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# Octane

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## BUGATTI 57

Prowling night-time Paris in a pre-war supersaloon

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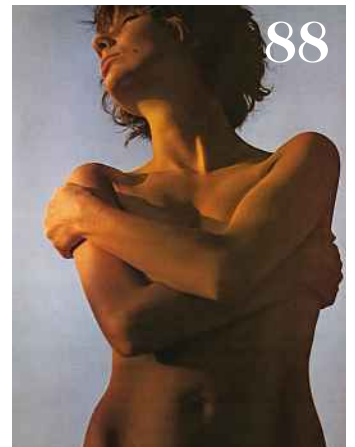
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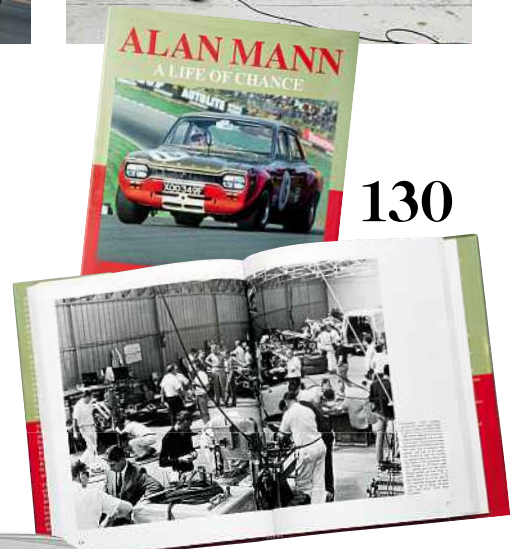
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# Happy Birthday Aston Martin



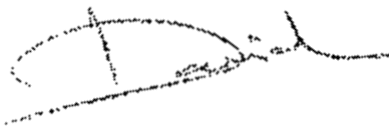
**THIS YEAR IS GOING TO BE** all about Aston Martin. Sure, there are 50th anniversaries for the 911, for McLaren, for Lamborghini, for Lotus-Cortina, for... well, so many. But what can beat a centenary?

Aston Martin kicked off its 100-year celebrations on a freezing day in January, unveiling a plaque outside a neat little mews house, tucked away in a quiet Chelsea street, where founders Lionel Martin and Robert Bamford built their first car.

Warming up afterwards in Aston Martin chairman David Richard's local pub, with David, CEO Dr Ulrich Bez and other top bods, the talk was of Lotus 7s, Morris Minors, rally Escorts and even my Citroën SM – and I was reminded that Aston Martin has always been run by genuine car enthusiasts, so many of whom put everything on the line to save the company from financial disaster.

Talk to the top guys at Jaguar, Land Rover, Bentley, Rolls-Royce, Ford and many more, and within minutes the subject of classic cars will come up. Not all will admit to it publicly, but almost all of these company bosses own classics, and not all of them as exotic as you might expect. The passion runs deep, and it's fascinating to hear the reasons behind their purchases and their plans for them.

At Aston Martin, they have 'Bring your interesting car Fridays', which pull out all manner of unusual machinery. On the evening of the centenary, a huge celebratory dinner brought together over 600 marque enthusiasts, employees, racers and even former owners, and this passion for cars of all types brought the room alive. Happy birthday, Aston Martin!



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# Drive

Ferrari's babies: can the sharp-edged 308GT4 stir petrolhead passions like the curvaceous 246?



Plus



- Le Mans winner André Lotterer tests Audi Quattro S1
- Return of *The Saint*: on set with Roger Moore's Volvo
- Green Hornet tested: Shelby's prototype Mustang
- *Octane* interview: racer and broadcaster Tiff Needell
- Fancy a Routemaster bus? Read our buying guide

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**EARLY HIGHLIGHTS**

**TOP:** 1929 ROLLS-ROYCE PHANTOM I OPEN TOURER Chassis no. 820R

**LEFT:** 1930 BUGATTI TYPE 46 SUPERPROFILE COUPE Chassis no. 46208

**RIGHT:** 1962 FERRARI 400 SUPERAMERICA SWB COUPE Chassis no. 3559SA

**VILLA D'ESTE** 25 MAY 2013  
CERNOBBIO, ITALY

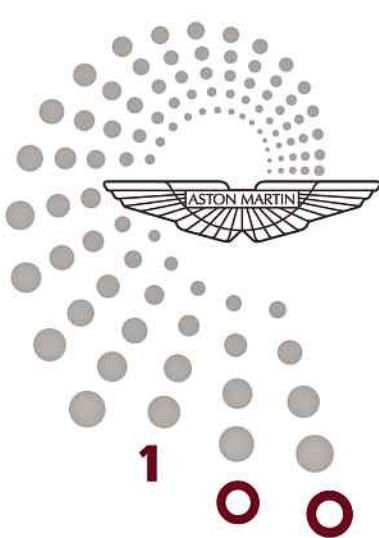


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# IGNITION

NEWS // EVENTS // DIARY // NEW CARS



## Aston Martin is 100, not out

*Centenary celebrations begin with the unveiling of a commemorative plaque at the founding place of Aston Martin. David Lillywhite was there*

**ASTON MARTIN'S CENTENARY** celebrations kicked off on 15 January, exactly 100 years since the formation of its founding company Bamford & Martin, with the unveiling of a commemorative plaque outside the firm's first headquarters, 16 Henniker Place, London.

Outside this Chelsea mews, which once housed the workshop where Lionel Martin and Robert Bamford built their first prototype, Aston Martin Heritage Trust chairman Roger Carey and current chairman David Richards (both pictured top left) unveiled the plaque, flanked by the oldest surviving Aston Martin and the new Centenary Edition Vanquish. In keeping with the celebratory mood, CEO Dr Ulrich Bez arrived on a period tricycle...

A few hours later the Heritage Trust hosted a 600-strong centenary dinner at the London Hilton hotel, attended by David Richards and Dr Bez and by many of those connected with the company through its history, including His Highness Sheikh Nasser of Kuwait; former owner George Minden; Lady Brown, widow of David Brown; the family of the late Victor Gauntlett; Richard Hayes, son of the late Walter Hayes; and Andrea Bonomi of Investindustrial, which recently took a 37.5% stake in Aston Martin.

Perhaps surprisingly, founder Lionel Martin, who died in 1945, also made an appearance – or rather, actor Sir John Standing played the part of Lionel Martin, reading an account of early motoring written by Lionel in





## GERRY ANDERSON

Goodbye to the creator of *Thunderbirds* p17



## ON NEW YEAR'S DAY

Brooklands circuit thronged with classics p20



## ASTON ONE-77

At last, *Octane* gets behind the wheel p24



**Clockwise from top left**  
Dr Bez enters the mews on a period tricycle; the oldest surviving Aston Martin with latest Centenary Edition Vanquish; David Richards and Roger Carey unveiled a commemorative plaque (above).

1944 for *MotorSport* magazine. The description of Lionel's first car, a 12/14 Clement Bayard, is typical of the style: 'I remember it by two things: the first phenomenal avoidance – running along a footpath on the Fairmile to dodge what was surely the largest farm horse ever which was crossing the road from the Stoke d'Abernon turning; my first skid, resulting in my front passenger coming to rest on the bonnet; and the girlfriend being hurled over our heads into the ditch.'

Centenary celebrations will continue throughout the year, with the highlight being a week-long Aston Martin festival from 15 to 21 July. This will include open-house activities at Aston Martin's Gaydon HQ, a birthday

party for 1000 guests on Saturday 20 July and a centenary gathering in London on Sunday 21 July. This will feature 100 of the most significant Aston Martins and promises to be one of the largest gatherings of Astons in the marque's history.

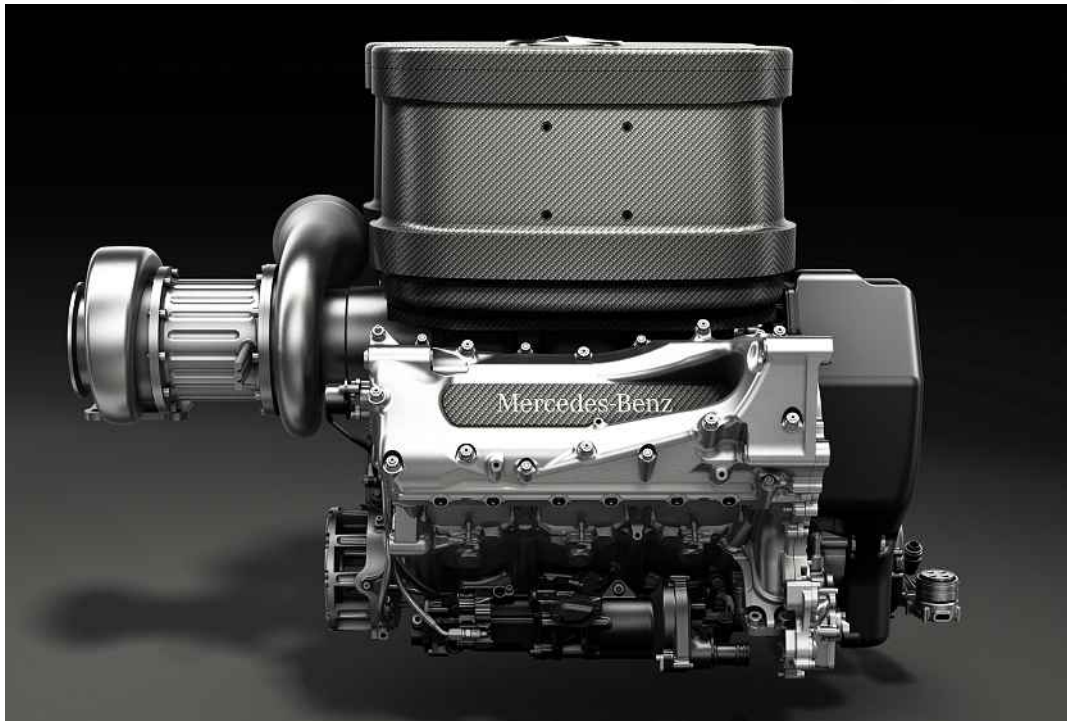
Several driving tours have also been arranged, including a James Bond-themed route around England and Wales, a drive through the Highlands and Islands of Scotland, a rally through six European countries in six days, and a tour through California, finishing at Pebble Beach.

There will also be official centenary celebrations at the Nürburgring 24 Hours, Silverstone Classic, Villa d'Este and Pebble Beach.

// [www.astonmartin.com/100](http://www.astonmartin.com/100)

**'The centenary gathering on 21 July promises to be one of the largest in the marque's history'**





## ELECTRIC AVENUES

ONE OF THE IDEAS behind the new F1 regulations is that the championship will once again become a breeding ground for the sort of new technology that can be fed into road cars.

At the AMG Mercedes F1 engine facility in Brixworth, Northampton, the F1 engineers have used what they've learned from KERS to build the SLR McLaren Electric road car.

With an electric motor driving each wheel, and a raft of high-tech batteries under the bonnet, the Electric makes 750bhp and 738lb ft of torque, covers 0-60 in 3.9sec, and boasts a range of 250km.

# First view of F1's future

*New V6 turbos: is this F1's most significant change yet?*

**MERCEDES HAS BECOME** the first manufacturer to unveil its 2014 Formula 1 engine, the preview giving us our first chance to examine how some of the most far-reaching rule changes in the history of Formula 1 are likely to be interpreted.

This year the F1 teams will stick with the current 2.4-litre V8s, largely unchanged from 2012 and still with the now familiar KERS system. But for 2014 the emphasis shifts further towards cost control and fuel efficiency, with cars limited to 100kg of fuel for each race – 30% less than is currently allowed.

The regulations will stipulate that engines should be 1.6-litre turbocharged V6s, featuring two different energy recovery systems: the kinetic 'ERS' captures energy generated from braking, like the current

KERS, while the 'heat' system recovers energy from the fast-spinning turbo (propelled, of course, by hot exhaust gases).

F1 followers have worried that the new, smaller engine will dull the spectacle of racing, but early signs are that this may not be the case; the 2014 cars will be slightly quieter, due to the turbo muting the exhaust note, but said exhaust note will be sharper and higher frequency, because the six cylinders feed into one exhaust (the V8s have two).

Power output is likely to be the same as the V8's, around 750bhp, but torque will be higher, so expect more power oversteer out of corners. The new rules dictate the position of the turbo but not its size, so there could be some variation in power characteristics

even between teams using the same basic engine.

The ERS system on the turbo will also have the ability to spin up the turbo to eliminate lag – and the ERS will have a huge effect on lap times, with up to 161bhp available for 33.3 seconds per lap, rather than the current 80bhp for just 6.7 seconds.

### SIGNIFICANT F1 ENGINE CHANGES SINCE 1948

- // 1950: maximum 1500cc for engines with compressors (turbo or supercharger), 4500cc for normally aspirated.
- // 1954: 750cc with compressor, 2500cc without.
- // 1961: no compressors, 1300-1500cc.
- // 1966: 1500cc with compressor, 3000cc without.
- // 1984: maximum 220 litres of fuel per race (195 litres from 1986, 155 litres from 1988, unrestricted from 1989).
- // 1989: turbos banned, 3500cc, 8 to 12 cylinders.
- // 1995: engine capacity reduced to 3000cc
- // 2000: only V10, maximum 3000cc permitted.
- // 2006: changed to V8, maximum 2400cc.
- // 2009: KERS introduced. Dropped 2010, back for 2011.



## Trident launches new missile

*Icenis offers supercar performance and supermini mileage*

### BRITISH SPORTS CAR MAKER

Trident has rented space at Beaulieu Garage in Hampshire to promote its Icenis supercar, which has finally reached production. The stainless-steel-chassis, spine-roofed, diesel-powered grand tourer claims a top speed of 190mph and economy of 68mpg (though not simultaneously), but it has had a difficult gestation.

Finding a transmission to handle the 950lb ft of torque produced at 3000rpm by the 6.6-litre V8 has been the problem, and Trident is now building its own. The Isuzu/GM Duramax engine

makes 700lb ft at 980rpm and a maximum of 430bhp, but there is a 660bhp/1057lb ft upgrade for those wanting even more oomph.

'We now have two demonstrators, and since Salon Privé we have taken double-digit orders,' says managing director Phil Bevan. 'We can build up to 200 cars this year, and the first will be delivered at the end of February.'

The price starts at £96,000, but options such as carbonfibre splitters can be removed to save up to £10,000.

- // [www.tridentsportscars.com](http://www.tridentsportscars.com)
- // [www.beaulieugarage.co.uk](http://www.beaulieugarage.co.uk)



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In brief



**FASTEST FOUR-SEATER**

The fastest four-seat soft-top in the world was unveiled by Bentley in January at the North American International Auto Show. The Continental GT Speed Convertible boasts a top speed of 202mph, and its uprated 616bhp, 6-litre twin-turbocharged engine powers the car from rest to 60mph in 4.1 seconds. Despite being ferociously fast, this latest iteration of the Continental GT claims a 15% improvement in fuel efficiency and, predictably, it remains uncompromisingly luxurious, even treating its driver to a neck warmer for cooler days.

// [www.bentleymotors.com](http://www.bentleymotors.com)



**FERRARI TREASURE TROVE**

Ferrari's specialist restoration department, Ferrari Classiche, is currently home to no fewer than five of the original 36 250GTs, but the recently renovated Classiche workshop hides many more, equally fabulous treasures. Alongside the GTs are two 250 Testa Rossas, including the 1957 car that won at Le Mans in 1958, as well as three of 32 250LMs produced, and a 1956 500TR. An embarrassment of riches.

// [www.ferrari.com](http://www.ferrari.com)



**OLD NAME FOR NEW ROLLS**

Rolls-Royce is reintroducing the Wraith name for a brand-new car set to be unveiled at the Geneva motor show on 5 March. *Octane* was given a sneak preview some weeks ago, but we've been sworn to secrecy – all we can say is that it's by far the most powerful Rolls-Royce ever. Having seen a full-size model, finished inside and out, we reckon it's going to be a winner: distinctive yet also elegant, with some truly classic design touches. Watch this space.

// [www.rolls-roycemotocars.com](http://www.rolls-roycemotocars.com)



# Corvette C7 makes its debut

*Seventh generation of America's sports car revives the Stingray tag of the best*

Words Myles Kormblatt

**THE LAST TIME** we saw a new Chevrolet Corvette, Facebook was a college novelty and only birds tweeted. So to keep America's old-fashioned sports car from sliding further away from the ever-advancing mainstream, an all-new seventh generation debuted at the North American International Auto Show in Detroit.

The Stingray moniker returns after a 36-year absence, but the rest is very modern. The new front end is an evolution of a 2009 concept car's; nevertheless, the wide grin and long, evil eyes almost fit with Ferrari's current design language. The Stingray's body honours its aquatic name with noticeable gills to vent the

engine and all four brakes. The rear end is aggressively handsome, but the quad tail-lights break with the rounded style that dates back to 1961.

Under the bonnet a new 6.2-litre V8 delivers 450bhp (20 more) while Chevy says it will be more economical. Part of this can be attributed to the standard seven-speed manual transmission with three overdrive gears and automatic rev matching (a six-speed auto is also available). There are even rumours circulating of a right-hand-drive version in the works – finally.

Inside, GM spent piles of cash to make sure this Corvette wasn't another embarrassment. The

uncomfortable armchairs were swapped for proper sports seats. Dreary plastic dash panels were replaced with real aluminium, carbonfibre and leather. The driver faces an 8in customisable LCD with everything from a nav-screen to a very race-ready tachometer.

When the 2014 Chevrolet Corvette Stingray hits the US market later this year we'll be better able to gauge new features such as the full aluminium frame, carbonfibre targa roof, and redesigned suspension. We suspect the Stingray will be able to understand the concept of corners, but no-one expects America's sports car to have lost all its American character.





