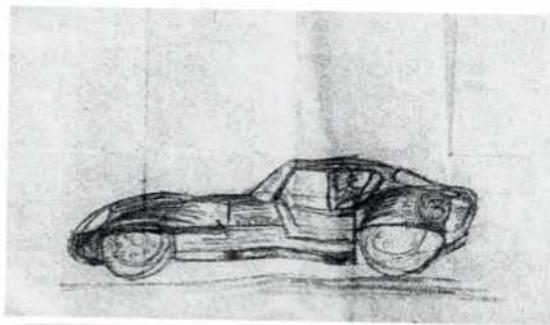
In 1978, he campaigned an Elfin MR8-C Formula 5000 in the Rose City 10,000, a few weeks after the season-ending Grand Prix in Canada on 8 October. It was a big coup to attract Hunt, who was still a major international draw, despite having endured a tough F1 season.

For Hunt, fly-blown Winton Raceway was a long way from the glamour of the Monaco GP and this proved amusing for the Elfin crew, which was used to making do with humble resources. At one stage, Hunt’s Chevrolet V8 had a misfire and he demanded the engine be changed. Elfin didn’t have one. They did, however, set up the car to suit his large frame, with a seat fitting and personalisation of the gearlever, the pedals and the steering column.

Hunt said the Elfin “seems a very good car, it is very forgiving”, and noted that it was a lot easier to drive than the Eagle he had raced in the US in ’74, his only previous F5000 experience. Taking a swipe at his McLaren F1 team, which he was leaving after a miserable season, he added: “It’s good to have a competitive car for a change.”

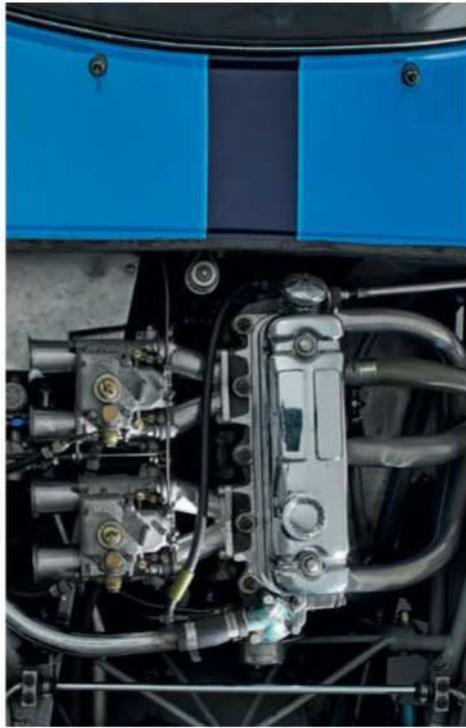
Hunt qualified on pole, seven tenths faster than local John McCormack in his ex-British GP-winning McLaren M23. Garrie Cooper wrote that Hunt was: ‘Very impressive right from the start, being very smooth and precise and getting the power on noticeably earlier than the others.’ Yet he was only pacing himself to the opposition and, said Cooper, ‘Could have gone quicker.’ The race was a procession, with Hunt winning by 40.5 secs from Alf Costanzo in a Lola T400.

Hunt’s win in the Elfin MR8-C was to be his last race victory. He retired suddenly mid-season the following year, after he and his new Wolf F1 car proved uncompetitive.



The finished product is true to Garrie Cooper’s original sketch





Clockwise from far left: B-series engine wears Derrington head and 45DCOE Webers; delicate buckle of racing belts; George Spanos still owns the Elfin GTS Coupé he commissioned in 1960

“People comment that it is unusual for a young man to purchase a truly original car straight from the factory and to still own it as an 80-odd year old”





WELCOME TO THE JUMBLE

The joy of an autojumble is never knowing quite what you're going to find – and Beaulieu hosts some of the best

WORDS & PHOTOGRAPHY **JAMES MANN**

Nestling in one of the most beautiful places in Britain, on a warm spring day in May there are few places to beat Beaulieu. To top that, all you need is the very best autojumble in Europe, set in the grounds of the National Motor Museum, to make for a fantastic weekend.

Beaulieu's Autojumbles have been running since 1967 and are famous across the world. Nearly 3000 exhibitors sell everything from enamel signs and new-old-stock parts to anything that could be considered 'vintage', such as fashion, luggage and interior décor.

This year's Spring Autojumble (19-20 May), now in its 24th year, attracted more than 15,000 visitors and featured an Automart with dozens of classic cars for sale. There was something for everyone, from a Morris Minor Traveller and barnfind-condition pre-war restoration projects to a selection of immaculate E-type Jaguars.

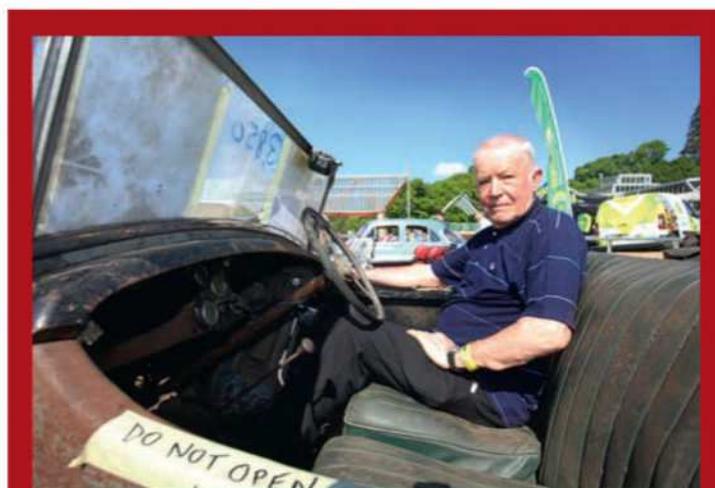
C&SC was on hand to talk to traders, buyers and stallholders, to find out what bargains they had discovered and hear their stories.

Lenny Davis

Originally from New Zealand, Lenny Davis has been living in London for more than a decade.

"I've been coming to Beaulieu Autojumbles for the past 12 years, collecting all sorts of automobilia for a museum I want to set up – including pedal cars, petrol pumps and signs," said Davis. "I've bought some great enamel signs today that'll look just perfect on the walls, including this rare Esso Ethyl large roundel, and Royal Daylight and Bell signs."

Davis already has a large collection comprising mostly American cars that he saw on the roads of New Zealand when he was growing up. He got his first car when he was just 16, a 1965 Chevy Impala, and has since added a '45 and '72 Buick, '46, '47 and '54 Chevys, and a 1960 Morris Minor. He also owns a number of classic 'bikes including a 1934 Wearwell Wolf with a Villiers engine, which he'd love to know more about.



Phil Robins

In the Automart, Phil Robins from Swansea was selling his 1934 Morris Eight tourer: "I bought it from a farmer about 30 years ago and had planned to restore it myself, but I'm 78 now so won't get around to it and it's only fair to let someone else have a go." He has restored a number of other vintage Morris vehicles, including one of only two surviving 1929 Morris Minor M9 fire engines: "I've got an old photo of mine at the Morris Garages in Oxford, which is where it was built."

Robins' Morris attracted a lot of attention from people looking for a classic, and at just £3850 it was an appealing – if daunting – project. "I've been up to the garage each week and turned the engine over," he said. "It's got a 918cc sidevalve engine with a single SU carburettor and has never been restored. I think it was originally navy blue, and was registered in London, but it's green now. Many cars in this condition were bought for their registration numbers then scrapped, and I'd hate to see that happen."

Among the other Morris and MG cars he has refurbished is his 1924

"I planned to restore it myself – it's only fair to let someone else have a go"

Bullnose Morris four-seater tourer, which had been off the road, dismantled, since 1933: "It was like a jigsaw puzzle putting it back together and, of course, lots of pieces were missing. But I got there in the end!"

Steve & Ruth Goldsmith

One of the more unusual cars in the Automart arena at this year's Spring Autojumble was the right-hand-drive 1960 Auto Union 1000 saloon of Steve and Ruth Goldsmith.

Steve, who is a design and technology teacher, found the car in a front garden near Brands Hatch: "When I rang the doorbell to ask about it, I was told that the car had belonged to the owner's father and he didn't want to sell, because he planned to restore it himself. I left my name and number, and about a year later he got in touch to ask if I still wanted it."

"When I got it home and looked more closely I realised that the bodywork wasn't in too bad a state and the only repair panel I had to make was for a small section of the bootlid," explained Goldsmith, who then discovered that the engine was seized: "It freed up after leaving a cupful of diesel in the rusted cylinder to soak overnight."

"I've fitted Renault wheels and more modern seats, so it's not original, but I wanted to create a usable car that anyone could run," he added. "The car was green when I found it, but I loved the Silver Arrows Auto Union livery so thought it would be fun to theme the paintwork to a corresponding silver. I painted it myself in the garage, one panel at a time."





David Mayner

Trader Mayner has been coming to Beaulieu for more than 25 years, and collecting models and toys as a business since the 1970s. He's now a well-known face on the scene: "I never miss a Beaulieu Autojumble!"

As well as model cars of all prices, scales and conditions, Mayner's stand offered plastic soldiers, 1950s Merit kits and an unusual selection of diecast vehicles jumbled up in a box at the front. "These came from a model village near Christchurch in Dorset called Tucktonia," he explained. "When it closed the modelmaker sold them to me, but they all need a bit of restoration." The majority of the miniatures on the stand were 1:43, familiar to most children, but there was also a fine pair of 1:18 and 1:20 plastic models at the back. "Those are some of my favourites," said Mayner. They're an MGA and an Austin-Healey 100/6 made by Tri-ang, and have price-tags of £195 each, making them among the most expensive models on the stand. "There's also a lovely mint-and-boxed Dinky A40 van and a line of Spot-On models, which were built in Northern Ireland and are highly collectable because they were always very accurate and more expensive when they were first sold."

Incredibly, Mayner says that it takes all of Friday (the day before the Autojumble) to set up his stand. "I spend the week sorting, cleaning and restoring my collection, ready for the weekend's fair," he explained. "There really is a huge amount of work involved, particularly researching some of the rarer makes."

Wayne Howells

Proud Welshman Howells, who lives near Cardiff, loves everything Ford – and at the 2018 Spring Autojumble he found a pair of front wings for his daily driver, a MkIV Cortina.

"They are both for the left-hand side," said a delighted Howells, "but that's not a problem because I'll keep one of them in case I need it in the future. One still has the original 'S' script on it which, although it's in a poor state, is fantastic because a mate of mine can copy it and make a new one for my car, it's a really great find."

As well as the MkIV, this Blue Oval fanatic also owns a MkIII example along with a rare two-door MkV Cortina automatic – one of just 400 built in Germany. There's also Mk2 and Mk3 Escorts, and a Sierra Cosworth: "My MkIV Cortina is a 1979 2.0 Sport model, one of only a few imported from South Africa – I went all the way to Scotland to buy it."

"I've also found two door-skins for my Mk3 Escort here at Beaulieu today. One day I plan to come back and sell some of the huge collection of Ford parts I've amassed over the 12 years that I've been coming here."

Howells' pride and joy is his Mk2 Escort RS2000, which he has restored to original condition: "I am a heating engineer and have learnt all the skills I need as I go along, and I like to get the cars back to how they were when they left the factory. The only thing I don't do is paint the cars, but until recently my father-in-law resprayed all of my projects for me."



"One day I plan to come back and sell some of the huge collection of Ford parts I've amassed"

Mark Havard

A portrait of the Queen appropriately adorned Mark Havard's stand on the weekend of the Royal Wedding, but the classic Land-Rover camper was what immediately caught the eye.

"It was built by the coachbuilder Jennings in 1967 and is one of only three made, of which only two survive," explained Havard, who runs Canterbury Convertibles, which specialises in Morris Minors. "I found the Landie in a field in a very sorry state about 10 years ago and have restored her over the years. The body is aluminium and that wasn't too bad, but the chassis had rusted badly and needed a lot of repair. Surprisingly, the hardwood-lined interior only required a rub-down with teak oil to bring it back to life. It's very comfortable inside and I sleep in it while I'm here over the weekend."

He's been coming to the Autumn Autojumble for more than 20 years, but only recently added the Spring fixture to his calendar: "You get to know the same faces coming back every year. It's a bit like a family,

catching up with old friends and discovering what they have been doing from year to year."

On his stand were a number of pedal cars and lots of parts, hubcaps and picnic baskets. "I just fill the van up with whatever I have around when it's time to go," he said. "I just make sure I don't come back with any of the heavy stuff!"



Jim & Pam Frankham

The Frankhams have been coming to Beaulieu for more than 30 years from their home in Nottingham. Not only do they collect, but they also now trade what they find here and at other autojumbles around the country. "We buy anything that takes our fancy, but especially look out for handbooks and manuals for cars before 1980," said Jim. "I've been collecting model cars since I was a boy. I remember my first one was a Matchbox fuel tanker, but I love the hot-rod scene now, so always look for examples of those as well as any 'woodie' models."

Pam likes to find the small plastic vehicles that were scaled for OO Hornby railway sets. "They fit really well into the wooden printer-type trays and sell well to other collectors," she explained. "Jim has a man-cave at home with more than 200 models in it, as well as a collection of Royal Doulton plates commemorating Indian motorcycles. His favourite piece is probably a framed glass cabinet with a pair of 1:24-scale 'bikes from *Easy Rider* – complete with helmets."



Derek & Sam Hard

Behind the arena were father and son Derek and Sam Hard from Hard-up Garage in Fareham, and they were selling a wide selection of American and European panels, radiators and other parts, plus a couple of cars. "We've just bought an amazing collection of 18 barnfind cars from a guy over on the Isle of Wight," explained Sam, "and these two are the first we've brought back to the mainland." There was a Morris Minor saloon in good, restorable condition and a 1969 Sunbeam Alpine: "We're very excited about the Alpine and have already had the club look it over. They believe it was one of the last GTs ever built as an export, and was converted into a 2+2 at a later date. It's got just 54,000 miles on the clock, and is fitted with an unusual double fuel-tank arrangement. We've even got the hardtop, as well as a large history file."

Sam and Derek are dyed-in-the-wool petrolheads. At their garage they repair and restore pretty much anything that comes through the door, but both have a passion for American cars and particularly hot rods. "We had some rat rods built by Street Toys in Mexico for customers, including a 1927 Ford T-bucket," said Derek, who used to be a banger racer back in the day, "but I like my Mopar – my first car was a 383cu in Chrysler Newport."

Sam raced Minis from the age of nine and was apprenticed at the local Mercedes dealer before joining the family business. His first American car was a 1977 Oldsmobile Cutlass.



Sam (on left) and Derek brought two cars from an 18-strong barnfind collection to the 2018 Spring Autojumble at the National Motor Museum

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- 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





You can find all kinds of automotive parts and accessories at Beaulieu's autojumbles – including some you never knew you needed until you saw them!

Andy Howes

Howes has been in the automotive business – running Walkers Garage in the village of Bransgore, on the southern edge of the New Forest – for nearly 30 years.

"We are only six or seven miles from Beaulieu so I never miss an opportunity to come along when there's an event on at the National Motor Museum," he said. "We had a stall at the Autojumble two years ago selling Land-Rover parts, old tools and general unused kit from around the workshop."

Howes owns a Lime Gold 1967 Ford Mustang convertible, a Sunbeam Tiger, a Series 3 Jaguar E-type, an E30 BMW M3 and an Austin-Healey 100/6 on which he's close to completing a comprehensive restoration. "I haven't found anything for the Healey today," he said, "but I did discover a lovely framed Amilcar advert from the 1920s, along with a small, glass-fronted cabinet that will be perfect to display a set of ancient spark-plugs that we seem to have accrued over the years."

On this trip to Beaulieu he also dug out a pair of old cardboard boxes full of new-old-stock exhaust and inlet gaskets. "This is a real find," he enthused. "Each set of copper gaskets is labelled with the car's make and model, and each is in its own section. Some of these date back to before the war and all are in mint, usable condition. There's even a set of uncut copper gaskets ready to be shaped to size."



"I discovered this lovely framed Amilcar advert from the '20s and a small, glass-fronted cabinet"

Bill Stiles

Stiles' 1958 Jensen 541 features the early 4-litre Austin Princess engine and was getting offers during the first morning on sale in the Automart. "I've only owned it for five years and bought it from a bloke in Sheffield who had rebuilt the chassis, engine and steering," he said. "Sadly, he was too ill to complete it."

"The body was off the car when I got it, so it was easy to see the huge amount of work the previous owner had done and that's what convinced me to buy it."

"The body, which is glassfibre, is made up of five pieces: roof, boot, bonnet, doors and sills. It took a long time to line them all up, particularly the rear tub where I had to make up some special box-sections to get it to fit."

He's owned a number of other classics over the years, including a 1928 Chrysler two-door convertible in which he competed in VSCC trials.





DARING TO BE DIFFERENT

Mazda's MX-5 topped the roadster sales charts, but this duo of contemporaries brought real innovation to the sector

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



A21 BMW
A-Z Autoparts Ltd.



Clockwise, from main: only open doors interrupt the Z1's wedge profile; slender composite seats save weight; superbly nimble chassis; button operates sliding door; 'six' is canted over for a low bonnet line

The morning of 10 February 1989 isn't a date that will stick in the memory of most people, bar those with birthdays or anniversaries, and maybe Dustin Hoffman (*Rain Man* picked up a Golden Bear at the Berlin Film Festival that evening). But you can be sure that designers at Hethel and the Bavarian business managers would have been shedding a tear at the sight of the Mazda MX-5 slipping its cover at the Chicago Auto Show. The car sent shockwaves through the industry, almost single-handedly reviving a segment of the market that many felt had died with the original Elan; it must have been particularly difficult for Lotus top brass that the new Japanese car took so much inspiration from their own back catalogue.

It was salt in the wound, then, that they had been beaten to the punch by a matter of months, with the brand-new M100 Elan – Lotus' first open sports car since the Series 4 Seven – unveiled in August of that year.

Things wouldn't have been quite so gloomy in Munich. BMW was already much further along with its Z1 project, revealing the roadster to the world at the 1987 Frankfurt Motor Show and garnering as many as 5000 pre-orders before production began the following year. News of a more affordable, lighter and more agile competitor can't have been entirely welcome, but demand for the new car was strong, with order books inflated by early-bird customers who

BMW Z1

Sold/number built 1988-'91/8000

Construction Zinc-coated steel floorpan, welded inner body structure, Xenoy front and rear side panels

Engine iron-block, alloy-head, sohc 2494cc straight-six, Bosch Motronic fuel injection

Max power 168bhp @ 5800rpm

Max torque 164lb ft @ 4300rpm

Transmission five-speed manual, RWD

Suspension independent, at **front** by MacPherson struts **rear** single longitudinal arm, double transverse arms, coil springs telescopic dampers; anti-roll bar f/r

Steering rack and pinion, with speed-variable power assistance **Brakes** 10³/₄in (260mm) ventilated front, 11¹/₄in (285mm) solid rear discs, with servo and anti-lock

Length 12ft 10¹/₂in (3925mm)

Width 5ft 6¹/₂in (1690mm)

Height 4ft 2in (1277mm)

Wheelbase 8ft 1¹/₂in (2450mm)

Weight 2844lb (1290kg)

0-60mph 7.9 secs

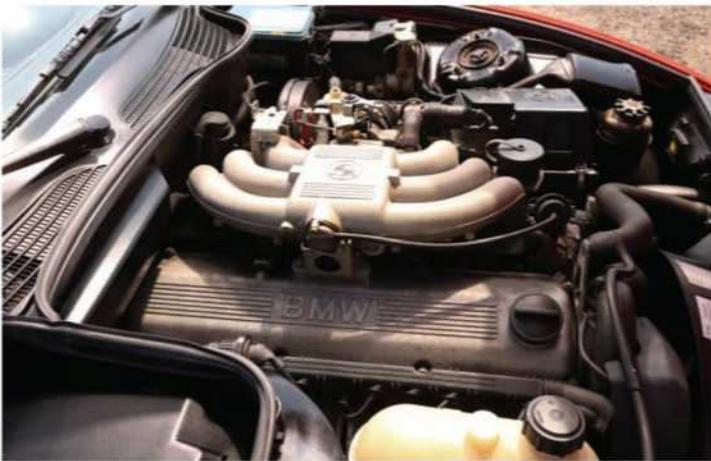
Top speed 136mph **Mpg** 28

Price new £37,728 **Now** £30-50,000

many suspected were speculators, all hoping to turn a quick buck in a booming market.

Speculative or not, buyers must have been excited to get behind the wheel of the Z1 – so named for the German word for future, *zukunft*, or the firm's description of BMW Technik, Zentral Entwicklung, depending on who you ask. The pet project of Dr Ulrich Bez, the Z1 was the first product of the newly formed BMW Technik, a think-tank focused on the emergence of new technologies and materials, and it certainly captured the imagination with its vertically sliding doors that disappeared into the sills at the touch of a button, coupled with advanced multi-link rear suspension comprising two transverse and one longitudinal control arm – the first of its type to be used in a BMW.

The chassis was special, too, and represented a seismic shift from the firm's mainstream models. A plastic floor was bonded to the galvanised steel monocoque, which was paired with a composite undertray and body panels made from General Electric's Xenoy thermoplastic, while the hood cover, bootlid and bonnet were more conventional GRP, courtesy of Seger & Hoffman. Each panel was fixed to the chassis via rubber mountings and torx bolts, which allowed for a degree of movement, and they could be fully removed with the bare car remaining driveable. BMW reckoned the whole process could be achieved in just 40 mins and encouraged punters to buy a set of replacement panels in order to quickly change the colour of the car. In practice, it represented a lost weekend for the amateur mechanic.



In order to offset the high cost of the car's bodywork, chassis and suspension, the tried-and-tested drivetrain was lifted directly from the E30 3 Series. The bombproof 2.5-litre M62 'small six' came without a catalytic converter and offered 168bhp, while the five-speed gearbox shared the same ratios, albeit with a lightweight aluminium casing. A strong torque tube mated 'box to differential and added rigidity, with peppy acceleration thanks to a 3.64:1 final drive replacing the longer-legged 3.46:1 of the E30.

Despite BMW's weight-saving attempts, there's no escaping the fact that the Z1 is far from a featherweight, tipping the scales at 2844lb – heavier than a 325i – compared to just 2253lb for its Lotus rival. You first get a sense of the roadster's heft after pressing the button to retract the door, which glides beautifully into a recess in the sill with a mechanical smoothness born of over-engineering – it brings to mind a Dunhill Rollagas lighter or Montblanc pen. The straight-six will be familiar to many BMW drivers and fires eagerly, settling to a muted and relaxed idle. The car can be driven with the doors down owing to the protection afforded by the deep sills, which is a strangely liberating feeling – like the first time you drive a convertible – but you quickly get used to the sensation. Thanks to the deep-set and supportive sports seats there's none of the 'Willys Jeep Fear' under hard cornering, or any concern that you're going to end up having to tuck-and-roll.

Like the engine, the five-speed Getrag gearbox is a proven and rugged unit with a precise

and positive action, and cycling through the gears is a joy. Encouragement comes with rising revs, and on the back-roads around the South Downs it quickly becomes apparent that Jeff Hewison's Z1 is tight as a drum. It lacks the turbocharged mania of the Elan's 'four', but there's a surprising urgency from the larger BMW unit, which in reality is something of a workhorse. Perhaps it's the six-pot howl that keeps your foot pinned to the accelerator.

One of the Z1's greatest selling points was its advanced suspension system – in effect serving as a testbed for the upcoming E36 range – and in the perfectly balanced roadster it's shown off to the fullest. Throw it into a corner and the difference between what you expect and what you get is disarming – like a wacky Heston Blumenthal creation that swings from savoury to sweet. And it really is sweet. Mechanical grip is there in abundance, and even body roll is kept relatively under control. One of the few black eyes among the many feathers in its cap is that, being designed primarily for the German market, the Z1 was only ever configured in left-hand drive, which checks your enthusiasm as the hedgerows close in, the road begins to narrow, and Chelsea tractors on the school run muscle their way over the white dividing lines.

Even stepping hard on the brakes doesn't upset the clever, Rudolf Müller-designed Z-axle, which operates in such a way as to minimise squat and dive, while also offering complete control over wheel angles, including camber and toe-in. The result is tyres that remain in contact

THE OWNER

Jeff Hewison

Z1 fan Hewison was turned onto the charms of BMW's techno wonder long before he became an owner. "I first saw a Z1 at an auction in 2001," he says. "I was watching these classics go through the sale when a red Z1 appeared; I'd never heard of them, but it was love at first sight. I promised myself that if I could ever afford one, I'd buy it."

Five years passed before Hewison saw a flash of red while driving past a local BMW garage. "It wasn't just a Z1, but the very car that I'd seen at the auction. On the test drive the straight-six won me over, and I promised my other half I'd keep it for 10 years. That was 12 years ago now – I just can't bring myself to let it go.

"It's a fun car and that's what I use it for: local shows, tours and just to get out and drive. The main events I visit are the London Classic Car Show, Silverstone Classic and Thatcham Classic. I do about 800 miles per year: it's a masterpiece of engineering, so responsive and positive.

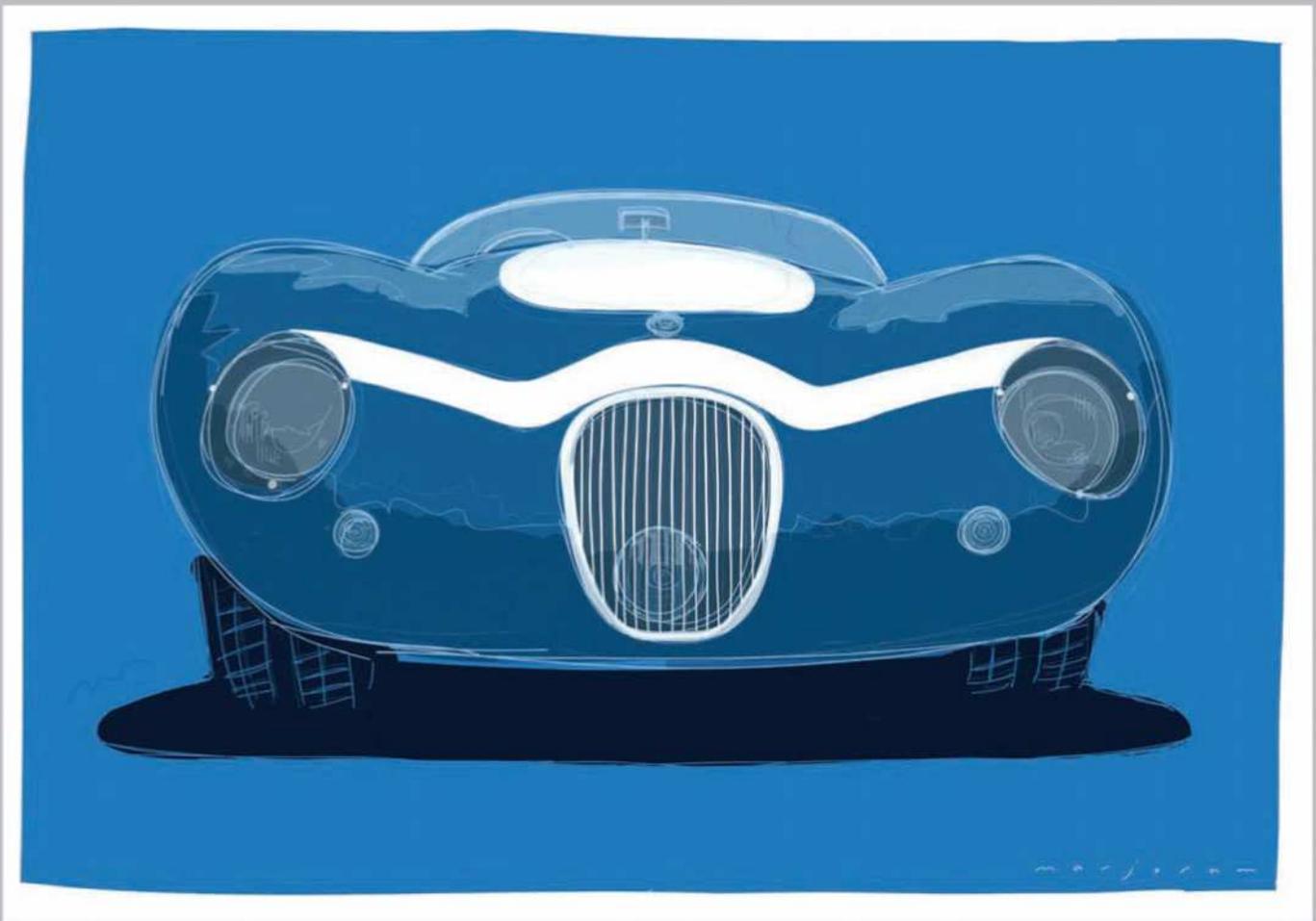
"You get a few rattles on country lanes, and with them the danger of cracking the panels. The only damage in my ownership was when I reversed into my garage, taking out the rear bumper. It's one of the parts that is no longer available, but I knew a man who could piece it back together – the paintwork was done at BMW and cost £1200.

"Most parts are still readily available and it's now appreciating: a decent one is £30k-plus."

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'Never given the power to fully take advantage of its beautifully balanced chassis, the Z1 surely ranks as an opportunity missed'



'The pace of the Elan is truly surprising, the turbo chiming in at 4000rpm giving a kick comparable with a can of Popeye's spinach'





Clockwise, from main: for a front-drive car, the Elan's grip and balance are superb; cabin was improved for S2, but is still a little dull; wide tail; 800 S2s were built by new Lotus owner Romano Artioli; potent turbo 'four'

with the road even over rutted surfaces, and a quality of ride and poise that goes some way to disguising the heft of those trick doors and heavyweight sill sections. It certainly impressed *Autocar*, which said after taking the car around Hockenheim in 1989: 'Its chassis wields an ability so exceptional that your memory immediately scrambles for the names of cars that corner any better, and, after juggling with Countach, quattro and Esprit, goes blank.'