## OBITUARY

# Gabriel Konig 1941-2013

*Paul Chudecki remembers a pioneer of female participation in motor sport*

**ONE OF THE GREATEST** (and pioneering) female drivers of her generation and a competitor at top international level, Gabriel Konig has passed away at the age of 71.

Having begun her four-wheel exploits on a tractor at the age of ten, Irish-born Gabriel of the aristocratic Tichbourne family started racing in a Lotus Elite at Goodwood in 1962 when living in London, soon after her marriage to fellow racer and future Nomad co-founder Mark Konig. Races in an Elan (which famously starred in 1966 in a full page Duckhams advertisement for its Q20-50 oil), a Nathan Hillman Imp – in which Gabriel was the first woman to win a race at Lydden Hill – and a Sebring Austin-Healey Sprite followed.

It was the 1968 season, however, when her talent and courage really came to the fore: driving one of John Britten's rapid Modsports MG Midgets, she took 18 victories and nine lap records, and finished second overall in both the BRSCC Modsports and Freddie Dixon Modsports Championships.

The following year she shared a Nomad Mk2-BRM with husband Mark in the Targa Florio, the pair comfortably leading and dominating the 2.0-litre class with over four hours run until Gabriel suffered a puncture, suspension damage and retirement.

Following her divorce, in 1971 she switched to a Chevrolet Camaro Z28, adding further victories in British Group 1 events and enjoying much success as part of the BOAC Speedbird Team, alongside David Brodie and Gordon Spice at Caribbean circuits including South Dakota in Guyana, where she

## 'On her comeback in Alec Poole's turbocharged Mini-Cooper S at Bishops Court she set a new lap record'

twice won, and Bushy Park in Barbados, where she drew much attention as the first female driver to race an American muscle car.

While there she met and married Phillip DeFrietas and moved to Guyana, establishing herself as a regular and popular racer in the Caribbean. She went on to play a role in the development of Barbadian motor sport, notably rallying. In the 1970s Gabriel also took in a dozen South American Formula Ford races in a Macon, during one of which a serious accident at Brazil's Interlagos circuit put her out of action for six months. Ever fearless, on her comeback in Alec Poole's turbocharged Mini-Cooper S at Bishops Court she set a new lap record.

A founder member of the British Women Racing Drivers Club in 1962, of which she was the current vice-president, and the winner of the BWRDC's Embassy Trophy in 1968 and 1972 as the highest-achieving female driver in Britain, Gabriel had been an honorary member of the British Racing Drivers Club since 1973. After retiring from racing in the mid-1980s she made a comeback in historic rallying, first with a Hillman Imp and then, from 2000, in a Viva GT prepared by new partner and



RICH HERMAN

motor sport competitor Malcolm Clarke, taking in Irish and British events. Gabriel followed this with Top Hat races in an Austin A40, in which she also took part in the 2000 Goodwood Revival.

After moving in 2005 to her ancestral home of Beaulieu House in County Louth, she and Malcolm established a museum on the estate comprising a selection of race and rally cars, including

the Blydenstein Viva GT she drove in her last ever race at a Phoenix Park meeting in 2007.

Diagnosed with cancer in October 2010, Gabriel died at her home on 8 January. Highly respected and admired, Gabriel, whose passing was as widely reported and mourned in the Caribbean as in Ireland and Britain, leaves Malcolm and daughter Cara.



## Art on show in showroom

*Loughran Gallery showcases famous works of art*

**WORKS BY** famous artists including Damien Hirst, Dave White, Tracey Emin and Takashi Murakami are now displayed alongside performance and luxury cars at well-known UK dealer William Loughran Ltd near Preston, Lancashire.

The Loughran Gallery is the brainchild of Juliette Loughran, daughter of William, and was launched at the end of 2012. It is located in the car showroom, a former farmhouse, barn and stable in the grounds of what was formerly William's parental home. The showroom has long had a reputation for displaying the cars for sale in style, and the artworks add to that; a series of exhibitions is planned for throughout the year.

// [www.loughranguallery.co.uk](http://www.loughranguallery.co.uk)



In brief



**NEW OWNER AT CHEVRON**

Chevron, the marque perhaps best known for its preposterously beautiful B8 sports racer, has been bought by David Witt. The company will henceforth consist of two separate but closely linked divisions: Chevron Cars Ltd is tasked with the development, manufacture and support of current spec GT cars, while Chevron Heritage Ltd is responsible for the repair and servicing of pre-2005 cars. The latter remains based near Bolton, while Cars Ltd moves to a new facility in Crewe.

// [www.chevrongtcars.com](http://www.chevrongtcars.com)

**TON UP AT PLANT OXFORD**

Plant Oxford has its centenary this year, and an exhibition is planned to honour the factory, which has produced over 11 million cars since 1913 for marques including Austin-Healey, MG and, most recently, Mini. Mini UK is keen to hear from former employees of the factory who have stories or photos to share.

// [oxford100@mini.co.uk](mailto:oxford100@mini.co.uk)



**CATERHAM KART SERIES**

Caterham has announced that it is to use its vast experience in running one-make racing series to launch a new karting championship. Like the Caterham Academy, Caterham Karting is open to novices only, and is specifically aimed at aimed at 13-16 year olds. A maximum of 120 competitors will pay a package price of £4995 plus VAT, which includes the new CK-01, (above). With Caterham providing all technical support to ensure a level playing field, it is hoped that the series will make karting accessible to a wider range of aspiring young drivers.

// [www.caterham.co.uk](http://www.caterham.co.uk)

**OCTANE TRACK DAY**

The next *Octane Drivers' Club* track day takes place on 16 May at Goodwood. Places cost £325 each and are strictly limited. To book, please visit the shop at:

// [www.octane-magazine.com](http://www.octane-magazine.com)

OBITUARY

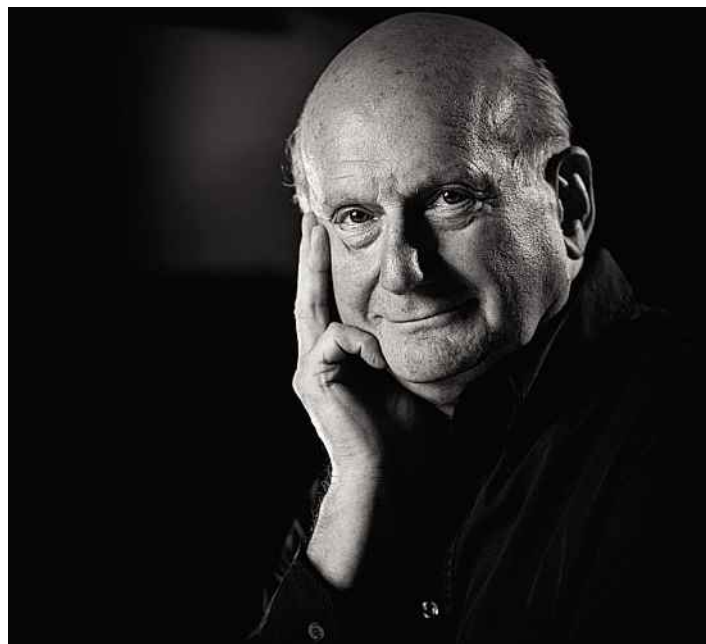
**Gerry Anderson 1929-2012**

*Car designer Peter Stevens recalls personal memories of the creator of Thunderbirds, Joe 90, UFO and many more favourites*

**GERRY ANDERSON'S** death did not come as a complete surprise to those who knew him well; he had suffered from Alzheimer's disease for more than two years before his death. During that time he and his son Jamie became active supporters of Britain's Alzheimer's Society.

Having worked as a trainee film maker at the UK's Ministry of Information, Gerry had dreams of directing huge-budget, wide-screen epics. To his disappointment, his first job with the BBC was organising the string-manipulated puppets for a kids' TV programme called *The Adventures of Twizzle*. He was determined to make puppet films more professional and in doing so he developed 'Supermarionation', a word he thought suggested advanced technology, '...but actually meant posh puppets, thinner strings and great sets', according to Gerry. These ever-more complex TV shows became great hits with kids in the UK and in America.

Gerry is best remembered for the mid-60s series *Thunderbirds*, which was followed by *Captain Scarlet & The Mysterons* in 1967, and *Joe 90* in 1968, but he moved away from puppets in favour of human actors for 1970's *UFO* and 1972's *The Protectors*. By now – as related in *Octane 108* – car manufacturers were lining up to provide their latest models for his TV series, so *The Protectors* features lots of what are now considered classics, with even Gerry's own Rolls-Royce Silver Shadow appearing in the opening credits.



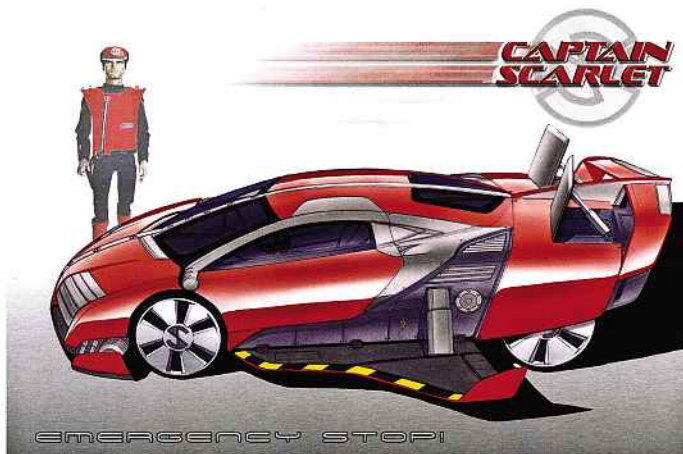
I had the very good fortune to work with Gerry Anderson in 2004 on his re-make of *Captain Scarlet*. He had assembled a large team of young CGI and computer modellers, to at last rid him of the 'infuriating puppets'. He relished the freedom given by the new technology and was captivated by the creative solutions the young group offered him. As well as the complex story lines, it was the hardware and the vehicles that really fascinated him. He should be credited with the first public use of the word 'supercar', the title of one of his 1961 TV series about – yes, a supercar.

The opportunity to work on *Captain Scarlet's* new Spectrum Cheetah (pictured below) was wonderful. I prepared lots of quick sketches which, being a complete professional, Gerry reviewed with all the seriousness of an auto industry boss. We then looked at highly finished illustrations and scale drawings, just as one would for a 'real' car design project, before the car was modelled using an Alias CAD system so that it could be animated.

The brain-storming around the Cheetah usually centered around a long lunch at Pinewood, a decent bottle of red wine and outrageous observations from Gerry. I once asked him why alien women in movies or on TV always had such magnificent breasts. He replied: 'That's the way we like 'em, and thanks to the technology, that's the way we can make 'em.'

Gerry loved his cars and loved talking cars. He hated the new *Thunderbirds* movie that his very-much-ex-wife created, and at one stage he and I furtively sneaked into the studio being used for the film just so that he could show me how awful the vehicles were!

Gerry Anderson could be a great co-conspirator to have fun with but, best of all for me, he was a fascinating and charming man.







# PRIVATE TREATY SALES AT KIDSTON SA



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**CLIENT PORTFOLIO** 1930 Bugatti Type 43 Grand Sport  
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1970 Maserati Ghibli 4.9SS Spyder (ex-London Motor Show) ● 1973 Ferrari 365 GTB/4-A Daytona  
1987 Ferrari F1/87 Formula One Monoposto (Australian and Japanese GP winner) ● 2009 Bugatti Veyron 16.4  
*Please note that to respect client confidentiality not all motor cars available may be shown*

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NEW YEAR'S DAY AT BROOKLANDS

# Winter warmer

*Blessed with unseasonably good weather, the New Year's Day gathering at Brooklands Museum kicked off 2013 in fine style*

Words and photography Martyn Goddard



**JUDGING BY** the number of classic cars I passed on the approach to the Brooklands Museum New Year's Day gathering, the good driving conditions and the promise of a rare mid-winter auto show had tempted a great many owners to throw open the garage doors. A short while earlier, I had wheeled my Triumph Tiger 800 motorcycle out of hibernation and ridden out of London on a traffic-free A40 beneath blue skies, leaving the festive excesses and soggy Christmas behind me.

Entering the gate next to the clubhouse to the sight of rows of vintage Bentleys lined up on the forecourt, I narrowly managed to avoid being flattened by Stanley Mann's example as he manoeuvred the giant racecar through the crowds, accompanied by a jazz saxophonist playing from the balcony of the members' bar.

The visitors were not just die-hard car enthusiasts; the event had also attracted many families, and Mum, Dad and the kids all seemed equally enthralled by the mind-boggling variety of automobiles on show and the many stories of discovery and restoration. The weather was relatively mild, and, goodness me, there were even a few picnics being set up on the famous banked racetrack which was lined with cars.

At 11am, cars were still arriving; the total number of cars and bikes on the site eventually reached 1100, and the number of visitors nearly 5000, making 2013 the most successful and well-attended New Year's Day gathering to date.

If the feast of classic cars was not enough, visitors could also take in the highlights of the museum itself, which houses many wonderful racing and aviation exhibits, including Concorde G-BBDG.

The day had a wonderfully relaxed atmosphere. It was a time to catch up with old friends and chat to new ones, and I bumped into Tim Ely, owner of Mike Hawthorn's 1931 Riley Ulster Imp, which had somehow squeezed between the Bentleys. As the winter's sun set, I departed on roads crowded with historic vehicles and felt sorry for the owner of a Messerschmitt KR200 bubble car, which sat rather forlornly in a lay-by with the bonnet up.

**'As I entered the gate next to the clubhouse, I narrowly avoided being flattened by Stanley Mann's Bentley'**



Clockwise from left  
Cars line the bank of Brooklands' famous circuit; almost 5000 guests made 2013 the biggest New Year's Day gathering yet; these classics found themselves in the esteemed company of Concorde G-BBDG; everything from a pre-war Austin to a brand new Lamborghini.







# SILVERSTONE

## —AUCTIONS—



The ex- Steve McQueen 1969 Lola T70 Mk.III B  
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## BEST EVENTS

# Antwerp Classic Salon, Belgium

**VISITORS TO ANTWERP** are never far from a masterpiece: in Belgium's largest city, you can't throw a cream-covered waffle without hitting a Rubens or a van Dyck. In March, though, the scribbles of the Old Masters will find themselves overshadowed by a far more exciting

collection of artworks, as the Classic Salon rolls into town for the 36th time.

More than 20,000 enthusiasts are expected to swell the halls of the Antwerp Expo this year, and no doubt many of them will be there to celebrate the 50th birthday of the Porsche 911.



## WHERE, WHEN, HOW MUCH

**WHERE?** Antwerp Expo, Antwerp, Belgium

**WHEN?** Fri-Sun 1-3 March

**HOW MUCH?** €15 per person per day (€13 for seniors). Under-tens go free.

**WHERE TO STAY?** The usual suspects are all present, and the Hilton enjoys a particularly splendid location, but the city is famed for its boutique hotels.

Among the more reasonably priced is the 16th-century Hotel Matelote.

**MORE INFO?** [www.siha.de](http://www.siha.de)

Stuttgart's finest is to be honoured with its own exhibit, which will feature road and racing cars side-by-side; expect to see everything from pristine survivors to a 1980 example of the Le Mans-winning K3 featured in this issue.

Our pick of the 911s mentioned in the latest press release is a magnificent sports racer which utterly dominated its class in the mid-70s: the 1974 RSR 3.0. Rest assured, though, that you will be well catered for in Antwerp even if your taste in cars is more pre-war than Group 4: Rolls-Royce and Lagonda have often featured prominently here, and the show always attracts a varied and interesting selection of early American cars, including Cadillacs and Packards. In fact, with some 350 exhibitors now confirmed, all eras and most marques should be represented.

The Classic Salon is notable for its outstanding club presence and many spare parts and automobilia stands. Acquisitive guests will find plenty on which to spend their euros, and with many of the 400 cars for sale being offered at €10,000 or less, we suspect that some will return home with their wallets lightened quite considerably.

If you're not pooped after exploring all that the Salon has to offer, do pay a visit to the Rubens room at the Royal Museum of Fine Arts. He wasn't half bad, old Peter Paul, but we think you'll agree he was no Butzi Porsche.

### Left, from top

Antwerp regularly attracts the rarest of rare birds, such as this fully restored 1934 Voisin C27 Aérospout; 1969 Group 4 Alpine A110.

## In brief



### WINGS, WHEELS & GOGGLES

Teuge airfield in the Netherlands is the setting for this wonderfully madcap event, in which open-top pre-war cars are teamed with classic planes to contest a rally on the ground and in the air. While the racing is the main attraction, the three-day gathering, which takes place on 7-9 June, also promises a variety of flying and wing-walking demonstrations, as well as a balloon show. Adult tickets are priced at €20 until 1 March.

// [www.wingswheelsgoggles.nl](http://www.wingswheelsgoggles.nl)

### PAGEANT OF POWER

The dates for Cholmondeley's signature event have been confirmed as 14-16 June, and the roar of engines will again be complemented by a concert and fireworks display on the Saturday. Adult tickets start at £20 when booked before 31 March.

// [www.cpop.co.uk](http://www.cpop.co.uk)

### CARFEST NORTH AND SOUTH

Chris Evans' automotive and musical extravaganza returns this summer to raise money for Children in Need. CarFest North is slated for 2-4 August at Oulton Park. CarFest South is at Laverstoke Park Farm on 23-25 August, and adult tickets for either start at £55. Be aware that they sell out very quickly, however.

// [www.carfest.org](http://www.carfest.org)

### CONCOURS CANCELLED

The Kuwait Concours, scheduled for 13-18 February, has been cancelled.

## LISTINGS

### 28 JAN - 4 FEB

**Rallye Monte-Carlo Historique**  
Various start points. Spectacular historic rally; first-class line-up.

### 1-3 FEBRUARY

**Bremen Classic Motorshow**  
Bremen, Germany. Germany's classic car season opener, in seven heated halls.

### 3-6 FEBRUARY

**Neige et Glace**  
Malsuisson, France. Winter rally set in the Jura.

### 6-10 FEBRUARY

**Rétromobile**  
Paris, France. Stylish classic show.

### 8-10 FEBRUARY

**Automotoretrò**  
Turin, Italy. Indoor classic show with a focus on clubs.

### 14 FEBRUARY - 24 MARCH

**The Great South American Challenge**  
Rio de Janeiro, Brazil, to Ushuaia, Chile. 38 days and 13,600km of hard driving through five countries.