Of course, those road testers had yet to try Lotus' latest offering, model number M100, which broke cover in August of that year. Unlike the long-serving Esprit (and the Z1), the Elan was to be front-wheel drive – a first for the Hethel firm – in a massive departure from conventional wisdom. But where other manufacturers feared the looming challenges of torquesteer, engine movement and suspension geometry, Lotus' Roger Becker saw opportunity. The engineer pioneered what the firm labelled 'interactive wishbone' suspension, which used a relatively conventional A-arm arrangement, revolutionised by mounting the suspension components to an aluminium 'raft' using tough bushings. The outcome was wonderfully direct steering that was both light and consistent, regardless of speed; tyres that remained in close contact with the road, thanks to an unchanged caster angle; and a notable reduction in road noise and vibrations.

From almost any other manufacturer, the construction of the M100 would have been hailed as revolution – but Lotus had long been

LOTUS ELAN S2 (M100)

Sold/number built 1994-'95/800 (plus 3855 1.6 and SE models from 1989-'92)

Construction steel backbone chassis, composite floorpan and glassfibre body panels **Engine** iron-block, alloy-head, dohc, 16-valve 1588cc 'four', with turbocharger and electronic fuel injection

Max power 165bhp @ 6600rpm

Max torque 148lb ft @ 4200rpm

Transmission five-speed manual, FWD

Suspension independent, at **front** by double wishbones **rear** wide-based lower wishbones, upper transverse links; coil springs, telescopic dampers, anti-roll bar f/r

Steering power-assisted rack and pinion

Brakes 10in (256mm) ventilated front, 9¹/₂in (236mm) solid rear discs, with servo and anti-lock **Length** 12ft 6in (3803mm)

Width 6ft 2in (1885mm)

Height 4ft 1/2in (1230mm)

Wheelbase 7ft 4 1/2in (2250mm)

Weight 2253lb (1023kg)

0-60mph 6.5 secs

Top speed 136mph **Mpg** 20

Price new £19,850 **Now** £5-15,000

a pioneer of performance through light weight. Like the original Elan, the M100 was built around a central backbone chassis, with a separate floorpan that was both riveted and bonded to steel outriggers, with the undertray and inner door panels adding to structural rigidity. As with the Z1, it benefited from advancement in plastics, with Ashland Chemicals contributing a new resin that was injected into nickel-plated, water-heated moulds that cut curing time by half.

Just over 1000 cars per year were escaping the Hethel factory in the late 1980s, so help was needed from a major manufacturer to supply the most financially demanding components. A surprise tie-up was announced not with parent firm GM, but its Japanese partner (and commercial vehicle specialist) Isuzu, which agreed to provide the powertrain. Despite it being shared with such mouthwatering exotica as the dullard Isuzu Gemini, the 1588cc four-cylinder engine was actually a real screamer – particularly in turbocharged form, as fitted to the launch SE and later S2 models (only a handful of naturally aspirated 1.6 models were built). The transversely mounted 'four' employed multi-point fuel injection and – after being extensively fettled in Norfolk – produced a very healthy 165bhp, which was comparable to the Z1 and offered a massive advantage over the MX-5's 116bhp, while the five-speed manual gearbox – also from Isuzu and upgraded from the non-turbo variant thanks to a beefier clutch and taller final-drive ratio – proved rugged and well up to handling the Elan's impressive power output.



It isn't just the spec sheet that imbues a feeling of sportiness, but also the driving position, which is lower than its German rival and feels more cocoon-like – particularly when the Z1's doors are lowered. The seats are comfortable and the cabin surprisingly spacious, with plenty of elbow room and enough height to accommodate taller drivers. In many ways, the Elan's dimensions feel ahead of its time, with a steeply raked windscreen and deep dash bringing to mind much younger machines – not to mention the prodigious width, dwarfing the svelte original Elan in the quest for increased stability.

The M100's stocky build was a departure from its lightweight predecessor, but it shares the family trait of brilliant handling and an ability to cross country quicker than all of its contemporaries, including the Z1. Despite the pair sharing a terminal velocity of 136mph, the raucous turbocharged engine gets the Elan there a good deal more quickly; 1.4 secs separates the two in the sprint to 60mph, but the Elan feels a sight faster in the real world, covering 50-70mph in top in just 7.7 secs to the Z1's 13.2. The outright pace of the Lotus is truly surprising, with the turbo chiming in at 4000rpm and giving a kick up the backside comparable with a can of Popeye's spinach, with barely discernible torquesteer.

Once on the move, progress is eye-opening, particularly when straights give way to twisting country lanes and you're able to really exploit that trick front suspension. Unlike the more conventional rear-drive layout of the BMW, the front-drive Elan lets you push harder into bends,

getting ever closer to the limits of grip. When you do get there predictable understeer awaits – comfortable ground for buyers who grew up with hot hatches such as the Golf and 205 – as long as you don't back off sharply mid-corner, when the M100 has been known to bite back.

It's perhaps unsurprising that engineers at Lotus – more accustomed to knocking up cars on a shoestring budget – managed to make the Elan so much more affordable than the Z1. Hethel's offering went on sale in the UK with a price-tag of £19,850, considerably more palatable – at least to those who intended to drive their cars – than the £37,728 it took to get behind the wheel of the BMW. The gulf increased as the years rolled on, and today the price difference between Elan and Z1 is difficult to ignore; as in period, cost will be the deciding factor for many.

Ultimately, the Elan best fulfils its potential as a driver's car, performing with all the accomplishment of a modern hot hatch minus the roof. It's a more focused machine with a greater sense of purpose: typical Lotus. The Z1, meanwhile, surely ranks as a missed opportunity. Only built for two years and never given the power to make the most of a beautifully balanced chassis, it was more engineering exercise than Ultimate Driving Machine. But on a sunny afternoon, with the doors down and the wind in your hair, you couldn't wish to be anywhere else.

Thanks to Club Lotus (www.clublotus.co.uk); the BMW Car Club Great Britain (bmwcarclubgb.uk) and Z1 model rep Jamal Blanc

THE OWNER Paul Fuller

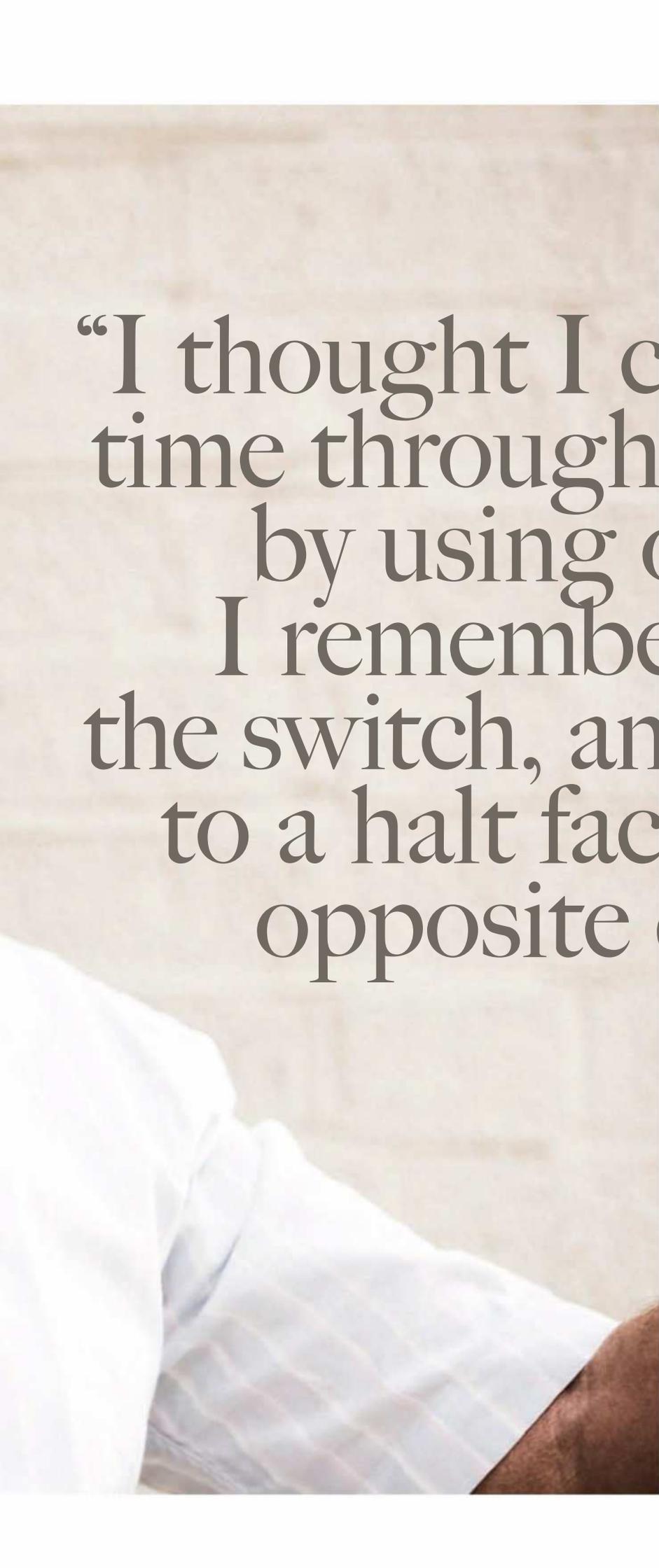
Fuller has been a long-time fan of his chosen marque: "When I was in my teens, I had a sticker on my school briefcase that said, 'Lotus... exclusivity comes as standard'. It must have made an impression because I still have the case, complete with sticker!

"I dreamt of owning a Lotus ever since and in 2010, after looking at several examples, I finally took the plunge and bought my Elan. I have been really pleased with the M100. It performs well on country roads, motorways and on track, and even though it's more than 20 years old it still starts at the first turn of the key.

"Aside from routine maintenance, in the eight years that I've owned the Elan I've changed little more than a set of tyres, a brake-light bulb and a battery – it must be one of the most reliable cars that I've ever had. Like any hand-built car it has its quirks, of course: the roof seals aren't great – they can perish and cause leaks, and a new hood and rubbers has been my biggest outlay so far. That said, I rarely drive the Lotus anywhere with the roof up.

"The car is a real head-turner and, though some critics think it's too wide, I love the looks and am very proud to own it. There are plenty of helpful clubs and forums – two of the best being Club Lotus and Lotus Elan Central – and if you're tempted to buy, they're a great place to start."





INTERVIEW

“I thought I could save time through Paddock by using overdrive. I remember flicking the switch, and coming to a halt facing in the opposite direction”

The colourful adventures of Roger Nathan might sound unbelievable, if it weren't for the fact that they're all true

WORDS **RICHARD HESELTINE**
PHOTOGRAPHY **TONY BAKER/AUTHOR'S OWN**



The anecdotes come thick and fast, punctuated only by a hearty laugh. Roger Nathan is on a roll, outlining a life spent variously flying cargo planes in Sierra Leone, operating a gold- and diamond-mining operation in West Africa, rescuing hostages during a coup, and... If you didn't know any better, you would swear he was a Walter Mitty-like character; delusional but harmless. You would, except for one trifling detail: he isn't making it up. Our hero is armed with newspaper clippings, mountains of photos and heaven knows what else. You cannot help but listen, open-mouthed and hanging on his every word. Our genial host is, it seems, a doer.

And how. The fact that he was also a successful racing driver, tuning-house principal and car constructor – while still in his early 20s – only adds to your sense of wonder.

"I wasn't in the least bit career-orientated growing up," he insists. "I had no idea what I wanted to do. I hated school, and couldn't wait to leave. To begin with, I worked at Hamleys, the famous toy shop, and had my own counter selling Scalextric slot-cars. I did very well at that, but then I went to work in my father's motor sales business. He had five dealerships in London, including a Mercedes-Benz agency. My first car was an Isetta in which I did more than 13,000 miles. I replaced that with something a bit faster: an Austin-Healey 3000 MkII. I was 17 years old at the time. Then one of our sales assistants suggested I should have a go at racing it."

In March 1961, Nathan found himself lapping Brands Hatch during a sprint meeting. "I had no idea about the correct line through a corner," he says, smiling at the memory. "I was misguided enough to think that by holding a tight inside line, it would be the fastest way around. I also thought that I could save time going through Paddock by using the overdrive; it would be quicker than changing gear. I remember flicking the switch then getting very out of shape before coming to a halt facing in the opposite direction from where I had entered the corner. That was in practice. The track manager, Bill Brown, suggested I look at the lines taken by others."

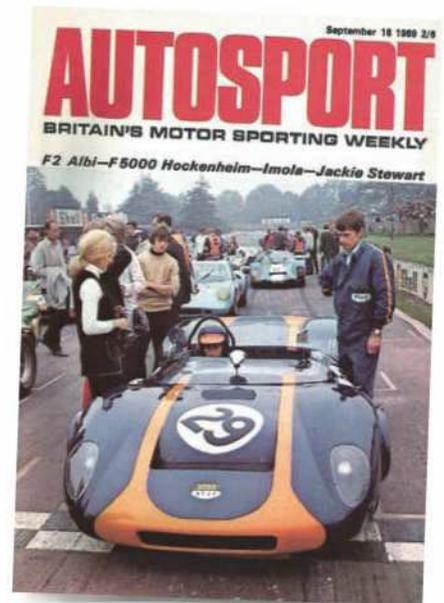
Nathan finished second in class and the motor racing bug bit hard: "While I was at Brands, I wandered around the paddock and noticed a small GT car. I never drove the Healey again in competition, and instead decided that a Lotus Elite was clearly the way forward. I bought a white one from Taylor & Crawley and wrongly assumed that my standard road car would be competitive. I entered a few races and was surprised when other Elites steamed past me on the straights. My father was a great supporter of my early racing career, so the car was dispatched to Willie Griffith who was a highly-respected tuner. He also prepared Les Leston's famous Elite, DAD 10. Anyway, I went much faster with my new 'stage three' engine to the point that I started picking up decent results."

Hence the decision to try single-seaters for 1962, alongside racing the Elite: "That all came about through Bernie Ecclestone, who was a family friend. He had a Formula Junior Elva that he wanted to sell. He and my father thrashed out a deal and it became ours for £800. I was still trying to figure out how to drive the Lotus properly, so this was quite a step up. Again,

inexperience came into play because our car had drum brakes and 15in wheels rather than discs and 13in rims like everyone else out there. Then our Holbay-Ford engine went bang at Mallory Park. Dad complained to Bernie and he agreed to go halves on the price of a rebuild. I only ever won one race in the Elva. I wasn't sad when we sold it to [future F5000 regular] Keith Holland. I was happy to concentrate on sports cars."

Nathan notched up several victories in the Elite during the first half of the season, only to wake up in Dartford Hospital after crashing out at Brands: "I had no recollection of the accident, but apparently I had gone off at Kidney Bend [now Surtees] and hit a substantial earth bank. The car was then taken to one of my father's showrooms and pushed into the workshop. The idea was to salvage as many usable parts as possible. There weren't many, but Paddy McNally was kind enough to offer me his Elite for the rest of year. With the 1963 season in mind, a replacement Elite body was acquired, and Willie set about building a new Lotus out of what remained of my old one. We then decided to go into business together preparing racing cars, and initially operated out of a modest workshop in Brixton."

Nathan emerged as overall winner of the 1963 Autosport Championship aboard the 'new' Elite: "I was 20 years old and the youngest driver ever to win the title. John Gooding, who was BP's Competitions Department manager, then invited me to lunch at a well-known restaurant in London's West End, to discuss my plans for 1964. I had heard that Brabham was about to introduce a new sports-racing car and John was open to supporting our efforts wherever possible, so I went to the factory at New Haw in



Clockwise from top left: in the Brabham-Olds at Silverstone; Autosport cover star; leading Bill McGovern and Bernard Unett; Elite racer 8 MPG



“The engine wouldn’t stay together. It got to the point at which there was more aluminium weld than aluminium block”



Surrey with my father and Bernie. We were shown around the workshops, and met Jack Brabham and Ron Tauranac before discussing what sort of deal could be done. Anyway, on the way back we decided to stop at Roy Salvadori’s showroom in Surbiton; his brother Ozzi was a business acquaintance of my father. We asked Roy for his advice because we were torn between opting for a new 2-litre Coventry Climax PFP short-stroke unit, the 2.5- or 2.7-litre versions, or a 2-litre BRM engine. Roy thought the BT8 was a big jump from Elites, so the 2-litre Climax engine was the one to have. That made sense. What I didn’t know was that Roy was going to be racing Tommy Atkins’ Maserati-engined Cooper and he viewed me as competition!”

The BT8 was delivered in April 1964, Nathan going on to claim nine wins by the end of the year, including the prestigious Martini Trophy at Silverstone: “Highlight for me was finishing third behind Jim Clark and Roy Pierpoint at Silverstone, and winning the 2-litre category. I was now mixing it with a lot of star names, but I was aware that I should probably have gone for a bigger engine. Around this time, Roger Nathan Racing had become embroiled in tuning Hillman Imps, based largely on our experience of Coventry Climax engines. Well, I entered into correspondence with Bill Mitchell, who was the styling chief at General Motors. He was interested in acquiring Imp parts from us for reasons he never chose to share. In a roundabout way, that led to us getting hold of a supposedly race-ready, all-alloy Oldsmobile V8 to drop into the Brabham. But who would we get to install it?”

“It was at this juncture that I got to know Frank Costin, who was friends with Willie.

Frank often popped into the workshop and we did a deal whereby he would take the car and the engine to his place in Wales and do the conversion over the winter. Our first test was at Goodwood in March ’65 and the acceleration was mindblowing. The problem was, the engine wouldn’t stay together. It got to the point that there was more aluminium weld than aluminium block. I won only one race in the Brabham with the Olds engine and was happy to sell it to a hill-climber at the end of ’65.”

With the tuning business earning its keep, Nathan became a racing-car constructor at just 22. It was more by happenstance than planning: “That all started after Costin told us about a sports-racing car he was building. All he needed was a suitable small-capacity engine; something light but powerful. I pointed to one of our Imp units and told him to pick it up. He told me I was being daft, but I insisted. He couldn’t believe that it weighed so little. My father and I then went to Frank’s workshop in Cwm y Glo, near Llanberis, to have a look at the prototype monocoque. We were impressed and agreed to finance a development and race programme, and also manufacture the car. We then launched the Costin-Nathan at the Dorchester Hotel on Park Lane in December 1965. The prototype was far from complete, so much of the first half of 1966 was spent racing Imps to promote the business.”

Once finished, the plywood-hulled sports-racer was immediately competitive. There were, however, barriers to success: “Frank was a boffin; he had an opinion on everything, but he was an appalling businessman for all his gifts as a designer. I was blown away by how good the car was just with a hack engine when we first tested



Nathan leads Jim Beach’s Lola T70 en route to his debut win in the new Astra-Climax at Mallory Park in March 1969

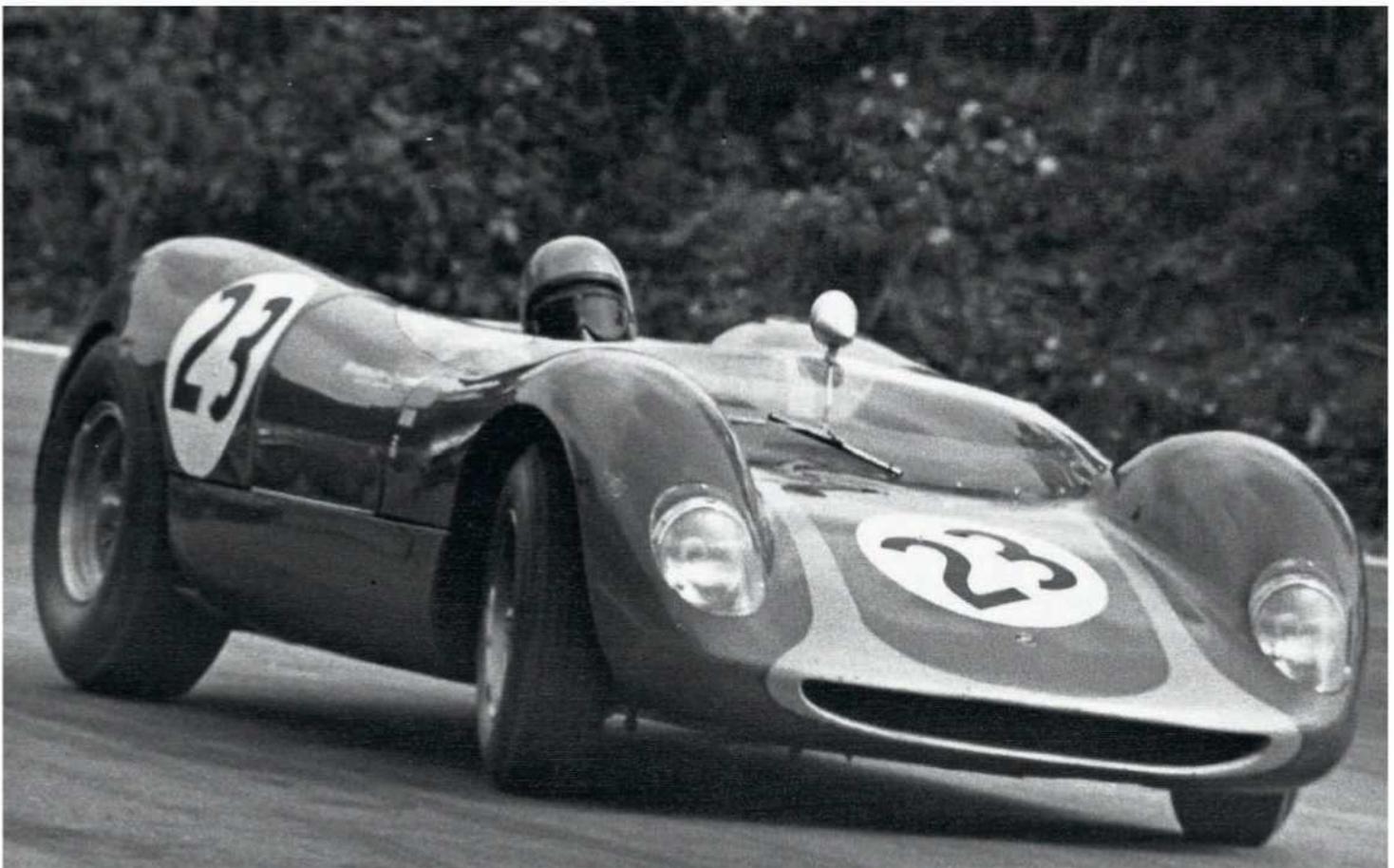
it at Brands in the spring of '66. It wasn't long before we were inundated with orders. Willie had moved on, so I teamed up with another ex-Team Lotus man, Cedric Selzer, and through him we arranged a lease on the old Ian Walker Racing premises. They were far more salubrious than our old place in Brixton, the flat above which was a brothel! The problem was, Frank couldn't make the monocoques fast enough – or at all. Because of the way the car was constructed, it was highly labour-intensive. Frank simply lost interest. He had become friends with Brian Hart and they went off and did the Protos F2 car together in '67, which left us in a bind. We had no drawings to work from because everything was in Frank's head. We spent an age reverse-engineering the car so that we had blueprints from which to make them in series, before Cedric and I went our own way and produced a car called the Astra. We sold quite a few, but by 1970 I wasn't enjoying it any more."

Instead, Nathan decided to become a Grand Prix star: "It was a chicken-and-egg situation – if you wanted to land a works drive, you needed to do well in your own car to get noticed. I did just that, but I then got involved in tuning, which in turn led to me becoming a car manufacturer. I never planned any of it. I simply got swept along, so I decided I would focus on being just a driver for 1971. I would do Formula Two then hopefully graduate to Formula One. Unfortunately, I had no luck attracting sponsors. I think the general perception was that I was a young man of independent means. As such, I didn't need backing. My father had been incredibly helpful when I started out, but the tuning business and so on funded my racing in later years.

I was earning a pittance because I ploughed everything into the team. I hated having to promote myself, but I did it anyway. I was clearly on a hiding to nothing, though, so I decided to fulfil a childhood dream and got into flying instead."

And so the racer became the adventurer, the purchase of an ex-RAF Beagle Basset leading to the next chapter of his life; one full of intrigue and excitement. He recently finished writing his memoirs and the manuscript is quite the page-turner. So much so, one wonders who'll play him in the inevitable big-screen adaptation. 

From top: Nathan's 1967 Le Mans bid in the Costin-designed racer was short-lived; nine race and several class wins in 1964 aboard the Brabham BT8



AMERICA'S SWEETHEART

With Italian style, American muscle and British underpinnings, the Nash-Healey had the potential to be a world-beater

WORDS **MARTIN BUCKLEY** PHOTOGRAPHY **JAMES MANN**





Even 70 years ago, the coming together of American brawn and British chassis know-how wasn't a new idea. The Nash-Healey was very much a car in the tradition of Railton, Allard and Jensen in that its creator saw the virtue of a large-capacity American engine installed into a lighter, more wieldy sort of car. Intrinsically reliable off the shelf, the benefits of mass-produced American power were well understood, the sheer performance not quite so important as the effortless way these hybrid cars went about their business.

The Nash-Healey was different in two important ways. First, it was a car created at the behest of Americans, to sell to Americans, using American money. When you throw an Italian-made body into the equation, you have an early example of international co-operation that really was something new, particularly for the inward-looking US motor industry.

In that sense, the Nash-Healey is a more significant car than it appears, not only giving Donald Healey the financial stability that would be a turning point in his fortunes, but also marking the beginning of a creative phase that would produce exotic machines such as the Dual-Ghia, the Bertone-styled Arnolt-Bristol and the Vignale-bodied Cunninghams.

The Nash-Healey is also an example of how driven men can make things happen, even in

tough times. It was conceived mid-Atlantic on a New York-bound *Queen Mary* in the last days of 1949, during a chance encounter between a near-bankrupt British sports car racer and builder – 51-year-old Donald Mitchell Healey – and a cigar-chewing American industrialist: George Mason, president of the Nash Kelvinator Corporation of Kenosha.

For Healey, who was some £50,000 in debt, this deal was the lifeline he needed to save his business; for Nash, the addition of a sports car would be a vital image-booster to its line of worthy but rotund saloons.

Less than five years after the end of the Second World War, and without the benefit of today's instant communications, the fine detail of these cars' specifications must have been settled by letter, telegram and the occasional crackly transatlantic phone call.

Little more than six months after this meeting a prototype would emerge, touted as the first true American sports car since the days of the Mercer and the Stutz for a country that was falling back in love with the idea of recreational two-seater, open-topped driving. Well, in this case three-seater: the Nash-Healey was always a large, sociable sports car, built wide for comfort to satisfy the family values of this most homely of America's independent car manufacturers.

With rumours that his supply of Riley engines was about to dry up, Healey had been on his way to Detroit to shop for the new overhead-valve

Cadillac V8; when it wasn't forthcoming (Cadillac couldn't spare any), Mason's offer of the rugged 3.8-litre Nash 'Dual Jetfire' straight-six began to look like a good deal.

Special high-compression, 125bhp versions of this seven-bearing, overhead-valve unit – complete with three-speed overdrive gearboxes – were shipped to England, six at a time, in giant packing cases. All the Donald Healey Motor Co had to do was fit twin SU carburettors, which helped to get a lower bonnet line. It was then installed into a suitably modified Healey Silverstone box-section chassis, with trademark coil spring and cast-alloy trailing-link front suspension and a new coil-sprung rear end. Nash supplied the propshaft, torque tube, rear axle, wheels and 'Weather eye' heater, plus various items of instrumentation and trim.

There was no fancy Italian body at first: Healey and his designer/engineer Gerry Coker conceived an aluminium roadster shell with a split windscreen and a generally wholesome but uninspiring appearance. It was built locally by Panelcraft, but not with the powered hood that had been a feature of the prototype, and was to be strictly left-hand-drive only, produced as a dollar-earner for Britain (although there would later be 28 right-hooker Healey 3 Litres with much the same body and an Alvis powertrain).

All of the 104 Panelcraft-bodied cars built at Warwick were for America, and exclusively distributed via Nash dealers. Interestingly, the

Large and lazy 4140cc straight-six has twin carbs in Dual Jetfire form, to produce 135bhp at 4000rpm and 230lb ft of torque at 2000rpm



first production Nash-Healey – which was registered PET 1 – was given to 16-year-old Petula Clark as a publicity stunt.

After the Chicago Auto Show launch, Healey was sending 10 cars a week back to Nash and was by now a much happier man. Mason settled his overdraft (Healey paid him back in cars) and he was on his way, no doubt happy with the US reception to the car. American pundits noted certain detail problems – one of the early cars, incredibly, had a centre throttle – but they loved its torque and ‘European’ handling.

The buying public, on the other hand, bridled at the \$4063 price. It was always going to be a tough sell compared to the prettier, faster and cheaper Jaguar XK120, and a Nash dealer was not a natural destination for sports-car buyers.

Neither Mason nor Healey had ever been happy with the Panelcraft body, and before long approaches were being made to Pinin Farina about new coachwork for the Nash-Healey. In fact, Mr Farina was already contracted to design the next generation of Nash saloons, starting with the new Ambassador; his craggy, granite face would be used to promote the car on 45,000 giant billboards across America. With this \$5million campaign already under way, it was an easy step to make a ‘halo’ car out of the Nash-Healey, so why not hire Farina to make the bodies in Turin as well as style them?