### 22-24 FEBRUARY

**Race Retro**  
Stoneleigh Park, Coventry, UK. Live action and static displays.

### 1-3 MARCH

**Antwerp Classic Salon**  
Antwerp, Belgium. The big Belgian classic car show.

### 1-3 MARCH

**24 Heures Sur Glace Revival**  
Quebec, Canada. Revival of the classic winter rally.

### 2 MARCH - 1 SEPTEMBER

**Morris Centenary**  
Motor Heritage Centre, Gaydon, UK. An exhibition telling the personal story of the founder of Morris Motors.

### 3 MARCH

**Goodwood Breakfast Club**  
West Sussex, UK. Tax-free Sunday, for pre-1973 classics.

### 7-10 MARCH

**Retro Classics Stuttgart**  
Stuttgart, Germany. Large-scale classic motor show.

### 7-17 MARCH

**Geneva Motor Show**  
Europe's biggest international motor show.

### 7-10 MARCH

**Phillip Island Classic**  
Phillip Island, Australia. Classic circuit racing, featuring Group C.

### 8-10 MARCH

**Amelia Island Concours**  
Florida, USA. World-class concours which always attracts a truly diverse range of cars.

### 15-17 MARCH

**The Third Poppy Rally**  
Ypres, Belgium. Classic rally in Flanders region forms part of FIA Trophy for Regularity Rallies.

### 5-7 APRIL

**La Jolla Concours d'Elegance**  
California, USA. Outdoor concours in wonderful surroundings.

### 7 APRIL

**Goodwood Breakfast Club**  
West Sussex, UK. Sushi Sunday, celebrating Japanese classics.

### 10-14 APRIL

**Techno-Classica Essen**  
Essen, Germany. Europe's largest indoor classic motor show, with manufacturer and club stands.

### 11-14 APRIL

**Isle of Wight Weekend**  
Isle of Wight. Four-day tour of the island, with Classic Travelling.

### 12-14 APRIL

**Spirit of Montjuïc**  
Catalunya, Spain. Third Catalan classic revival.

### 19-21 APRIL

**The fifth Flying Scotsman**  
Hertfordshire to Edinburgh, UK. Challenging endurance rally for vintage cars.

### 19-21 APRIL

**Jim Clark Revival**  
Hockenheim, Germany. Historic Formula 1 at its best.

### 20-21 APRIL

**VSCC Spring Start**  
Silverstone, UK. Vintage, pre-war and pre-1961 racing spectacle.

### 22-27 APRIL

**Tour Auto Optic 2000**  
Route TBC, France. Historic road rally with historic special stages.

### 25-27 APRIL

**Manx Classic**  
Isle of Man, UK. Sprint and hillclimb events around the island for classics, specials and moderns.

### 26 APRIL - 12 MAY

**Tuscany & Umbria Tour**  
Tuscany and Umbria, Italy. Tour for all Jaguars, with Classic Travelling.

### 27-28 APRIL

**MSA Spring Classic**  
South Wales, UK. New two-day, non-competitive tour around beautiful South Wales.

### 3-5 MAY

**Donington Historic Festival**  
Derby, UK. Now extended to three days over the May bank holiday.

### 4 MAY

**Warren Classic and Concours**  
Essex, UK. New international concours d'élégance.

### 4-5 MAY

**Classic Days**  
Magny Cours, France. Weekend of classic racing at the iconic circuit.

### 5 MAY

**Goodwood Breakfast Club**  
West Sussex, UK. Soft Top Sunday.

### 6-9 MAY

**St Mawes Classic Car Festival**  
Cornwall, UK. Open-air classic car show and concours, offering the best of Cornwall's food and drink.

### 10-11 MAY

**Tour Britannia**  
Warwickshire, UK. Unique tour with regularity stages.

### 11-12 MAY

**Grand Prix de Pau Historique**  
Pau, France. Held on city circuit.

### 12 MAY

**Wallingford Classic Rally**  
Oxfordshire, UK. Includes a parade through Wallingford.

### 17-20 MAY

**Int'l Citroën SM meeting**  
Gloucestershire, UK. Annual meeting of





# Octane recommends

Make sure you put these dates in your diary



## TECHNO CLASSICA ESSEN

10-14 April, Essen, Germany

Europe's largest indoor classic motor show turns 25 this year, and with Aston Martin, Lamborghini, Porsche and others also marking important anniversaries in 2013, the cavernous Messe Essen looks set to play host to an unmissable five-day celebration of classic car culture. Somewhere in the region of 200,000 people are expected to join the party; if you're planning on joining them, look out for our full preview next issue.

// [www.siha.de](http://www.siha.de)

attracting prominent collectors as well as the international media. The schedule for 2013 includes a 70-mile tour of San Diego before the concours itself, which was won last year by a 1925 Hispano-Suiza H6B Landulet. Of the many rarities anticipated by the organisers this time around, we're especially taken with the 1930 Isotta-Fraschini 8A Flying Star Roadster, and Peter Mullin's ex-Ecurie Bleue 1937 Delahaye 145 V12 Coupé, a pontoon-fendered beauty worth the \$35 price of admission all on its own.

// [www.lajollaconcours.com](http://www.lajollaconcours.com)



## MANX CLASSIC

25-27 April, Isle of Man, UK

The always-enjoyable Manx Classic is a three-day sprint and hillclimb trial open to sports cars both classic and modern. Classes range from E (Edwardian) to 8B (post-2001 4WD and Turbo cars), so amusing juxtapositions abound when competitors assemble in Douglas on the Friday for the Governor's Sprint. Our favourite challenge of the weekend is Sunday's fast and twisting climb at Lhergy Frissell. The longest hillclimb in Britain follows the Manx TT course out of Ramsey, and offers spectators a range of excellent vantage points.

// [www.manxmotoring.com](http://www.manxmotoring.com)



## LA JOLLA CONCOURS

5-7 April, California, USA

California hardly needed another world-class classic car event, but here it is anyway. In just eight years, the concours at La Jolla Cove has grown into a showcase of some renown,

Citroën SMs, this year in the British Cotswolds.

### 24-26 MAY

#### Spa Classic

Spa, Belgium. Classic show with historic racing in its third year.

### 24-26 MAY

#### Villa d'Este Concorso

#### d'Eleganza

Lake Como, Italy. Wonderfully stylish, world-class concours. By invitation only, with public admission on the Sunday.

### 26-27 MAY

#### Motorport at the Palace

Crystal Palace, London, UK. Classic and modern cars compete for the fastest time of the day at the historic circuit.

### 28 MAY - 29 JUNE

#### Peking to Paris Motor Challenge 2013

China to France, via Mongolia, Russia and Eastern Europe. The amazing pan-continental endurance rally returns.

### 1-2 JUNE

#### La Vie en Bleu

Gloucestershire, UK. Celebration of French cars at the famous Prescott hillclimb.

### 1-2 JUNE

#### Greenwich Concours

Connecticut, USA. Well-attended and rapidly growing concours.

### 2 JUNE

#### Goodwood Breakfast Club

West Sussex, UK. Supercar Sunday.

### 5-8 JUNE

#### Three Castles Welsh Trial

North Wales. Classic car rally for novices and experts.

### 7-9 JUNE

#### Wings Wheels and Goggles

Teuge airfield, Netherlands. More than 120 classic aeroplanes and vintage cars will compete in a pre-war rally.

### 7-21 JUNE

#### Trans-Alpine Tour

France, Germany, Austria, Italy, Switzerland, with Classic Travelling.

### 8-9 JUNE

#### Autodrome Heritage Festival

Paris, France. Classic gathering at Montlhéry circuit.

### 8-9 JUNE

#### XK 65 Weekend

Echternach, Luxembourg. Large international gathering in celebration of the Jaguar XK 65.

### 9 JUNE

#### Bromley Pageant of Motoring

Kent, UK. Huge outdoor classic car meeting.

### 14-16 JUNE

#### Cholmondeley Pageant of Power

Cheshire, UK. Festival with fast cars, boats and aeroplanes.

## GO ONLINE!

[www.octane-magazine.com](http://www.octane-magazine.com)  
Octane makes every effort to ensure accuracy on these pages, but recommends that you contact event organisers before setting out. Visit the Octane website for contact details.



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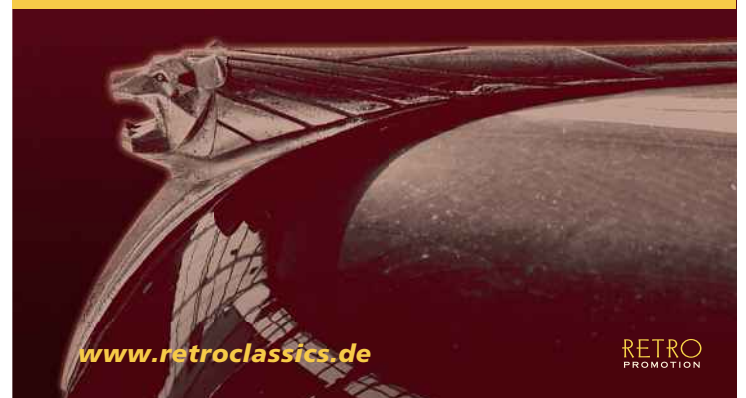
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# At last: One-77 from behind the wheel

*It's become a modern-day ultimate and, finally, Harry Metcalfe drives the Aston Martin One-77. Turns out it was worth the wait, too*

Photography Jamie Lipman

**THE INSTRUCTIONS** from the One-77's owner were simple: 'I want you to drive it really fast.' I like owners like this, and I don't think I'm giving too much away in telling you his other favourite car is his Countach QV and he enjoys nothing more than regularly exercising them on the UK's very best roads. Make no mistake, *this* One-77 was bought for driving.

In moss green with a tan interior, the One-77 pays homage to the owner's favourite Aston of all time: the DB4GT Zagato, reg 4 RTA. Parked outside the hotel, it looks majestic in this iconic Aston colour, which shows off its extravagantly sculpted aluminium body beautifully. The only area of the design that jars is the way those air scoops either side of the nose take in the base of the headlights, but then the extravagant sweep of the tail-lights right across the swept-up tail more than makes up for it, as does the aggressive crease that runs along the rear haunches.

The more you look, the more you realise the One-77 is dripping with beautiful detailing, some of which seems even more amazing when you realise all the body panels have been formed by hand out of flat-sheet aluminium. I'm sure there was some sort of budget to work to but there's no sign anyone took any notice of it.

Swing the lightweight door open and you're met by an interior that looks instantly familiar. The dials are from a DBS, as is some of the switchgear, but no other Aston I know has such an extravagantly flamboyant centre console, nor do they have acres of bare carbon exposed on the sills, floor or rear firewall. And from the moment you fire up the 750bhp 7.3-litre V12, you know you're in something very special.

Blip the throttle and the revs flare in an instant thanks to the ultra-lightweight flywheel and (twin-plate) clutch assembly. Press 'D' on the dash and we're ready to go but, as I press the throttle, the super-high first gear and racy clutch make for a jerky start. Once rolling, though, each gear pops in and those low-speed gremlins soon get forgotten.

As you'd hope, the One-77's V12 makes a totally different sound to other Astons, being higher-pitched and more guttural when pushed. But select 'Sport' and it goes to an even more intoxicating level altogether. Not only does the noise intensify, the power is ramped up too because only then do you get access to 100% of the available torque (rather than 75% in normal mode). 750 very angry horsepower and 750Nm (553lb ft) of torque certainly get the adrenaline



**'Goodness, this car is fast! 0-100mph in 6.9sec, but it's the intensity of the experience that I'm loving most'**

flowing, especially as you close in on the 7500rpm limiter.

Goodness, this car is fast! Aston Martin quotes 0-100mph in 6.9sec but it's the *intensity* of the experience that I'm loving most. You can't simply jump in and drive to the One-77's limits; you need to build up to them

first, learning when you can use that colossal horsepower. It means you have to actively handle this Aston to get the best from it; unlike, say, the Bugatti Veyron.

Make no mistake then, this is a very special Aston. No wonder the owner loves it so much. I did too.







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Série 2 with hardtop • Est. : € 600,000 – 800,000



1956 **MASERATI A6 2000 ALLEMANO**  
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Est. : € 850,000 – 1 100,000



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Est. : € 750,000 – 850,000



1970 **LAMBORGHINI MIURA S**  
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## INDUSTRY INSIDER

## Harry Metcalfe



AS I POINTED out a few months ago, 2013 is the year of the hybrid supercar – but one of the

contenders has hoisted the white flag, citing lack of customer demand. Just before Christmas Jaguar announced that the C-X75 supercar would not go into production after all. I reckon that could go down as the best decision Jaguar makes this year, because creating a four-cylinder Jaguar hybrid-hypercar with a price tag of £850,000 was never a good idea. Interestingly, Jaguar still intends to get the five working prototypes built so far into full working order and will sell three of them later this year, saving the other two for posterity.

From what I understand, other manufacturers including Porsche and McLaren are also struggling to sell their hybrid supercar propositions. The technology is fiendishly complicated to bring to market and potential buyers aren't exactly queuing up at the factory gates with deposit cheques at the ready. Except at Ferrari, that is, where there's less of a problem selling the replacement Enzo to a loyal customer base. But even this car is later to market than first envisaged. My understanding is that Ferrari is struggling to find a way of building the car for less than the price customers have been told it will cost. Oh dear.

What I find even more intriguing is that all this is happening when wealthy buyers are piling into iconic supercars (such as the Ferrari F40 and 288 GTO) at prices higher than we've ever witnessed before. It seems the idea of a super-economical supercar with the ability to run on electric-only power is not what these buyers actually want.

What has happened here is that manufacturers were guilty of creating cars to satisfy the bureaucrats in Brussels, rather than thinking about what the potential buyer actually wants. And that's never a good idea.

With regular electric cars still being shunned by the buying public and major players such as Audi and Toyota dropping electric cars from development altogether, it is starting to look as though the electric car revolution has stalled badly. Buyers are voting with their cheque books and buying everything from noisy, polluting iconic supercars to conventionally powered city runabouts instead. Seems there's plenty of life in the internal combustion engine yet.



## Put a smile on your face

*Citroën's 2CV was always endearing and a hoot to drive – and now you can buy a 'brand new' one, handbuilt to your specifications*

Words Mike Renault Photography Matt Richardson

**THAT'S A SHOCK.** Citroën's Deux Chevaux is no longer a student's cheap banger. A decent 2CV is worth several thousand pounds, especially one completely rebuilt to make it rust-free and mechanically perfect. That's where The 2CV Shop comes in: it transforms rusty examples into brand new 2CVs. 'We strip them completely, replacing the entire floor and sills on every car we build,' explains managing director Darren Arthur. 'You can't see rust hiding up inside, so we prefer to put all new steel in. Each shell is then shot-blasted back to bare metal.' Once rot-free, the shell is seam-sealed and zinc-coated.

The 2CV Shop is the UK distributor for Cassis, which produces parts from original Citroën tooling. The brand new galvanised chassis gets fresh steering and brakes, overhauled suspension, new wiring, a rebuilt engine and gearbox along with new pipework, wheels and tyres. All cars are handbuilt to the customer's desires. 'We did a 2CV in metallic black with televisions in the headrests to match a client's Audi A8,' says Darren. 'A disabled chap required a hand throttle on his; another customer wanted racing suspension. Leather interiors are possible, and so are hatchback conversions and tinted glass.'

The 2CV Shop produces some 20 bespoke 2CVs per year, mainly straightforward restorations to factory spec with upgrades such as electronic ignition. The entirely in-house process takes about 12 weeks and you drive away in what is effectively a factory-fresh 2CV.

As with most things Citroën, what at first seems odd soon becomes second nature. Grab the gearstick jutting from the centre of the dashboard and pull; a flick of the wrist anti-clockwise selects the dog-leg first gear on the four-speed box, then release and push forward for second. With a 30bhp 602cc engine I'm not expecting much, but the car surprises. Revved hard it keeps up with modern traffic better than some larger-engined classics. Power into a corner and you'll lean until the mudflaps scrape. But what looks comically terrifying from outside feels perfectly safe within an interior snug enough to ensure you aren't thrown



about. It's basic, but all the essentials are here – and if you want the wind in your hair, the roof rolls completely back. Plus these cars cost next to nothing to run.

Prices start at around £14,000 for an entirely 'new' 2CV. Restored (rather than completely rebuilt) machines are a fair bit cheaper. For 2013 The 2CV Shop will be offering the same rebuild service on Citroën Meharis. 'Give us a call,' says Darren. 'We can do just about anything – and we love a challenge.'

// The Citroën 2CV Shop, Warminster, Wiltshire BA12 7BZ, UK.  
www.the2cvshop.co.uk, +44 (0)1985 841327.



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### THE IDEAL FAMILY CAR

LIKE IAN BRAMBLE in the *Letters* pages of issue 116, I too was inspired by Mark Dixon's now-departed Porsche 928.

Having admired one on my paper round many years ago, I was recently looking for an interesting second family car for weekend use and the Porsche 928 seemed perfect.

After much hunting I wasn't able to find an early one, so plumped for a late-1986 S2 instead in Prussian Blue. The so-called 86.5 retains much of the S1's purity but with some of the later S4's mechanical upgrades.

Our 'Prussian Prince' has been enjoyed by all the family; having room in the back for my two boys allows weekends away as a family and trips to the local Brooklands museum.

I wonder how many others have been similarly inspired?

**PHILIP CHURCHILL SURREY**

### AN EVEN FASTER F50

YOUR FERRARI F50 feature in issue 115 brought back memories. I was lucky enough to have a few long drives of the Koenig twin-turbo F50 with power upped to 825bhp.