If his Ambassador saloon was really another giant upturned bathtub, carefully designed not

to offend the sensibilities of middle America, the Nash-Healey was something quite different. The outsized dodgem-car look of the Panelcraft body was replaced by a smoothly sculpted envelope that (in profile at least) had almost the voluptuous elegance of one of Farina’s late-’40s 6C Alfas. With a tail almost as long as its nose, and haunches above the rear wheels that flicked up into vestigial fins to house (fake) vents, this was now an undeniably pretty car. Its beauty was only marred by heavy-duty bumpers and yet another goofy corporate grille that enclosed the narrow gaze of the big headlights – Nash called them ‘Safety Vu’ lamps, the idea being that, by mounting them low, they shone under fog.

Most of the 150 Farina-bodied Nash-Healeys built in ’52 had a larger 4.1-litre, 135bhp engine. The price went up to \$5868, reflecting an even more complicated assembly process: chassis were sent from Warwick to Turin to be bodied and trimmed; Pinin Farina then sent complete cars to New York. The Italian bodies were mainly in steel, but with aluminium boot, bonnet and doors, and were slightly lighter than before.

A further 162 cars were built in 1953, a figure that includes the coupé, built on a 7in-longer wheelbase and called the Le Mans. This fixed-head was pretty enough to get first prize at the Italian International Concours in Tresa, and for Nash the name was a way of extracting maximum publicity from an impressive third (behind two 300SLs) in the previous year’s 24 Hours.

The weight went up, of course, as did the price (to \$5899), but even at that figure Nash was said to be losing \$2 for every \$1 the cars returned. Surprisingly, the Le Mans coupé was proving more popular than the open version, so for 1954 the convertible was dropped. Even with a \$1200 price cut Nash only managed to sell another 90 cars – with a new type of three-piece wraparound back window – and the last was built in August 1954, although sales went on through to 1955.

These machines don’t often appear in Europe, so a chance to see and drive one is not to be missed. Born silver, but repainted 20 years ago, this 1953 example must be one of the last of the convertibles. In 2012 it moved from Salt Lake City, Utah to Switzerland and was subjected to £20,000-worth of mechanical work in 2016.

That included an engine rebuild, and it is now immaculately presented. The long, tall, unexciting-looking ‘six’ is running the later – and correct – twin Carter YH carburettors (on that curious inlet manifold that’s integral with the alloy head), and the car is still on 6V electrics and standard points ignition.

For me, few cars look good in bright red, but this one does. Equally, I’m no lover of white-wall tyres, but a Nash-Healey appears slightly unhappy without them. Its hood is taut and compact when erected and disappears easily behind the leather seatback. The sidescreens are stored in the long, shallow boot and there are no outside handles for the low-cut doors.



Clockwise, from above: Italianate feel to interior; chassis plate and crossed flags reveal Torinese roots; stylish speedo with dials for oil pressure, temperature and fuel – it reads to 140, but maximum is 108mph

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Slide onto the soft black bench and the high seating position, dictated by the tunnel required for the torque tube, leaves you feeling slightly exposed. It's as if you're conducting a giant pedal car, looking through a fairly upright windscreen along an imposing length of bonnet and surveying a body-colour fascia that could be that of a coachbuilt '50s Alfa or Lancia.

The massive steering wheel makes the Nash feel more unwieldy than it really is at first, while the gearlever, tucked up against your right leg, is so stubby that you almost think the car should have a column change, given that it has a bench seat anyway. Nash was quite specific that the Healey had to have a floor change for sports-car credibility purposes, but somehow it is too comfortable and civilised to live up to the 1950s idiom of what a sports car should be. With its heater, reasonably light steering, decent ride and dignified driving position, you just don't suffer enough in this roadster.

In a world that was turning increasingly to the allure of the compact, short-stroke V8, this Nash engine was one of the better and more modern US straight-sixes and the only American one with a seven-bearing crank. Hence it is very smooth, the exhaust note a flutter of refinement. With 230lb ft of torque peaking at 2000rpm, the pick-up from low speeds is unobtrusively impressive in any of the three direct-drive gears.

New, it would have been good for 90mph in third and maybe 110mph in overdrive (operated

by a switch on the dash on this example – earlier cars had it on the steering wheel). The latter gives a lovely, long 27mph-per-1000rpm stride.

The Nash-Healey is set up to understeer and, with its fairly soft ride, it rolls quite a lot in slower, tighter turns. With no seatbelts or side bolsters to hold you in place, you just hang on to the steering wheel a bit harder.

It does not pretend to be a seat-of-the-pants, tips-of-the-fingers instrument but a friendly, well-behaved and fun two-seater that doesn't care what gear it's in and just gets on with the job.

Nash boss Mason fitted his personal car with a supercharger and several others got the inevitable V8 conversion, which would have given the model more pulling power both on the road and in the showroom, had an in-house engine been available. Even then it would never have been able to face the challenge from the Corvette and Thunderbird at half the money.

The Nash-Healey is seemingly an obscure car with a significance, and complicated story, out of all proportion to the 506 examples built between 1950 and '54. A post-war dollar earner for Britain and unlikely hero of Le Mans and the Mille Miglia, it was also a precursor of the trend towards luxurious American-powered Euro sports cars, a decade before the market was truly ready to pay a premium for such things.

Thanks to DM Historics in Hadlow, Kent:
01732 440494; www.dmhistorics.com

'It doesn't pretend to be a seat-of-the-pants, tips-of-the-fingers instrument, but is a well-behaved, fun and friendly two-seater'

Elegant tail has a hint of the Mercedes 190SL, but vestigial fins – with faux air vents – are unique to the Nash, which looks as if it should wear whitewalls





TRIUMPH OVER ADVERSITY

Childhood dreams can come true with hard work, patience,
tenacity and more than a sprinkling of luck

WORDS **JOHN BARKER** PHOTOGRAPHY **MCKLEIN**



After years of heartache,
hours of work and, of
course, a lot of money,
it all came down to nine
days of competition in the
searing heat of Africa



You don't expect to find a full works, Safari-spec Datsun 160J, still coated in the red dirt of Kenya and Tanzania, parked in the back garden of a suburban semi in Nuneaton. But here it is, looking absolutely authentic. I have to check that there aren't a couple of zebras using the fish pond as a watering hole. Its story starts in 1982 in Aberdare, north of Nairobi, where seven-year-old Scott Armstrong is standing at the roadside, waiting for the Safari Rally to come through: "Dad had surprised me, getting me up early and announcing we were going to watch the rally."

The Safari was – and still is – a big deal for the country. It is to the Kenyans what the Tour de France is to the French. Local crews dominated its early years and in '82, Armstrong was trans-fixed by Shekhar Mehta and co-driver Mike Doughty blasting past on their way to an astonishing fourth win in a row, all of them taken in Datsun 160Js. A few months later the Armstrong family emigrated to the UK, with Scott bringing a photograph of the Datsun rally machine as one of his most prized possessions.

The first East Africa Safari Classic for historic rally cars took place in 2003, on the 50th anniversary of the Safari's first running. It is biennial and has attracted examples of many cars that competed originally, including 240Z, 911 and Escort. But not a Datsun 160J (or a Nissan Violet GT, which is the same thing). "The Violet was one of the most successful cars of all, but one had never been back," says Armstrong.

Until about 10 years ago there appeared to be little prospect of him doing anything about it, because information about the works Violets was so difficult to find. In 2008 he wrote to Andy Dawson, who from 1980 until 1982 was commissioned by Nissan to build and run its competition cars in Europe as Datsun Team Europe, with parts supplied by Japan: "He had so much knowledge and he'd produced some excellent cars – Tony Pond got a podium in Corsica in a Violet, behind a Stratos and Sunbeam Lotus. Once he saw I was serious – or crazy! – about doing the Safari, he gave me loads of help to the point where I was like an apprentice."

That same year, Armstrong went to Race Retro and met 'Pali' (Harpal Sudle), who would become his navigator: "Pali was a Violet fan, too, and he'd already done the Safari." The pair got on well, sharing the same sense of humour. Building a works replica Escort is pretty straightforward, but even finding a donor Violet or 160J in the UK was difficult. Contacts led Armstrong to a car that had been parked in a garage in Birmingham for 20 years. He only needed the body, some trim and the VIN, but it cost £1200.

A year later, Pali found most of a rally-prepared Violet in Tanzania. "It seemed to be a semi-works car," says Armstrong, who paid £6000 for the remains. "At Felixstowe docks the customs people peered into the container and said they'd never seen such a load of rusty old rubbish." But to Armstrong it was gold. It came with two axles, a 2-litre engine – never sold in the UK – and suspension, plus works bits such as the pedal box, handbrake lever and 'roo bar. Of even

greater value were the secrets of its bodyshell: where and how the reinforcements were applied. The Safari Classic might be for historicists, but it's still 2000 miles and nine days on dirt roads.

The barnfind 160J was stripped and sent to Retropower near Hinckley to make good, add the reinforcements and fit the rollcage. "It took two years," remembers Armstrong, "which reflects the rate at which I could afford to give them money." Everything the car needed seemed to take three times as long and cost three times as much as expected: "I thought I might never get it finished. It felt like a kind of madness. The winter of 2014 was bleak; I didn't do anything to it for three or four months."

His passion was reignited by working as a mechanic for a team running a Datsun 240Z on the 2015 Safari Classic, even though he was shocked by what a massive effort it took to compete: "I couldn't believe the number of people, the logistics, all the kit you had to take – the compressors, the awnings... you can't get anything out there."

Armstrong and Pali set their sights on the 2017 event. Within a few months the Violet was complete, apart from the engine. It turned out that the Tanzanian unit wasn't savable, so they ended up buying a third car – a rare (but rotten) R30 Skyline – just for its motor. Dawson was indisposed at the time, so in early 2017 a Ford Pinto specialist got the job. Three months later, they hadn't lifted a spanner: "I then think a lackey threw it together," says Armstrong. It blew a head gasket on the rolling road, was rebuilt and blew another almost immediately.



Clockwise from main: car 35 was the last to start; 1982's winning Datsun 160J inspired this venture; semi-works car was found in Tanzania; the team took a large crew; all smiles from Armstrong and Pali



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Locals watch and cheer the crews through stages on the East African Safari Classic rally as it makes its dusty way through Kenya and Tanzania

The Safari Classic takes place in November, and by this time it was June. Armstrong had paid the first instalment of the £30,000 entry fee and his stress levels were sky-high. He contacted Dawson, who took on the engine and discovered that the wrong pistons had massively increased the compression ratio. He rebuilt it for high torque, low power and reliability, and it arrived just a couple of weeks before the car was due to be shipped to Mombasa.

Armstrong was reeling under the pressure: "I felt as if I wasn't in control, that it was a stupid thing to get myself into. I was well past my budget: I'd piggybacked a little loan on top of the big loan and that had all gone, so I'd started to hit the cards. And I still hadn't booked hotels and hire cars in Kenya." In true rally fashion, the volunteer service crew – Alan Abbey, Lara Warburton, Onditi (Idris) Driscall, Balvir (Billy) Singh and Kevin Harvey – stepped up, got stuck in and made sure it all happened.

Two and a half weeks later, they were all in the heat of Mombasa. Armstrong was now worried that the car would fail scrutineering. It didn't: "The scrutineers couldn't believe that I'd done it. They said I was nuts." Most competitors aren't short of a bob or two and the 2017 entry list included Stig Blomqvist (911), and Kenyan aces Ian Duncan (Capri) and Carl Tundo (TR7).

There was still plenty to do, and Armstrong was struggling with the temperatures: "One day I nearly fainted. I thought, 'If I can't even stand up in the heat, how am I going to do nine days of the rally?' Pali was trying to put a brave face on it but I could tell he was bricking it, too. And

I wasn't sure the car would get to the shops, let alone do one of the world's toughest rallies!" A test run was completed successfully and, for the first time in months, Scott felt relaxed: "We stopped and took some good piccies as the sun went down. It had all come together."

A few days later the Violet, starting 35th and last, lined up at the start of stage one. "I'm not sure why, but from the start I just went for it," recalls Armstrong. But not for long. Less than 1km in they broke a front wheel and were mid-change when the sweeper car turned up. Its driver offered a tip: don't brake into the bumps.

They got going again, only to break the other wheel, but not for the same reason. Armstrong had commissioned some replica Enkei alloys that looked great but weren't up to the job. They nicknamed them 'cheese wheels' and from the first service ran on Revolutions without a hitch.

Chastened, Armstrong adopted the original, intended approach – "don't be a hero" – and he and Pali got into a comfortable groove. The roadbook isn't so much pacenotes as information about junctions and hazards. Linking them are instructions such as 'drive by sight for 4km'. There were no further incidents that day, but they didn't bother to look at their stage times. If they had, they'd have seen that others had been more delayed: they were 25th.

Day two was clean. "It's not a fast car," says Armstrong. "My 2-litre Focus felt like a missile when I got back, but the Violet will pull through anything. It's slow but unstoppable!" Elephants and giraffes wandering across the road were distracting – you don't get that on the RAC,

unless there's a special stage at Longleat – and, at one point, there was a zebra crossing. The villages were full of locals cheering so loudly that the crews could hear them: "They really enjoy seeing the cars."

Day three was fast and flowing, which suited Armstrong and the Violet: "We got to use the overtake request system!" Once you're in someone's dust you can contact them and set off a buzzer to request to pass: "We started 3 mins behind and finished one minute ahead, so that was a good stage. Pali said we hit 137kph!"

In contrast, day four was a car-breaker. Heavy rain had exposed rocks everywhere: "Everyone was breaking things at 20mph." The Datsun was getting more rattly and then, while Armstrong was distracted by a ditched Porsche, they dropped into a hole, breaking a front suspension tie rod. They had to do the rest of the stage with the wheel rubbing the inner arch, including tackling a daunting 6ft, 30° rock climb: "Pali pointed out that everyone else must have gone over it, so I just launched the Violet." By the stage end the gearbox was noisy and the tyre of the displaced wheel was showing canvas.

The next day was supposed to be a rest day but in the six hours permitted, the crew changed the tie rod, the gearbox and two engine mounts – the engine had been hitting the strut brace, coming within an ace of rupturing a fuel union and spraying fuel around the engine bay... Well-deserved beers were then enjoyed at the beach hotel with other competitors.

"I couldn't believe we'd got half way and that the car ran well every day," says Armstrong.

From top: don't be deceived by the stunning scenery, this is a super-tough rally; Armstrong and Pali were rewarded with the rally's Meritorious Award. Facing page: the Violet throws up yet more red dust en route to a fantastic 15th-place finish



Navigator Pali was enjoying it, too: "Tanzania is always fun. The stages are long, they test your mind, your body and your car. Scott was driving well, he was picking up the country. I did get my lefts and rights mixed up and he told me off, and I told him off every so often!"

From the restart, Armstrong couldn't get all the gears in the reconditioned gearbox and the day became a battle for survival, culminating in the crew dropping back in the original 'box, in just two hours. They'd changed its oil and put in some grease, hoping that the noise was a dry bearing following some water splashes. Happily, they had guessed correctly.

"When the roadbook cautions ruts, you know that there's a challenge ahead," says Armstrong. "They weren't ruts, they were ditches." The Datsun plunged into one and bent a steering arm so the wheel stuck out at an awkward angle. A few miles down the road it snapped, but they changed it in just 15 minutes, and the relentless climb of the shoestring Datsun team took them into the top 20 with two days to go.

They might have climbed higher, had the next day not been so controversial. It was the wettest day and Armstrong was having fun sliding the car. The controversy came at a mud hole, for which the Safari is famous. The 'mud car' hadn't been through to check if it was passable and, deciding to try his luck, Ryan Champion went for it. He got stuck, and so did lots of others, but not front-runner Tundo in his TR7. He sniffed out a track around the hole and completed the stage. Three others did, too, including Blomqvist and Armstrong, who recorded the fourth-fastest stage time! "Safari regulations

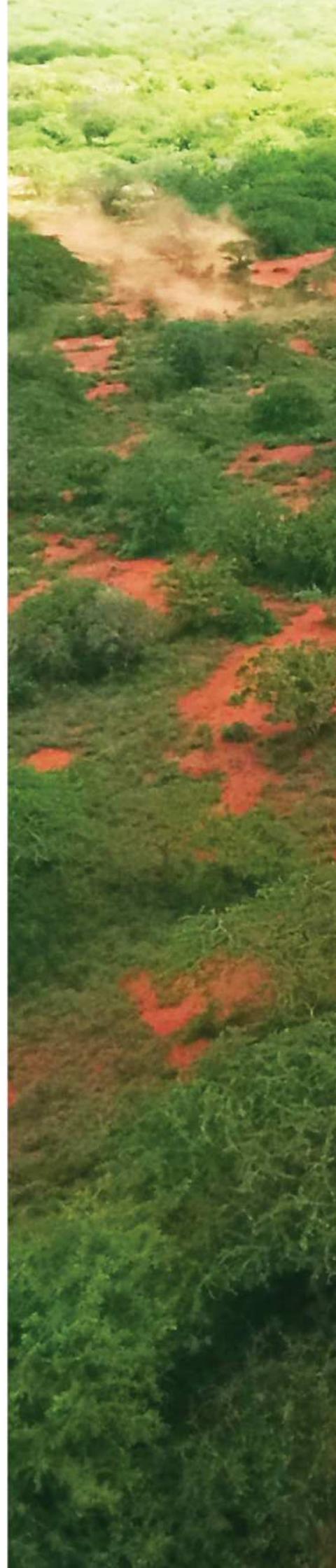
allow a course 500m to either side of the nominal route," he says, "so our times should have stood, and initially they did. But there were complaints that the stage hadn't been cleared and so should be annulled. In the end, that's what happened."

Most teams took it easy on the final day, cruising to the finish. Not so the Violet crew! Armstrong was revving the motor to the limiter at every opportunity and Pali was having fun with the notes, missing out details so he didn't slow. "I'd exclaim, 'Woah, that's a bit rough!' and he'd act surprised," laughs Armstrong.

It's testimony to the quality of the car that the team built, to the efforts of Pali and the service crew volunteers that, on a relatively minimal budget, they finished the Safari 15th overall. "We didn't get the result through speed, we were careful," says Armstrong. "It always pays to remember that the prizes are at the finish."

"A fellow competitor said, 'What you've achieved here is amazing,' and that was a great feeling. I had a little moment to myself with the car, a little nod to my seven-year-old self. Back in the UK my dad gave me a hug – and he's not the huggy type. My mum had said she wouldn't watch, but it turned out she watched the coverage avidly and made a whole scrapbook.

"We got a monster cheer on the finish ramp and at the awards ceremony, and won a special trophy – The Meritorious Award, recognising hard work in adversity. I'm extremely grateful to the whole team and Andy Dawson. It could have gone horribly wrong, but we made it. Pali said it was the best one he'd done because we were all friends. I still think about it every day, and still get a terrific sense of satisfaction from it."



An aerial photograph captures a rally car, predominantly white with red and yellow accents, as it speeds along a wide, reddish-brown dirt road. The car is positioned in the lower center of the frame, moving away from the viewer. Behind it, a thick, billowing cloud of red dust rises into the air, partially obscuring the road and the surrounding terrain. The landscape is a mix of vibrant green bushes and trees scattered across a red soil base. In the upper right quadrant, two small figures of people can be seen standing on the dirt road, providing a sense of scale to the scene. The overall atmosphere is one of high-speed action in a rugged, natural setting.

'Armstrong was revving the motor and Pali was having fun with the pacenotes, missing out details so he didn't slow down'

OVERSEAS BL ODDBALLS

British Leyland pursued some blind alleys in its home market, but they were nothing compared to the badge- and body-engineered curiosities that never reached UK shores

WORDS GARY AXON PHOTOGRAPHY LAT/GILES CHAPMAN/ARONLINE.CO.UK/GERARD HUGHES

Just over 50 years ago – on 17 January 1968, to be exact – the largest motoring conglomeration Britain has ever seen was established with the founding of the British Leyland Motor Corporation Ltd. BLMC, or BL for short, grew out of the merger of the British Motor Holdings group – made up of popular former Nuffield/BMC marques such as Austin, Morris, MG *et al*, plus Jaguar/Daimler – and Leyland Motors (Rover, Standard-Triumph and Leyland trucks). When combined, they accounted for more than 40% of the total British new passenger car market at the time.

BL's market dominance wasn't confined to the UK: this vast and complex group enjoyed an enviable reputation and sales success in all four corners of the world, with a wide range of globally appealing and competitive cars including the Mini, Austin 1100, MGB, Rover 2000, Triumph Spitfire, Land-Rover and Jaguar E-type. Initially, BL successfully exported almost 50% of its British-built production to more than 180 different markets, with a throwback from the BMC reign giving BL more than 115 manufacturing plants dotted across 49 countries, many building their own unique or adapted models to suit regional tastes and requirements. Pre-Leyland-era examples include the Riley 4/68-based Siam Di Tella pick-up (Argentina), the Morris Oxford S3-based Hindustan Ambassador (India) and the Wolseley 1500-derived Austin Lancer and Morris Major (Australia).

Little remains of the former BLMC (later MG Rover) empire, despite the familiar blue 'plughole' logo still being used today, fitted to Turkish-built Ashok Leyland trucks. Mini is now owned by BMW, with Tata of India the custodian of Jaguar and Land Rover, while MG and the defunct Rover marque have fallen under SAIC's sizeable portfolio in China.

Here are 10 little-known international BL models from the corporation's global glory days.



1 Leyland P76

After the advanced Austin X6 (p170) failed to take a significant slice of the family sedan market from the domestic Holden Kingswood, Ford Falcon and Chrysler Valiant, Leyland Australia revised its strategy for its successor. It would be a conventional rear-drive saloon with a choice of the X6's 2.2-litre E6 engine, plus the Buick-derived Rover V8, extended to 4.4 litres.

With a distinctive 'wedge' profile, part-penned by Giovanni Michelotti, the P76 was marred by less harmonious front and rear ends, styled in house. The unbalanced rump was compromised, according to BL folklore, when a Leyland Australia exec saw the P76 plans and drew on a bigger boot to increase luggage capacity – the vast trunk was large enough to swallow a 44-gallon oil drum!

Launched in June '73, at a time when Leyland Australia was haemorrhaging cash, the P76 was voted 1973 Car of the Year by *Wheels* magazine. Demand exceeded supply, but quality control problems, combined with a component supplier strike, steel shortages and rising oil prices, soon reduced the number of cars sold. Even the P76's amusing colour palette – with names such as Am Eye Blue, Hairy Lime, Home On Th'Orange and NV Green – couldn't help and, with no prospect of aid from struggling BL in the UK, Leyland Australia went under within 16 months of the launch.

Anorak fact The Michelotti-designed Force 7 coupé was set to arrive just as Leyland Australia collapsed. All but 10 of 56 made were scrapped. The single P76 station wagon also survives

2 Santana Ligeró

In 1958, Andalusian agricultural equipment maker Metalúrgica de Santa Ana SA began local assembly of licence-built Series II Land-Rovers. A decade on, just as BLMC was being formed, it changed its name to Land-Rover Santana SA and began to develop its own engines and models to better suit local needs, as well as those of the tough African and South American markets to which it had begun exporting.

One of the most distinctive derivatives was the 88in Ligeró of 1980, a restyled civilian version of the British Air Portable built purely for military use in the UK from 1968-'84. Compared to the Solihull offering, the Ligeró paired a Land-Rover Series III grille with severely cut-back front wings and rectangular headlamps (Spanish ½-ton military versions having round lights). Aimed squarely at the leisure and tourist rental markets, the Ligeró was fitted with a rollbar and offered in bright and lively colours. Santana took a deeper dive into this leisure sector in 1986 with local assembly of soft-top Suzuki SJ and Vitará 4x4s, temporarily dropping Land-Rover production – only to cheekily introduce an unlicensed Defender 110 facsimile of its own design in 2002: the PS-10 Anibal.

Anorak fact In 2006, Santana agreed to co-develop products with Iveco; the Anibal became the Iveco Massif, a direct Defender rival. A descendent of the PS-10, Iran's Morattab, remains in production today



3 Leykor Mini Mk3

The BMC/BL Mini remains the most influential, admired and prolific British car ever, with more than 5.7 million examples built. Around 46% were for UK consumption, with the same number for export, leaving the balance to be assembled overseas in more than 20 countries. Minis were built in Ireland, Belgium, Spain, Portugal, Malta, Italy, New Zealand and Australia, with glassfibre-bodied versions (using a GRP mould created by Isle of Man microcar maker Peel Engineering) also assembled in Chile and Venezuela to meet local-content legislation and combat humidity.

South African cars were particularly notable. It was the first overseas country to produce the Mini, from January 1960, and virtually the last outside Britain, building its final Clubman-nosed 1275 E as late as October 1983. The BL love of badge engineering here peaked with the unique Leykor (Leyland Motor Corporation of SA) Mini Mk3. This unusual cocktail blended a standard Mini nose with the befinned boot of the Riley Elf/Wolseley Hornet, luxury appointments making way for a useful increase in luggage space for the 998cc Leykor. Launched in 1969, the Mk3 used discarded Elf/Hornet production tooling and fewer than 3900 examples found buyers.

Anorak fact BL's SA division built another unique 'mix-and-match' Mini for two years from August 1967. The Wolseley 1000 combined the Hornet front with a standard Mini rear; c450 were built



4 Morris 1500 Nomad

From the moment that the first Morris 1100 was revealed in 1962, the complex, badge-engineered 'ADO16' model range was BMC/BL's best-seller the world over. Like its smaller sibling the Mini, it also spawned many local-market monikers and variants. The most unusual of these was the Antipodean 1500 Nomad, codenamed 'YD015' and confusingly badged as a Morris in Australia and an Austin in New Zealand. The Nomad was a unique, five-door hatchback ADO16, developed in Longbridge but built exclusively in Australia.

Resembling a scaled-down Austin Maxi, the Nomad used that British model's 1485cc E-series sohc engine, plus its troublesome five-speed cable-operated gearbox. The 1500's four- and five-door body pressings were largely identical to other ADO16s, apart from unique new front and rear wing panels and front end, a raised bonnet to

accommodate the taller Maxi motor, and the adaptation of the Maxi's tailgate. Optimistically marketed as 'The Civilised Sports Car', just over 29,000 Australian 1500s were built between 1969-'71, including some 8000 Nomads.

To shift the remaining unsold 1500s before the arrival of the Australian Marina, in 1972 Morris held a major 'distress' clearance sale, harming the model's reputation and resale values in the process.

Anorak fact In '69, Sydney TV personality Maggie Tabberer issued an open challenge to produce a car designed for women. Leyland Australia invited her to apply the finishing touches to a Nomad auto and Tabberer selected a special lime green paint – which became a factory colour in 1973 – with the interior trimmed in white Nylex vinyl, deep-pile carpets and colourful stretch-on seat covers made from swimsuit fabric



Austin X6 MKII

5 Austin X6

With its spacious interior, exceptional torsional stiffness, comfortable Hydrolastic suspension and grippy front-drive roadholding, BL's frumpy but good Austin/Morris 1800 'Landcrab' was arguably better suited to the rough roads and long-distance requirements of countries such as Australia and New Zealand than it was to its domestic market.

In reality, however, although the locally built Antipodean 1800 generally enjoyed a fine reputation – Australian adaptations even extending to a unique pick-up 'ute' – the model lacked one vital ingredient: a six-cylinder engine. The four-cylinder 1800 out-handled its less-spacious rear-drive rivals, but to compete in the largest Australian market sector against the dominant local marques – Holden, Ford and Chrysler – BL needed a larger-capacity engine with at least six cylinders.

The solution was the 1970 Austin X6, cunningly based around the 1800 it replaced and using some of that model's components, plus a new 2226cc 'E6' motor developed from the four-cylinder sohc unit of the Morris 1500. The 'six' was mounted transversely, a world first for a six-cylinder front-driver, and two years later was also installed into the revamped British Austin/Morris 2200 and Wolseley Six.

Down Under, the Austin (Morris in New Zealand) was sold in two distinct forms: the entry-level Tasman, with single headlights and 100bhp, and the twin-carb Kimberley, with quad rectangular lamps and 115bhp. Despite their strong appeal on paper, the X6s failed to threaten the Australian establishment and the model was dropped in 1974.

Anorak fact To save expensive retooling, the X6 used the Landcrab's doors, the same solution used by BL in the UK for the Austin 3 Litre and Maxi

6 Austin Apache/Victoria

Like the Australian Morris Nomad (p169), the South African three-box Austin Apache (plus its Spanish cousin, the Victoria) was another ADO16 derivative. Penned by Triumph's favoured Italian stylist, Giovanni Michelotti, Leykor's Apache looked more Triumph Dolomite than Austin 1300 yet retained the ADO16 doors, glass and central structure, with a reworked front and rear, plus tail-lights and outer bumpers from the local Triumph 2000 Mk2 (called the Chicane).

Built by Leykor from 1971-'78 – making it the final ADO16 derivative to be made – the 64bhp, 1275cc standard Apache was supplemented by a sportier 74bhp TC in '73 with RoStyle rims, rev counter and vinyl roof. By this time, BL's Spanish AUTHI subsidiary had also begun building the Apache, rebadged as the Victoria and with quad headlamps for the range-topping De Luxe.

Anorak fact AUTHI presented an MG-badged Victoria prototype at the 1973 Barcelona Motor Show, but it never reached production



ROVER QUINTET



7 Rover Quintet

The Quintet is the odd one out here, because this overseas Rover's roots didn't originate in a model from Longbridge, Cowley or Solihull, but Suzuka in Japan. Exclusive to Jaguar Rover Australia in the early '80s, the Quintet displayed classic BL badge-engineering traits, but in reverse.

Sold as the Quint in Japan from 1980, and the Honda Quintet elsewhere, this Civic-based hatch was Rover's first front-wheel-drive model, as

well as being the premier Honda-derived Rover. Launched in 1983, two years after the Triumph Acclaim, the model ran until 1985 when its donor was replaced. To 'Roverise' the Quintet, JRA upgraded the Honda's interior with plushier trim and wood veneers, but little else was altered.

Anorak fact BL's Longbridge and Cowley plants made European-market Honda Concertos and Legends alongside their Rover 200/800 cousins



8 Rodacar Maestro/ Etsong Lubao QE6400

When the unloved Allegro was replaced by the 'Miracle Maestro' in 1983, expectations were high. But despite an encouraging reception, the model never quite got the market stranglehold it deserved, petering out in the early 1990s as a value offering alongside the Honda-derived Rover 200/400.

Already long past its sell-by date, the Maestro got a second chance when a deal was struck with the Bulgarian government. Forecasts were ambitious, but the Rodacar Maestro failed after 2000 cars. Ledbury garage Parkway Services finished off the c600 part-built cars stockpiled at Cowley (below).

Astonishingly, the Maestro found another new home in China. Using Toyota engines, tobacco firm Etsong relaunched the model as the Lubao QE6400 in 2000, with a Montego nose crudely grafted on. FAW took over production in '03 and the platform lives on today, reskinned as a Subaru Forester-inspired SUV.

Anorak fact *The Montego briefly enjoyed a second life in India from 1995 with Sipani Automobiles*



9 Innocenti Mini 90/120

Famed for its iconic Lambretta, Innocenti began car production in 1960 with a deal to assemble the Austin A40 in Italy, followed by a Ghia-bodied version of the Austin-Healey Sprite, plus the BMC 1100, Mini and even the Allegro (badged as the Innocenti Regent).

Innocenti's standout model under BL's ownership was the 1974 Bertone-designed, Mini-based three-door hatch, sold throughout Leyland's extensive Continental network. Using stock 998cc (90L) and 1275cc (120L) A-series engines, the hatches soon outsold the original Mini in Europe, offering the same go-kart agility but with versatility, modern styling, classier interiors and superior build quality.

Struggling BL sold its Innocenti interests to sports-car maker Alejandro de Tomaso in 1976, resulting in an eponymous hot hatch to replace Innocenti's own Italian-made Mini Cooper. An improved, facelifted Mini Mille arrived in 1980, with BL-powered production in incrementally updated forms continuing until April '82, when de Tomaso's components deal came to an end.

The Innocenti Mini was totally re-engineered, switching to Daihatsu-sourced three-cylinder engines and more conventional suspension, with production of the agreeably styled Bertone hatchback continuing until 1993.

Anorak fact *De Tomaso lent his name to a number of performance derivatives, including special editions of the Mk1 Ford Cortina GT and Simca 1000 via coachbuilder Serra, plus the '80s Daihatsu Charade and Dodge Omni*

10 Morris/Leyland Marina 'six' and diesel

Though much-maligned, the Marina was one of BL's few '70s success stories, constantly among the UK's top 10 best-sellers. On the international stage, it fared less well. It flopped in the US, and in New Zealand its reputation got so bad that it was rebranded simply as the '1700'. In Australia, Marina production began in 1972 badged first as a Morris, then Leyland the following year when a 2.6-litre, 121bhp E-series straight-six arrived.

South African Austin Marinas mirrored Aussie models, with four- (1500/1750) and six-cylinder (2600) engines; the dog-slow 1300 sold so badly that 50% discounts were offered to shift stock. European Marinas were assembled in Malta and Portugal using the ancient B-series diesel.

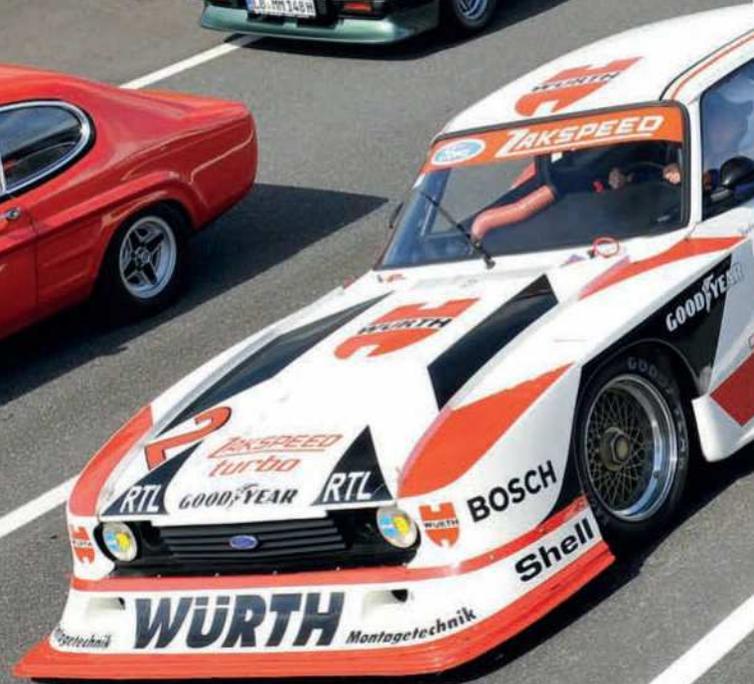
Anorak fact *The six-pot's three-speed 'box was actually a local four-speed with first blanked off*



DELIVERING ON FORD'S PROMISE

'Capri – the car you always promised yourself' was the slogan used to sell a coupé that looked sharp, but didn't necessarily drive that way. Nonetheless, Europe's take on the Pony car drew a legion of fans, and both the factory and tuning firms began adding pace to go with its looks. Here we gather the hottest Capris of all, five decades since production began

WORDS MARC KEITERLING PHOTOGRAPHY CHRISTIAN BITTMANN





FORD
Shell, Shell

WW-V7

WÜRTH
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2
WÜRTH
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Ford Capri RS2600

Engine all-iron, ohv 2637cc V6, mechanical fuel injection
Max power 150bhp @ 5800rpm **Max torque** 168lb ft @ 3500rpm
Transmission four-speed manual, RWD **Brakes** discs/drums
Wheels & tyres 13in alloy, with 205/60x13s
Weight 1375kg **0-60mph** 7.3 secs **Top speed** 124mph
Mpg 16.6 **Price new** DM15,800



The Capri marked a new era for Ford Europe. Like the Mustang in the US, it was a sporty coupé with room for four, at a price that few rivals could match. A hit from its '69 launch until production ended in December 1973, more than a million Mk1s were sold. Think hot Capri, and Ford's 'Rally Sport' arm immediately comes to mind. The legendary – but sadly Germany-only – RS2600 was born in 1970, with Ford raiding the parts bin to fit the Taunus 26M's 2.6-litre V6 – but not before adding a new crankshaft, conrods, pistons and mechanical fuel-injection, plus a high-performance exhaust system.

A handful were true lightweights, with doors, bonnet, bootlid and windows made of plastic, but even the all-steel 'civilian' version went on a diet. Gone were the bumpers, along with all superfluous decoration such as the signature dummy air intakes ahead of the rear wheels.

As with many 'special series' cars, the official figures didn't tell the full story: Ford suggested 150bhp, but few left the factory with less than 160, and the needle kept moving around the dial for some time after the claimed 124mph maximum. Which meant that maximum fun for the wannabe racer was pretty much constant.

From top: black bonnet marks out the RS2600; classic deep-dish AVO wheel and bucket seats; famous badge; 'Q' engine code denotes original RS



Ford Capri Perana V8

Ford never intended to offer a V8 Capri, but tuners immediately grabbed the opportunity to fill that gap, none more famously than Basil Green Motors on the outskirts of Johannesburg. The firm began building modified Fords in 1967 under the 'Perana' name (copyright prevented it from using Piranha) and, having created tweaked versions of the Cortina and Escort, in 1970 it moved on to the Capri in partnership with FoMoCo South Africa, in effect becoming a semi-official tuning wing.

At first it installed the 3-litre 'Essex' V6, but when Ford began offering this as a factory model the team upped the ante by fitting the 302cu in 'Windsor' V8 from the Mustang. Knowing that the standard axle would be overwhelmed by the torque of the 4.9-litre lump, BGM replaced it with hardware from the Aussie Ford Falcon.

Today these are rare animals: exact numbers are unknown, but estimates suggest that between 300 and 550 were built from 1970-'73. Which makes it less of a rarity than the UK's answer to the Perana. Just eight examples of the Uren Stampede (*C&SC*, Nov 2014) emerged from Race Proved's Hanwell workshops, under the direction of 1959 British Saloon Car Champion (at the wheel of a Ford Zephyr) Jeff Uren. Even hotter than the Perana, it used a tuned 'Boss' 302cu in V8, producing a heady 320bhp.

Not that the Perana is a slouch. With 276bhp and a top speed in the region of 144mph, there is more than enough performance to wake you up. Despite vented front discs and a limited-slip diff, however, the Perana is a nervous, faintly terrifying beast that twitches feverishly on acceleration and sniffs out every groove in the road surface. It's almost as if the Capri's mild-mannered body-shell can't contain what lies beneath.



Engine all-iron, ohv 4942cc V8, single carburettor
Max power 276bhp @ 5800rpm **Max torque** 290lb ft @ 4300rpm
Transmission four-speed manual, RWD
Brakes discs/drums **Wheels & tyres** 13in alloy, with 185/70x13s
Weight 1472kg **0-60mph** 6.7 secs
Top speed 144mph **Mpg** 18 **Price new** R4400

From top: Perana cabin offers a comfortable GT feel; plenty of space under the bonnet for the 4.9-litre V8; discreet styling hides massive performance

Ford 'Cologne' Capri RS3100 Group 2

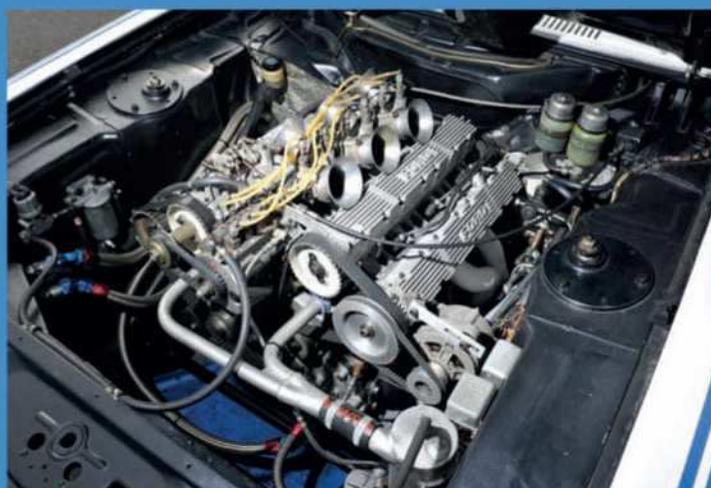
The Perana is a brutal beast in comparison with a 1300 Capri, but in the 'Cologne' the violence is turned up to 11. The engine howls, your eardrums start to bleed... this Group 2 competitor is a car that you hear, long before you see it.

In '67, Ford's motorsport subsidiary Cosworth introduced one of F1's most successful engines: the mighty DFV. Knowledge gained from its development flowed into the RS engines of the early '70s, resulting in a new unit created to catapult the Capri into the European Touring Car Championship. Based on the 'Essex' V6, initially in RS2600 form, the GAA motor had aluminium heads each with twin belt-driven cams, four valves per cylinder, reinforced bearings, a dry sump, fuel injection and electronic ignition. The engine was shunted 3in back in the chassis, and the oil and water radiators were moved to the back – all to improve weight distribution and shift as much of the weight rearwards as possible.

Initial class success for the Cologne-based team under boss Jochen Neerpasch led to an assault on the overall title for 1974, with the launch of the RS3100 road car allowing the Cosworth team to stretch the V6 to its limits, resulting in 3412cc and 415bhp. It worked: the new Capris romped to the 1974 title, even against the might of the BMW 'Batmobiles'.

One of three cars built for that season, this must surely be one of the most desirable Capris of all. Even today the way it sounds, steers and particularly the way it stops are breathtaking. Performance is shattering, too: with the longest gear ratios, at 8000rpm this is a 174mph Capri.

Engine iron-block, alloy-heads, dohc-per-bank 3412cc V6, mechanical fuel injection **Max power** 415bhp @ 8500rpm
Max torque n/a **Transmission** five-speed manual, RWD
Brakes discs **Wheels & tyres** 16in alloy, with 275/60x16 (f), 350/65x16 (r) **Weight** 1040kg **0-60mph** n/a
Top speed 174mph **Mpg** n/a **Price new** n/a



From top: slab dash remains, but cabin is more workmanlike; injection trumpets top complex quad-cam motor; cockpit has feel of a fighter plane



Ford Capri II 2.3 Turbo May



Versatility and economy were the key improvements for the Capri II of 1974. A proper hatchback gave better access to the luggage area, which could be enlarged by folding the rear seats, and a more slippery body meant less air resistance. Everything was far more efficient, more reasonable; but who buys a classic because it's reasonable? Despite it being the least-common variant, the Capri II's rarity doesn't make it more valuable.

From late 1969 onwards, the factory was able to offer the performance-oriented Capri driver 128bhp (later 138bhp) via the V6-powered 3000. German buyers for whom that wasn't sufficient got a very special choice, sold under the strapline 'Germany's cheapest horsepower' – although it was in fact built by a Swiss tuner, Michael May.

Strapping a turbocharger to smaller versions of the V6, May pushed the 2.3-litre from 108bhp to 180, and the 2.6 leapt from 125 to 207bhp. Best of all, it could be ordered direct from Ford dealerships. As late as 1984 – the final year of production in Germany – you could still order a Capri III with a May kit. It could also be retrofitted at one of the country's largest dealers, and in all, 4500 cars got the Turbo May treatment.

That's what happened to this Capri II, which was converted three years after it was built in 1974. Being based on a Ghia, it's something of a *Greatest Hits* model, with the added performance joined by luxuries such as a vinyl top and sunroof. On the road, the Turbo May awakens with a noticeable kick at around 1900rpm, although revs are limited to 5800rpm and boost to 0.4bar to ensure the engine's long-term reliability.

From top: Capri II has a bulkier look than the early car; familiar feel inside, with added luxury; discreet badges; extra trunking to feed hungry turbo



Engine all-iron, ohv 2294cc V6, turbocharger and single carburettor **Max power** 180bhp @ 5800rpm **Max torque** 170lb ft @ 5500rpm **Transmission** five-speed manual, RWD **Brakes** discs/drums **Wheels & tyres** 13in alloy, with 215/50x13 (f), 235/50x13 (r) **Weight** 1460kg **0-60mph** 6.2 secs **Top speed** 127mph **Mpg** 21.4 **Price new** DM23,500

Ford Capri III Mako 4.9



Ford called it the 'Capri 78', but the more logical 'Capri III' soon prevailed and many saw the third-generation model as redemption for the disappointing Capri II. The lower bonnet and underbody protection was improved, although it's far from immune to corrosion.

Nor was it immune to the attentions of the tuners. Gerd Knözinger was an engineer and suspension specialist in Ford's racing department before he began transplanting V8 power into Capris in 1975. Like the Turbo May, Knözinger's cannonball was officially available from Ford main dealers and, while some sources claim that 33 Mk2 and 17 Mk3 Makos were built, Knözinger himself says it was 36 in total.

Like all Makos – named after the fastest swimmer of the shark family – 'our' hot-rod Capri III features the family 302cu in V8, originally sourced via the Ford spares department. Apart from that key element, every Mako is unique. They wore Solex twin-choke or Holley four-barrel carburettors; gearboxes were either ZF five-speeds – as here – or Mustang four-speeds; and the Mustang II rear axle could be had with either 2.79:1 or 3.00:1 final-drive ratios.

The Mako uses the same 'Windsor' V8 as Basil Green's Perana, but there the similarities end. Compared to the slightly unnerving Perana, Knözinger's wider-track creation feels well balanced and not over-engined. Once you've come to terms with the stiff clutch you're away, riding a rumbling torrent of torque that will eventually take you to a claimed 150mph – and few cars could keep up with that in 1978.

From top: front airdam is one of few clues to Mako's potency; three-spoke sports wheel in more rational cabin; shark motif; return of the Windsor V8



Engine all-iron, ohv 4942cc V8, single carburettor
Max power 250bhp @ 5800rpm **Max torque** 275lb ft @ 4300rpm **Transmission** five-speed manual, RWD
Brakes discs/drums **Wheels & tyres** 15in alloy, with 205/50x15 (f), 225/50x15 (r) **Weight** 1650kg
0-60mph 6.9 secs **Top speed** 150mph
Mpg 13.5 **Price new** DM33,200

Ford Capri III Zakspeed Turbo Group 5

At the dawn of the 1980s, this wild machine rocked the Deutsche Rennsport Meisterschaft (the German Racing Championship, forerunner to modern-day DTM), regularly beating the Porsche 935 despite the latter having a 200bhp advantage. The reason for this unlikely competitiveness was aerodynamics. Starting in 1977, aiming to have the car ready to coincide with the launch of the Capri III, Ford's chief engineer and aerodynamicist Thomas Ammerschläger developed a ground-effect silhouette racer that retained only the roof and pillars of its inspiration. "The downforce was so strong that the car could theoretically have driven on the ceiling, had it been travelling at 250kph," says Ammerschläger. "Or climbed a wall!"

Under the bespoilered Kevlar composite skin was a super-light aluminium spaceframe, helping to restrict overall weight to just 790kg. With the car initially entered into Division 2 (up to 2 litres, or 1.4 if turbocharged), and regulations demanding that the engine was from within the firm's portfolio, power came via a Kent-based 1.4-litre BDA, with two intercooled KKK turbos yielding 380bhp and 170mph. Early unreliability forced a switch to a single, bigger turbo – and 450bhp, enough to take 1979 class honours.

In a tilt for overall glory, the engine was bored out to 1745cc and the Capri entered Division 1 with the twin turbos reinstated and 600bhp on tap. Manfred Winkelhock conquered all in the 'big boy' category for '81, with Klaus Ludwig cleaning up in the smaller-engined class – and the overall title, with 10 wins from 13 races.

From top: driver sits among the tubes of the integral cage; BDA twin-cam presented here in its larger form; spectacular aero aids dominate looks



Engine all-alloy, dohc 1745cc 'four', Bosch electronic fuel injection and twin KKK turbochargers **Max power** 600bhp @ 9000rpm
Max torque 356lb ft @ 6800rpm **Transmission** five-speed manual, RWD
Brakes discs **Wheels & tyres** 16/19in alloy, with 23.5 x 11.5-16 (f), 27.5 x 12.5-19 (r) **Weight** 850kg **0-60mph** n/a
Top speed 186mph **Mpg** n/a **Price new** n/a



Ford Capri III Turbo

Engine all-iron, ohv 2792cc V6, turbo and single carb
Max power 188bhp @ 5500rpm **Max torque** 210lb ft @ 4500rpm **Transmission** five-speed manual, RWD
Brakes discs/drums **Wheels & tyres** 13in alloy, with 235/60x13s **Weight** 1510kg **0-60mph** 8 secs
Top speed 134mph **Mpg** 19.5 **Price new** DM33,300



The Zakspeed racer's on-track success prompted Ford to capitalise in the showrooms, at the same time tackling the Turbo May with an in-house offering. The house in question was that of Zakspeed in Niederzissen, where bodyshells and 2.8-litre Granada engines were sent to be turbocharged with 0.4bar of boost, resulting in 188bhp.

Taking inspiration from its own racers, the firm also added the most conspicuous front airdam ever seen on a Capri, along with a towering rear wing and boxed wheelarches. The suspension was uprated with Bilstein dampers, harder springs and thicker anti-roll bars, while a limited-slip differential with optional 75% locking was added to aid cornering under power.

Rumours persist that Zakspeed produced more than the official 200 examples in 1981 and '82, but fewer than half that number were made of its British equivalent, a dramatic rework of the Capri by Aston Martin subsidiary Tickford. Lined with Connolly hide and Wilton carpets, and topped off by an '80s cliché bodykit, the Tickford Turbo was developed by John Miles and revealed at the NEC in 1982. With 205bhp and 260lb ft of torque it was capable of 140mph, but buyers were scared off by a heady price-tag.

From top: boxed arches give aggressive stance and hide 235/60 VR13 tyres; 'RS' insignia for the steering wheel and airbox; high wing mimics the racer



Ford Capri III 2.8 injection

At first glance it might seem a bit mundane in such exalted company, but the 1981 'two-eight' has more prod than an RS2600. The 2.8 'Cologne' lump feels breathless in comparison with the lusty 'Essex', but the new model successfully fulfilled a dual role: to follow in the footsteps of the RS as an athlete, yet at the same time raise the sales figures across a broader customer base.

The 160bhp injected V6 makes the Capri an undemanding fast car: 60mph is passed within 8 secs, and the claimed 130mph maximum feels perfectly achievable. It sounds good, too, but not in an antisocial way. The 2.8i was – and is – a high-performance bargain: few four seaters in its day could get close for the money, and that price included alloys, Recaro seats and power steering.

Bizarrely, however, when the Capri finally died five years later, it had no successor. The enduring appetite for the model in the UK – its strongest global market – was such that the final 12 months of production was all right-hand drive, with the last cars sold as the leather-lined – and now highly collectible – 280 Brooklands. By that time, an astonishing 1,886,647 buyers had fulfilled that promise to themselves.



From top: standard 2.8i cabin is a touch sober, but was lifted post-'85 with the half-leather Special; 2.8 goes well but lacks torque; 'pepperpot' alloys



Engine all-iron, ohv 2792cc V6, electronic fuel injection **Max power** 160bhp @ 5700rpm **Max torque** 166lb ft @ 4300rpm **Transmission** five-speed manual, RWD **Brakes** discs/drums **Wheels & tyres** 13in alloy, with 205/60x13s **Weight** 1550kg **0-60mph** 7.8 secs **Top speed** 130mph **Mpg** 26 **Price new** £7993 (1981)

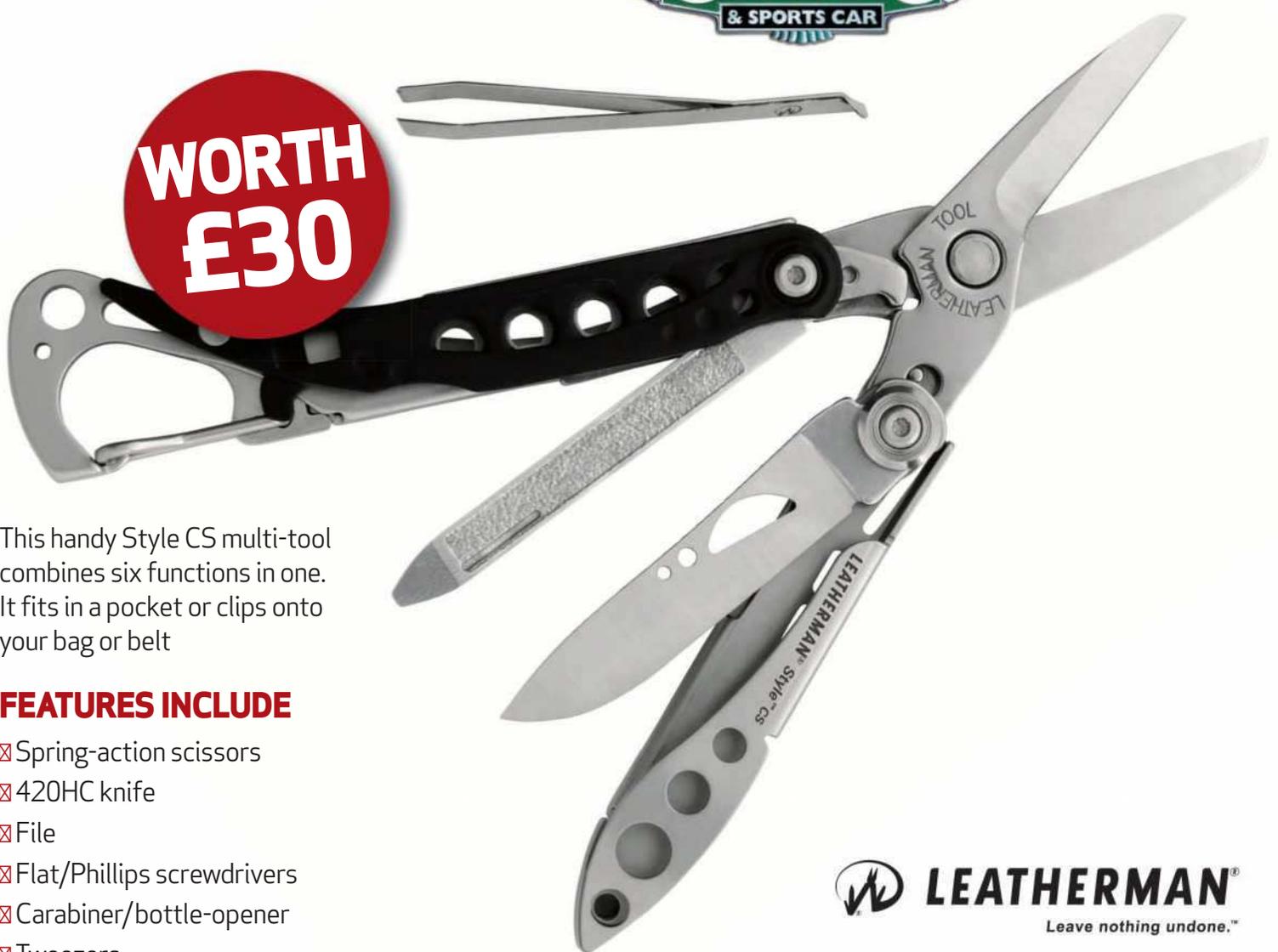
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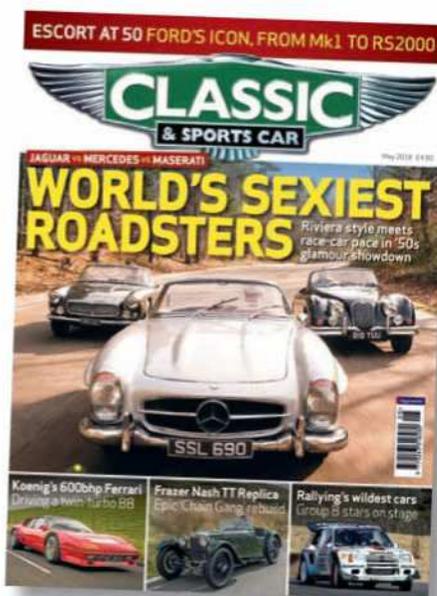
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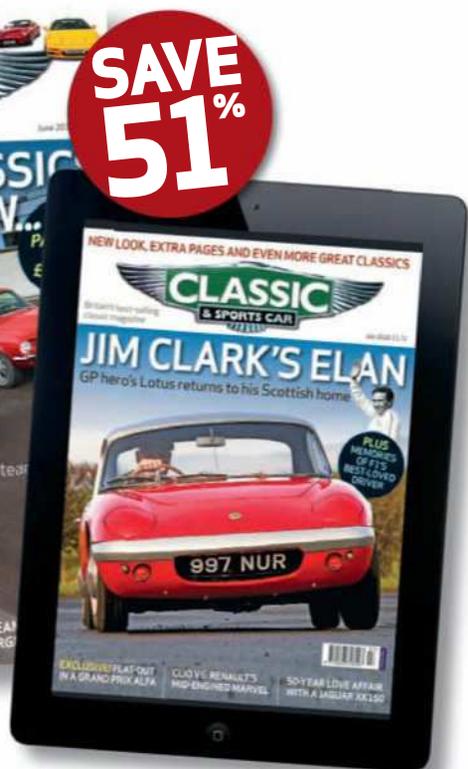
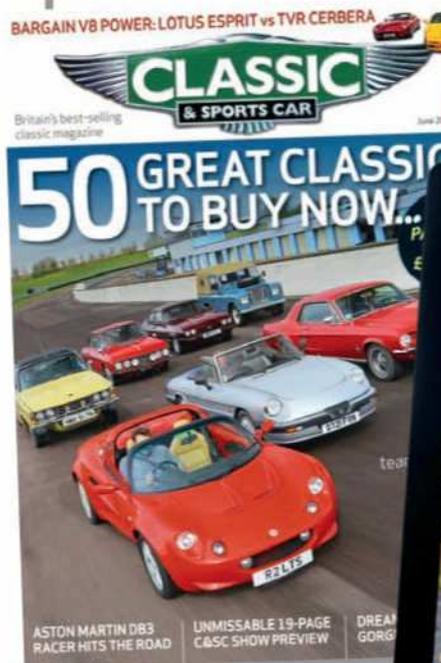
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CS818MP/CS818MB



Clockwise from main: Fords take on a ford; the impressive basecamp near Fakenham; remains of the snapped eye that fell victim to a pothole; the hot-rod gang gathers chez Peter Stevens

(NEARLY) FLAWLESS FORDS ON TOUR



FORD ROADSTER

RUN BY Julian Balme
OWNED SINCE 2014
PREVIOUS REPORT August 2016

Since its previous appearance here, I've organised – and taken the '32 on – two more Roadster Reliability Runs, which have been upgraded to 'Gourmet' status on account of the culinary delights I've managed to slip into the routes. Last year was a West Country tour that kicked off at The Pig, near Bath, along with an entertaining afternoon visiting racer Duncan Pittaway. This year, GRRR 4 took on north Norfolk.

Ian and Jane Whittaker had to substitute their Model A at the last minute, but their 'other car' fitted in perfectly, being a mildly customised 1949 Ford (last seen in *C&SC*

in July 2000). Making up the rest of the band and driving under canvas were Chris and Janice Hosegood, Jake Turner and Sarah Bradley, Steve Hill (travelling solo this time), me and Helen White.