I have driven a few 500bhp-plus cars that felt seriously fast but this F50 was in another league. A feeling of apprehension hit me every time I lowered myself into it. Manic acceleration meant that there was not enough time between gearshifts to put my hand back on the steering wheel. This is one car that would benefit from paddleshift. Wheelspin at 110mph and seeing over 190mph in an open car while still accelerating will live with me for a long time.

If only Ferrari had made them all like this...

**ANDREW PARKINSON SUSSEX**

### OH, MR COUCHER!

POWER STEERING – oh, Mr Coucher, how could you? [*Octane Cars*, 116]. Isn't that a bit, well, soft? How old are you? Surely you did not buy an XK140 for its ease of parking? You are not going to be one of those people who move into a bungalow in their 50s in case the stairs become too much, are you? Use it or lose it...

Was it not you less than two years ago who was expressing surprise, if not shock, that younger men did not realise it was perfectly normal to drive an E-type all day without power steering? I suggest you change your personal trainer!

**BENJAMIN C HARGREAVES LONDON**  
(Age 66 – with a 1939 Lagonda LG6)

*EZ power steering has transformed the XK140 but, rest assured, I won't be moving into a bungalow. The Stannah stairlift is on order.* Robert Coucher

## LETTER OF THE MONTH

# That's my old car!



MATTHEW HOWELL

SO I DUG INTO the *Skyfall* DB5 issue immediately, of course. Superlative! And as the story unfolded, so did the realisation: 'Hey, that's my car!' Let me explain.

Although an American, I used to live in the UK and sometimes keep a car there for use during my visits. When the opportunity to buy a nice driver DB5 came along, I took it. I have to admit, one element that made me take the plunge was its chassis number: 2007. This is the only DB5 with '007' on its frame.

In October 2010, while acting as the RM Auctions car specialist in charge of the *Goldfinger* DB5

('FMP 7B'), I decided it was an extravagance to keep a car abroad and opted to offer 2007 at the same sale as the Bond car. The pictures below show my DB5, 2007, with the *Goldfinger* car. So imagine my delight when I learned that my driver had become the *Skyfall* car.

If that was as close as I'm likely to come to having owned a real 'Bond film' DB5, well, so be it. I miss the DB5 (the driving impressions were spot-on, by the way) but, to make an unforgivable pun, I'll regard its destiny as my 'Quantum of Solace'.

**DON ROSE MASSACHUSETTS, USA**



## THE LETTER OF THE MONTH

### WINS A STYLISH LEATHER WALLET FROM GTO LONDON

GTO London's 250GTO Nero wallet is part of its Ferrari-inspired gent's accessories collection. Inspired by the iconic Ferrari 250GTO, each wallet is handmade in soft leather, with monogrammed satin lining and sterling silver steering wheel emblem, and is worth £255.

GTO London accessories are all handcrafted and include cufflinks, tie pins, key fobs and money clips. Designs reflect signature Ferrari components – classic steering wheels, spinners, ignition, carb trumpet, shift gate, tyre tread or connecting rods – and each is approved by Ferrari experts, to ensure accuracy. [www.gtolondon.com](http://www.gtolondon.com)







### HOWLING 'OWLET'

I READ WITH GREAT INTEREST the article on the Frazer-Nash 'Owlet' in *Octane* 116. What an amazing machine! Its performance does not surprise me, having seen the car perform at the VSCC Prescott Hill Climb meetings two years running.

However, what does surprise me is the amount of power that has been extracted from the 1500cc Meadows engine – 125bhp from a pre-war unblown engine is almost unbelievable. This is the kind of power that racing Ford Cortina GTs would have been getting in the early/mid-60s. For example, John Young's Superspeed Grp3 Anglia was finally quoted at 144bhp @ 7000rpm, and that from an engine of 1650cc.

I am aware that vintage/thoroughbred engines can be developed to give far more power than in days of yore. Patrick Blakeney-Edwards mentions supercharging the unit and is predicting 180bhp. Phew! Certainly the car could be a class-winner with that kind of power.

Taking it a stage further, how about the supercharged engine in a lighter-weight 'Nash single-seater? ERAs et al, watch out!

STUART TAYLOR GLOUCESTERSHIRE

Patrick Blakeney-Edwards replies: *All historic engines are these days producing much more than they did in period – I'm sure they've got that Anglia engine knocking on the door of 200bhp now! The 4ED engine is not too different to a BMC A-series and is highly developable. The engine in 'Owlet' has an original crankcase/sump/timing chest, all new internal moving parts, new block and an original head. Stroke is as original, but it's slightly overbored to give 1550cc. Max power is at 6000rpm, which is about what they used with the works engines in period.*

*So where does the power come from? Years of blood, sweat and tears, and very careful assembly, with particular attention paid to balance, cam design, a decent exhaust system, tolerances and gas flow. Get yourself a decent 4ED Meadows and a copy of David Vizard's Tuning the A-series Engine, build an engine very carefully, and you won't be far short.*

### ROADGOING GT40S

I ENJOYED the road test of Gary Bartlett's GT40 Mk3 in *Octane* 115.

The fact that seven Mk3s were built (as the pure road-car only GT40 derivative) has led to the oft-repeated assumption that there were only seven GT40 road cars. In fact, a total of 31 Mk1 road cars were built by Ford Advanced Vehicles and (later) JW Automotive Engineering, but to that total you could arguably add another four that had previously been shipped unpainted and without engines to Shelby American Inc, but which were returned to Slough because of a problem with customs and/or tax. These were then built up by JWA as race/road Mk1s, all sprayed light blue and registered XBH 763F to XBH 766F.

British adverts for the Mk1 road car featured either a blue or a red car and quoted a price of £7539 or £7540 respectively. The usual specification included door locks, a cigar lighter, carpeting, wire wheels and so on. Some were ordered with extras such as a heated windscreen, radio, air conditioning and more.

So it can be seen that the Mk3 was far from being the first, tentative step in producing a road-legal GT40 – though the Mk3 did allow for left- or right-hand drive, had improved luggage space, headlights that were legal in all the US states, and did away with having to climb past the gearlever on RHD variants.

STEPHEN DUCKER ESSEX

### HATS OFF – OR ON?

FOLLOWING THE RECENT correspondence concerning the wearing of gloves while driving, what is the general consensus on the wearing of hats? While perhaps considered a necessity in particularly cold or sunny weather for the follically challenged drivers of open cars, what about in closed cars?

My father always exercises extreme caution on approaching a driver wearing a brimmed hat and overtakes as soon as possible to avoid any danger. Are there any circumstances in which a brimmed or peaked hat may be worn – or should such garments simply be reserved for the chauffeur?

PETER MULLINEUX SURREY



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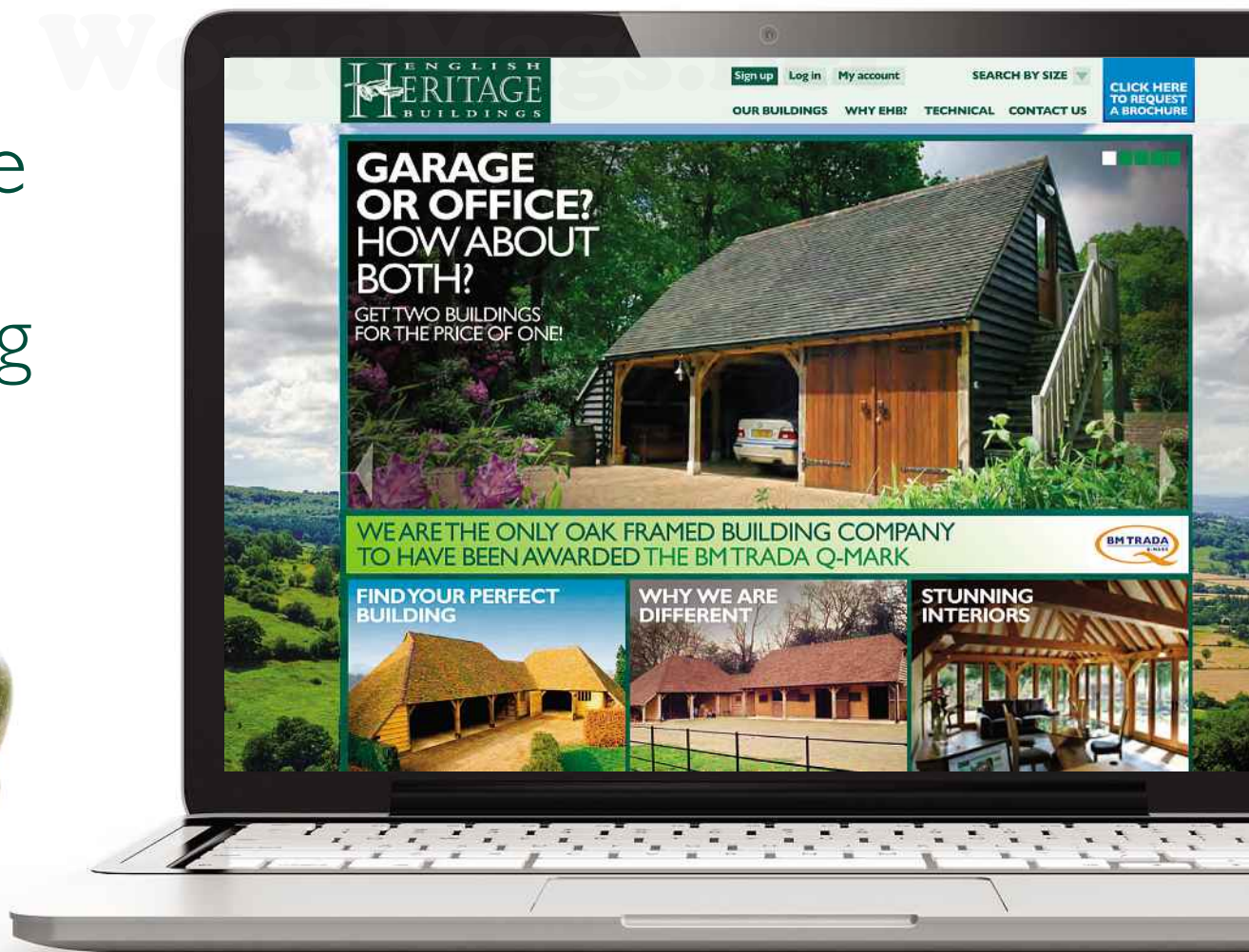
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# JAY LENO

## THE COLLECTOR

**H**APPY NEW YEAR. With 2013 under way, I thought it was a good time to look back at some landmark years in the automobile world. I'll start with 1932. By then, at least in America, the car was here to stay, and most were fairly dependable. With reliability no longer an issue, manufacturers had to make them exciting.

There were exciting cars around before 1932: Duesenberg, for instance, had introduced the 265bhp, 420ci twin-cam straight-eight, but there was nothing much for the common man. Then Ford came out with an affordable V8, and GM introduced the 16-cylinder Cadillac – both of which looked breathtaking, too.

In the depths of the Great Depression, manufacturers knew they had to design real dream machines to encourage hard-up consumers to buy. Prior to '32, most cars were brush-painted in dark grey and green, but these new cars had incredible bodywork, and were available in an array of amazing colours thanks to DuPont's latest automotive paints. This was a watershed year.

Like the Depression, World War Two forced US car makers to get creative. Post-war America enjoyed incredible new cars from Ford, Chrysler and General Motors. In fact, the 1948 Cadillac was probably the best car in the world. The Rolls-Royce of the period, while certainly well-made, was still a six-cylinder. The Cadillac had a V8, electric windows and power steering, a radio and automatic transmission – things that Rolls-Royce, still recovering from the war, was probably only dreaming about.

I got my licence in 1966, which was the last year America was free of regulations. You could put almost anything on the road as long as it had four wheels and headlights. Designers had free rein, and the result was the Lamborghini Miura. No bumpers, no passenger protection, no safety equipment of any kind; just pure, unadulterated style. It literally took people's breath away. In '66 there were still a lot of hulking '40s and '50s cars on the roads. Then there was this thing that was, what, 41 inches tall? That was pretty exciting.

By the 1970s, engines were so strangled by emissions regulations that a Corvette made well under 200bhp. Cars were still carburetted, and the manufacturers would just lean them out until there was hardly any fuel going through, and they'd run hot. It was a pretty awful time. I thought the '60s had been a golden age

to which we could never return, but then the Japanese came along and turned the car industry on its head. Unlike the lobbying Americans, they didn't try to fight the emissions regulations. 'What are the targets?' they asked. 'OK, we'll meet or exceed them with science and technology. Thank you. Goodbye.'

In the late 1980s there was another breakthrough: the Ferrari F40 appeared in '87, and was followed just a few years later by the 400bhp Dodge Viper. That made Corvette get off its ass. At the time, 400bhp was crazy; now 600bhp barely gets you into the supercar club.

The most recent year I'd pick is 2004, which saw the arrival of the Porsche Carrera GT, hot on the heels of the McLaren-Mercedes SLR, which was introduced the year before. However, the leap in technology from '04 to now is amazing. I have a Carrera GT: it

was the single most unbelievable, sophisticated car of 2004, yet I drive it along a rough road and I'm getting bumped around – bam, bam, bam! – because it's so stiff. Then I take out my McLaren MP4-12C and it seems lightyears ahead. It's amazing how far we've come in a few short years.

I think 2013 will be a very exciting year. Turbocharging in the '80s gave a glimmer of hope. Now, KERS and hybrid technology seem set to be the turbocharging of the

future. Ferrari seems to have adopted KERS, and the rumour is that McLaren will have it on the P1.

Only a generation or two ago, when you got a supercar from Italy it would be gorgeous but it'd have fairly standard technology. You were paying for design, for something beautiful to look at. With cars like the P1 now, you're paying for art, science and technology, which is really exciting.

When I was a kid, 0-60mph in under seven seconds was staggering, and I remember when the Chrysler Hemi, with automatic transmission, beat a standard shift in a drag heat for the first time. It did 0-60mph in 6.3 seconds. That just seemed like the end of the world. Now, you're looking at sub-three-second times. The future will be as exciting as the past.

### JAY LENO

Comedian and talk show host Jay Leno is one of the most famous entertainers in the USA. He is also a true petrolhead, with a massive collection of cars and bikes (see [www.jaylenosgarage.com](http://www.jaylenosgarage.com)).

Jay was speaking with Jeremy Hart.

**'IN 1966, YOU COULD  
PUT ANYTHING ON THE  
ROAD AS LONG AS IT  
HAD FOUR WHEELS AND  
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# DEREK BELL

THE LEGEND

**T**HIS COLUMN IS being written just days before I leave for Birmingham and the Autosport International show. I will be taking to the stage at the NEC for some Q&A sessions, but hopefully there will also be time to get up to speed with all the gossip surrounding the coming Formula 1 season. No doubt there will be plenty of opinions on last year's contest, too.

I'm not sure how many *Octane* readers follow F1, but I expect it's a fair few. I would also venture that many don't believe the modern-day stuff stacks up well against the racing from their favourite era of motor sport. They may well be right, but I have to say that in years to come I believe we will look back on the 2012 season fondly. Why do I think that? Well, even that great puppetmaster Bernie Ecclestone couldn't have scripted it any better: the 20-round championship decided at the final race in Brazil; an afternoon of high drama ending with Sebastian Vettel taking his third consecutive drivers' title – a title that could so easily have been Fernando Alonso's.

The 2012 Formula 1 season was memorable for many reasons. For the first time ever, there were six world champions on the grid. What's more, the first seven races produced as many different winners, and most rounds – the Grand Prix in Austin, Texas, among them – delivered plentiful entertainment and frenzied action throughout the field.

When Jenson Button won so convincingly at the opener in Melbourne, many expected a year of McLaren dominance. As it happened, Jenson won only two more races during a frustrating year, while his team-mate Lewis Hamilton was sometimes brilliant and sometimes brattish, not least when he leaked team data on Twitter in a fit of pique. I was surprised that he decided to move to Mercedes GP for 2013, but Lewis was practically in diapers when he joined McLaren, and a new challenge might be just what he needs.

I must admit I was delighted to see Williams become a front-runner for the first time in aeons. Pastor Maldonado's win in Spain was beautifully judged, although he seemed incapable of making it to the flag thereafter. It was also pleasing to see Kimi Räikkönen return so convincingly from his self-imposed exile. The ultimate speed of old might not have been there, but the race-craft undoubtedly was.

The same perhaps cannot be said of Michael Schumacher, whose own comeback proved to be a sobering experience. I can understand why he came out of retirement in 2010 to drive for Mercedes, however: I continued to drive at Le Mans well past my 'sell by' date. People wondered what the hell I was trying to prove, but I did it simply because I wanted to. Michael might have left the sport in 2006 with the best record in F1 history and all the money in the world, but he too realised that there is nothing like the thrill of driving on the limit in the best kit. As he retires again, let us not forget that his record remains unmatched.

The year ultimately came down to a battle between Alonso and Vettel. As a bit of a purist and a former Ferrari driver myself, I would have liked to see a grandee of motor sport triumph over the marketing exercise for an energy drink, but that's not a

reflection on the drivers. Alonso was simply outstanding, and clearly carried the Scuderia; Felipe Massa, driving the same car, gave the impression of being asleep for much of the year. Vettel's Red Bull was significantly quicker and, in wingman Mark Webber, the German had someone who would not only push him hard but also take crucial points away from his rivals. Both contenders scrapped brilliantly in São Paulo, the incident-strewn race providing a

fitting end to an extraordinarily eventful year.

As compelling as the 2012 season was, I do feel that Grand Prix racing has been ill-served by so much artifice. The arrival of things such as KERS, push-to-pass DRS [drag reduction system] buttons, and tyres designed *specifically* not to last the distance has made overtaking a whole lot easier in recent years. In the DRS zone, the lead car is always going to be a sitting duck. Getting past him has nothing to do with driver ability; it's just that the pursuer has extra horsepower at his disposal for a short burst. How can you possibly counter that?