Rather than attempt convoying to our weekend base we elected to meet there, at a beautiful group of converted barns now let out for holidays just north of Fakenham, run by Lynne and John Johnson. Apart from being keen 'bike folk, our hosts were also serial Daimler owners, with an eclectic collection ranging from SP250 to Straight Eight, pre-war roadster and saloon via Majestics and V8-250, all neatly garaged around the property.

We started on the Friday with a drive to Claire Nugent and Nigel Morter's impressive home and business. They've restored a WW2 control tower on what was an RAF bomber base, the most northern in East Anglia at North Creake, and now regularly rent out rooms to holidaymakers. After a quick cuppa and a look around, it was time for a cross-country drive and a pub



lunch. Well fed and somewhat heavier, we then went to Mundesley before picking up the coast road to Cromer, Blakeney (for the obligatory photocall) and Holkham Beach, to attempt to walk off lunch.

With the cars behaving perfectly, we split into two groups on Saturday morning – the culture vultures taking on Damien Hirst at Houghton Hall, the oily rags the wonderful 'bike museum in North Walsham – before meeting at Dereham railway station and dropping in on a friend.

The run from there to Wells-next-the-Sea for fish and chips provided us with the weekend's only mechanical mishap which, needless to say, happened to me. Lovely though the back-roads of Norfolk are, the long winter had not been kind to their surfaces, some of the potholes being more like craters. The victim was the lower offside forward link of the '32 – ironically, part of the suspension that Jerry Denning and I discussed replacing next winter with a more traditional wishbone.

The existing four-link arrangement is typical of the modifications carried out on hot rods in the '70s and, to be honest, isn't that great an improvement. In my Roadster's case, the rods are pretty lightweight, with an eye, fitted with a bush, welded on at either end. The jolt on hitting the pothole was so severe it fractured the metal and tore the rod away from the eye. By releasing the other end of the rod at the roadside, we managed to limp to our fish supper – but before heading home, we needed to execute some form of repair.

Mercifully, not only did our hosts have a fully equipped workshop, but also a lovely local spannerman, Neville Cushing, who works for and with John Johnson on his cars. Between him, Hill and me, we managed to extricate the remains of the forward eye from its home of many years using heat, WD40, hammers and brute force. Ian Whittaker skilfully welded the offending link, Cushing found some nylon piping to remake the bush, while I got to bolt it all up again. Better than before, the repair will undoubtedly see out the year.

Back on the road, we stopped for tea at the home of car designer extraordinaire – and friend of *C&SC* – Peter Stevens, who has also been bitten by the early Ford bug.

Breakage aside, the '32 ran faultlessly... so why do I want to tear it apart at the end of the year?

THANKS TO

• Jerry Denning, Ian Whittaker, Steve Hill, John Johnson and Neville Cushing



NSU Ro80

RUN BY Martin Buckley

OWNED SINCE 2009

PREVIOUS REPORT Jan 2018

My Ro80 was last heard of at Phil Blake's 50th birthday party (for the model, not him), where I left him with instructions to make it drive as well as it looked. There was never any rush to get the work finished. So when Blake called to tell me that the NSU was ready to collect, it was almost a shock.

There was quite a bit to do – the car's tired feel had crept up on me. First job was getting some proper brakes sorted. A set of front calipers was sent to Big Red for rebuilding and Blake cleaned the discs and brake guards, fitted a set of stainless hoses, cleaned the reservoirs and checked the proportioning valve.

Having swapped my noisy gearbox for a nice quiet one, he set to work cleaning the engine bay, painting the ancillaries, replacing the various clips with stainless-steel ones and then rustproofing; all time-consuming stuff. He even fitted new factory-type under-bonnet stickers – I can now raise the NSU's bonnet with pride.

The front suspension had always felt a bit tired and, having supplied



Slightly unexpectedly, Buckley's NSU is back and better than ever – just look at its gleaming engine bay, including fresh stickers

a set of new top swivels, it was the perfect time to look at the shocks (one was leaking) and replace the anti-roll bar bushes, track-rod gaiters, steering bushes and so on.

Blake also repaired the front window-winder mechanisms, the courtesy-light switch and the bonnet light, and replaced the original windscreen-wiper motor (which was drowning inside the scuttle due to blocked drain holes) with the latest modified VW Golf-type. Other electrical improvements included a new wash/wipe relay, a fully electronic voltage regulator and a set of air horns.

The leaking header tank was replaced, along with new power-steering hoses, a new throttle cable (I was still running the temporary one fitted by the AA) and a fresh tensioning rubber for the washer bottle. When you're talking about replacing washer-bottle bits, you know a car must be nearly sorted!

Blake feels the engine still has quite a bit of life left in it so we let that be, other than doing plugs, points, an oil change and replacing the original (warped) downpipes.

The offside front door got a new stay pin and had its catch adjusted so it shuts properly, and there were various loose bits of trim that needed reattaching.

To say I'm pleased would be an understatement. Many heads were turned when I collected the NSU and hit the road. It felt like a different car, quieter and more supple with few rattles and dramatically improved brakes. It made me wish I had the money to do the German NSU-Treffen, but there is already too much old-car stuff on the calendar this year, so it will have to wait for another time. But with the car in such fine fettle, I'm sure I'll be able to distract myself.

THANKS TO

• Phil Blake: 07799 622901
• Big Red: 01905 428793

AND IN OTHER NEWS...

CHEVROLET CORVAIR

The heads had been sent to be machined and cleaned, and are now back. With any luck, we'll soon have the flat-six together with new rings and oil seals; we'll then look at getting it back in the car. Once it's running, the Corvaire will have to go to fund new projects and life in general – unless I fall in love with it... which seems unlikely. **MB**



FORD RANCH WAGON

Lambeth Council has been stabilising the boundary and resurfacing the yard that backs onto my garages since 6 November last year and, as a result, I haven't been able to extricate and drive the Galaxie, Continental or Kandee Twist. I'm getting more than bored with the situation. **JB**



JAGUAR E-TYPE S1

The E-type joined a Jaguar procession of MkIVs and Vs through the lanes of north Herefordshire to visit Dr James Hull's collection in Wales. Naturally, 'Boo' had its top down and was joined by an XJ-S convertible that was also braving the elements. **GC**



VOLKSWAGEN BEETLE

When Mrs P announced that the Beetle's clutch had begun slipping, I got excited at suddenly having a legitimate reason to pull the engine and give it some much-needed TLC. Frustratingly, though, the problem has yet to reappear, so the tools have been stood down for now. **MP**



Meet the parent: the Series II pals up with the granddaddy of them all; Port's smug smile remained for weeks...



LAND-ROVER SERIES II

RUN BY Martin Port
OWNED SINCE September 2016
PREVIOUS REPORT July 2018

If modern cars are your thing, then quite often the kudos of having the latest model is the pinnacle of ownership. Yet in the old-car world, quite the opposite could be said. Some enthusiasts will clamour to step 'up' by stepping backwards in a bid to own the earliest examples and capture the purity of the breed.

In Land-Rover country, the earliest is HUE 166 – the first pre-production car and something of a national treasure in Landie circles. And I recently joined the ranks of the relatively few to have the privilege of getting behind the wheel.

Of course, while I posed for a picture or three, it would have been rude to have missed the opportunity to get the Series II in shot, too – after all, it had driven me the 100-plus miles to Packington Hall so couldn't be ignored. After being in and out of the driver's seat of 'Huey' for the best part of five hours, I felt rather smug, but it was nice to clamber back into 267 HYP for the return journey and enjoy the ever-so-slightly more ergonomic driving position of the Series II. The first may be the ultimate in

terms of purity, but the seating and pedal arrangements of its successor are certainly slightly more relaxed over a long journey.

The 'trans-Africa' performed well that day, too. The hint of noise from the suspected loose water-pump impeller went away once it was warm, and Solihull legend Roger Crathorne admitted that they'd had issues with them in period. "Put a drop of machinist's oil in the water system," he told me, "that will sort it."

I've not tried that theory yet but, following the successful bleeding of the brakes last month, I did set about replacing the shoes from the cheap 'temporary' ones fitted in 2016 to something a little better.

Bearmach, a specialist in Land-Rover parts (www.bearmach.com), came up trumps with two axle sets. As with previous off-the-shelf shoes, they required a little fettling on the ends of the lining to ensure smooth rotation in my original drums, but once bedded in there was a marked improvement to the braking effectiveness.

So we were set for the inaugural Land Rover Legends at Bicester Heritage, where the Series II was displayed proudly. With 'rivet-counters' in abundance, I'd even swapped some newer bolts on the vent fixings for the correct screws (even if I do still have to strip the black paint off to be correct), but in a search for originality I also set about finding the chassis number. Carefully rubbing back the galvanised finish on the front suspension mount revealed the digits, which finally prove that the Series II is still on its original underpinnings!

THANKS TO

- Bearmach
- Jaguar Land Rover
- Nick Dimbleby



New Bearmach brake shoes fitted all round



Series II in good company at Land Rover Legends; correct screws now adorn vent brackets





Garage muck is being kept at bay thanks to this natty Prestige+ cover, while a Stormshield+ cover is used for outdoor storage



TRIUMPH 2500TC

RUN BY Greg MacLeman
OWNED SINCE June 2017
PREVIOUS REPORT July 2018

Nice things in my care don't tend to stay that way for very long. The latest casualty was a brand-new £80 pair of trainers, which I discovered caked in mud after opening my front door one Sunday morning. My memory was hazy, but after a glass of water and handful of aspirin the fog began to clear. It happened after the Babcock Trophy – the inter-services rugby match between the army and the navy – while

trying to rescue my submariner friend David following an ill-advised swim in the Thames outside the White Cross in Richmond. Thankfully he fought his training and didn't sink, but the trainers were ruined.

In contrast, the Triumph is still in incredible condition, despite a few frustrating scratches picked up during its display at The London Classic Car Show. Even though the car is garaged, debris and condensation still fall from the corrugated asbestos roof and blow in through various gaps and crevices, and it never seems to stay clean despite being washed regularly. To put my mind at ease once and for all I spoke to Specialised Covers and ordered a Stormshield+ for when the car is outdoors, and a Prestige+ indoor cover, which is fleece-lined, Teflon coated (so showerproof) and fits

the car like a glove. Impressively, the made-to-measure covers can also be tailored to suit individual cars – in the Triumph's case, accommodation was made for the driver's-side door mirror. If only my trousers fitted so well!

As great as the car looks now, the illusion is spoilt somewhat when passengers step inside and see the cracking and crumbling leather interior. Having the seats properly re-covered or restored is beyond my budget, so I picked up a DiY kit from Furniture Clinic, which I hoped would achieve a decent result for minimal outlay. I've since begun to treat the seats, stripping the colour using a harsh, glove-melting solvent and cleaning off any remaining waxes with alcohol solution.

Next came several coats of leather binder, which helps to strengthen the broken hide and smooths out rough patches, before the deepest cracks were filled with flexible putty. Rather than mess around with propellant cans, I went straight for the Clarke Bandit 4 compressor, which provided consistent pressure for a nice, smooth, airbrushed finish.

On the mechanical side, recent drives have been accompanied by the horrible grinding noise of propshaft fouling exhaust centre section. Figuring that the gearbox may have settled on its mounts, I popped the car on ramps and jacked up the gearbox cross-member, nipping up the bolts. I thought it hadn't worked after



Before: the dry, cracked seat leather



During: Clarke 4 Bandit applied the binder



After: a really rather impressive result

a quick test drive, but the next day the noise went away and hasn't come back, so I'll take that as a win. Progress, too, on the electrics. The persistent short that had wiped out the indicators, brake lights and fuel gauge was still causing trouble, until I woke one night with a few more ideas. The next morning I disconnected the wiper motor – which hadn't worked since its return from the body shop – and fitted a new fuse. A plume of smoke emanated from under the dash but, crucially, the fuse held. The smoke went away and I haven't had another problem since.

It's times like these that I most miss my old man, and his measured and wise advice gleaned from a lifetime repairing and maintaining old British classics. As I lay awake that night I could almost hear the chains jangling, and his warm voice saying "Here's what I suggest you do..."

THANKS TO

- Specialised Covers: 01943 864646; www.specialisedcovers.com
- Furniture Clinic: 08448 793691; www.furnitureclinic.co.uk



YFH 99M lines up alongside tidy Austin Mini at Westerham Brewery's Cars and Curry Night



The Big Healey hasn't yet been granted a fresh pre-sale MoT, but a friendly and knowledgeable new local garage has been found, which is a bonus



The eBay-sourced hardtop is in progress



It's good to see how straight the chassis is



AUSTIN-HEALEY 3000 Mk1

RUN BY James Mann
OWNED SINCE 1994
PREVIOUS REPORT July 2018

I'm still in a slight state of shock that my time with the Big Healey is coming to an end. I've decided to sell after 24 years and many adventures, having fallen for a Pony from across the pond. Before the Mustang GT arrived at the start of May, I realised that I had to get the Healey an MoT if it was to sell for what it is worth.

I've pretty much replaced every part on the car, rebuilding the engine with JME and sorting the suspension with Denis Welch, both icons of the Austin-Healey world that are sadly no longer with us, and know every nut and bolt on the car, so moving on to an unknown entity is scaring me a bit. Ian Dodd, who used to do MoTs for me, has moved on from the garage I used to go to so, on the recommendation of a friend who owns a Lotus Esprit, I drove the Healey to Zeals Motor Company just a mile up the road in a torrential rainstorm, and they kindly moved cars around in the workshop to get it in under cover.

Dave Gatehouse, who runs the garage, is a knowledgeable chap

and after hearing that Graeme Lampard, who does the garage's MoTs, has his own pre-war classic, I felt reassured.

It's always a nerve-racking moment taking your old car to a new garage for an MoT, for even though the tests are supposed to be the same wherever you go, you never know how sympathetic the tester will be in making allowances for the fact that, even though the brakes were top-notch in '59, they don't perform as modern brakes do. I did get the chance to walk under the car in the workshop pit, so much better than a lift, to inspect the steering and brake hoses. I'd forgotten how straight the chassis is, still painted in the car's original colour, Old English White.

The weekend before I'd gone over the car to check all was working, but when it came to lighting we couldn't get one of the front indicators to flash, although the sidelight was fine. Despite fiddling with the earth and drying out the wiring, it just wouldn't flash and so it was failed. I hate electrics, particularly intermittent faults: they take hours of diagnostics and, just when you think you've solved the problem, they stop working again.

After consultation with Gatehouse and Lampard we decided it must be the unit, so I drove the car home and ordered a replacement for £24 from SC Parts. My son Alex and I fitted it carefully, trimming back the earth to make a good contact, but to no avail – it still won't flash. I'll have to think again.



Back seats out to adjust the handbrake

I also removed the rear seats to adjust the handbrake and replace the fuel filter, which Lampard had flagged up as needing replacement.

I've always hankered after a hardtop but never bitten the bullet because they are usually beyond my budget. I love the way the works Healey looked in rally spec and

have had the pleasure of meeting Timo Mäkinen and Pat Moss, who drove them with such gusto and courage in period. So when I saw one on eBay that looked affordable I bid for it – and won it for £180! It's a glassfibre unit, unpainted with no lining. After hours of rubbing down with wet-and-dry, I've painted it and it looks all right. The rear Perspex window was cracked, but I got it remade for £40 by my local glazier, using the broken pieces as a template. Now to find a headlining and work out how to fit it.

The Mustang arrived on the back of a truck on the main road and squeezed into the garage next to the Austin-Healey with just enough room to walk between them – perhaps I won't have to sell the 3000 after all!



Son Alex is put to work fixing the Austin-Healey's indicator, but it is still not playing ball



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Main: Greenway's children, Cicely and Monty, enjoying the special. Right: Reggie Croysdill stands between two of the Triumph-based creations that he built



CONTINUING A GODFATHER'S LEGACY



CROYSDILL SPECIAL

OWNED BY Guy Greenway
FROM Cambridge
FIRST CLASSIC BMW R80/7 'bike and Triumph Spitfire
DREAM CLASSIC Napier-Railton

The Croysdill Special takes its name from the gentleman who built it: William Reginald Croysdill. He started his career as a radar operator/navigator in WW2, flying first in bombers and then Mosquitos, once shooting down a V1 at such short range that the Mosquito cockpit split, leaving the crew to parachute to safety.

After the war, 'Reggie' turned to motor racing because nothing else provided the adrenalin he had experienced during the war. He enjoyed some success, mostly in self-built specials using Riley, MG and Lancia components. In 1951 at the Goodwood Members' Meeting, Croysdill, in a Lamgia (an MG-engined Lancia chassis with a Rochdale body) came an impressive

third behind the winner Mike Hawthorn at the wheel of a Riley.

Reggie was my godfather and my father's oldest friend. He'd had something of a maverick life, leading to many amusing stories. While on holiday off La Rochelle with his wife Vera on their boat, *Zulu Charlie* (his RAF call sign), they left it moored and went to dinner on shore. The boat caught fire while they were enjoying their evening, leaving them stranded in all their finery with just the tender for transport. Reggie built many boats. He also dealt in cars and was always up to something, with a glint in his eye and an infectious laugh.

Reggie had met Vera while he was racing. She was known as a real glamourpuss, albeit with a fiery temper. I recall them having a furious row at their home near Salisbury, resulting in Vera jumping into their Mk2 Cortina estate, driving out of the yard and into the road in a four-wheel drift!

In the 1990s he decided to build himself something along the lines of the cars he used to race after the war that were, for the most part, modified saloons. Settling on Triumph as his chosen base marque, Reggie built three in total, POL 439G being the last. It was constructed for Vera, as her main form of transport in preparation for

their move to France in 1995. POL 439G was based on a Vitesse chassis. The underpinnings were extended by several inches and fitted with a glassfibre tub and mudguards, with an aluminium bonnet and side panels. It was powered by a 2-litre straight-six.

I first came across the car covered in leaves and debris in a lean-to when I visited Reggie in Carcasonne in 2000. I fell in love with the look of it and, because it was obviously not getting much use, I expressed an interest. A deal was hammered out over a few bottles of Corbières and, after returning to the UK, I flew back to pick it up. It needed some fettling – the rough running problem was sorted thanks to the new red rotor arm carefully packed in my hand baggage.

I then set off on the long drive home to London. With its questionable trunnions, smaller tyres on the front than the rear and huge toe-in at the back, I stuck to about 35mph. I made it back in one piece – much to my surprise, and that of the garage I immediately took it to!

After driving POL 439G to my wedding, family commitments lead to me laying it up in my mother-in-law's garage in Norfolk, where it remained for around 10 years. On receiving an unexpected windfall in 2010, I decided to tackle the project

and, after significant investment, the Croysdill Special was reborn. It now runs well and is used frequently. It never fails to create a stir at the supermarket!

I won't be driving a Type 35 or ERA any time soon, but I love the authenticity of driving something handbuilt by a man who raced in period against those cars, POL 439G being the final creation dedicated to the spirit of that time.



With brother Rufus and his Alfa at Prescott

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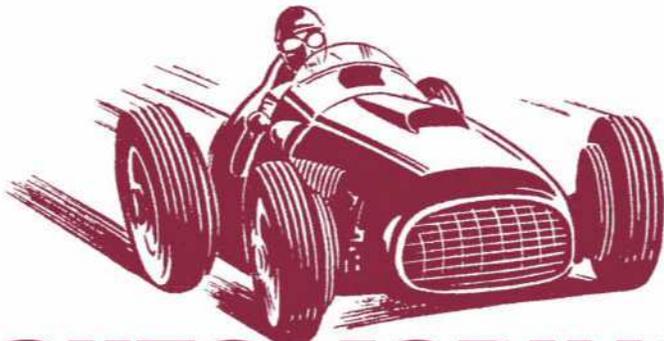


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From top: Dicks with a small selection of the Škoda parts, while his bread-and-butter lurks outside; manuals and service bits in the stash

ROBERT DICKS

Look beyond the MGs in this mews and you'll find a surprise stash of Czech spares

WORDS GILES CHAPMAN PHOTOGRAPHY TONY BAKER

If you've been a daily driver of an MG in London during the past 30 years, you probably know MG Motoring, tucked away down a narrow mews just off Kilburn High Road. Its picturesque yard, secure behind towering, wrought-iron gates, is always crowded with Bs and Midgets awaiting mechanical attention from proprietor Robert Dicks.

Other specialists have quit back-street garages and railway arches around central London for more space and easier parking, but Dicks' roots go deep: "My father took on this workshop in 1954. He trained as a toolmaker for AV Roe, but wanted to see action and self-conscripted with REME. He ended up a PoW in Changi camp in Singapore. It was a terrible experience. When he came home in 1945 he went into business selling secondhand cars, and this was the service shop."

Dicks' father Claude was ambitious. In '61 he clinched a Renault agency, and his Brondesbury Motors showroom did a roaring trade selling Dauphines and Caravelles. Kilburn High Road was, as Robert says, "Almost the Warren Street of north London," with a strip along which were the premises of other long-vanished traders. This street environment irked Renault by the 1970s, but Claude didn't want to move to a retail park so the franchise was withdrawn: "Then the Skoda people came along. They had a rear-engined car – like the R8/10 – and said they'd

ALSO IN MY GARAGE



love him to be a main agent. So he started selling the S100, S110 and S110R, and did really well."

Eventually, in 1986, Claude fell terminally ill and had to close down. "My father had me quite late in life," says Dicks. "He was bright and very patient, and being a proper engineer of the old school he taught me well." Aged just 12, Dicks bought an old MG and restored it in his parents' front garden. After taking it to a few MG rallies, he was soon renovating other people's cars in a garage in Willesden: "I thought, 'I quite enjoy this job,' though I was meant to go to uni and my parents spent quite a bit on my education. My

father thought I was mad, struggling to make money out of rusty old cars, but that's where we differed: I never wanted to sell new ones."

Claude passed on the workshop for the MG business, and asked his son to help clear the showroom of his mostly worthless spares stock: "I filled my Mini pick-up many times and took it to a scrapyard at Staples Corner. It was a shame, but there was an awful lot of it."

Except that some of the old Škoda parts did survive, going largely unnoticed in dark corners around the mews. The more you look beyond the MG spares, the more Škoda bits materialise. There are brand-new Estelle doors, rear side glasses for a S110R, and dozens of wheel bearings and seals still in original factory packets.

Among the serviceable secondhand leftovers are water pumps, steering columns, instrument clusters and halfshafts. Then there's the yellowing paperwork of a busy dealership – workshop manuals, colour swatches, warranty documents – that somehow evaded the tip. Probe further and Dicks has some amazing unused Renault parts – a 5GTL plastic front bumper, light clusters for a 16, and numerous R8 and R10 parts.

"It's a disorderly Aladdin's cave," says Dicks, "but what can I do with it? I have a sentimental attachment, but really it all needs to go." Any Škoda (or Renault) enthusiasts who can help are welcome to rattle those tall gates... 



Clockwise from main: (l-r) James Waddington, Mick Hanlon, Ian Hewett, Will Garbutt, Andy Ford, founder Martin Greaves and Peter Fowden; tackling a Jag Mk2's dash; road and race cars are serviced; a Bentley crank gets TLC





THE SPECIALIST

BUILT TO PERFORM

Variety is the spice of life at this bustling, Bicester-based firm that's not afraid of daring to be different

WORDS PAUL HARDIMAN PHOTOGRAPHY JAMES MANN

Classic Performance Engineering (CPE) was one of the first specialists to move to Bicester Heritage and occupies the old Main Stores. The split-level layout lends itself well to separating the workshops into different disciplines – restoration and race preparation in the main shop, and quick turnaround and service work on the lower level.

There's a confident air of calm, but there's plenty going on. As well as D-type, Lightweight E-type and Kieft 500, and the Ferguson P99 awaiting attention to its driveshafts, a bone-stock Alfa 2600 Spider looks slightly out of place, though it neatly illustrates the breadth of work the company handles. In the same line-up is the Easticks' Bentley MkVI special, just returned after 37 years in the USA, a Ferrari 625 in for an engine rebuild and, in a corner, a Ferrari Nembo Spyder shape. Outside lurks C&SC's old friend 'Wooly Bully', ready for a pre-season refresh, keeping the Balme/Mitchell TR4 company.

It all started more modestly, with boss Martin Greaves in a single garage more than 20 years ago: "My dad was into motor racing in the '60s, so I was always messing about with cars. I did a degree in Mechanical Engineering at Imperial College, London, but I was better at getting my hands dirty, so I went to work for Écurie Bertelli, starting as teaboy... and stayed seven years."

In 1987, Greaves went to work for Gary Pearson, learning about race preparation and support at a time when the team was successfully running Frank Sytner in a long-nose D-type.

In 1997 he set up CPE, originally working from a garage at home: "And it grew from there. There was a company winding down near Silverstone, so I took over the premises and bought all the machines.

"I'd heard about Bicester Heritage. Dan [Geoghegan, MD] walked me around the site and from that moment I realised the potential – it even has its own track, so we can test cars off the road without the expense of hiring a circuit – so we soon moved in." The staff numbers have grown to fill the space. There are now seven on the shop floor, plus two in the office – Greaves likes to keep his hand in as much as possible – and two dogs. There's also a fabrication shop, machine shop and engine room: "The only thing we don't do is body and paint."

The 330GTC-based Nembo Spyder is a stalled project that CPE has taken over. Beside it, an Alvis 10/30 is gradually taking shape from a chassis: "It's my father-in-law's car," says Greaves. "He comes in two or three times a week and builds it, and he's also our vintage guru."

"We've made a name for ourselves by being able to take on the unusual," he adds. "The race car projects are what float my boat, but restorations smooth things out."

Behind the Nembo is the machine shop, which, among other kit, sports a classic Bridgeport mill: "These cars were built on machines like this. We have an older chap who comes in part-time to do the machining and we stack him up with work." Beside that, the clean engine and gearbox build shop has the Rolls-Royce V8 from the MkVI special, and there's a separate fabrication shop, keeping all the 'dirty' areas self-contained.

Downstairs in the service area, a Mustang racer is on a lift and one of HERO's hire cars is having its wiring attended to. There's a Mk2 Jag that's becoming a race car, and one of the 1968 London-Sydney Austin 1800 Landcrabs has just had a sympathetic recommissioning: "Ready to go back to the customer, but with patina," grins Greaves. And that, you suspect, is just how CPE likes it.

The knowledge

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PRANCING HORSES HIT NEW HEIGHTS



From top: chassis 4153GT is reputed to have changed hands for \$70m; 3413GT is coming to Monterey, with an estimate of \$45m+

If the \$55m asking price of the 250GTO that graced the cover of our Ferrari special last year seemed eye-watering, 12 months on it is looking like a bargain. This follows the news that a 1962 example has recently been acquired by an American collector for a reputed \$70m (£52m). The transaction for chassis 4153GT has established a new benchmark not just for the model, but for the market as a whole.

Like any GTO, 4153GT has an illustrious history (besides winning the 1964 Tour de France, it came fourth at Le Mans in '63), but is claimed to be unique in being the only one of the 39 built never

to have been crashed – the key, perhaps, to its immense worth.

Hot on the heels of this spectacular result, RM Sotheby's has revealed that it will offer a '62 GTO – wearing a 1964-style body fitted in period by the works – at its Monterey fixture in California on 24–25 August. A Targa Florio class winner in 1963 and '64, 3413GT is expected to fetch in excess of \$45m, making it the most valuable car ever to be offered for public sale.

No GTO was ever cheap, but such astronomical sums are a relatively recent phenomenon. In '62, a new example would have been £6600, which equates to £137,000

in 2018. When Nick Mason bought his car in 1977 it cost him £35k, or roughly £211k in today's money.

By the mid-'80s, GTOs had topped £1m, while a decade later the going rate was £2.5m apiece. The real shift has taken place since 2008. In 2010, Chris Evans is thought to have paid £15m for his '64-spec GTO, while in 2014 Bonhams achieved a new World Record when 3851GT made £22.8m at its Quail Lodge sale.

But if you can live without the history file – and don't mind waiting four years – RS Panels can build you a toolroom copy for a mere £1m! See www.rspanels.co.uk



Fast Fords sell well in Warwick

Classic Car Auctions held its biggest-ever one-day auction on 2 June, with 112 cars finding buyers at the Warwickshire Event Centre. Among the '80s performance icons, a one-owner, 8000-mile 1983 Escort RS1600i with period Turbo Technics conversion (left) attracted considerable interest, soaring to £46,200. Another rare Blue Oval hot hatch was a 1980 Fiesta Supersport. The 27,000-mile example was reckoned to be one of only 16 survivors from the 3000 produced, and sold for a whisker over £19k.

Other lots to do well included a 1988 Audi quattro that went to a bidder in the room for £38,500 – topping its upper estimate by a whopping £12,500.



UK-registered Bentley is for sale with Mark Hyman

Taxing times for the US

Legal experts in America have warned that the classic-car world may be hit by the introduction of tariffs on vehicles entering the country. The US currently imposes a 2.5% levy on imported cars, but proposed legislation by Donald Trump would raise that figure tenfold while also including spare parts – regardless of age.

While this in itself would adversely affect many US-based enthusiasts, some fear that America's trading partners may retaliate and have called for used cars and components to be exempted.

“President Trump has proposed this as a matter of national security, but it's difficult for me to understand why,” said Mark Hyman, founder of Missouri-based Hyman Classic Cars (www.hymanltd.com). “If this were to be put in place, it would be catastrophic to the hobby and the industry. At Hyman, as much as 50% of our business involves import and export activity, so it would be devastating for us.”

The proposal remained open to public consultation by the US Department of Commerce as *C&SC* was going to press.



This exquisite GT40 was part of the Blue Oval's 1966 domination of the Le Mans 24 Hours

Le Mans icon to set the pace in California

RM Sotheby's Monterey auction on 24-25 August promises to be an unmissable event for keen auction-goers. In addition to the Ferrari 250GTO (above left), the firm has consigned one of the three GT40s that secured Ford's clean-sweep victory at Le Mans in 1966.

Driven by Ronnie Bucknum and Dick Hutcherson, chassis P/1016 completed 348 laps to come home

third overall – crossing the line in close formation with the winning car of Bruce McLaren and Chris Amon, and the second-placed GT40 of Ken Miles and Denny Hulme. Restored to '66 spec, it carries a hefty \$9-12m estimate.

Other competition machines getting ready to cross the block in California include the Lola T153 'Sunoco Special' that the multi-talented Mark Donohue took to second at the 1970 Indianapolis 500 (\$500-700,000), as well as a works 1968 Porsche 908 – one of only five short-tail examples – that was campaigned in period by Vic Elford and Jochen Neerpasch. It wears an estimate of \$2.3-2.8m.



Buckley's market matters

I bought a Series 3 XJ6 last week, the first XJ I've owned in 15 years. One could get cynical about old Jags – the build quality, the various mechanical issues – but I still don't think there is much to touch a sorted XJ in the saloon world. The shape is sensational, so slim and compact compared to the modern equivalent, and, while there is something slightly pound-shop brittle about some of the fixtures and fittings, I was amazed to find that nothing on this 34-year-old car fell off or didn't work; even the climate control blew cold. In fact, had it been an S1 or S2 I might have been minded to keep it – the history file is like the Magna Carta and it drives beautifully – but I'm not into pepperpot alloys, so the S3 is off to auction in a couple of weeks and I will hang on for my long-term favourite Jag saloon, a MkX.

That will have to wait, though, because I'm hopefully about to capture something I've wanted for decades but never owned in good, running order. I'm not going to jinx it by saying what the car is, only that it might be my last chance,

given the way prices are going. It does raise the issue of what you can face selling to fund other stuff, and what you'd keep if you could only have one old car; that topic came up when I was chatting to Clive Winstone of Mr Speedlux, with whom I share similar taste in cars.

Looking around his stock, which included a Maserati Quattroporte, Flaminiacs and various other exotics, he said: “You know what, it would be the Citroën SM. That car does everything.” Part of me is with him, and they aren't crazy money... yet.

An e-mail from Steven Prett, owner of last month's Aston DBS V8, reminded me of a car I definitely don't want to own: the Overfinch 'Strange Rover' commissioned by Nick Ashley in the '90s. I recall being summoned to Fulham to drive it and thinking, even then, that it was a rum thing to do to a P5B. I was tickled by this comment from its current custodian: “It has terrible teddy-bear carpets held down with wood screws... and the wiring looks as if it was done by Ray Charles and Stevie Wonder while Jeff Healey mixed the cocktails.”



Left: could the SM be the perfect classic? Winstone things so. Below: Buckley has bought a late XJ6, but is still holding out for his dream Jag MkX





Number one of 800 Shelby Lancers produced, this compact 1987 Dodge sold for \$19,040



'83 Dodge Shelby Ram prototype, \$33,040



First '99 Shelby Series 1 roadster, \$313k

Shelby cachet for a lot less cash

Carroll Shelby will forever be associated with the Cobra and Mustang, but he also lent his name to a wide range of Dodges – as revealed by a number of development vehicles from his collection that were sold at Bonhams' Greenwich Concours auction in Connecticut on 3 June.

Neatly bookending the collaboration were a 1982 Shelby Charger prototype and a 1989 CSX VNT – the first and last Dodges to wear the Texan's name. Powered by a 2.2-litre, 107bhp 'four' and sporting eye-catching warpaint, the Talbot Horizon-based Charger (yes, seriously) had covered fewer

than 13,500 miles and sold for \$23,520. The 7200-mile, 175bhp turbocharged CSX was number one of 500, and went for \$22,400. A 1987 Charger GLH-S – the ultimate '80s Charger – achieved \$31,360. With four-door practicality and a three-speed auto, a 1987 Shelby Lancer is about as far removed from a Cobra as possible, but as the first of only 800 built it was a rare alternative to a European sports saloon and fetched \$19,040.

If compact, four-cylinder models seem an improbable use of the Shelby moniker, there was also a brace of prototype Dodge pick-ups:

a 1983 Ram and a 1988 Dakota. Boasting lazy V8 power and the obligatory visual upgrades, the duo was not without a certain drama. The former sold for \$33,040, while the latter made \$33,600.

For traditionalists who might have struggled with the above, there was a drop-top 1966 Mustang GT350 Continuation (car one of 12 built) that sold for \$201,600. A '99 Shelby Series 1 (the first of 249) promised 600bhp punch from its blown 4-litre Oldsmobile V8 and was unique in being the only Shelby not to have been based on another production vehicle. It raised \$313k.



Import cars escape inspection

Newly imported classic cars of at least 40 years old are no longer required to undergo any form of technical scrutiny before being granted UK registration. The DVLA has confirmed that even new arrivals are eligible for the revised MoT exemption that came into force on 20 May. Vehicles of at least 10 years of age already avoid

Type Approval requirements, so owners now need only submit a V55/5 application, £55 registration fee, identification and documentation confirming the year of manufacture. Should they wish to claim 'Vehicle of Historic Interest' status to gain MoT exemption, declaration form V112 can be submitted simultaneously.

CHARITY'S WAGON WIN

An Austin A105 Westminister raised £31k for Lennox Children's Cancer Fund at Anglia Car Auctions' King's Lynn sale on 16 June. One of 10 Countryman estates built – and the only one with an auto 'box' – the Austin was offered at auction in 2012 but failed to sell, resulting in a decision to rebuild it amid fears that the car might fall into the hands of banger racers.

The six-cylinder Longbridge wagon looked like an ideal support vehicle for the Goodwood Revival. Full sale results next month.



Auction diary

JULY

5-7 Richard Edmonds Allington, Wiltshire 01249 444544; richardedmondsauctions.com

7 Historics Weybridge, Surrey 01753 639170; www.historics.co.uk

10 Brightwells Easter Court, Leominster, Herefordshire 01568 611122; www.brightwells.com

13 Bonhams Goodwood Festival of Speed, Chichester, Sussex 020 7468 5801; www.bonhams.com

15 Charterhouse Sherborne Castle, Sherborne, Dorset 01935 389387; www.charterhouse-auction.com

17 Barons Esher, Surrey 023 8066 8413; www.barons-auctions.com

19 H&H Buxton, Derbyshire 01925 210035; www.handh.co.uk



Glorious M3 Sport Evo is heading to the Silverstone Classic sale (est £85-95k)

19-22 Silverstone Auctions The Wing, Silverstone Classic, Northants 01926 691141; www.silverstoneauctions.com

27 SWVA Parkstone, Dorset 01202 745466; www.swva.co.uk

AUGUST

4 Worldwide Shipshewana, Indiana, USA 001 260 925 6789; www.worldwideauctioneers.com

23 Worldwide Pacific Grove, California, USA 001 260 925 6789; www.worldwideauctioneers.com

23-25 Russo & Steele Monterey, California, USA 001 602 252 2697; www.russoandsteele.com

24 Bonhams Carmel, CA, USA 001 415 391 4000; www.bonhams.com

24 Gooding Pebble Beach, CA, USA 001 310 899 1960; www.gooding.com

24-25 RM Sotheby's Monterey, California, USA 001 310 559 4575; www.rmsothebys.com

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1940 Cadillac Series 75 Fleetwood



1970 Plymouth Superbird 440ci



1967 Sunbeam Tiger NO RESERVE



1989 Porsche 930 Turbo Slant Nose Coupe



1957 Dual-Ghia Convertible



1951 Mercury Station Wagon

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EUROPEAN HIGHLIGHTS

CAR	YEAR	CONDITION	SALE	PRICE
AC Ace Brooklands	1995	exc/lm/fo	CCA	£25,300
AK Cobra 427 replica	2000	vg/fo/Chevy 6.3 engine	CCA	£28,050
Alfa Romeo Duetto 1600	1967	exc/mechanically rebuilt	Historics	£33,000
Alfa Romeo Spider S4 2.0 lhd	1993	vg/refurb	Historics	£9350
Alvis TD21 PW	1959	f/restd (o)	H&H	£13,500
Aston Martin DB2	1951	p/restn (m)/3.0 engine	Bonhams	£66,460
Aston Martin DB2/4	1954	exc/restd/mods	Bonhams	£147,100
Aston Martin DB2/4 MkII 2+2 lhd	1956	supb/restd/3.7 engine	Bonhams	£281,500
Aston Martin DB2/4 MkII dhc lhd	1954	f/stored/restn (s)	Bonhams	£225,500
Aston Martin DB4 S1+Webasto	1959	exc/restd/5-speed	Bonhams	£371,100
Aston Martin DB5 4.2	1964	supb/refurb	Bonhams	£628,700
Aston Martin DB5 4.2 conv	1965	exc/restd (o)/5-speed	Bonhams	£886,300
Aston Martin DB6 Mk1 Volante	1967	exc/restd (o)/ex-auto	Bonhams	£494,300
Aston Martin DB7 3.2 cpe	1995	vg/fsh	DVCA	£20,000
Aston Martin DB7 Stratstone auto	1999	exc/gh/lm	Historics	£30,910
Aston Martin DB7 Vantage	1999	exc/gh/lm	Historics	£28,600
Aston Martin DB7 Vantage	2000	exc/sh	Historics	£34,650
Aston Martin DB7 Vantage Volante	2002	g/refurb	Silverstone	£15,180
Aston Martin DB9 6.0 auto	2004	exc/gh	Silverstone	£27,563
Aston Martin DB9 6.0 auto	2006	exc/fsh	Historics	£31,350
Aston Martin DB MkIII dhc	1958	exc/restd (o)/gh	Bonhams	£393,500
Aston Martin DB5 auto	1968	f/Jaguar engine	Bonhams	£37,833
Aston Martin DB5 V8 auto	1970	vg/refurb (o)	Bonhams	£79,900
Aston Martin Lagonda auto	1976	f/restn (s)	Bonhams	£15,525
Aston Martin Lagonda auto lhd	1983	vg/repaint	Bonhams	£28,750
Aston Martin V8 auto lhd	1974	vg/lm	Bonhams	£107,900
Aston Martin V8 S3	1973	exc/restd	Historics	£65,780
Aston Martin V8 S3 auto	1976	f/recomm (s)	Bonhams	£39,100
Aston Martin V8 Volante	1979	vg/restd (o)	Bonhams	£138,333
Aston Martin V8 Volante auto	1979	exc/refurb (o)	Bonhams	£152,700
Aston Martin V8 Volante auto lhd	1980	exc/restd	Bonhams	£163,900
Aston Martin Virage	1990	vg/repaint/gh	Silverstone	£31,500
Aston Martin Virage auto	1991	vg/sh	Bonhams	£27,600
Audi quattro Turbo 10v	1988	exc/fsh/fo	CCA	£38,500
Austin Allegro 1100 DL	1978	g/refurb	Historics	£1766
Austin Maxi 1750	1976	g/refurb	Historics	£1155
Austin Mini 1293	1971	vg/restd/mods	Historics	£9625
Austin Mini Cooper Mk1	1966	vg/restd/1275S-spec	Historics	£20,900
Austin Mini pick-up	1979	vg/restd	DVCA	£8250
Austin Seven Opal tourer	1938	vg/restd	DVCA	£8140
Austin Seven tourer	1932	f/recomm (s)	Barons	£7480
Austin-Healey 100/4 M-spec	1955	exc/restd/hi	H&H	£48,370
Austin-Healey 3000 BT7+hdtp	1960	exc/restd/gh	CCA	£49,500
Austin-Healey Sprite	1958	vg/restd (o)/ex-South Africa	CCA	£12,100
Austin-Healey Sprite	1960	supb/restd	Historics	£26,400
Austin-Healey Sprite Ashley GT	1961	exc/restd/mods	CCA	£11,220
Austin-Healey Sprite MkIV	1971	vg/restd	Historics	£6050
Autokraft-Jaguar Daytona replica	1976	exc/recomm	Silverstone	£56,250
Bentley Arnage Red Label auto	2000	vg/gh/lm	H&H	£23,625
Bentley Arnage T auto	2003	exc/fsh/lm	Silverstone	£38,823
Bentley Azure auto	1996	exc/orig/lm	Historics	£70,400
Bentley Continental conv auto	1989	exc/refurb	Historics	£57,750
Bentley S2 Continental dhc MPW auto	1960	vg/refurb/fo	H&H	£109,125
Bentley Turbo R auto	1996	exc/fsh/lm	Historics	£31,920
BMW 635CSi Highline auto	1988	vg/v.orig/sh	Historics	£23,100
BMW 840Ci auto	1996	exc/refurb	H&H	£14,906
BMW 840Ci auto	1997	exc/fsh/lm/fo	Silverstone	£28,125
BMW M535i	1985	exc/stored/fsh	CCA	£24,200
BMW M535i auto	1987	g/stored	DVCA	£2860
BMW M635CSi Highline	1988	vg/refurb/sh	CCA	£17,050
BMW Z1	1991	exc/lm	Silverstone	£36,000
Cadillac Fleetwood Ghostbusters hearse	1991	vg/restd	Historics	£11,275
Chevrolet 3100 stepside pick-up lhd	1951	exc/restd	Historics	£25,300
Chevrolet Corvette C1 conv auto lhd	1959	vg/restd (o)	Historics	£77,000
Chevrolet Corvette C3 conv lhd	1968	exc/restd	Historics	£31,900
Citroën 2CV 'ripple-bonnet'	1954	supb/restd	CCA	£10,340
Citroën 5M lhd	1971	exc/gh	Historics	£33,275
Costin kit car prototype	1993	f/no eng/hi	H&H	£1688
Costin-BMC 01 prototype	Unknown	f/stored/hi	H&H	£4725
Daimler V8-250 auto	1969	f/restd (o)	Barons	£12,100
Ferrari 308GTSi lhd	1980	f/refurb (s)	Silverstone	£32,125
Ferrari 308GTSi lhd	1981	g/lm/fo	Silverstone	£40,500
Ferrari 308GTSi lhd	1981	f/refurb (s)	Silverstone	£27,000
Ferrari 308GTSi QV	1983	exc/gh/lm	Silverstone	£76,500
Ferrari 308GTSi QV	1985	exc/restd/4.8 V12 engine	Historics	£52,250
Ferrari 328GTSi lhd	1987	vg/lm	Silverstone	£46,125
Ferrari 330GT	1964	vg/mech refurb	Silverstone	£146,250
Ferrari 348ts	1992	exc/vlm	Silverstone	£59,167
Ferrari 365GTB/4 Daytona	1972	exc/refurb/engine rebuilt	Silverstone	£540,000
Ferrari 400 conv auto	1977	vg/AC-converted/lm	Silverstone	£42,750
Ferrari 400i auto	1980	vg/refurb/sh	Historics	£20,900
Ferrari 456M GTA auto	2003	vg/fsh/lm	Silverstone	£47,250
Ferrari 512BB	1978	vg/restd (o)	Silverstone	£140,625
Ferrari 550 Maranello	1998	exc/sh/lm	Silverstone	£121,500
Ferrari 550 Maranello	1998	exc/sh/lm/hi	Silverstone	£126,000
Ferrari 550 World Speed Record	2000	exc/fsh	Silverstone	£146,250
Ferrari F355 F1	1999	vg/gh/lm	Silverstone	£74,800
Ferrari F355 Spider	1996	exc/lm	Silverstone	£94,667
Ferrari F355 Spider	1996	exc/sh/lm	Silverstone	£82,400
Ferrari Mondial t	1991	exc/sh/fo	CCA	£33,120
Ferrari Mondial t lhd	1991	exc/fsh/lm	Silverstone	£52,875
Fiat 500N lhd	1960	supb/restd	Historics	£25,520
Fiat 850 Sport lhd	1965	vg/repainted/orig int	Historics	£10,560
Fiat-Autobianchi 500 Furgo lhd	1968	exc/restd	Silverstone	£11,025
Fiat-Osca 1500S PF Spider	1960	vg/restd (o)	CCA	£20,350
Ford Capri 1600	1973	vg/lm	Historics	£14,190
Ford Capri 2000GT XLR	1969	exc/repaint (o)/fo	CCA	£14,080
Ford Capri III 2.0 Laser	1985	exc/stored/recomm/oo	CCA	£12,760



Bonhams' DB2/4 drophead, one of only six for export, looked an exciting project, £225,500



S2 'wedge' Lagonda in need of tlc, £15,525



Very smart Allegro was £1766 at Historics



£77k paid for superb older-resto Corvette



Silverstone's sale star was £540k Daytona



Historics' mint Fiat 500 sold well, £25,520



Sweet Fiat-Osca looked fair for £20k, CCA

Ford Cortina 1.6 GT Mk2 lhd	1969	vg/stored/lm	Historics	£11,110
Ford Escort Mk1 2dr	1974	exc/restd/fo	DVCA	£8250
Ford Escort Mk1 Mexico	1973	supb/restd	Silverstone	£50,625
Ford Escort RS1600i Turbo	1983	exc/mods/oo	CCA	£46,200
Ford Escort RS Cosworth Lux	1996	exc/lm/fo	Silverstone	£51,750
Ford Escort XR3i	1986	exc/stored/recomm	Barons	£12,100
Ford Escort XR3i	1990	exc/stored/sh	CCA	£9020
Ford Fiesta Supersport	1980	exc/fsh/fo	CCA	£19,250
Ford Fiesta XR2 Mk2	1988	g/refurb (s)	CCA	£3,410
Ford Focus RS Lux Packs 1&2	2010	supb/lm/oo	CCA	£30,360
Ford Galaxie 500 2dr hdtp lhd	1965	exc/restd	CCA	£17,050
Ford Mustang conv 302 lhd	1969	vg/restd	CCA	£15,400
Ford Puma Racing	2000	vg/sh	Historics	£9020
Ford Sierra RS500 Cosworth	1987	supb/orig/lm/fo	Silverstone	£112,500
Ford Sierra RS Cosworth	1987	exc/v.orig/sh/lm	Silverstone	£47,250
Ford Sierra RS Cosworth	1987	exc/v.orig/fsh/lm	Silverstone	£47,250
Ford Thunderbird 292 hdtp lhd	1955	exc/restd	Historics	£45,650
Ford Zodiac Mk2 2.6	1962	exc/restd	Historics	£18,700
Iso Grifo GL350 S1 327	1966	exc/restd/hi	Silverstone	£270,000
Jaguar 420 auto	1967	vg/repaint/orig int	DVCA	£7950
Jaguar E-type S1 3.8 fhc	1962	p/restn (m)	Historics	£29,425
Jaguar E-type S1 3.8 'flat-floor' fhc	1961	f/eng rblt/restn (s)	Silverstone	£92,250
Jaguar E-type S1 3.8 rdstr	1962	exc/restd	Barons	£99,000
Jaguar E-type S1 4.2 fhc	1964	exc/restd (o)	Silverstone	£86,820
Jaguar E-type S1 1/2 4.2 lhd rdstr	1968	exc/repaint (o)/orig int	Historics	£59,400
Jaguar E-type S1 1/2 4.2 rdstr	1967	supb/restd/fo	Silverstone	£105,750
Jaguar E-type S3 2+2	1971	vg/restd	Silverstone	£41,625
Jaguar E-type S3 2+2	1973	vg/restd/ex-lhd	Historics	£46,200

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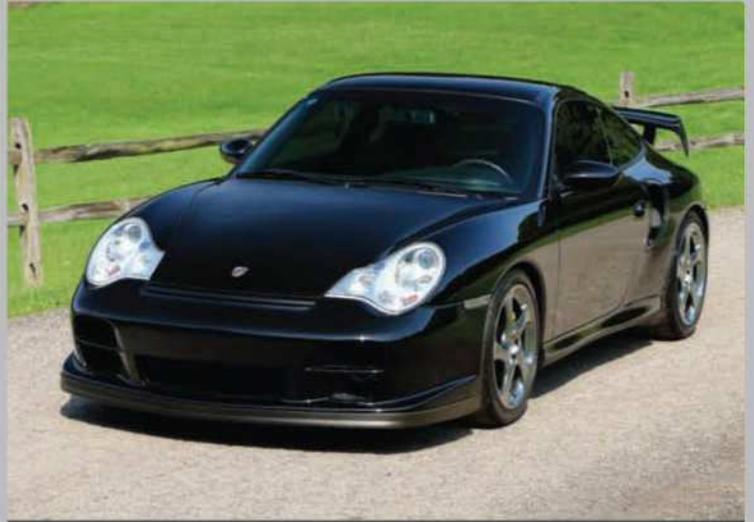
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EUROPEAN HIGHLIGHTS

CAR	YEAR	CONDITION	SALE	PRICE
Jaguar E-type S3 rdstr	1972	exc/restd/ex-auto	H&H	£81,563
Jaguar E-type S3 rdstr auto	1974	exc/restd/fo	H&H	£81,000
Jaguar Mk2 4.2 auto	1961	exc/restd/mods	CCA	£19,800
Jaguar XJ 5.3C auto	1976	exc/restd(o)/stored/recomm	CCA	£24,750
Jaguar XJ 5.3C auto	1977	exc/repainted/gh	Silverstone	£32,625
Jaguar XJ6 S2 4.2 auto	1974	f/orig/fo	Barons	£6050
Jaguar XJC Chevrolet LS1	1977	f/refurb/mods	CCA	£11,220
Jaguar XJ-S 5.3 conv auto	1988	exc/sh/lm	Historics	£19,525
Jaguar XJ-S 5.3 conv auto	1989	exc/lm/oo	H&H	£21,334
Jaguar XJS V12 conv auto	1991	exc/refurb/sh	CCA	£12,760
Jaguar XJS V12 Le Mans edition auto	1991	vg/gh	CCA	£17,050
Jaguar XK120 rdstr lhd	1954	supb/restd	Silverstone	£73,325
Jaguar XK150SE fhc	1958	vg/restd(o)/3.8	DVCA	£47,000
Jaguar-Lister XJ12 twin s/c	1993	exc/lm	Historics	£63,800
Jaguar-Lister XJ-S 7.0	1990	exc/vlm	Historics	£86,900
Jensen Interceptor II conv auto lhd	1975	exc/restd	Historics	£44,440
Lancia Beta Monte-Carlo	1977	vg/uprated/recomm	CCA	£14,080
Lancia Delta HF Integrale 8v	1988	supb/refurb	CCA	£17,050
Lancia Fulvia 1.35 lhd cpe	1974	v/refurb/orig int	Historics	£12,100
Land-Rover SIII 88in petrol	1984	supb/restd	Silverstone	£24,188
Land-Rover SIII V8+hdtp	1981	f/mech refurb	CCA	£6820
Lea-Francis 14hp Sports	1949	g/restd(o)/fo	H&H	£25,763
Lister Storm 7.0	1994	exc/orig/lm	Historics	£150,000
Lotus Elise S1	1996	vg/gh/fo	Barons	£8580
Lotus Esprit 2.2	1989	exc/gh	Historics	£18,700
Maserati 4200GT	2004	vg/gh	H&H	£13,219
Maserati 4200GT	2004	vg/fsh	Barons	£9240
Maserati 4200GT Cambiocorsa	2003	vg/gh	CCA	£12,760
Maserati Kyalami	1982	vg/restd(o)/stored	Historics	£33,000
Maserati Marak	1975	exc/restd	Barons	£71,000
Mercedes-Benz 190E 2.5-16 auto	1991	vg/restd(o)	CCA	£9020
Mercedes-Benz 220S	1959	vg/refurb	CCA	£14,300
Mercedes-Benz 220SE conv auto	1965	g/refurb(o)	Historics	£52,250
Mercedes-Benz 220SE coupé auto	1965	vg/sh/fo	Barons	£27,840
Mercedes-Benz 220SE coupé lhd	1965	exc/restd	Historics	£30,800
Mercedes-Benz 230SL auto	1966	supb/restd	Silverstone	£92,813
Mercedes-Benz 230SL+hdtp	1967	exc/refurb	CCA	£50,050
Mercedes-Benz 280SL auto+hdtp	1985	exc/hsh/gh	CCA	£24,700
Mercedes-Benz 300SEL 3.5 auto	1971	exc/refurb/hi	Silverstone	£33,750
Mercedes-Benz 300SL auto+hdtp	1987	g/stored/sh	Historics	£12,650
Mercedes-Benz 500E Lorinser auto	1992	exc/gh	CCA	£17,380
Mercedes-Benz 500SL auto+hdtp	1986	exc/lm	CCA	£31,900
Mercedes-Benz 500SL auto+hdtp	1989	vg/gh/oo	CCA	£18,480
Mercedes-Benz SL320 auto	1996	vg/v.Orig/sh	Barons	£3960
Mercedes-Benz SL500 auto+hdtp	1999	exc/fsh/orig	CCA	£22,550
MGA	1957	vg/restd(o)/stored	Barons	£27,500
MGB	1966	exc/restd(o)	DVCA	£10,450
MGB	1970	exc/restd	CCA	£9350
MGB	1972	g/refurb/Oselli engine	CCA	£5720
MGB GT	1970	vg/gh/fo	Historics	£5665
MGB GT	1972	vg/repaint	DVCA	£4180
MGB GT	1973	g/repaint/gh	DVCA	£3200
MGB GT	1980	exc/stored/lm	CCA	£8900
MGC	1968	vg/restd	Historics	£17,325
MGC GT	1970	vg/restd(o)/fo	CCA	£12,320
MGC GT lhd	1969	g/restd	Historics	£10,340
MG Maestro 2.0 EFI	1987	exc/recomm/lm	CCA	£3300
MG Midget Mk2	1965	vg/restd(o)	CCA	£6600
MG TC	1948	exc/restd(o)	H&H	£24,100
MG TD lhd	1952	f/restd(o)/recomm(s)	H&H	£14,063
MG TD	1953	vg/restd/ex-Cyprus	Barons	£16,500
MG TF 1500	1953	exc/restd(o)/recomm	Barons	£23,100
Mitsubishi 3000GT Twin Turbo	1999	exc/stored/gh	CCA	£9020
Mitsubishi Lancer Evo VI GSR	1999	exc/sh/lm	Silverstone	£16,333
Morgan 4/4	1980	vg/restd(o)	CCA	£12,100
Morris Mini 850 Mk3 auto	1972	vg/restd/gh	Historics	£6710
Morris Mini Cooper Mk2	1969	g/engine rebuilt/refurb(s)	Historics	£9680
Morris Mini Cooper 'S' 1275	1964	vg/restd(o)/1.3 GT engine	Silverstone	£23,625
Morris Mini Cooper 'S' 1275	1965	exc/upgrades/1291cc/fo	Silverstone	£34,875
Morris Mini Cooper 'S' 1275	1965	vg/restd(o)/refurb	H&H	£30,375
Morris Mini Cooper 'S' 1275 Mk2	1969	exc/restd	CCA	£18,661
Morris Minor 1000 conv	1969	exc/restd	H&H	£10,688
Morris Minor 1000 DL police	1968	vg/restd(o)	Barons	£4400
Morris Minor conv	1957	exc/restd/1098cc engine	Barons	£8250
Peugeot 205CTI 1.6	1989	vg/gh/fo	CCA	£5720
Peugeot 205GTI 1.9	1989	vg/uprated engine	CCA	£7920
Porsche 911 Carrera 3.2	1986	exc/fsh/lm/fo	Silverstone	£76,500
Porsche 911 Carrera 3.2 Sport targa	1986	vg/refurb(o)/gh	Historics	£35,200
Porsche 911S 2.4	1972	vg/part refurb	Silverstone	£101,250
Porsche 911S 2.4	1973	supb/refurb/gh	Silverstone	£166,500
Porsche 911S 2.7 lhd	1975	vg/refurb(o)	Historics	£24,860
Porsche 911SC 3.0 targa	1981	exc/refurb/gh	Silverstone	£30,400
Porsche 911SC 3.0 targa	1983	g/gh	H&H	£19,688
Porsche 911T lhd	1970	vg/refurb/Webbers	Historics	£67,100
Porsche 911 (930) turbo	1980	exc/fsh/lm	Silverstone	£129,375
Porsche 911 (930) turbo	1980	vg/stored/recomm	Silverstone	£80,917
Porsche 911 (933) Carrera 4	1995	vg/sh/fo	Historics	£44,550
Porsche 911 (933) Carrera cabrio	1994	exc/gh	Historics	£38,500
Porsche 911 (933) Carrera S Tiptronic	1997	exc/gh	CCA	£38,500
Porsche 911 (996) turbo	2003	exc/fsh	Historics	£45,650
Porsche 928GT	1991	vg/stored/part refurb	Barons	£20,900
Porsche 928 S4 auto	1989	vg/gh	CCA	£11,417
Porsche 928 S4 auto	1989	vg/fsh	CCA	£14,520
Porsche 944 S2 cabrio	1989	exc/lm/fo	Silverstone	£32,625
Porsche 944 S2 cabrio	1990	vg/fsh	CCA	£13,200
Porsche 944 turbo cabrio	1992	exc/gh	CCA	£17,600
Realm-Jaguar C-type replica	2015	supb/vlm	H&H	£42,188
Renault 5 Turbo 2 Type 8221 lhd	1985	f/stored/restn(s)	Silverstone	£55,125



Historics' early fixed-head Jaguar E-type was in need of serious work, but still took £29,425