And my predictions for 2013? Only that the year ahead will be even more topsy-turvy than the last. Max Chilton winning a race for Marussia? Stranger things have happened...

## DEREK BELL

Derek took up racing in 1964 in a Lotus 7, won two World Sportscar Championship titles in 1985 and 1986, the 24 Hours of Daytona three times in 1986, 1987 and 1989, and Le Mans five times in 1975, 1981, 1982, 1986 and 1987. He was speaking with Richard Heseltine.

**'EVEN THAT GREAT  
PUPPETMASTER BERNIE  
ECCLESTONE COULDN'T  
HAVE SCRIPTED THE  
2012 FORMULA 1  
SEASON ANY BETTER'**





# STEPHEN BAYLEY

## THE AESTHETE

**'SHOOTING BRAKE'** is several things. One, a suddenly very fashionable revival of a truly archaic term. Two, a homonym sourced in confusion. The original coachbuilder's type was once known as a horse-breaker's drag, a utilitarian wagon of such heft that its solemn gravity was used to 'break' stubborn wild-horses.

The ruddy-faced rural associations of the break slid into the more stylish sort of vehicle used by shooting parties. Somewhere, possibly with retarding systems in mind, break became brake, although the French, weirdly, retained the old English usage. From the old term *break de chasse*, a hunting pause, Citroën was still calling its estate cars 'breaks' as late as the 1970s.

Goodness, vehicle semantics are revealing of national preoccupations. 'Estate' car itself evokes the same Downton retro-kitsch fantasia as shooting brake. And so it's revealing that the American equivalent of both was known as a station-wagon. This is the sort of emphatically un-aristocratic vehicle you would use to pick up people arriving from New York's Grand Central at suburban stations in, say, Westchester or White Plains. A station wagon was more egalitarian and modern, Norman Rockwell rather than Highclere, although a nod to the feudal was retained when so many were decorated with baronial wood. But, this being America, the wood was always artificial.

I don't know any essay more revealing of the disease that is English nostalgia than Harold Nicolson's *The Edwardian Weekend*. Here is a world of butlers, warming pans, ptarmigans, anchovy toast, chafing dishes, crosswords in the drizzle and monster bottles of Penhaligon's Hammam Bouquet in the over-sized and under-heated bathrooms.

And this too is the world of the first motorised shooting brakes, huge wagonettes with longitudinal seating, roll-up canvas sides, Fortnum's hampers and ample gun racks to carry intoxicated swells to pheasant killing-fields. Was this what Mercedes-Benz had in mind when it called the superb new five-door hatchback CLS a 'Shooting Brake'? It's hard to say, but the enduring associations of upper-class and outdoor sport are certainly valuable assets in a competitive market.

Somewhere on its semantic journey, the shooting brake began to acquire additional associations founded in special qualities

of style and amenity, not to mention a grave yet seductive *snobism*. A wonderful example here was Harold Radford's 'Countryman' conversions of the 1952 Bentley R-Type: the stately saloons were given two-piece hatchbacks and the pleasing option of a full-length double bed. Presumably so you might sleep with your friendly gun dog. Just to look at a picture of one, at least from three-quarters rear with the hatch and drinks tray deployed, is to enjoy a cerebral short-circuit and smell the wet wool travel rugs, hear the pop of corks and feel the unique chuckle of point-to-point intoxication enjoyed in cool air.

Always alive to nuances, Detroit's wizard-like Harley Earl in his sky-blue silk suit even proposed a sporting shooting brake for Chevrolet. This was the Chevrolet Nomad, first seen as a concept in the 1954 Motorama road show. Based on the astonishing two-

seater Corvette, Earl's Nomad was dramatically low. It was so low, in fact, that Earl's desperate urge to decorate all visible surfaces was now released for the first time onto a car's roof. With the Nomad, he grooved it. Alas, GM lost its nerve and, when a Chevrolet Nomad eventually went into production, it was based not on the astonishing Corvette, but on the more plebeian and practical Bel Air saloon.

This is all on my mind because I have just acquired a Mercedes-Benz CLS Shooting Brake. Why? While sometimes tempted, I don't need to carry guns nor do I ever want to get its low-profile tyres muddy. Its cream leather interior is certainly inviting, but not by any invitation from me to them with the remains of Exmoor clinging to their Hunter wellies. Canvas drop-sides would compromise its swooping roofline and longitudinal seating would be no advantage. But it is a ravishing car and a wonderful name inviting dreams and speculations about travel. It is no more a shooting brake than I am the Duke of Beaufort. It is irrational. That is why it is such a pleasure.

But what's to relaunch after shooting brake? Barouche? Landaulet? Salamanca? Don't doubt it. No-one predicted that *Downton Abbey* would be more popular than *Sex and the City*.

### STEPHEN BAYLEY

Author, critic, consultant, broadcaster, debater and curator Stephen co-created the Boilerhouse Project at London's V&A, was chief executive of The Design Museum, and fell out with Peter Mandelson when he told him the Millennium Dome 'could turn out to be crap'.

**'MY NEW MERCEDES-BENZ CLS SHOOTING BRAKE IS NO MORE A SHOOTING BRAKE THAN I AM THE DUKE OF BEAUFORT'**



1988 *Classic* 2013

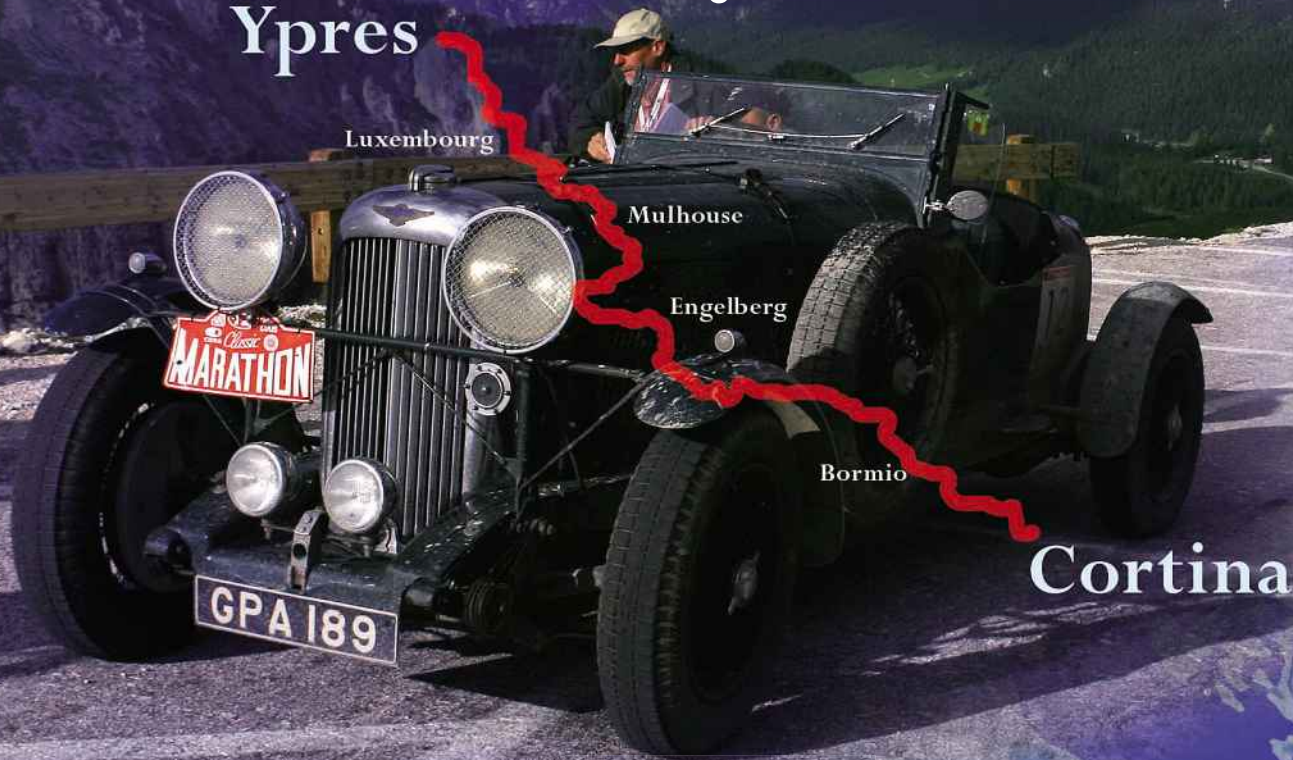
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# ROBERT COUCHER

## THE DRIVER

**I**N THE '60S, '70s and early '80s, Alfa Romeo was the darling of motoring journalists, each new model inspiring a torrent of purple prose. This was a source of great annoyance to those who felt that the journos would happily turn a blind eye to rust and reliability issues if it meant that they could use the word 'brio' another time or three.

By 1986, though, the motoring press had a new crush, and this time the general public was equally smitten. The object of everyone's affection that year was the E30 BMW M3, which you will read about from page 44. In recent years the M3 has unfortunately become the totem of successful IT salesmen (no self-respecting grown-up with a waistband larger than his inside leg measurement should be caught dead in a modern M3), but the original homologation model remains a true driving machine appreciated by the discerning.

Towards the back of this issue we feature another automotive great, the Renault 4 – to my mind a better car than Citroën's 2CV. And I should know: I owned a Renault 4 in the late '70s... and absolutely loathed it. At first.

As has been mentioned here before, my first car was a Lancia Aurelia B20GT, a wreck my father gave me to restore when I was 17. The Lancia was brought back to life but, as a skint university student, I struggled to keep up with its thirst. Father, tired of catching me siphoning petrol out of his cars, decided that I needed something more fuel-efficient for the commute to varsity. A baby-blue 4 arrived chez Coucher and it was mine.

This was cruel and unusual punishment. In today's metrosexual world, men are quite content to zip about in pastel-coloured automatic Fiat 500s and Mini Coopers, but South Africa at the time was at war and was a place of '*braaivleis* [barbecue], rugby, sunny skies and Chevrolet', to borrow the words of the ad jingle. A light blue Renault 4 was not going to cut it with the girls.

My idea was to kill the Renault as quickly as possible. I pumped the tyres up, removed the air filter (thinking that might help with induction), and hacksawed off the rear silencer. The 4 remained woefully slow but was just a bit noisier. So I drove it like I stole it.

My run to university was along the back of Table Mountain and most mornings, just for amusement, I would try to pull out in front of the same, fast-driving BMW 5-series, much to the irritation of its driver. If the oncoming traffic was sufficient, Hans

Stuck in the BMW would be stuck behind my lumbering 4 until I got it up to speed. Then it was flat-out in top gear, through every corner on three wheels, which invariably caused the hero in the 5-series to back off... waiting for the accident.

Perfecting manipulation of that trombone-style shifter sprouting from the dashboard and revving the 845cc engine to valve bounce in every gear, I soon realised the little Renault was not only bulletproof, it was damned good fun to over-drive. Eventually, of course, I rolled it. After upending it late one evening, my sanguine passengers and I pushed it into the undergrowth and scarpered. A night in a South African police cell is not an experience I would recommend. Collecting the car early next morning, we towed it back home with some trepidation. Fortunately, the only damage appeared to be a bit of bending

above the waistline, so I sought the attention of Mr Gladwell.

Edward Gladwell was the chap who rebuilt my father's Bentleys. He was an old-school type, and had originally been a body man at Park Ward coachbuilders in England before going out to South Africa to restore the Queen's Daimler, used on her trip in 1947. He never returned. Ted (under no circumstance did I ever refer to him as such) always had a Woodbine on the go, a thick HB

pencil stuck behind his ear and his grey hair Brylcreemed into a perfect quiff. Mr Gladwell enjoyed cuttin' 'n' shuttin' everything. He took one look at the bent 4 and mischievously suggested converting it into a 'Plein Air' – a roofless, doorless, low-sided roadster. Being desperate for a way to mitigate my father's inevitable fury, I agreed.

Conspiratorially, Mr Gladwell plucked the largest hacksaw from the garage and cut off the skewed roof in a trice. He then bolted in some side supports and, with great dexterity, bent, hammered and riveted a few Bentley aluminium off-cuts into place. Et voilà! Transformed from an ugly duckling into a girl-friendly beach car that was the envy of surfer dudes everywhere. I loved that cool 'Plein Air' Renault 4.

### ROBERT COUCHER

Robert grew up with classic cars, and has owned a Lancia Aurelia B20GT, Alfa Romeo Giulietta and a Porsche 356C. He currently uses his properly sorted 1955 Jaguar XK140 as his daily driver, and is a founding editor of this magazine.

**'I SOON REALISED  
THE LITTLE RENAULT 4  
WAS DAMNED GOOD  
FUN TO OVER-DRIVE.  
EVENTUALLY, OF  
COURSE, I ROLLED IT'**



There's no road to happiness, happiness is the road.



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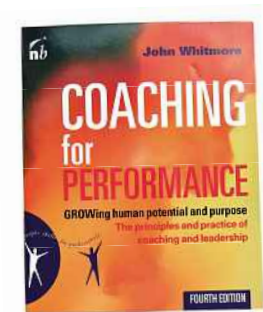


# Sir John Whitmore

*Motor racing champion, world-leading performance coach – and 1960s revolutionary*



**SIR JOHN**, 2nd Baronet, now 75, comes from a privileged land-owning family. After Eton, Sandhurst and a brief spell in the Army, in 1956 he took up sprinting and rallying. In '58 he switched to racing a Lotus 6; Colin Chapman soon offered him an Elite co-drive with Jim Clark in the 1959 Le Mans 24 Hours. In 1961 he was crowned British Saloon Car Champion in an 850cc Mini. In 1965 he became European Touring Car Champion in an Alan Mann Lotus-Cortina and was a member of the World Sportscar Championship-winning Shelby Cobra Team. He also raced GT40s twice at Le Mans and in the Targa Florio. By then a tax exile in Switzerland, he retired from professional racing in '66 and studied sports psychology in America, becoming a world-leading performance coach and author: 'I've always had an urge to succeed and prove myself.' **Steve Havelock**



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11 //

**1 // COACHING FOR PERFORMANCE**

I wrote this in 1992 and it's since sold over 600,000 copies in 25 languages. Most coaching is about what's wrong with you, not what's right. Real coaching is about potential and how to bring that out.

**2 // 1965 TARGA FLORIO PIC**

I drove this GT40 with Bob Bondurant. I was doing 130mph and the front wheel came off. Amazingly, I found it and got it back on. Unfortunately, two laps from the end while lying third, Bob crashed out.

**3 // CORTINA PHOTO**

In 1964, a bunch of us including Jimmy Clark, Colin Chapman, Vic Elford and Jack Sears went with Ford to Cortina. We asked Walter Hayes if we could drive a Cortina down the bobsleigh run. Great fun!

**4 // GT40 TEST AND POEM**

I tested the prototype GT40 at Goodwood. I love this photo because there's no numbers or advertising. It prompted me to write a poem *The Test of a Lifetime*, which has since become a song.

**5 // CRASH HELMET**

Von Dutch painted this for me when he was just the paint guy at Bud Ekins' bike shop. He painted 'Ford' as a mirror image, and he could do that without thinking. It's signed by Shelby, Mann and Bondurant.

**6 // MODEL CARS**

I have models of the cars I raced, including my RAC Rally Austin A35, Lotus 6, Elite, British Championship-winning Mini, Stirling Moss's SMART Elan, Cortinas, GT40s, Cobras and a McLaren.

**7 // SON'S NOTE**

In 1990 I was racing a McLaren M8F at Silverstone and was unsure about beating Charlie Agg. My son Jason, 7, wrote this note: 'Bleve in your self'. Awesome. Agg and I were doing 196mph on the straight and I passed him around the outside at Stowe and won. How could I not?

**8 // CORGI CORTINA MODEL**

I won the 1965 European Touring Car Championship in this Alan Mann Lotus-Cortina. I finished first in class eight times and won the Nürburgring Six Hours and Snetterton 500km. Alan was bloody good and enabled me to be successful.

**9 // CHE GUEVARA ART**

This represents my revolutionary side. I was shocked when the Americans were at war against Nicaragua. I went there and became a revolutionary. I even went to the Pentagon and met with the Head of the Latin American desk to protest.

**10 // SIGNED COBRA TEAM POSTER**

Signed by the 1965 Shelby Cobra Team. I raced Daytona Coupes at Reims, Spa and Monza, and won the Oulton Park TT in an open Cobra. The toughest race of my life, it was crucial for the Championship.

**11 // STEVE McQUEEN PIC**

We were good friends. I took this photo of him and Bud Ekins in the Mojave Desert. We called ourselves the Chicken Shit Racing Team. Steve had some chicken shit analysed and we painted the formula on our helmets. No-one knew what it was.

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# TONY DRON

## THE RACING EXPLOITS OF THE 9TH DUKE OF GRAFTON

**H**E'S A WITTY MAN, the editor. After my clever remarks last month, mentioning that I stopped racing ages ago, he has calmly changed the name (and focus) of this column.

So, there's no more racing for me but I did compete in an event immediately before Christmas – the annual scatter rally organised by friends who work in Silverstone-based companies. We meet in one of the industrial units, have a bacon roll breakfast and get briefed on the competition ahead. Then we go our separate ways around Northamptonshire, puzzling over clues before meeting in The White Horse, where severe penalties are applied for every minute of lateness after one o'clock.

We are never late for lunch, Mrs D and I, though we normally collect the wooden spoon for our achievements in this major event. She made a terrible mistake one year, fluking a very close second place, which was alarming as the winners get nothing more than the privilege of organising the rally the following year.

Chasing down the clues takes us to places we wouldn't otherwise see, including this time the nearby Wakefield Lodge estate. The beauty of its parkland setting struck me such that afterwards I found out more – and turned up a real-life *Downton Abbey* type of story. The look of the grounds had Lancelot 'Capability' Brown written all over it and indeed that development was of one of the early triumphs that made him famous around 1750.

It was the stately home of the Dukes of Grafton, which rang a big bell with me. It must have been the 3rd Duke who called in Brown to do his gardening but two centuries later the 9th Duke, John Charles William Fitzroy, was an aspiring racing driver. You knew I'd get there in the end; thank you, race fans, for sticking with me.

This 9th Duke was born on 1 August 1914, three days before Britain declared war on Germany. He inherited the title aged four when his father was killed in a flying accident towards the end of The Great War. In 1936, having acquired a Bugatti Type 59 (pictured below), he set off to race in the Limerick Grand Prix.

Meeting the 750kg Formula 1 rules of the day, that exquisite Bugatti was a quick machine, with some 250bhp on tap. It was no match for the contemporary Silver Arrows, of course, but the German teams gave the non-championship Limerick

GP a miss. This was a classic 'round-the-houses' circuit, 2.76 miles long and lethally fast between walls and buildings. Against a bunch of hardened drivers the inexperienced young Duke was obviously out of his depth but a report mentions his great start and, I wonder, was he even leading when he crashed on the first lap?

It was three days after his 22nd birthday, and he died in the burning car. The title passed to a cousin with his own stately home and the 12th Duke of Grafton is going great guns there today. Wakefield Lodge was sold off but it too is still in business, including an impressive farm produce shop. *Downton* fans will appreciate that the sale of the damaged Bugatti was handled by the Duke's chauffeur. Repaired, it went on to race again and is today a prized collectors' item.

Bringing this up to date, the citizens of Limerick commemorated the 1930s races a couple of years ago, when suitable cars paraded around the original circuit under garda escort. How I wish I'd seen that, but I missed it and it seems unlikely to happen again. The hard work, an Irish friend tells me, fell on two people and, sad to say, the anticipated support to carry it forward never materialised.

All is not lost, my friend added, because the Munster Vintage Motor Cycle & Car Club in Cork is planning a similar event to commemorate the 75th anniversary of the 1938 Cork Grand Prix meeting, which I believe included the only pre-war race in Ireland run exclusively for Formula 1 cars. At just over six miles, Cork's daunting Carrigrohane road circuit included an incredible three-mile straight.

This sounds great but unfortunately for me it clashes with Le Mans this year. Cork is a brilliant place, with terrific people, and I have very happy memories of some small personal successes in 1980s Cork 20 Rallies, stage events on fabulous closed genuine public roads, not to mention the long nights afterwards in the bar at the Munster club's headquarters, which back then was still in the magnificent but crumbling 18th-century villa of Vernon Mount in Cork.

**'MEETING THE 750KG  
FORMULA 1 RULES  
OF THE DAY, THAT  
EXQUISITE BUGATTI  
WAS A QUICK MACHINE,  
WITH 250BHP ON TAP'**



### TONY DRON

Having started his racing career in Formula Ford, Tony made a name for himself in 1970s Touring Cars and since then has raced an astonishing variety of sports and historic machinery. He is also a hugely respected journalist.



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# OBVIOUSLY, IT'S NOT A

*Passers-by may think it's a relic of the red-brace era. But boxy proportions hide a racebred soul t*

WORDS John Simister // PHOTOGRAPHY Alex Howe



THERE WAS A TIME when I thought the original BMW M3 to be the best high-performance car in the world. Not the fastest, the grippiest, the most glamorous or the most challenging, nor the most sonically pleasing or dramatic-looking. Just, simply, the best. As a package of usability and bringer-on of intense desire, the E30 M3 was the one.

March 1987 was when this Damascene moment took place. Estoril circuit in Portugal was where. It was not long after the M3's international launch on another circuit, Mugello in Italy, in August 1986 – almost a year after the M3 had been revealed to the public at the 1985 Frankfurt show. From a report in *Motor* magazine of this launch by my then-colleague David Vivian I shall now extract a fragment. DV is being driven by ace BMW racer Dieter Quester, and an enjoyably long-drawn-out drift has just been enacted.

Here's what David wrote. *'The feel is different,'* said BMW's articulate racer. *'More →*

# ABOUT THE LOOKS

*the like of which can't be bought new today. This is the legend of BMW's E30 M3*





‘On the sweeps and straights of Estoril the M3 was magical. I did many laps and wanted it never to stop’

*safe. More safe for Quester was turning in early and pressing the lightweight trainer on his right foot so hard it left the imprint of its sole there... in a regular 325i we would have been pointing in the opposite direction long before the end of the bend. Probably upside-down.*

This was remarkable. People today might have forgotten just how remarkable. The regular E30 generation of the BMW 3-series, made from 1982 to 1991, was a good car in many ways but had a deserved reputation for sudden-death oversteer if a powerful version was driven with excess machismo (although its E21 predecessor was even more wayward). Some pundits blamed the camber changes of the semi-trailing-arm rear suspension, but strong initial understeer and slightly slow-witted steering made matters worse after their large-holed safety net had lost its hold. Back off to quell that understeer or, more bravely, add traction-threatening power, and suddenly you were over the knife-edge and fighting to tame the tail.

Not in the M3, though. Here we found quick, consistently meaty steering, a properly planted front end, a deliciously long phase of handling neutrality as front and rear axles shared the pre-oversteer cornering loads, and ultimately a perfectly predictable, benign build-up into the sort of oversteer anyone could control with confidence. A friendlier car you could not hope to meet.

How could this be? How could the M3 feel so dramatically different from other E30s while still having the same rear suspension? Development over design, or did Porsche own that particular escape route? Perhaps just designing the M3 properly in the first place, then, and crediting drivers with skill and instinct that BMW couldn't afford to take for granted among those driving lesser E30s, even though they turned out to be harder to control in a crisis. The quickest, hardcorest, raciest E30 turns out to be dynamically the safest and easiest to handle. Why couldn't all E30s be that way?



That they weren't just added to the aura of miraculousness that surrounded this M3. Yet there was nothing 'trick' about the transformation. Before I go into the details, come back with me to that day at Estoril. It was a test day organised by tyre company Continental to try out the then-new Sport Contacts, and the M3 was by a big margin the best car of a group that included Porsche 944, Toyota MR2, Audi 80 Quattro and, crucially, a Mercedes-Benz 190E 2.3-16.

There was no Ford Sierra RS Cosworth, but that would have been similarly annihilated for the lack of finesse in its turbocharged power delivery. It was a shame in a way, because to have gathered together the Sierra, the 190E and the M3 would have given us the three most-talked-about homologation specials of the time, three arch rivals designed to bring honour and fame to their makers in the world's Group A saloon-car races. Of the three, the BMW did the job the best and the most often on the racetracks, and it even had

a brief but successful foray into rallying, although that was more the Ford's domain.

As a road car, the M3 had the highest state of innate tune because it produced its 200bhp without a turbocharger. The Sierra managed 201bhp from a smaller capacity (2.0 instead of 2.3 litres) but needed a turbo to do it, while the Benz's 2.3 litres generated just 185bhp. Yet that didn't make the M3's engine a highly strung piece of peaky truculence, even if power did pour forth with unabating vigour right up to the 7000rpm limit. There was substance here, as befits an engine effectively two-thirds of the unit used in the M5, the M635CSi and originally the mid-engined M1.

On the sweeps and straights of Estoril the M3 was magical. I did many laps and wanted it never to stop. I was still new to motoring journalism and this day remains one of the most intense bursts of skill improvement I have ever experienced, because the M3 just let me explore everything a car can do.

Brake late and pitch the car into the corner?

Below  
BMW eschewed the overtly aerodynamic styling of the rival Mercedes 190 Cosworth, yet the M3's more steeply raked rear screen and raised bootlid, though a little crude-looking, gave it a still-creditable 0.33 drag factor. →







‘A car brilliant  
on a track often  
is much less  
so on the road,  
but the M3  
excels at both’

**Above and right**

The M3 is neat if unexciting inside, but it's a long time since the Ultimate Driving Machine had such a fiercely driver-orientated dashboard. Front aspect is assertive rather than menacing.

Brake earlier, be smoother? Floor the throttle at the apex? Get on the power more gently and exit more tidily? The M3 lets you do what you want, and doesn't admonish you if you make a hash of it. Confidence in your car, and your ability to control it, is vital if you're to go properly fast. Seldom does a car flatter its driver more than this one. And not a single electronic aid in sight as the engine howls its crisp-edged, fizzing, mechanical howl that's so far removed from a straight-six's silkiness, promising 0-62mph in 6.7sec and 147mph all-out. No wonder I wanted one so much.

The car you see here is not quite the same as that first Estoril car. Nor indeed as the next M3 I drove, possibly the first to be imported to the UK – it beat BMW GB's cars here – and the property of Peter Thorp, owner of Safir Engineering, which built continuation Ford GT40s using original tooling. This reacquaintance with the M3, on roads I knew well, made me love it all the more.

A car brilliant on a track often is much less so on the road, but the M3 excels at both. It rides properly, with a suppleness seldom found in today's fast cars, and its power steering has a subtlety of feel and progression too easily blustered past on a track where grip, balance and predictability are the main requirements. On the road, this steering helps

you feel exactly what is happening and lets you alter it instantly and precisely, the ingredients missing from lesser E30s. That's where the confidence comes from. And even as M3s evolved, that trait never changed.

Our Nogaro Silver car is one such evolution, broadly a so-called Evolution II but bearing an interior colour scheme and numbered plaque that declare it to be number 65 of 505 Roberto Ravaglia special editions. Ravaglia was one of the most successful M3 pilots, along with Johnny Cecotto who also put his name on a similar special edition. Just 25 Ravaglias officially came to the UK, but as all M3s are left-hand drive it matters little now whether the import is grey or factory-sanctioned.

Actually the numbers of the various versions – see panel, overleaf – are debatable according to who tells the tale, but broadly there have been three Evolutions: the Ravaglia/Cecotto editions and a Europameister, as well as two power-levels of standard cars. That's the saloons; there were also convertibles, 787 of them (one a Sport Evolution) out of the M3's total production of 16,202 cars.

The hottest road engine was the Sport Evolution's 2.5-litre unit with 238bhp at 7000rpm, achieved by both boring and stroking. Otherwise it was 2.3 litres with 200bhp at the start (or 195bhp with a catalyst

and the reduced compression ratio that went with it), rising to 220bhp for the Evo II or 215bhp if catalysed, all at 6750rpm. This last engine became the standard unit for later 'mainstream' M3s.

So, what distinguishes an M3 from, say, a 325i beyond the obvious lack of two cylinders? We'll begin with the way it looks. Of the outer skin panels, only the doors, bonnet and roof are carried over from the regular E30, and the last of these looks different thanks to its extra, separate cowling over the rear window aperture. This gives the window a racier rake and flows into a higher bootlid made from composite plastic, helping towards a better aerodynamic drag coefficient (0.33) than the boxy shape suggests. Both front and rear screens are bonded in for greater rigidity.

Front and rear wings are bulged out to cover the (relatively) wide wheels, and rather wider ones used for racing, and they lack the usual edge lips. Front and rear valances, sill covers and a large rear wing spoiler give the basis for the race cars' aerodynamic packages, yet the effect is far from lurid or aggressive

not least because the E30's small, square-cut, demure demeanour remains largely intact. Most people would think an M3 to be simply a regular 3-series with a boot spoiler.

Inside it's similarly normal bar some racier fabrics, the Recaro front seats and an illuminated gearlever knob showing first gear's gate position as a left-and-back dogleg. Underneath, though, things are very different, particularly at the front. Here, there's three times as much castor as in a standard E30, achieved with different hubs and strut bodies that also incorporate 5-series wheel bearings. The anti-roll bar's drop links are attached directly to the struts instead of to the wishbone below, greatly improving the immediacy of steering response (the same idea was used on Peugeot's 205GTI, and is nowadays usual) and effectively doubling the roll stiffness relative to a standard E30.

Stiffer springs with gas-filled dampers are used all-round, while the BBS cross-spoke wheels (very 1980s) wore 205/55 VR15 tyres originally, 225/45 ZR16 on later M3s such as our Ravaglia – whose rims are an impressive →





‘The engine is a big part of the M3’s drive-me nature, with a young-at-heart, tell-it-like-it-is eagerness’

7.5in wide. And then there’s the engine, the other big part of the M3’s drive-me nature, whose four-cylinder architecture gives a young-at-heart, tell-it-like-it-is eagerness somehow more instant and uncomplicated than the character of a sophisticated six-pot. The E30 was the only M3 so endowed; later ones became sixes, then a madly-revving V8, with a twin-turbo six now poised to take the line into the latest 3-series generation.

The engine’s core is the final development of the M10 cast-iron block, first used in 1962’s BMW 1500 and strong enough to cope with a qualifying-spec 1400bhp in a turbocharged Formula 1 Brabham-BMW. Closing off the four cylinders is a head that, in prototype form, really was an M1/M5 casting with the rear third sawn off. The production cylinder head was a unique casting, of course, but the combustion-chamber design with its four valves was the same, as was the disposition of the twin overhead camshafts above it.

Bosch ML Motronic management supplies fuel and sparks.

THAT, BROADLY, IS THE M3. It cost £22,750 new in 1987, and that’s top money for a really good early example now. The problem comes with finding one, especially unmodified. ‘The market has flattened,’ says Dan Norris, MD of long-time fast BMW specialist Munich Legends, ‘after collectors pushed up prices to a peak about a year ago. M3s are quite numerous but it’s difficult to find good ones. They had sunk to £4000-5000 in recent years and many got into poor shape, and by modern standards they’re not that quick.

‘Among the standard cars I’ve seen only one good one in three years. Typically they’ve done maybe 170,000km and have been through hell and back, changing hands, often having unknown foreign histories and becoming trackday weapons. Now people are trying to tart them up. If I had a pound for



every time someone comes to me with a car and says it's in pretty good condition... usually it will need £3000-worth of work straight away.

'The Sport Evo is a different matter. Just 600 were made and it sits at the top now, with people paying £60,000 to £80,000 for a low-mileage one because this is the car that brings the most memories. Maybe 400 are still left in a pure state.'

That's the 2.5-litre car with 238bhp and bigger arches. 'But,' says Munich Legends' technical expert Stuart Draper, 'I have driven Sport Evos that feel no better than a standard 200bhp non-cat car. A 195bhp catalysed car to a Sport Evo is a big difference, though. Those early non-cat cars can feel far better than expected.' On such M3s was my early M3 just based. How will it hold up today, when I drive our featured Ravaglia?

First, though, some words of advice if you're tempted to go M3-hunting. 'They're →



## M3: THE EVOLUTION

*It got more powerful, faster and more hardcore, yet BMW wasn't afraid to celebrate racing success with fancy paint and leather too*



### M3

First version had 200bhp, or 195bhp with cat. Including 786 convertibles (revealed 1988), 14,443 examples were built, making this earliest, purest M3 the most numerous. The USA took 49% of them, with a conventional gearlever gate, an overdrive fifth gear and a shorter (4.1 to one) rear axle ratio.



### M3 EVOLUTION I

There were 505 of these, mechanically standard but featuring slight spoiler changes (most obviously a black lower extension at the front) for homologation purposes. These were all subtle modifications to an already very subtle car – you need to be an M3 expert to spot the differences at a glance.



### M3 EVOLUTION II

500 of these, launched in 1988. Now the front spoiler's lower lip was extended, the trailing edge of the boot got a lip spoiler under the wing, 16in wheels with wider tyres replaced 15s, and there was a lighter bootlid, thinner rear glass, and 220bhp via higher compression, better breathing and revised camshafts.



### M3 SPORT EVOLUTION

Up to 238bhp thanks to 2.5 litres and higher-lift camshafts. Adjustable spoilers front and rear, enlarged arches to accommodate 18in racing wheels, single-piece bucket seats and red belts to clamp the front occupants. Black or red only; 600 built, plus one convertible, in 1989-90.



### M3 EUROPAMEISTER

There were 148 of these, signed by Roberto Ravaglia to mark the M3's 1988 European Touring Car Championship win. Output was 195 catalysed bhp. Each one was painted Macao Blue metallic and most were equipped with a silver extended Nappa leather interior, with hide covering the centre console.



### M3 CECOTTO/RAVAGLIA EDITIONS

These totalled 505 and are effectively catalysed, 215bhp Evo IIs but signed by Johnny Cecotto (480 examples) and Ravaglia (the remaining 25, all for the UK). So our featured car, rather than being number 65 of 25 (which would be absurd), is number 65 of the whole 505-car run signed by the two drivers.





### 1989 BMW M3 ROBERTO RAVAGLIA

**ENGINE** 2302cc four-cylinder, DOHC, 16 valves, Bosch Motronic engine management

**POWER** 215bhp @ 6750rpm **TORQUE** 177lb ft @ 4750rpm

**TRANSMISSION** Five-speed manual, rear-wheel drive

**STEERING** Rack and pinion, power-assisted

**SUSPENSION** Front: MacPherson struts, lower wishbones, coil springs, anti-roll bar. Rear: semi-trailing arms, coil springs, telescopic dampers, anti-roll bar

**BRAKES** Vented discs **WEIGHT** 1200kg

**PERFORMANCE** Top speed 143mph. 0-62mph 6.7sec

There's that angular binnacle with its simple, red-needed instruments bathed at night in a red glow, and a centre console angled hard towards the driver as BMW consoles were back in those Ultimate Driving Machine days. In the console's lower left corner is a bank of three heater sliders and a rotary temperature knob, a brilliant system giving a versatility of temperature and air distribution denied to drivers of modern cars.

To its right is a blank space where a radio should be, which makes the cassette storage box between the seats a strange orphan of purpose. Ahead is a non-adjustable steering wheel surprisingly far from the vertical, whose column appears to aim towards the M3's centre line. I never noticed this back then, but today it feels odd – especially in a BMW, historical paragon of ergonomics.