Lister Storm four-seater supercar, £150k



Semi-auto Maserati 4200, £12,760 at CCA



Lovely Merc 220SE, £52,250 at Brooklands



One of two 930 turbos at Silverstone, £81k



Handsome Realm C-type rep, £42,188, H&H



Rolls 20/25 by Barker, £31,350 at Barons

Riley 9 Plus Ultra 4str tourer	1931	vg/restd(o)/ex-saloon	DVCA	£17,600
Riley One-Point-Five 53	1963	vg/v.Orig	DVCA	£8800
Rolls-Royce 20/25 Brkr	1934	vg/restd(o)/gh	Barons	£31,350
Rolls-Royce Camargue auto	1982	exc/vlm/oo	Historics	£72,600
Rolls-Royce Corniche conv auto	1982	exc/Bentley conversion	Historics	£42,240
Rolls-Royce Corniche conv auto	1985	vg/sh/lm	H&H	£52,313
Rover 3500S Huntsman	1972	exc/gh	Historics	£13,530
Saab 900 Turbo MC cabrio	1991	vg/sh/fo	Historics	£7370
Standard Vanguard 2.5 transporter	1952	exc/restd(o)/ex-saloon	H&H	£18,844
Sunbeam-Talbot Alpine S2+hdtp	1961	exc/restd	Historics	£12,210
Talbot Sunbeam Lotus S2	1983	supb/restd	CCA	£19,800
Triumph GT6 conv Mk2 lhd	1970	vg/2.5 engine/ex-coupé	Historics	£14,300
Triumph Stag auto	1975	vg/repaint/engine rebuilt	CCA	£12,100
Triumph TR6	1971	supb/restd/gh	CCA	£28,050
Triumph TR7 conv	1981	f/refurb	DVCA	£3080
Triumph TR7 conv	1981	f/restn(s)	DVCA	£900
Triumph Vitesse Mk2 conv	1969	vg/restd(o)	DVCA	£9240
TVR 400SE	1990	vg/refurb/new int	Historics	£15,950
TVR Griffith	1994	exc/stored/fsh	CCA	£21,120
Vanden Plas 1500	1978	vg/v.Orig/lm	CCA	£2090
Volvo 1225	1968	vg/restd/gh	CCA	£7920
Volvo 1800S	1966	exc/restd	Historics	£23,650
Volkswagen Camper split-screen	1963	exc/restd(o)	CCA	£22,550
Volkswagen Camper T2	1976	vg/restd/mods/911 engine	CCA	£14,300
Volkswagen Corrado VR6 VSR	1996	exc/gh	CCA	£14,850
Volkswagen Golf 1.1L	1976	exc/orig/fsh	CCA	£10,120
Volkswagen Golf Clipper auto	1989	exc/orig/lm	CCA	£6160
Volkswagen T182 Trekker 1.6	1975	vg/restd	Historics	£16,225

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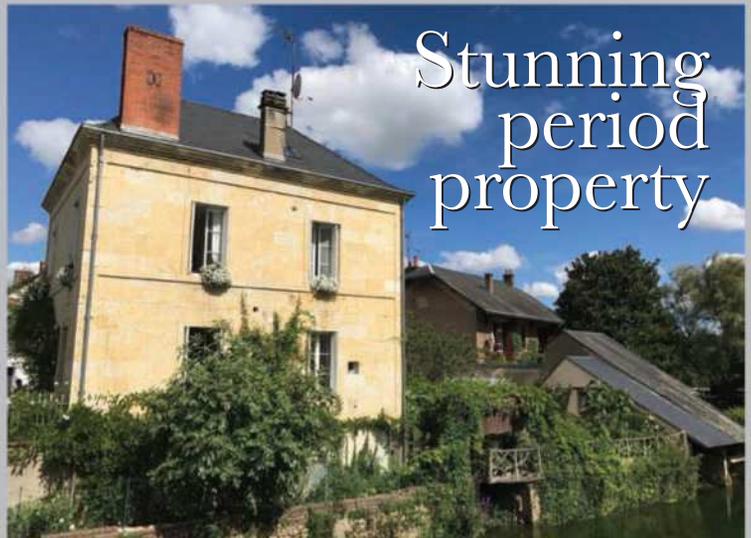
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THE MARKETPLACE

USA HIGHLIGHTS

CAR	YEAR	SALE	PRICE
AC Aceca	1959	Bonhams	£109,639
Alfa Romeo 2000GTV	1974	Bonhams	£28,634
Alvis Speed 20 SB C&E 4str tourer	1934	Bonhams	£131,567
Aston Martin DB5 conv	1964	Bonhams	£1,091,876
Austin-Healey 3000 BT7	1961	Bonhams	£40,012
Bentley MkVI	1949	Bonhams	£32,891
BMW M635CSi	1987	Bonhams	£28,674
BMW Z8+hdtp	2000	Bonhams	£147,591
Cadillac Series 60 Special	1941	Bonhams	£12,650
Cadillac Series 61 331 Club Coupe auto	1949	Bonhams	£40,482
Chalmers 11 30hp 5/6str tourer	1912	Bonhams	£19,397
Chevrolet Master DL hot rod	1935	Bonhams	£24,458
Chevrolet Corvette 283 rdstr+hdtp	1957	Bonhams	£53,976
Chevrolet Corvette 327 rdstr+hdtp	1962	Bonhams	£36,265
Chevrolet Corvette 427/435 rdstr	1967	Bonhams	£54,819
Chevrolet Corvette GS 350 coupe	1996	Bonhams	£21,927
Chrysler Airflow 323	1935	Bonhams	£37,952
Citroën 2CV	1979	Bonhams	£6747
Cunningham C3 331 Vig	1954	Bonhams	£235,694
DeSoto Adventurer	1959	Bonhams	£35,421
DeSoto Firedome 291 auto	1955	Bonhams	£18,554
De Tomaso Pantera GT55	1987	Bonhams	£170,362
De Tomaso Pantera GT5	1983	Bonhams	£137,471
Dodge Royal 500 Pace Car 241 conv	1954	Bonhams	£28,674
Dodge Royal Lancer 2dr hdtp	1959	Bonhams	£18,554
Dodge Shelby Charger GLH-S	1987	Bonhams	£23,614
Dodge Shelby Charger prototype	1982	Bonhams	£17,710
Dodge Shelby Dakota pick-up prototype	1988	Bonhams	£25,301
Dodge Shelby Lancer	1987	Bonhams	£14,337
Dodge Shelby RAM prototype	1983	Bonhams	£28,879
Ferrari 512BB	1980	Bonhams	£160,242
Ferrari Testarossa	1990	Bonhams	£71,687
Ferrari Testarossa monospecchio	1986	Bonhams	£92,771
Fiat 124 Sport Coupé	1972	Bonhams	£14,337
Fiat 600D	1965	Bonhams	£10,120
Fiat Dino Spider	1967	Bonhams	£74,217
Fiat-Abarth 750 Record Monza Zag	c1959	Bonhams	£25,700
Fiat-Abarth 750 Zag	c1957	Bonhams	£16,867
Fiat-Abarth Monmille GT racer	1963	Bonhams	£113,856
Ford 68 DL phaeton	1936	Bonhams	£37,108
Ford 78 DL phaeton	1937	Bonhams	£18,554
Ford CSZ V8	1935	Bonhams	£11,385
Ford GT Heritage Edition	2005	Bonhams	£310,243
Ford Model T 4str tourer	1913	Bonhams	£12,229
Ford Model T depot hack	1927	Bonhams	£8433
Ford Model T rdstr pick-up	1923	Bonhams	£10,120
Ford Model T rdstr	1925	Bonhams	£10,120
Ford Model A Fire Chief speedster	1929	Bonhams	£17,710
Ford Model A phaeton	1929	Bonhams	£14,337
Ford Model A sports coupe	1931	Bonhams	£22,771
Ford Mustang Shelby GT350 302 fastback man	1968	Bonhams	£86,868
Ford Mustang Shelby GT350 Continuation conv	1966	Bonhams	£151,898
Ford Mustang Shelby GT500 428 fastback auto	1969	Bonhams	£72,530
Ford Mustang Shelby GT500 428 fastback man	1969	Bonhams	£70,000
Ford Thunderbird 312 conv auto	1957	Bonhams	£32,891
Jaguar E-type S1½ 4.2 rdstr	1968	Bonhams	£65,783
Jaguar E-type S2 4.2 fhc	1969	Bonhams	£51,446
Jaguar Mk2 3.8	1967	Bonhams	£32,891
Jaguar XK120 fhc	1952	Bonhams	£32,891
Jaguar XK150 3.4 rsdtr	1958	Bonhams	£76,747
Kaiser Manhattan s/c	1954	Bonhams	£15,180
Lincoln Continental 463 conv auto	1967	Bonhams	£39,638
Lincoln Continental Mk3 460 cpe	1969	Bonhams	£5903
Lincoln Zephyr 292 3-window coupe	1940	Bonhams	£33,735
Lotus Esprit Turbo SE	1991	Bonhams	£12,650
Maserati Sebring S1 Vig	1963	Bonhams	£158,555
Mercedes-Benz 170SB	1952	Bonhams	£20,241
Mercedes-Benz 280SE 3.5 coupé	1971	Bonhams	£57,344
Mercedes-Benz 280SE cabrio	1968	Bonhams	£97,832
Mercedes-Benz 280SL rdstr+hdtp	1969	Bonhams	£66,627
Mercedes-Benz 280SL rdstr+hdtp	1969	Bonhams	£44,699
Mercedes-Benz 300SL rdstr	1959	Bonhams	£679,951
MGA 1600 Mk2	1961	Bonhams	£5481
MGA 1600 Mk2	1962	Bonhams	£26,988
MG P-type Midget	1935	Bonhams	£37,952
National S 50hp semi-race rdstr	1910	Bonhams	£111,326
Oakland 30 4str tourer	1912	Bonhams	£33,735
Packard Custom Eight 640 tourer	1929	Bonhams	£19,397
Packard Eight 1101 320 convertible saloon	1934	Bonhams	£122,290
Plymouth Valiant Signet conv	1966	Bonhams	£6747
Porsche 911T 2.2 targa	1970	Bonhams	£45,542
Porsche 911 turbo	1987	Bonhams	£67,470
Range Rover Classic	1995	Bonhams	£27,831
Rolls-Royce 25/30 Brew limo	1937	Bonhams	£24,458
Rolls-Royce Phantom I Regent Brew dhc	1930	Bonhams	£84,338
Rolls-Royce Phantom I town car	1931	Bonhams	£69,157
Rolls-Royce Silver Spirit	1984	Bonhams	£11,807
Shelby Aura V8 Can-Am concept	1997	Bonhams	£75,904
Shelby Cobra 427 Continuation	1965	Bonhams	£195,664
Shelby S1 244 s/c	1999	Bonhams	£235,694
Stanley Steamer 7-pass tourer	1917	Bonhams	£14,337
Sunbeam Tiger Mk1 custom	1965	Bonhams	£65,783
Sunbeam-Talbot 2-litre sports tourer	1939	Bonhams	£20,241
Thomas-Detroit V 6str tourer	c1907	Bonhams	£46,385
Toyota Land Cruiser BJ40D conv	1985	Bonhams	£65,783
Triumph Spitfire Mk3	1970	Bonhams	£7590
Volvo 1800ES	1973	Bonhams	£18,554

Unless indicated otherwise, most cars were lhd. Exchange rate used to establish Sterling equivalent was \$1 = 75p



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Lovely AC-engined Aceca in evocative livery boasted tasteful mods and made £109,639



Handsome 1962 Vette looked fair at £36k



Cunningham C3, one of 25 built, £235,694



Smart Dodge Pace Car Edition hit £28,674



Early 'single-mirror' Testarossa, £92,771



Zagato-bodied 750 Monza project, £25,700



Ex-Carroll Shelby Lincoln Continental, £40k

NAMES AND WORDS

NEW	M457 ERS	LUK 3R
I TUF	MAII ARD	I KEV
KON 6G	WHA I13Y	HOL 647E
KI32 RON	FRY I	ORG 4N
H34 ART	COL 70N	SLA 7E
TOP I11C	NI ALL	HES 73R
LUN 44A	THU 210W	I GOB
KEA 75S	WAT 750N	CUE I
FI22 EEK	FRA 23R	I REP
DUK 6E	I MUT	BAN 70N
SKY I3E	COM 8S	I FAG
E38 ONY	S4 MMY	LUM I3Y
ARR 100W	D33 GAN	GAY IE
G222 REY	DOV 3R	W33 DON
MEN 5	CO11 LEY	RU 6
LAM 8E	2 EO	724 CY
DAM I4N	K215 HAN	REN 70N
COT 73R	COA 7S	L3 GGE
AGA 7E	8 ORG	POW I3Y
PI66 OTT	GOA IS	F4 RGO
PEN 205E	HOU IT	NEA IIE
OUT I	MOR 370N	HOI2 ACE
PAG 3T	SOU 7H	SUT 3R
HEE I3Y	I AMY	SHE 233N
WAR I11G	ORG 45M	HUX I3Y
SHE I70N	W4I DEN	HOP 600D
RUT 7H	CHE 573R	FOS 73R
KEE I3Y	MAC I34N	DOT 7Y
B215 TOW	SUE 4	GI3 NDA
RO54 NNA	9I4 POR	DAR 7L
600 MBS	I WET	CUR 7IN
CHA 73R	NAN 377E	M411 ETT
DOT 5	PAM 5	SE11 WYN
I RAT	KE11 YON	DAN 5
M4 DGE	I EER	I3 ONE
H347 HER	LEO IIA	PEN I5

YOUR INITIALS

NEW	KP I
SAR I	I CJV
HAB I	998 L
TJL I	I MGG
LCB I	BPW I
I PFH	I OAA
4 FW	I GEK
I DFL	PO I
V 85	DLB I
92 AT	FL I
I SKW	HC 8
LN 3	I KJN
RHF I	MMT I
VG 2	MDA I
GMM I	WCC I
I EDP	NS I
YE I	I GLD
I MMH	8 ND
8 YT	HE 3
LLS I	PKM I
MWT I	JWG I
I EHB	I SGG
6 CY	I SCD
I HD	KEC I
I LRP	I VAM
WJE I	GM 6
PDL I	I CKM
I RJO	GEB I
WRH I	JMR I
I ABF	I JVS
I MJK	VD 2
HJP I	4 TL
I RLE	GJK I
JCF I	EL 4
I CFB	I PES
SDR I	9 WG



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SALE RATES AND STATISTICS

Silverstone, Ferrari Sale, Northants, 18 May: 12.5% buyer's premium, 24 cars sold of 34 offered - 71% sale rate, £2,429,347 sale total; Silverstone, All-Makes, Northants, 19 May: 12.5%, 36/63 - 57%, £2.33m; Historics, Brooklands, Surrey, 19 May: 10%, 102/163 - 66%, £2.84m; Bonhams, Aston Martin Sale, Englefield House, Berks, 2 June: 15%, 21/35 - 60%, £5.18m; CCA, WEC, Leamington Spa, Warwicks, 2 June: 10%, 112/171 - 66%, £1.52m; Bonhams, Greenwich, Connecticut, USA, 3 June: 12%, 112/122 - 92%, £7.88m; Barons, Sandown Park, Surrey, 5 June: 10%, 42/65 - 65%, £599,685; H&H, Woodcote Park, Surrey, 5 June: 12.5%, 20/54 - 37%, £638,110; DVCA, Athelhampton House, Dorset, 7 June: 10%, 19/30 - 63%, £178,545

COACHBUILDERS KEY

Brew - Brewster; Brkr - Barker; Btn - Bertone; C&E - Cross & Ellis; MPW - Mulliner Park Ward; PF - Pininfarina; PW - Park Ward; Vig - Vignale; Zag - Zagato

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

TOYOTA MR2 ROADSTER

For the third-generation W30, the MR2 morphed from coupé to desirable drop-top with a lively 1.8-litre twin-cam, and it's now a bargain sports car

WORDS MALCOLM MCKAY PHOTOGRAPHY TONY BAKER



It's tempting: a great-handling, good-looking, sparkling sports car with contemporary Japanese reliability standards, from just £1000. But is it simply too good to be true?

The most common criticism of the Mk3 MR2 is the lack of luggage space: there's room behind the seats for a weekend's soft bags for two, but you'd struggle to pack for a week away – there's far more space in an MX-5 or MGF. Toyota worked hard to turn the MR2 into a nimble roadster: the W30 is lighter than the original W10, and less powerful than the W20, but combines a superbly flexible engine with sharp handling, excellent brakes, a good gearbox (better in six-speed form from late 2002) and a great soft-top to make a fun sports car.

Like most moderns, body rot is not a major concern, except rarely where past accident damage was poorly repaired: corrosion can still strike specific areas, but the major checkpoints are mechanical issues specific to contemporary engines, which can cause abrupt failure that is too costly to justify repair. It's definitely worth investing in a good quality fault-code reader: failing lambda sensors may be an indication of pre-cat issues, the biggest worry.

The rare (in the UK) SMT semi-auto was basically a clutchless gearchange with a stick shift; although the ECU can give trouble, it can be fun to drive, especially the faster-changing six-speed unit from late 2002: prices are similar to manual cars. The 2002 facelift brought improvements across the board, so later cars are justifiably more sought-after. A significant number of JDM 'grey' imports came into the UK from January 2000, before the UK model officially went on sale: badged MR-S, they may be lower-spec and more rust-prone than UK models. Later Japanese imports can be higher spec, but check thoroughly before buying.

Options on UK models were limited but significant, including air-con, a six-CD changer and a hardtop. If you want a hardtop, it's best to buy a car with one, because sourcing a top and fitting kit afterwards gets expensive. A Torsen limited-slip diff was said to be standard for the UK market, but optional elsewhere – in fact, as Toyota GB confirms, it was only fitted as standard on SMT-equipped UK cars. Modifications are popular today, from adjustable coilover suspension to 2ZZ engines, tuned exhausts and bodykits – but in time it will be the original-spec models that are more collectable.

Trouble spots

FRONT SUSPENSION If a prospective purchase has coilover upgrades, this may indicate that the car has been abused

SEMI-AUTO TRANSMISSION Rare in the UK market; the ECU can be problematic

GEARCHANGE Can get notchy with age/wear

SILLS AND FLOORS Check for damp and rot

EXHAUST Pre-cats can disintegrate and wreck the engine

LAMBDA SENSORS Often fail and are costly, so invest in a fault-code reader

REAR BRAKES Both the calipers and the handbrake cables can seize

REAR SUBFRAME Prone to rot, which is concealed by the undertray



With a flexible 1.8 engine and an engaging chassis, the W30 MR2 Roadster is an attractive prospect; the final TF300 (pictured) was the ultimate variant



Although the **cabin** plastics look a bit low-rent, you'll probably be keeping your eyes on the road in the lively, fun MR2. The seat material varied from cloth to leather, with Alcantara inserts on special editions such as this late TF300. The manual gearchange (six-speed from late 2002) should be slick and precise



The VVT 16-valve twin-cam **engine** is a classic modern all-aluminium unit: revvy, powerful and remarkably durable if well maintained (many have reached 150k+ miles without problems). Look for a full service history, no warning lights or fault codes, and ideally evidence that pre-cat issues have been addressed



The pre-cat, linked to the EGR system in the **exhaust manifold**, can cause major engine damage when it breaks down: it's best replaced or removed



There's little front **luggage space** on the Roadster: check the spacesaver spare and jack are present, and look for signs of crash damage at the edges



Check the rear **subframe** that carries the engine and suspension, because it rots. If in doubt, remove the undertray that hides it on all but the final cars



Check **soft-top** condition: the heated glass rear window is a bonus, if not damaged. The hardtop was a rare option; not essential but nice to have



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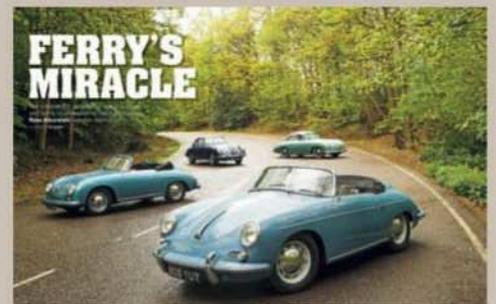


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The Mk3 Toyota MR2 is a light and sweet-handling drop-top, and the brakes should be excellent. If the steering is notchy, check for column-joint wear



On the road

Toyota's twin-cam should fire the lightweight Roadster along with gratifying efficiency. Pre-cat failure can wreck the engine: the two ceramic pre-cats, designed to clean the exhaust at warm-up, break up due to age and oil passing through a worn engine. Ceramic fragments enter the engine via the exhaust gas recirculation system, scoring the bores, causing loss of power, high oil consumption and exhaust smoke. Pre-2003 cars are most susceptible, but later ones can also suffer. Walk away from a smoky engine: there are plenty more out there. Many owners remove the pre-cats from inside the manifold, or fit a new manifold without them: it will still pass the MoT.

Light weight and good balance make for superb handling – though some caution is advisable in inclement weather, when there's more than enough power to lose the back end. Road tests also criticised nervous steering at speed, another inherent mid-engined characteristic. Notchy steering is a sign of column-joint wear.

The brakes should be excellent – any weakness means attention is needed. Little-used cars suffer from calipers seizing, especially at the rear – and the handbrake cables are also prone to seize, and are time-consuming to replace.

Replacement or repair of a rusty rear subframe is costly due to the amount of major components that have to be transferred. Lift the carpets to check for damp/rusty floors (caused by blocked hood drains) and take a good look around the sills: few have started to rot here yet, thankfully.

Owning one



Pete Kyte has owned MR2s since 2003: Mk1, supercharged Mk1, Mk2 and Mk2 turbo. Now it's a Mk3: "I found a one-owner 75k 2005 car with FSH and the rare heated leather seats. On the test drive it felt like the old Mk1,

though power steering is a lovely improvement. Forget practicality, you wear it – you're part of the car. It's perfectly balanced, you are connected: it's such a great drive and feels so responsive.

"I've fallen more and more in love with it. It's not fast, but when you're driving roof-down in the sun at 8am on a Sunday, you want to take your time. They are cheap to run: in two years I've only replaced the battery and water pump. In April I was offered a Chilli Red '06 car with FTSH and 23,000 miles: I had to have it. It finished second in its first MR2DC concours."

"Forget practicality, you wear it – you're part of the car. It's perfectly balanced, and feels so responsive"

Alternatives



MAZDA MX-5 (NB) 1998-2005, 299,228 built
Front-engine/rear-drive classic, but check carefully for rot. Reliable if cared for. MR2 and MG had the edge on pace, but the MX-5 is more practical. **Price now** £500-5000



MG/TF 1995-2005, 116,518 built
Great handling and lively performance in VVC form: the TF160 hit 60mph in 6.9 secs. Early cars' head gaskets were weak; look for a late TF with FSH. **Price now** £500-5000

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The knowledge

TIMELINE

1999 Oct MR-S introduced on Japanese Domestic Market, in three trim levels
2000 Mar World launch, 5-speed manual or SMT gearbox, electric windows/locking/mirrors, 15in alloys; 127mph
2001 Japan-only VM180 Zagato special
2002 Nov Facelift: built-in spotlights, smiley grille, front/rear stiffening, 16in rear wheels, revised spring/damper rates, 6-speed gearbox (manual or SMT); cruise control, stability control and brake assist on SMT cars; 131mph
2006 V-Edition UK/Japan, 1000 built, titanium accents, LSD; final 300 UK cars sold as TF300, leather/Alcantara trim, twin exhausts, car number stitched into the seatback. Rare dealer-installed TTE Turbo pack offered
2007 Jul Production ends

FACTFILE

Sold/number built 1999-'07/c13,500 UK; 27,941 USA; RoW n/a

Construction steel monocoque

Engine transverse, mid-mounted, all-alloy, dohc, 16-valve 1794cc 'four', with variable valve timing and electronic fuel injection

Max power 138bhp @ 6400rpm

Max torque 125lb ft @ 4400rpm

Transmission five-/six-speed manual or SMT semi-auto, RWD; Torsen limited-slip diff optional

Suspension: front MacPherson struts, anti-roll bar rear dual-link struts, anti-roll bar

Steering electric power-assisted rack and pinion, 2.7 turns lock-lock **Brakes** 254mm ventilated discs, with servo and anti-lock

Length 12ft 9in (3885-3895mm)

Width 5ft 7in (1695mm)

Height 4ft 1in (1240mm)

Wheelbase 8ft (2450mm)

Weight 2372lb (1076kg)

0-60mph 7.5 secs

Top speed 126-131mph

Mpg 30-40

Price new £17,980 (2001)

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WHAT TO PAY

	Pre/Post facelift/TF300
Show/low miles	£3000/4000/6000
Average	£1500/2250/3500
High miles	£1000/1500/2500

OUR VERDICT

Prices are at rock bottom for the MR2 Roadster now, and there's a huge choice of cars on the market. It's well worth shopping around because some vendors are already trying to hype values, while dealers are offloading some great examples at bargain prices as unwanted trade-ins. Tackle the known problem areas and you can have a brilliantly reliable, fun sports car for peanuts.

FOR

A fab roadster that's economical and reliable; great club/forum support and parts supply

AGAINST

Insufficient luggage space for two-up touring; specific fault areas must be addressed to avoid the risk of catastrophic engine failure



One you can buy

Asking price £3495 **Year of manufacture** 2000

Recorded mileage 28,627 **Vendor** Richard Harrington Cars, Silverstone, Northants; tel: 01908 267254/07960 745780 **For** Early car, low mileage, drives beautifully **Against** Front repaint not the best

This early, low-miles W30 has a good service history and will have a pre-sale oil change. It has its original Toyota stickers on the front and rear screens, and the supplying dealer's rear plate. The headlight lenses are clear; there's no rust.

However, the bumpers are dullish and slightly scratched, and the bonnet is microblistered. The wheels are almost unscuffed. The tyres are new (late '17-dated) Toyo Proxes T1Rs, fitted by the vendor, who added new front discs and pads, too.

It's good inside, with only light wear to the driver's seat and a small bare patch on the carpet, plus a couple of threads loose on the gearlever gaiter. The hood's in great shape and easy to use.

The engine bay is tidy, the motor a little corroded. There's no word on whether the cats have been pulled, but the exhaust manifold and its cover look standard, and a bit rusty. Coolant is to the right level and orange, the oil darkish and mid-level. It starts instantly with no nasty noises and is sharp to drive. It's rattle-free with firm brakes, good synchros and a willingness to rev. The air-con, windows and mirrors work. It's sold with an MoT until March and two keys. It is priced slightly higher than most MR2s of its age, due to its low mileage and sharp condition.



Bumpers and bonnet have been refinished and aren't great



The cabin's posh stacked Sony radio/CD player is original



There's a little corrosion, but the 'four' is strong and willing

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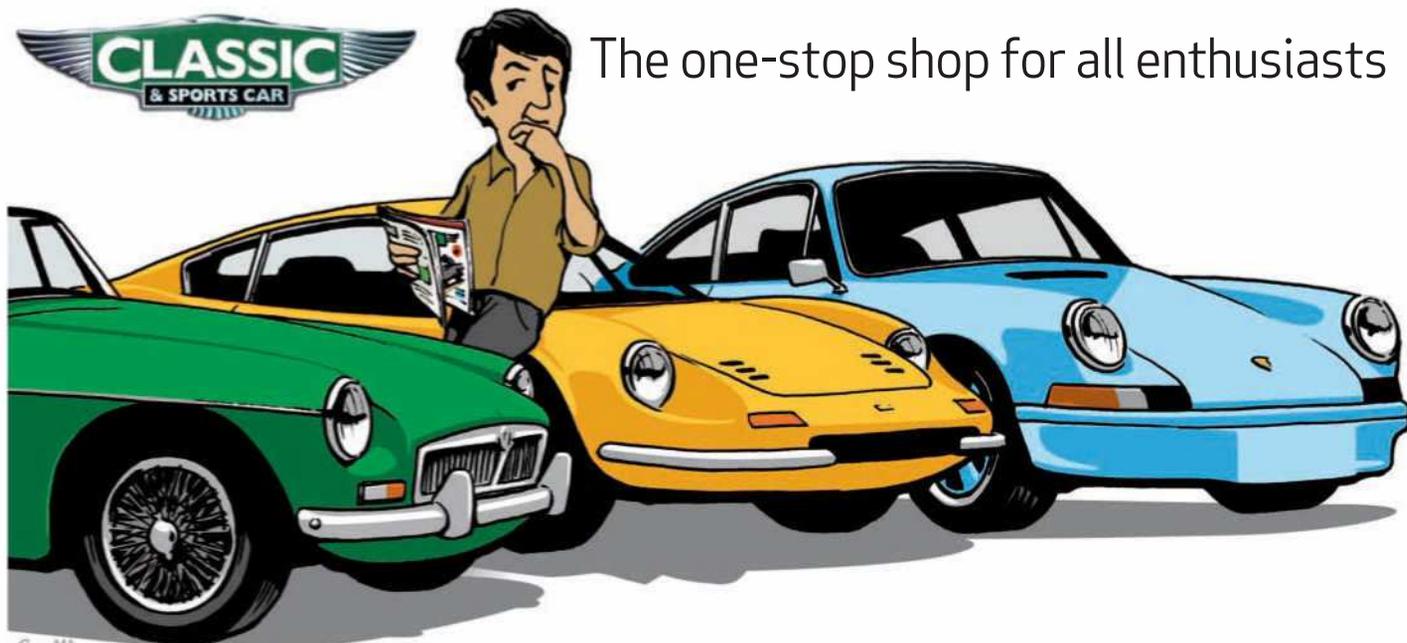
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How is the market at the moment? It's pretty flat right now, but we're still getting enquiries. If the cars are priced right, they still sell.

What is the future for the classic market? It's pretty stable, but will be better once the speculators have gone elsewhere. There are a lot of people buying purely for profit and not passion for the cars.

What should readers buy now before prices go through the roof? The Alfa Montreal is grossly underpriced and is a great car.

CASE HISTORIES Cars for sale we've tested this month



Ferrari 250GT SWB rep p229



Mercedes-Benz 190c p234



1976 Porsche 911 p239

Tests are carried out by experts and are a fair reflection of the cars on the day they were viewed. They should not be taken as a full inspection, and buyers must satisfy themselves of a car's condition before purchase. Cars are sold without tax unless stated

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1954 JAGUAR XK120 SE £80,000

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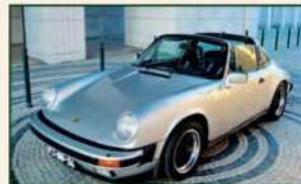
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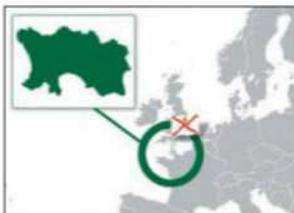
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Case histories

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AUSTIN GIPSY SERIES IV

Year of manufacture 1966 **Recorded mileage** 5132
Asking price £11,250 **Vendor** Mel Woolfe; tel: (private sale)
07958 975025

WHEN IT WAS NEW

Price £650 **Max power** 72bhp **Max torque** 116lb ft
0-60mph 32 secs **Top speed** 67mph **Mpg** 17

This leaf-sprung Gipsy is a real timewarp. It was bought new for Whitchurch, Hants police but, thanks to the arrival of Ford Transits, was designated as a reserve vehicle and stored, then sold off in 1996, with three owners since. Wearing its original registration, it has a glassfibre hardtop and rear door, and retains the bench seats and documents table in the rear, along with the original frosted-glass reading light – which still works!

The chassis is solid and the body is dead straight down the sides. The paint may have been redone at some point; there are a couple of runs on the bonnet and on the wheels. The front hubs retain their capstans and the tyres are hardly worn, but look too good to be the originals.

Inside, the factory seat vinyl is excellent and there's a Smith's heater. The instruments are all good and even the instruction plate for the transmission is like new. The only minus is that the door cards have been cut for speakers, but the Radiomobile under the dash is almost period, being '70s rather than '60s.

The engine is tidy with no leaks, just a couple of damp patches on the side of the block. The oil-bath air filter retains its factory sticker and there's a splendid Klaxon-type horn, plus a modern washer bottle that could easily be removed. The coolant is greenish and full, the oil fairly clean.

It starts easily, the motor mechanically quiet, and it drives as we imagine a new one would. Everything is still quite tight because it's barely run in. So, no slop in the steering and it doesn't wander like an old leaf-sprung Landie. The brakes are firm and pull up straight, and the gearchange has a tightly-defined gate, with high and low ranges working properly. Oil pressure is 50psi on the move with 40 at tickover, and the temperature gauge reads just under the central 'N' mark. It had a new clutch in 2010, not many miles ago.

It's only being sold because the vendor is moving to a property with no room to keep it, and comes complete with a bunch of spares including a cylinder head, plus manuals, and an MoT until February.



SUMMARY

EXTERIOR

Smart; a couple of paint runs

INTERIOR

All original apart from door speakers

MECHANICALS

Hardly run in!

VALUE ★★★★★★☆☆

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Against It is a shame about those door cards

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Case histories

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AUSTIN-HEALEY 100M

Year of manufacture 1956 **Recorded mileage** 8045
Asking price £79,995 **Vendor** Chris Webster, Leicester;
 tel: 0116 253 2776

WHEN IT WAS NEW

Price £1064 (100) **Max power** 110bhp **Max torque** 150lb ft
0-60mph 9.3 secs **Top speed** 118mph **Mpg** 22

This Healey, specified from new with heater and laminated windscreen, came back from the USA in 1994, and is on the American 100M LeMans Registry as a later-converted car. It has all the correct M parts, including louvred bonnet, cold-air box and thicker anti-roll bar (in this case an even-thicker-than-M-spec 7/8in Denis Welch item), though it runs slightly later and less troublesome 1 3/4in HD6 carbs rather than H6s. None of these slight variations from factory spec appear to have bothered the judges who gave it second overall at the 2016 Austin Healey Club National Concours.

Vendor Chris Webster has looked after the car for 20 years, and owned it since 2013. It's all-aluminium, not just the shrouds, and the panel fit is very good, especially the doors. It was repainted in 2008, which is lasting well, and the front crossmember was replaced. There's lots of Ziebart rust protection evident in the engine bay and on structural parts, and poly stonechip protection under the car, so it's well shielded from moisture. The chassis rails are straight overall, with the usual small dings. The rear bumper has been rechromed and the front is a repro item. The headlights are H4s. It sits just right on 72-spoke wheels shod with Michelin XASs (2017 front, 2014 rear) that fill the arches beautifully, plus an older Pirelli on the spare: only a narrow tyre fits the slot.

Inside, the leather, which likely dates from the '80s, is taking on some patina, and the carpets are slightly faded but not worn. The hood is older, with a slightly yellowed rear window and good sidescreens that are probably the originals. If we must nitpick, one windscreen-pillar spring is missing and the other is rusty.

The engine is tidy, with a spin-on oil filter. It wears a recent Denis Welch aluminium cylinder head after the first one cracked. The oil is fairly dark and just over maximum, the coolant full and bluish. It starts instantly with no mechanical clatter and drives really well, the steering fluid with no 'stiction'. Overdrive clicks in and out smartly, and the brakes are firm and straight. Oil pressure is 50psi when running and 40psi at tickover, with temperature at 160°F.



SUMMARY

EXTERIOR

Straight, with good panel fit

INTERIOR

Just settling in nicely

MECHANICALS

Well sorted

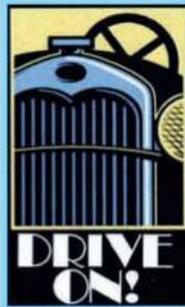
VALUE ★★★★★☆☆☆

For Drives really well

Against Not quite as factory, but that doesn't seem to bother the concours judges

SHOULD I BUY IT?

It's at or just below the market price for a non-factory M, but the way this Healey drives is what finally tips the balance in its favour



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DEALER SHOWCASE



Facts & figures at a glance

Vehicle type	230n „Sport Roadster“
Body model	W143
1st registration	1937
Vehicles build in total	38
Exterior color	fire-engine red
Interior color	leather white velours; black canvas; black
Carpet	
Softtop	

Technical data

Engine	four-stroke in line, 6-cylinder
Displacement	2229 cm ³
Compression	6,6 : 1
Output	40 kW (55 PS)

Mercedes-Benz 230n Roadster 1937

Specs and options

- jump-seat in trunk; foldable
- windshield foldable
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- softtop stores invisible
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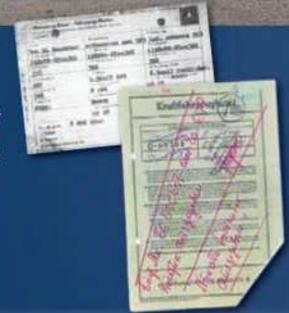


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WHEN IT WAS NEW (365GT 2+2)
Price £8749 10s 4d **Max power** 320bhp **Max torque** 268lb ft
0-60mph 6.2 secs **Top speed** 152mph **Mpg** 15

This SWB recreation looks very convincing and sits just right. Unusually, it was built from a 365GT 2+2 instead of the usual 330 or earlier 250 donor, after the owner of a '68 example decided that he would prefer the timeless, taut lines of the SWB. The aluminium body was done by a former employee of coachbuilder Giovanni Giordanengo of Cuneo, the mechanicals rebuilt by Rossi in Turin.

Via Germany, it arrived in the UK in 2013, since when much has been spent on a repaint, de-bugging the chassis and adding authentic details such as doorhandles and Marchal lights. A new stainless-steel fuel tank and chassis set-up (new parts include the steering idler) by QV London cost £7700 in 2016, and a £1500 toolkit and bag was added from GTO Engineering.

The result is superb, with realistic patina to the window frames. The body is dead straight, the paint even and the tyres are tall 6.00-16 Michelin X Pilots, dated 2011 and replacing the previous Cinturato, one of which remains on the spare. Inside, it's the same story, with unworn seat leather, perfect quilting to the transmission tunnel and luggage area, excellent headlining and just enough wear to the crackle-finish dash around the instruments to make it look lived-in.

The motor is tidy, and the car still sports an alternator and power-steering pump. The oil is cleanish, coolant topped-up and blue-tinged, and the Ansa exhausts look fresh. The 4390cc V12 – near 50% larger than an original SWB's – starts readily from cold, and is entirely untemperamental. It takes a while to warm up, only cracking off the stop on our brief drive, but pulls smoothly without spitting, with immense torque and oil pressure once warm of 50psi at 3000rpm. It's usefully tall-g geared, too, so although there's tremendous shove through all five gears if you want, it's also a good cruiser. The chassis is taut and absolutely shake- and rattle-free, the brakes nice and firm. You're aware of the power steering as you move off, after which it gracefully recedes.

A lovely, very usable package at about a 16th of the price of the real thing, with an MoT until April. If the money is right, the numberplate may be included.

SUMMARY

EXTERIOR

Straight panels; even paint

INTERIOR

Just a little patina to the dash

MECHANICALS

Rebuilt, and feels healthy

VALUE ★★★★★☆☆☆☆

For Very usable, and looks like the real thing...

Against ... Explaining to people that it isn't

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red interior.



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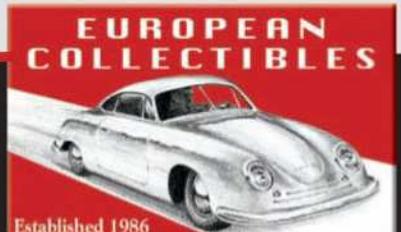
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WHEN IT WAS NEW

Price £1987 **Max power** 79bhp **Max torque** 104lb ft
0-60mph 14.7 secs **Top speed** 90mph **Mpg** 26

This first-series W110 (it lacks the large front indicators of the second series, which has squared-off tail-lights) has a super-original feel about it. The body is really straight and – though it's had various bits of paint, mostly under the sills and wheelarches – it may never have been fully refinished. There's one tiny bubble under the front of the driver's door, but the fuel tank and boot floor aren't rusty. The brightwork is mostly good, though each bumper has a thumb-sized chunk of chrome flaked off on one corner. The paint is wearing off all the hubcaps, but they're straight, and only one of the wheeltrims is dinged. The windscreen rubber is perishing, but the rear one looks almost new. The tyres are new Maxxis whitewalls, with an older spare, and there are some new brake pipes and a fresh-looking exhaust underneath.

Inside, the vinyl, which pre-dates MB-Tex, looks un worn but may be original, with a pair of cushions on the parcel shelf in a slightly different pattern. The carpet to the transmission tunnel and front is getting threadbare, but is much better in the back. The dash top and instruments are good, though the speaker grille is slightly lifted in the centre. The headlining is very smart, and there are no cracks in the steering wheel rim, with the horn ring intact.

The engine had a £500 carb rebuild this year, plus new plugs, leads and fuel filter. There's a set of used pistons in the boot, so it's likely been rebuilt at some point. The head is unnaturally clean, and there are no leaks. The oil is recent and just over maximum, the coolant full and greenish. It drives really nicely, with that rubbery but taut ride quality common to German cars of the period. The column change shifts easily and it goes better than you expect for a 1.9-litre pulling quite a lot of car, though it's low-g geared. The brakes pull up straight and the oil-pressure gauge shows a full-deflection 45psi, with temperature at 180°F.

It is sold with handbooks, duplicate service books showing 19 garage visits to 44,734 miles in 1971, and a clipping about its first owner, a lady driving instructor who had it 43 years, driving all over Europe. The MoT runs to November.



SUMMARY

EXTERIOR

Smart and shiny, but both bumpers have chrome damage

INTERIOR

Very well preserved and possibly original

MECHANICALS

Carb and motor rebuilt; drives well

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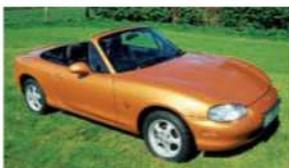
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Design and body by Pininfarina in Turin. Tubular chassis. Only 505 examples made. 4.4 liter V12 four-cam engine by Colombo with six Weber carbs. Matching numbers. Ferrari Classiche certified. With MOT and Dutch registration title. Ready to drive. With Airco, recently serviced. very original and in very good condition.



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1961 Lancia Flaminia Convertible

Elegant Italian sixties spider with alloy body and strong alloy engine. New sold in Switzerland 1961. Body by Touring Superleggera in Milan Italy 1961. 2.5 litre V6 one carburettor. Only 421 examples made. Blue with crème leather interior. German registration title and valid TÜV.



1965 LANCIA FLAMINIA SUPER SPORT 2.8L 3C BY ZAGATO

Very rare. 1 of only 150 built. Zagato design alloy body. 3C engine 3 carburetor. 5 owners, names available, as is the original title. Matching number, including gearbox. Extensive work has been done recently. Exterior Grigio New Market, interior black leather.

POA

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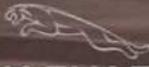
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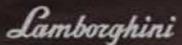
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WHEN IT WAS NEW

**Price £6249 Max power 165bhp Max torque 174lb ft
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This G-series car, one of the first K-Jetronic 911s and only 10bhp behind the 911S, was bought at auction in 2013, after which the owner spent £12,500 with Porsche Centre Kendal getting it right: new front wishbones and balljoints, heat exchangers, oil pipes and brake fluid, plus attention to leaks, linkages and other niggles. It's done 8000 miles since. There are bills dating back to 1993 when the motor was rebuilt at 137,000 miles with new camshaft, rings and bearings. The pistons and barrels were re-used, having been inspected and deemed still good.

The body appears to be rot-free: these are galvanised, though of course that doesn't stop everything. It's been painted, with some blobs and runs under the wheelarch lips, but it's very presentable. There's no rot or crash damage in the boot floor, where we find the spacesaver spare unused. There's new carpeting in there, too. The cookie-cutter wheels are refinished, wearing well-treaded but rather old tyres: 1996-dated 195 (slightly oversized) Regals with cracking sidewalls up front, and 215-section Goodyear NCTs dated 2006 on the rear.

It's all holding up well inside, with settled-in leather and a small area of wear on the driver's seat, maybe from a buckle or keys. The dash top and headlining are good, and the rear seat looks unused. There's a Momo gearknob and modern Kenwood stereo. The new-looking driver's door seal is coming adrift. The clock works, as does the electric sunroof, but the left powered window doesn't.

The motor is tidy and dry, aside from a slight weep from one chain-tensioner oil pipe, and sporting Lumenition ignition, which does away with points. It starts easily, exposing one pinhole in the rear silencer, but otherwise the exhaust looks in good shape. Once warm, oil pressure is 58psi (4bar) at 4000rpm - just what you want to see on a healthy 911 motor, and the oil-level gauge reading is confirmed by the clean oil we saw on the dipstick. There are no rattles, it tracks and brakes beautifully straight, the gearchange and synchros work fine and, as ever, the 911 delights in its turbine-like willingness to rev, accomplishing more



SUMMARY

EXTERIOR
Very presentable; repainted

INTERIOR
Original and holding up nicely

MECHANICALS
Motor rebuilt 36,000 miles ago; new balljoints

VALUE ★★★★★☆☆☆

For Good order all round; drives well

Against Aged tyres; one window not working

SHOULD I BUY IT?

No issues and, with most air-cooled 911s now topping £40k, well worth consideration. It's in a lovely part of the world for a test drive, too



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Porsche 911T SWB, 1968.

Aston Martin DB4 S3, 1963. RHD.
Bristol 401 project.
Chevron B16 BMW S2, 2004.
Corvette C2, Coupe, 1964. FIA.
Diva GT 1300 C, road-registered. FIA.
Diva GT 1300 Le Mans, alloy bodied.
Ford RS200-S Group-B, 1986.
Grac MT-14B, 1972. Alfa 2.0 engine. FIA.
Lancia Delta EVO-1, 1992.

Maserati 4.9 Bora
Mercedes 300 SEL 6.3, 1969.
Mini Cooper S, 1971. FIA G2 racing-car.
Morgan Plus-4 DHC, 1956. Project.
Morris Mini Moke, 1968.
March 732 BDG F2, 1973.
Peugeot 402 Eclipse, 1937.
Porsche 911, 1965.
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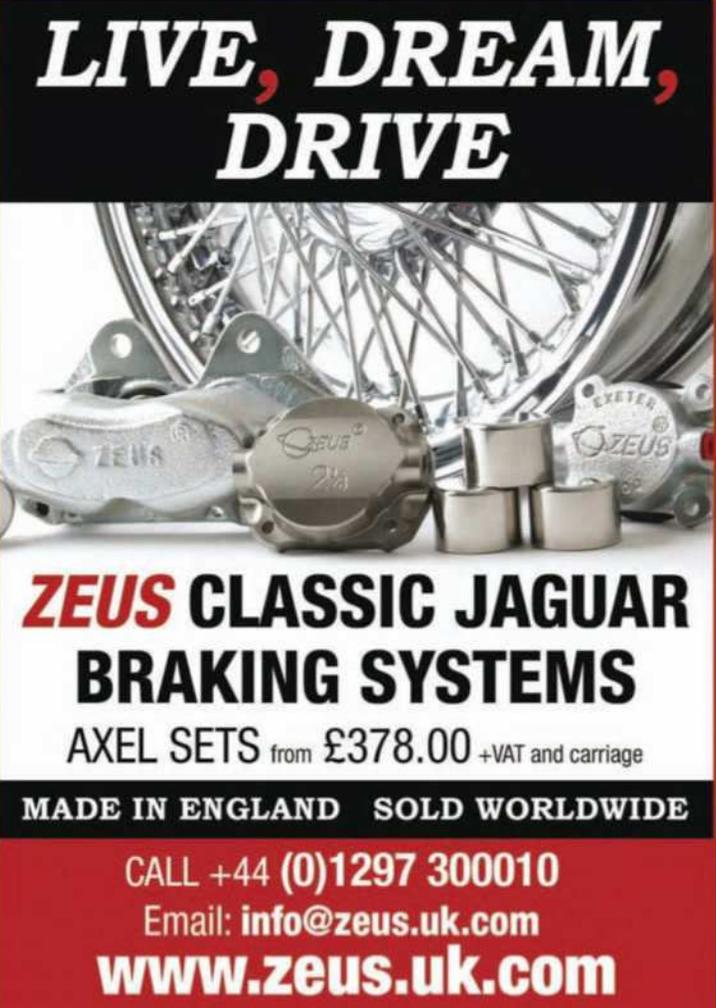
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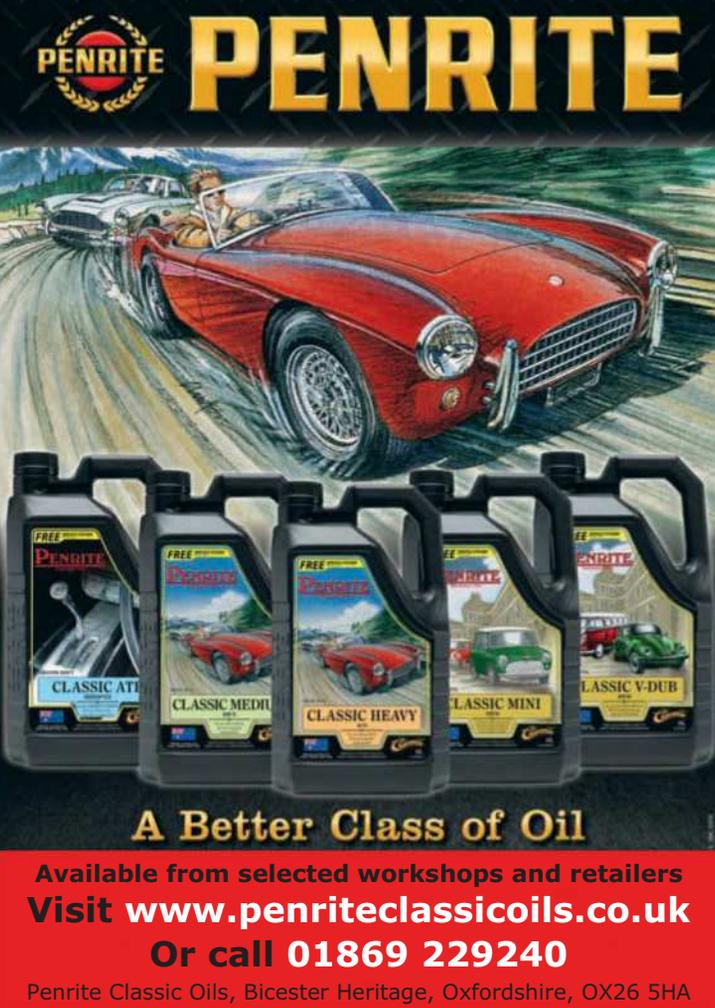


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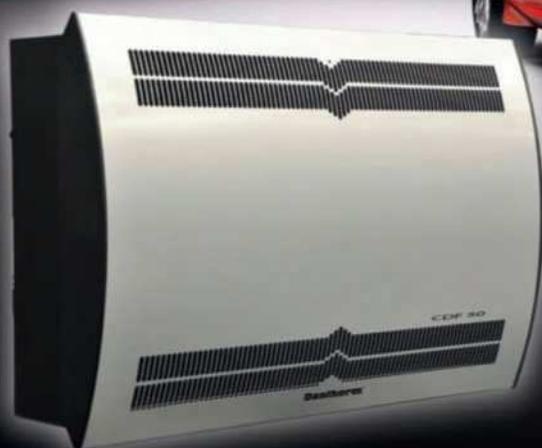
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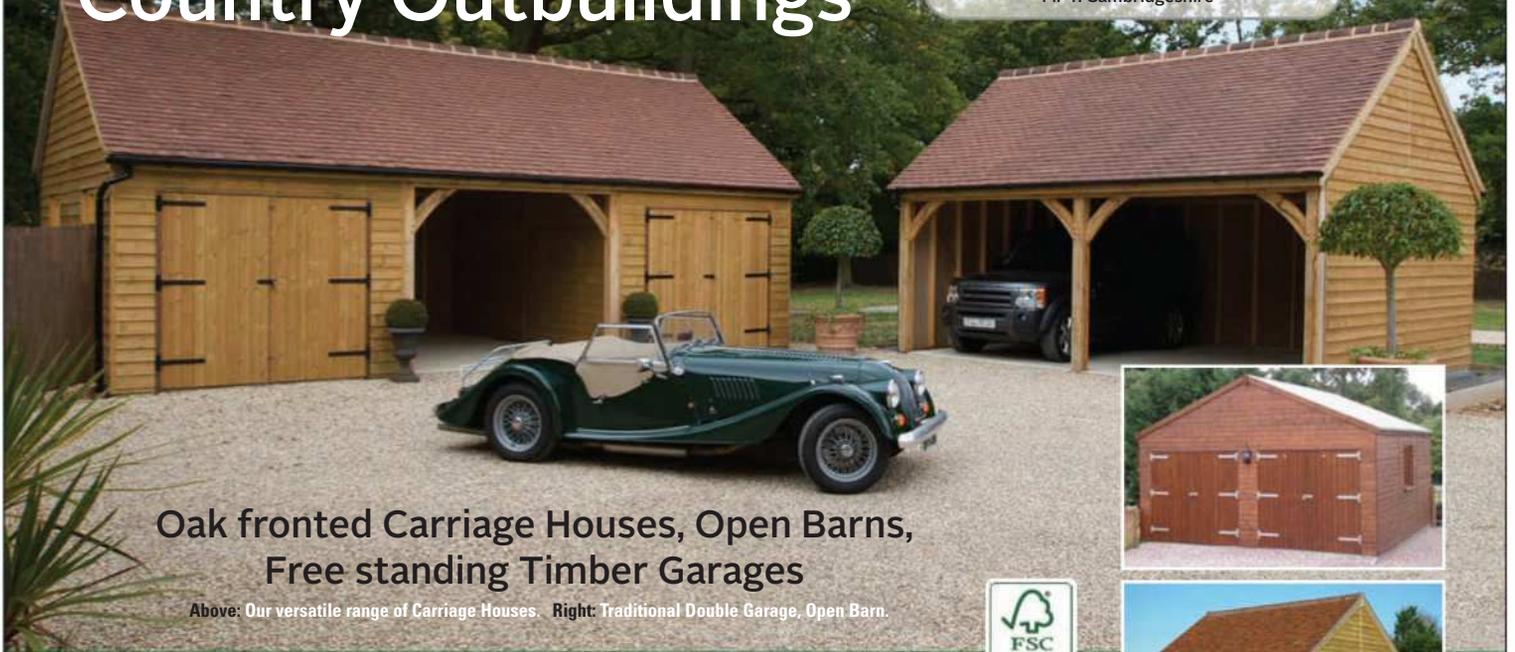
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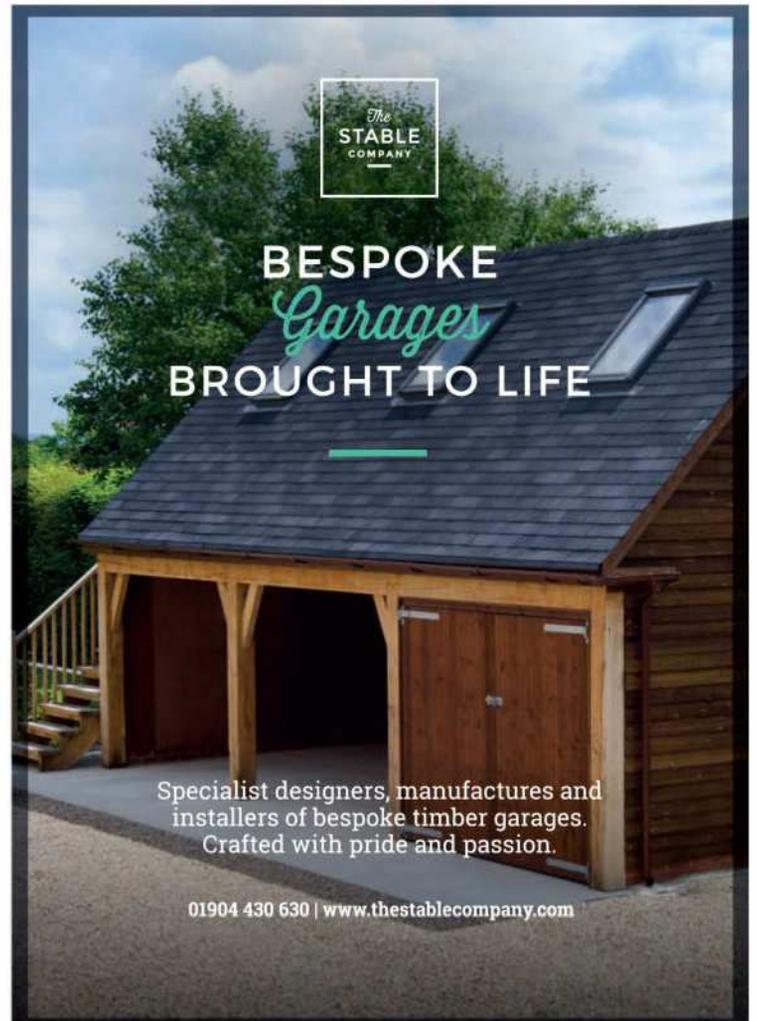


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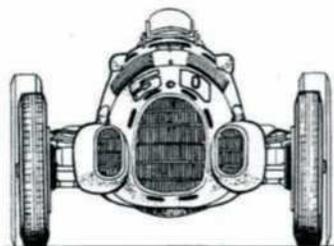
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VOLKSWAGEN UP! GTI

Low on power and weight, and all the better for it, this tiddler lives up to the badge

WORDS GREG MACLEMAN PHOTOGRAPHY JAMES MANN

Since the 1970s, the hot hatch has developed apace, gradually increasing in technical complexity, size and grunt to the point where Volkswagen's range-topping Golf R now produces more horsepower than a Ferrari 250GTO. Exciting, then, that the German firm has decided to go back to basics with its most recent variant – the up! GTI – by matching low weight with moderate power, harking back to the pioneering cars that helped define the hot-hatch breed.

The base for the new model is the diminutive up! – an affordable city car with a tiny footprint, simple body and a frugal 999cc, three-cylinder engine – which was universally well received on launch in 2011. This version takes things up a notch, with ride height lowered by 15mm, a slick six-speed manual 'box (the standard car makes do with five ratios) and a high-pressure turbocharged version of the 'EA211' triple producing 114bhp and 147ft lb of torque. The track has been widened by 8mm, and the huge 17in wheels offer 4mm less positive offset than the cooking model, further widening the footprint.

The interior is well finished, with smart tartan trim, a chunky leather wheel and a red-and-black carbon-effect dashboard. Unlike its 1976 Golf ancestor, the up! has a five-door option, too.

On the road the GTI exceeds the expectations born of its modest power figures, no doubt

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helped by a kerbweight of just 1070kg. In this pint-sized package, 0-60mph in 8.8 secs feels much faster and, while the turbo isn't instantly responsive, the punch of useful torque from 2000-3500rpm is very impressive – beating the torque-to-weight ratio of both the Mk1 Golf GTI and the later Lupo GTI. The steering is well-weighted and communicative, never feeling over-assisted or dull. The combination of a gutsy engine and lively handling encourages spirited driving and, though power dies off at around 5500rpm, the engine's grunt means you'll have more fun blasting out of roundabouts and tight bends than you will chasing the redline.

At around £1000 more than the top-spec standard up! it makes a compelling proposition as a second car, and with Lupo GTIs holding their value incredibly well – plus growing interest in Fiat's similarly themed 100HP Panda – the signs are good that the up! GTI will become a sought-after machine in years to come. And while you're waiting for that to happen, the weekly shop will rarely be more fun.

Few badges carry such weight of expectation as VW's GTI, and the up! makes a solid fist of keeping up the tradition. It doesn't rival the Mk1 Golf for driver appeal – despite similar vital statistics – but offers a refreshing change from the hot hatch horsepower arms race, and could have the makings of a true classic.



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