This is a catalysed car, from a time when cats took the edge off pace, and I have to say it doesn't feel as quick as I remembered. That it's mechanically an Evo II-plus-cat, and so has a longer final drive ratio (3.15 to one) than the earlier cars (3.25 to one), might partly explain this, but the throttle feels initially soft instead of linearly crisp the whole way through.

At 4750rpm, though, the engine's character changes; the note hardens into the fizz typical of tuned 16-valvers of the time, and we're still pulling hard as the rev-limiter intervenes. That's better. It just needs exercise.

The other attributes are as they were: the easy gearchange once you've remembered the layout, the remarkable ride, the feeling of tactile one-ness with the steering, the handling, the friendliness. That ability to trust the M3 come what may, to feel it join in your pleasure even on an icy road (as in the day of my re-acquaintance): it's all just as it was and unmatched by anything BMW makes today.

You could de-cat this car quite legally; there's even an adjuster on the Motronic system to recalibrate it once done. I would if it were mine, just to let the engine do what it can do so well. Meanwhile, if you crave an M3 – as I could easily do – but a Sport Evolution seems like fiscal overkill, you had better start hunting now. As Dan Norris said, good ones have become very rare. And you don't know what you've got till it's gone.

**THANKS TO** BMW GB and to Munich Legends, [www.munichlegends.co.uk](http://www.munichlegends.co.uk), +44 (0)1825 740456. →

all old now,' says Stuart, 'and most have lived outside. You can get access to see if the sills have rusted, despite the covers, but the scuttle panel is the biggest problem. The repair costs around £600 including removing and refitting the bonded windscreen, although the panel itself, which has to be ordered with the chassis number stamped into it, is only about £40. Check for a damp and rusty floor, too; water can come in through bulkhead grommets, or it can run down the outside of blocked sunroof drain tubes or along the loom into the car.'

The mechanical parts are robust, although oil leaks and perishing bushes inevitably accompany high miles. The Getrag gearbox is very strong. So is the engine, but the timing chain really has to be replaced at 100,000 miles and people don't like paying the £3600 bill. It's not just chain wear: the sprockets, the valve guides, the tensioner all wear and, as it's a

head-off job, you might as well do the lot.

'Clattering at start-up is the key indicator,' says Stuart. 'The hydraulic tensioner gives no tension until the oil pressure builds, so a worn chain can make itself heard. We can fit a later tensioner for £100, which doesn't bleed off the pressure, but while it hides the start-up noise it doesn't mean there's no wear. If a car has been left in gear on a trailer and allowed to rock back and forth, that can break the chain. We never start a car which has been transported like that until we've checked it through.'

'As M3 values go up, most owners now go for preventative maintenance and would consider a timing-chain rebuild. But we used to get a lot of negative comments from people thinking we were trying to rip them off.'

IN THE RAVAGLIA'S diagonally striped driver's seat, I feel familiarity flooding back.



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## M3: HOW IT CONQUERED THE CIRCUITS

The '87 World Touring Car Championship, '88 British Touring Cars, three Italia Superturismo series...

**IN EARLY 1987**, just as the early road versions were finding their first owners, the Group A M3s with, initially, 300bhp took to the racetracks. In Europe they were run not by the factory but by teams including Zakspeed, Linder and, most prolifically, Schnitzer, although plenty more were sold to other teams all over the world.


Success came quickly. At both the Monza and the Donington rounds of the World Touring Car Championship early in the year the M3s filled the first six places, although the Monza results were quashed after accusations of using unhomologatedly-thin bootlids. BMW appealed, but the appeal was disallowed on the grounds of having been filed too late.

Not a good start, then, but the form was clear. The key drivers were Roberto Ravaglia in a Schnitzer car and Johnny Cecotto, recovered from his 1984 Formula 1 crash and restarting his racing career, while Emanuele Pirro and

Dieter Quester were among those who co-drove with Ravaglia in the longer events. It was at Bathurst, Australia, that Ravaglia clinched the 1987 WTCC Drivers' title after crashing in practice and breaking his ribs; that year the European championship was incorporated in the WTCC and Wilfried Vogt had already won that crown by then in another M3, with Altfried Heger second.

Cecotto won that Bathurst round, and also claimed Dijon. He went on to win the 1989 Italia Superturismo series, a title taken by Ravaglia for the following two years – and by Michele Di Gioia in the Superturismo's first year, 1987. In the UK, Frank Sytner won the BTCC in his M3 for 1988 despite running in Class B below the more powerful Class A Sierra Cosworths, while Ravaglia claimed that year's ETCC (the WTCC was abandoned because the F1 fraternity considered it to be stealing too much thunder).

Ravaglia was also the German DTM champion for 1989, following Eric Van de Poele's championship win in 1987. In the 24-hour endurance races, M3 victories included Spa in 1988 (Ravaglia/Quester/Heger) and a one-two at the Nürburgring in 1989 with Ravaglia winning again, this time partnered by Pirro and Fabien Giroix.

An impressive record for the M3, then, and well worth BMW's efforts to make a minimum of 5000 cars to qualify the M3 for Group A. Racing was clearly the M3's forté, but there was also an occasional rally success. Most notable was that of Bernard Béguin and Jean-Jacques Lenne on the Tour de Corse in 1987, where the predominantly tarmac surfaces favoured the Prodrive-prepared M3. Marc Duez scored a small victory on the 1989 Monte Carlo rally, too, finishing eighth overall but first of the non-four-wheel-drives. What fun he must have had. 



Left  
Touring Car ace Roberto Ravaglia gave his name to the special-edition M3 pictured in the preceding pages. Here he is at the Nürburgring in 1987, earning that respect.





# Something for the weekend

*The arrival of the race-bred A6G54 opened up a whole new roadgoing chapter for Maserati – and this Zagato-bodied variant surely remains the marque's ultimate GT*

WORDS RICHARD HESELTINE // PHOTOGRAPHY MATTHEW HOWELL









**A**LTHOUGH IT'S DIFFICULT to appear off-colour when your skin is already a very pale shade of white, manoeuvring this car into position is freighted with anxiety. This is due as much to the many obstacles within inching distance as the lack of ground clearance. And seven-figure value. And rarity. And the fact that the car is about to leave for a concours in Italy. Oh, and we have spectators, who are circling the scene like leopards at a watering hole. You can feel the weight of their stares.

The truth of the matter is that this sublime Maserati A6G54 deserves the otherworldly backdrop our location provides. Just 60 or so of these ultra-exclusive machines were made in period, with a third of them being bodied by Zagato as here, so your chances of ever seeing one are slim. In many ways the model represented the jumping-off point for Maserati as a road-car manufacturer, even if it was encoded with racer genes. Yet this strain of GT is greatly misunderstood, various iterations being funnelled into a catch-all category of 'A6 Maseratis'.

To understand this car's place in marque lore, you have to consider that motor sport was all that mattered for much of the firm's first half-century. The 1950s represented the last great decade for Maserati as a major player at the highest level, but racing costs money and in those heady days before coffin-nail sponsorship came along in the late '60s, it was left to manufacturers or moneyed patrons to bankroll a competition programme. Maserati had almost gone to the wall in '37, only to be saved by Adolfo Orsi. The epitome of a bootstrap

capitalist, this self-made industrialist was aware that winning races had a halo effect on his many other enterprises, but making cars wasn't a mere hobby. Maserati had to be self-sufficient, which is where the A6G series came in.

Strictly speaking there had been a previous attempt at producing a road car, all things being relative. However, the earlier A6 1500 had emerged somewhat underpowered. The rather sober Pinin Farina outline didn't help, either. It was only with the arrival of the A6G54 strain in 1954 that roadgoing Maseratis attained a level of appreciation with the target market.

The A6 1500's straight-six was derived, in a roundabout way, from the race-proven, pre-war 6CM unit. In time, this venerable engine was taken out to 2.0 litres but, for its application in the A6G54, it gained twin-overhead camshafts and hemispherical combustion chambers. That this newest variation appeared outwardly similar to the firm's Formula 2 race engine offered in the sister A6GCM and A6GCS models was no coincidence. Indeed, the style of two cam covers and spark plugs in-line down the middle would remain a constant for Maserati engines for decades to come.

However, beneath those cam covers this was clearly no competition unit. There were no gear-driven cams and hairspring valves here. Instead, the Vittorio Bellentani-devised 'road' engine featured an alloy block and head, along with diecast aluminium pistons. At the bottom end, the steel crank was carried in seven thin-wall Vandervell bearings. The ignition system used a single distributor instead of magnetos, and it was offered with either single or twin plugs per cylinder. Predictably,





‘Its proportions are exquisite. It represents the alluring alchemy of grace and eccentricity that typified Zagato’s 1950s output’



carburation was by Weber; either single-choke 36DO4 type or gurgling twin-choke 40DCO3s with gorgeous polished trumpets.

But if the engine only slightly resembled those found in the firm’s sports-racers, the chassis was somewhat closer in make-up. An oval tube ladderframe supported double-wishbone suspension with brass bushes up front and quarter-elliptic springs out back. Similarly, the large drum brakes were also borrowed from the competition department, albeit with some of the cooling fins blanked over in an effort to try to retain temperature in them for their new application. And, just like the racing cars, there were unequal-length steering arms and no idler.

Yet for many it was the outer dazzle that mattered and, as with most penny-number exotics of the day, a variety of coachbuilders left their mark on the A6G54. Pietro Frua and Serafino Allemano both produced lovely outlines, yet Zagato typically went its own idiosyncratic way and shaped a series of pared-back road-racers. Aside from the coupés, the Milanese styling house also fashioned a Spider variant, which sadly remained unique.

The car pictured here, chassis 2107, emerged from Zagato’s Terrazano di Rho facility in 1955. Later examples had slightly flared rear arches and broader hindquarters, along with larger back windows mounted higher in the body. These cars may be even better balanced stylistically, but it’s hard to pick fault with this, the fourth A6G54 bodied by Zagato. The proportions are exquisite, although the identity of who, precisely, styled the car is lost in the midst of time. It represents the alluring alchemy of grace and eccentricity that typified the firm’s output in the 1950s.

That said, there is a bit more tinsel than you might expect, but then →







## Left and below

Cabin is relatively sparse but beautifully detailed. Vast wood-rimmed wheel compromises the seating position a little but there's plenty of headroom, even without Zagato's usual 'double bubble' roof style.

this particular example did spend its early life trotting the automotive catwalks. The car was first seen publicly at the September 1955 Paris motor show, where it shared a stand with an Allemano-bodied version and a 150S sports-racer. Distinct from its siblings, it was originally supplied by Maserati's Paris agent with full-width front and rear bumpers rather than the usual quarter items. However, the 'lighter is faster' mantra remained intact, as they were made out of polished aluminium rather than coppered and chromed steel. In a bid to further save weight, Perspex was used for all glazing bar the windscreen.

Zagato knew its market segment; that for all the A6G54's roadgoing aspirations, punters would invariably want to compete. Here was a car perfect for the gentleman driver who wanted to trade in his double pinstripes and swivel chair for comfortable slacks, a crash hat and stringbacks come the weekend. And this example is no different – it was fielded in the 1957 Tour de France, among other events.

Once you've stooped to enter it, the cockpit is predictably stark but no less attractive for that. The seating position is a little compromised thanks in part to the vastness of the woodrim wheel, but you barely notice after a while. The speedo and revcounter dominate the body-coloured dash, with minor dials and switchgear randomly sited in keeping with Italian exotica of the time.

Yet for all the cabin's sparseness there are some beautifully thought-out details here, such as window-winders that are hinged so they sit flat against the doorcard when not in use. Or the Perspex aerofoils mounted

on the doorframes that rest in their own aluminium channels. It's uniformly lovely, although there is clearly a degree of commonality between the Maserati's cabin furniture and that found in Zagato's take on the Fiat 8V. Or its assorted interpretations of the Fiat Millecento theme, for that matter.

But unlike a great many Zagato offerings of the period, not least other Maseratis, this car does without the corporate double-bubble roof treatment. Headroom is still plentiful, despite the car's small scale, and the doors don't crowd you, either; there's loads of room for your elbows. It really is an appealing office, albeit one that soon becomes steamily hot thanks to a lack of meaningful ventilation.

Turn the ignition key and there's a distant whirring from the fuel pump in the boot. This is followed by a raucous din as the straight-six fires. In no way is this a quiet car, the fanfare from the exhaust pipes out back matched for volume by the harmonic thrumming through the structure. You don't need to be told that the car's aluminium skin is on the thin side. And once under way, it isn't long before a giddy aroma of petrol and oil pervades the cabin as your right leg warms itself against the transmission tunnel.

What is clear, even after only a few miles, is that the steering is on the vague side – but at least the vast tiller gives you something to cling to. It isn't fearfully imprecise, it's just that the steering doesn't exactly communicate messages back to the driver. Yet as the car's custodian Andy Heywood points out, these chassis were conceived with racing →







## ‘In many ways, the A6G54 represents a halfway house between a racer and a pure-bred *gran turismo*’

in mind. And directional changes would have been performed using the throttle to balance the car.

This is a car that rewards familiarity. Initially it seems a little truculent, but get it up to around 5000rpm and the twin-cam six comes alive. The note takes on a slightly metallic timbre: the engine just keeps pulling, to the point that you want to try that bit harder. Yet marque authority Heywood, whose Bill McGrath Ltd team restored the car, warns against keeping it in the upper reaches of the rev range: the engine’s Achilles heel in period was the unsupported valve stem arrangement, which sometimes resulted in premature wear to cams and valve guides.

The factory claimed a top speed of 125mph, which doesn’t seem overly optimistic, but there’s more to the car’s repertoire than just outright performance. The best bit by far is the gearbox. Most A6G54s featured in-house transmissions, although at least one marque historian insists that all Zagato cars featured ZF ‘boxes as here. It snicks in and out of gear with only a short throw, and is so good that it’s all too difficult not to blip your way up and down the ‘box just to listen to that strident straight-six popping and fizzing.

Commendably, the American collector who owns the Maserati isn’t above giving it a little exercise, not least on last year’s Mille Miglia

retrospective. Unfortunately, that outing meant the drum brakes took a bit of a pounding, so it wanders a little under braking. To the left, mostly. But that and slightly inert steering aside, the A6G54 is a joy to drive. The competition breeding is all too obvious, yet the ride quality isn’t thrashy, so you won’t need to visit an osteopath after each sortie.

Which is what you want from a GT car. In many ways, the A6G54 represents a halfway house between a racer and a pure-bred *gran turismo*, and as such it’s infinitely more fun to drive than the 3500GT – fine car though it is – that followed in its wake. In fact, Maserati has produced no linear descendant since; no road cars that are palpably rooted in motor sport with the possible exception of the MC12 – and that was a Ferrari in all but name.

And for many people that is precisely the appeal of owning a Maserati: that they’re cosseted luxuriantly rather than obliged to grapple with an ornery racing car. But in this particular instance, the A6G54’s competition lineage is the big draw. Well, that and the gorgeous styling, which only increases the attraction. Maserati provided the pomp and Zagato the circumstance, the result being a car that tugs on your heartstrings totally and utterly and forever. It’s perfectly imperfect. **End**

**THANKS TO** Andy Heywood of Bill McGrath Ltd, [www.classicmaseratis.co.uk](http://www.classicmaseratis.co.uk).

### 1955 MASERATI A6 ZAGATO

**ENGINE** 1985cc straight-six, DOHC, three Weber 40DC03 carburetors

**POWER** 150bhp @ 6000rpm **TORQUE** 123lb ft @ 5000rpm

**TRANSMISSION** Four-speed manual, rear-wheel drive

**STEERING** Rack and pinion

**SUSPENSION** Front: wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: live axle, quarter-elliptic leaf springs, telescopic dampers, anti-roll bar

**BRAKES** Drums **WEIGHT** 840kg (est)

**PERFORMANCE** Top speed 125mph (claimed)



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AC 428; Aston Martin DB6 MkII; DBS; Bentley Type1 ('66-'73); Ferrari 330 GT 2+2; 500 Superfast, 365, GT 2+2; Iso, Rivolta and Grifo; Lamborghini 350 GT, 400GT, Islero, Miura and Espada; Maserati 4200 Quattroporte, Mistral 68, Mexico, Ghibli, Sebring; Rolls Royce Silver Shadow ('66-'73).



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# The curious case of the LE MANS MGA





*It baffled experts for years, but the story of this 1955 ex-works MGA Le Mans racer has been unravelled at last*

WORDS Tony Dron // PHOTOGRAPHY Tom Wood

**T**HIS ONE WOULD make a good feature for *Detective Monthly* magazine, if such a thing exists. It's the story of MG EX182/38, originally a 1955 Le Mans MG team car –

and a very complicated story it is, too. Ex-works cars attract a substantial premium, and most prized are obviously those preserved in something close to original condition. The trouble is that those old works teams altered their competition cars frequently, and in many cases fundamentally. Restoring a car with such a muddled history can present a puzzle.

When the present owner, Jon Savage of Rhode Island, USA, first saw LBL 301 in 2004, it was in Jerry Goguen's collection on the Vermont/New Hampshire border. Goguen, who died in 2002, was a great enthusiast and his museum was regarded as the world's largest private collection of MGs. The car, described there as 'Le Mans car EX182/38 driven by Ted Lund/Hans Waeffler', was for sale at the time and had attracted plenty of attention. Many had come to inspect it, but all had declined to make an offer. It's no secret that when he was alive Goguen was asking a very high price, and it's equally public knowledge that EX182/38 had perplexed the experts for years. For a start, it wasn't the Lund/Waeffler car at all...

Jon, an amateur enthusiast clued up on MG history, was just as puzzled as all the others when he got to inspect it closely. It just didn't seem to add up. It looked like a 1955 Le Mans MG but the body was steel, not aluminium, and it was missing the four-wheel disc brakes that he suspected had been fitted later on. The Le Mans dashboard was there, however, as were the proper seats, along with some internal aluminium panels, and signs that the correct 20-gallon fuel tank had once been fitted.

Jon was intrigued but it was his sons, Justin and Jeremy, who encouraged him to buy it. Back at home, they set about inspecting it closely and immediately found an important →





Clockwise from above Dundrod 1955, and this snap by a mechanic confirms that the experimental works aerodynamic body, raced only once, was wrecked there; the racing cockpit, now correctly restored; Goodwood chicane with Tony Dron testing EX182/38, which is appropriately back in Fitzwilliam Racing Team green-and-white livery today.

serial number marked on the transmission: EXP5, indicating Le Mans 1955. They still did not know what their car really was, but it was important enough to get in touch with one of the world's leading MG competition car experts, Bob West. As it happened, Bob had previously visited Goguen's museum, and had been as nonplussed by EX182/38 as everybody else. In 2006, the car was shipped to Bob's workshop in East Hardwick, Yorkshire, to be fully dismantled and investigated.

Step by step, evidence was accumulated, with even the Yorkshire Police being called in to check the chassis. Using forensic equipment, they found a serial number that Bob recognised: it proved the chassis to be an Abingdon Competitions Department replacement made in September 1956. Traces of original British Racing Green paint on the oil cooler confirmed the 1955 Le Mans history of that part, while similar traces of brighter green paint on the remaining inner aluminium panels and on the chassis showed that EX182/38 had been one of the Fitzwilliam Racing Team cars in 1957.

They were getting there, but the picture was still sketchy. Studying old race reports, they realised it must be the same MGA that had seen success in the 1959 British club racing season, driven by an American whose name

was given as Major WJH Southam. And so, logically, Jon set about tracking down this Major Southam.

Yet there was nothing about him in US military records. Jon's son Jeremy then researched every W Southam in the USA. He found 84 of them and, on New Year's Day in 2006, the Savage family began calling each W Southam on the list. They reasoned that nearly everybody would be at home that day, but all they managed to do was to reunite a lot of surprised Southam relatives.

Not one of those Southams turned out to be their man, so they tried the same tactic with the Canadian telephone book. Goguen had bought the car in Ontario, and just one of the 31 Canadian W Southams they found was located there. They rang his number first, asking whether he was the Major WJH Southam who had raced at Goodwood in 1959.

He said: 'I don't know where you got that "Major" thing, and WJH Southam was my great, great uncle... but I'm Wilson Southam and I raced an MGA at Goodwood in 1959.' Bingo.

Jon, his two sons and Bob West went to Ontario to visit Wilson Southam, a lively old boy who recalled his time at Oxford University. He had been a wealthy young man from a family that owned newspapers, and radio and





TV stations right across Canada. He acquired the MG after taking his Austin-Healey to the BMC Competitions Department for repairs in 1958; a friend had crashed it some time before and the handling was never right after that. When Southam returned to collect his car a few days later, Marcus Chambers, the BMC competitions manager, gave him the bad news: the 'Healey's chassis was too badly damaged; Southam would not be racing it that weekend.

Not one to miss a trick, for the young Canadian was clearly a man of means, Marcus Chambers told Southam to wait. Chambers disappeared for some time; when he returned he took Southam to meet MG's director and general manager, John Thornley. A deal was offered in which Southam might be loaned one of the ex-Le Mans cars. Since its return from the Fitzwilliam Racing Team at the end of 1957 it had been under a dustsheet at Abingdon. The chassis was EX182/38.

Southam accepted the terms offered and raced the car in England in 1958 and 1959. Two British friends, Chris Spender and Nicholas Ouroussoff, were engineering undergraduates at Oxford who volunteered their services as mechanics. Bob recently took the car to show it to Ouroussoff at his home in Gloucestershire, and he recalled being in the Competitions

Department while the MGA was receiving attention. Ouroussoff remembered seeing an original, somewhat battered aluminium body hanging up in a sling, still in Fitzwilliam Racing Team colours. A new steel body, in red, was fitted for Southam before the start of the 1959 season, and Bill Boddy's report in *Motor Sport* after the Goodwood meeting on 14 March referred to 'Southam's Le Mans ex-Carnegie MG, now rebodied...' Southam had bought the car from MG in February 1959 and took it home to Canada at the end of that year.

So far, so good. It's on record that Southam later traded the car in Hamilton, Ontario. In the early 1960s Louis Gehring acquired it and around '73 or '74 sold it to retired teacher and MG enthusiast Gordon Whatley. Former Abingdon works team mechanic Henry Stone advised Whatley to rebuild it to resemble its 1955 Le Mans appearance, and helped in that work. Whatley sold it to Goguen in 1981.

Jon's next job was to find out exactly what had happened to the car before Southam bought it. With so much information already pinned down, the detective work was becoming easier, but it's still befuddling for us as outsiders, partly because of a cock-up at Abingdon in 1955. Some chassis numbers and registration numbers were muddled up in Competition

Department records, so we need to go back to the start of the EX182 MGA programme to see what really went on.

In the early 1950s, John Thornley and the MG Car Company had been frustrated in their attempts to replace the old T-series MGs, which still looked distinctly pre-war. They knew a modern, more aerodynamic MG was needed urgently, but internal politics at BMC forced them to hold their fire – MG had to leave the way clear for the new Austin-Healey 100.

When they were finally given the green light, the EX182 cars they built looked like the new MGA, but they were specially built prototypes designed for racing, each having Dunlop alloy racing wheels, thin aluminium body, full-length undershield, metal tonneau over the passenger area, and a single racing screen for the driver. The engines were 1489cc BMC B-series four-cylinders, fitted with Weslake-developed cylinder heads that raised the power from 69bhp (as fitted to the Mulette) to 82.5bhp. Other special parts included the 20-gallon fuel tank and a long-range lamp within the grille. A differential oil cooler was fitted, with an air scoop for it under the car. The brakes were still drums all-round, with competition linings, and the overall weight was incredibly low, only 724kg (1596lb). →





‘Once the detective work had been completed, that tricky question arose: just how should the car be restored?’

Thornley’s plan was to enter them for the 1955 Le Mans 24 Hours, coinciding with the launch of the new MGA road car. When that launch was delayed for three months by production difficulties at Morris Bodies, he bravely went ahead with the Le Mans race anyway. This gained him good publicity in the motoring press, especially from former racer and technical editor of *Autosport* John Bolster, whose glowing reports of the EX182 helped to create keen demand for the MGA.

Four EX182 MGs were taken to Le Mans, one as a spare. The most successful of the three that raced – driven we know now by Miles and Lockett – was this car, which finished 12th. The MGs were timed at 117mph on the straight and could lap at over 90mph. The next best EX182 MG finished 17th, driven by Ted Lund and Hans Waeffler, but the third car was effectively destroyed in Dick Jacobs’ horrific accident at White House Corner, which ended his driving career. It has never been satisfactorily explained. Although spectacular, the crash attracted little publicity, happening as it did just after the infamous 1955 accident opposite the pits, still the worst disaster in motor racing history.

If you try to check chassis numbers and registration numbers against race numbers for the EX182 cars at Le Mans in 1955, you will find conflicting information in a wide variety of sources. It’s confusing that the registration number LBL 301 was apparently assigned to Dick Jacobs’ car. That was simply an administrative mistake – in fact, LBL 301 always belonged to this car, EX182/38.

Soon after Le Mans in 1955, three EX182 cars were prepared for the Ulster TT at Dundrod, with EX182/38 driven there by Ron Flockhart and Johnny Lockett. It was fitted, just for that weekend, with experimental low-drag front bodywork featuring smaller, low headlights, a prototype 110bhp Morris Engines twin-cam

with Weber carburettors, and early Girling prototype discs. Incredibly, Flockhart was tailing Carroll Shelby’s class-leading Porsche 550 Spyder in the race, but he was forced to retire. Engine failure was the nominal reason, but a photograph taken at Dundrod straight after that race reveals extensive damage. No mention of a crash has been found, but Rodney Walkerley of *The Motor* reported that the car ‘went out of the race at Leathemstown’, and Bob West (pictured left, on right, with Jon Savage) has recently and unexpectedly been promised revealing home movie footage of EX182/38’s accident, held by the nephew of star Jaguar D-type driver Desmond Titterton.

At some point, probably late in 1956, EX182/38 was rebuilt, and that was almost certainly when the replacement chassis was fitted. Just four EX182 cars were completed but experts now agree that enough parts, including aluminium bodies, were assembled for six. This particular EX182 has endured an adventurous history but there can be no doubt whatsoever that it evolved from the original EX182/38. The Competitions Department chopped it, changed it and repaired it in the late 1950s, and many different engines have been fitted to it over the ages, all pushrod jobs except for that one race at Dundrod. But it has been EX182/38 all along.

After the Le Mans tragedy and the 1955 Dundrod TT, in which three drivers died, the works team did not enter the EX182s in any further races – a great pity, as MG was really onto something good with EX182/38’s specification at Dundrod. Some of the cars were used for European rally testing but EX182/38 appears to have sat under a sheet at Abingdon through 1956, awaiting repair before becoming one of two 1955 Le Mans cars loaned to the Fitzwilliam Racing Team for 1957. Shortly before the cars were handed over, →





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A P A S S I O N R E A L I S E D



**Above and right**

The 1489cc in-line four-cylinder engine was rebuilt by Bob West, and now produces around 100bhp; period shot of EX182/38 at the Nürburgring with driver Robin Carnegie, aka The Earl of Northesk, smoking over the open fuel cans and fuel cap with aristocratic insouciance.

the works fitted them with the latest prototype Dunlop brakes, discs all round.

Richard Fitzwilliam was a playboy of mysterious means with aristocratic Scottish origins, but he had a serious go at motor racing in the 1950s, even if he was allegedly rather more focused on girls and booze. Fitzwilliam shared his cars with several drivers, and throughout 1957 Robin Carnegie (later the 13th Earl of Northesk) usually drove EX182/38 for the team. Results were mixed but Carnegie drove brilliantly in the 1957 Mille Miglia, crossing the line 31st overall, fourth in class behind three 550 RS Porsches, and six places ahead of the next fastest British car.

That is the story of EX182/38 up to the point at which Jon Savage bought it in 2004. Once Jon and Bob had completed their detective work, that tricky question arose: how should it be restored? Without its first chassis and aluminium body, and with those disc brakes (which came with the car in a separate box, and have been refitted), it would hardly have been right to paint it in British Racing Green and parade it around as an original 1955 Le Mans works team car.

They decided, probably wisely, to make it resemble its appearance on the 1957 Mille Miglia, hence its vivid green colour. The white section on the nose was originally intended to distinguish EX182/38 from the other

Fitzwilliam Racing Team cars. It was a tricky one, but Jon Savage has done well to solve the puzzles and rescue this car.

He was kind enough to turn it over to me for a few laps in the sunshine at Goodwood. A good competition MGA feels happily at home on that circuit and, after Bob West's rebuild, EX182/38 is a very good competition MGA. Thanks to a knowledge of B-series engines that has been built up over six decades, this one now produces about 100bhp. The car feels lively, responsive and light at the controls, though I wonder what it would be like if it still had that 1955 aluminium racing body, which was about 200kg lighter. Even so, this car today is a fair bit lighter than your average MGA, and a lot quicker. The handling is so easy to balance in a neutral way and the close-ratio gearbox is a pleasure to use, while the unique Dunlop disc brakes are light in feel and the best I have known in an MGA. A racing MGB may be a far quicker machine but the delicate feel of its relatively antique predecessor is always an engaging pleasure.

Last summer, Jon took EX182/38 back to Le Mans for the 2012 Classic, sharing the driving with Barry Sidery-Smith. A record crowd saw them qualify well, bagging a spot in the middle of the 74-car grid. They finished an excellent 32nd overall in the first race, before falling to 55th in the second, at night. They were going well in the third and final race on the Sunday when Barry pulled the car up with a terrible vibration. He feared that something catastrophic had happened. The original radiator fan had thrown off one of its blades, with no further damage caused. That's all it was. They will be back. End

### 1955 MGA EX182/38 LE MANS RACING CAR (original specification)

**ENGINE** 1489cc four-cylinder, OHV, twin 1.75in semi-downdraught SU carburettors

**POWER** 82.5bhp @ 6000rpm

**TORQUE** 85lb ft @ 4500rpm

**TRANSMISSION** Four-speed close-ratio manual with synchromesh on second, third and top; rear-wheel drive

**STEERING** Rack and pinion

**SUSPENSION** Front: double unequal wishbones, coil springs, lever-arm dampers. Rear: live axle, semi-elliptic leaf springs, lever-arm dampers

**BRAKES** Lockheed 10in drums

**WEIGHT** 724kg

**PERFORMANCE** Top speed 117mph (officially at Le Mans) 0-60mph 12.8sec\*

*Note: extensive modifications in period by the MG works are described in the text.*

*\*As recorded by John Bolster with an MG EX182 in road trim, 1955; he achieved 0-60mph in 15.0sec with a standard MGA on test later that year.*



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# FROM SMALL BEGINNINGS...

*...come great things. Just ask collector Bruce Weiner, who's amassed the world's greatest collection of microcars. So why is he selling them?*

WORDS Simon De Burton

**I**'M A COLLECTOR, not an accumulator,' says Bruce Weiner. 'There's a difference: an accumulator just buys stuff without knowing anything about it. A collector is educated and understands everything there is to know about his subject.'

It would certainly be hard to deny that Weiner is a collector, particularly when it comes to microcars. Not only does he own more than 200 of them, he has also amassed 50,000 pieces of microcar literature and a hoard of microcar models which he reckons is worth more than \$1 million alone.

Yes, that definitely makes him a collector. But now Weiner has decided to rid himself of the burden of microcar guardianship by dispersing his fleet of diminutive runabouts in a two-day sale set to take place in February at his private museum in Madison, Georgia. Auction house RM expects the no-reserve event, which will also include Weiner's collections of neon signs, children's rides and vintage vending machines, to realise \$3 million-plus.

It's an impressive sum, but probably not a life-changing amount to a man who reputedly sold his candy company

Concord Confections (owner of the legendary Dubble Bubble gum brand) for \$189 million back in 2004.

By then, of course, Weiner was already into absurdly small cars in a ridiculously big way – and not for the first time.

He recalls: 'My interest in microcars began in 1991 through an article in *Hemmings Motor News*. I joined every club, went to every meet and read every piece of literature before I started buying, and it turned into everything I have ever dreamed of in a hobby – it has brought me camaraderie, travel, education and huge enjoyment. And, best of all, the excitement that comes from tracking them down.'

He continues: 'I once spent 11 years following a car collection in Germany. After six years, the owner died on me and it took me another five years to acquire the cars through his sister.'

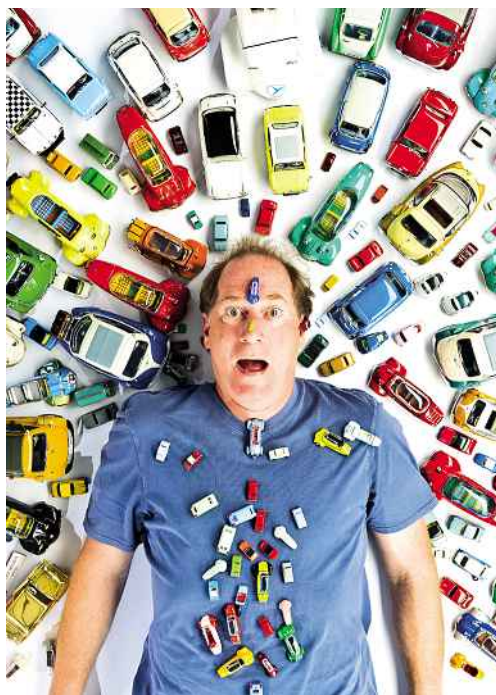
In 1997, however, Weiner sold his first collection of microcars at Christie's in London for around \$1 million. It certainly gave the daily newspapers some gift-wrapped headlines – 'Bubble gum king sells bubble cars,' they said. But the very next day he was at it again, first buying four microcars in one fell swoop and then, three months later, the →











## 'THEY'VE BROUGHT ME CAMARADERIE, TRAVEL, EDUCATION AND ENJOYMENT'

ranging from a 1953 KR175 to the only surviving KR201 Sport, and a super-rare Tiger – said to be the fastest production microcar, with a 70mph top speed.

There are, of course, many examples of the quintessential Isetta bubble car, including a police version, pick-up, hunting car and sought-after bubble-window cabrio. If those aren't wacky enough, how about the 1959 BMW Isetta fitted with a 730bhp Chevrolet V8? It inspired its own Hot Wheels toy.

'This'll mark the end of my collecting microcars in serious quantity,' insists Weiner. 'I'll keep three or four – I might end up with seven – but that will be it. Being a custodian, housing them, paying the insurance and for people to maintain them – it becomes a burden. Anyway, by selling them I'll be sharing them with the world,' he reasons.

One thing's for sure: this sale won't mark the end of Weiner's insatiable collecting habit. He's currently obsessed with VWs and English sports cars (he once owned eight TR6s, each with fewer than 50 miles on the clock), and also has major collections of machine guns, 'disguised weapons', wristwatches, antique radios and even sweets. Thousands of them, dating back to 1800.

'It's the thrill of the chase,' he says. 'The other day, my son told me he was looking for a particular type of gun but he couldn't find one because only 100 exist. One hundred? In the microcar world, that's the equivalent of a million. An hour later, I'd found him the gun. After tracking down some of those microcars, finding one gun in 100 is something I can do blindfold with one hand tied behind my back.' **C.M.**



**Clockwise from top left** Bruce Weiner reckons his model microcar collection is worth \$1m alone; squadron of Messerschmitts; microcars of every age and kind.

entire contents of a German museum.

'That's when I decided to build my own here in Georgia. We then opened it to the public and we've averaged 600 visitors per weekend ever since. Over the years, I've been through more than 500 microcars – at one stage I owned 90 Messerschmitts – but now I just don't want so many things that own me,' says Weiner, who employs museum staff as well as highly skilled mechanics to turn the badly neglected microcars he calls 'diamonds in the rough' into immaculately restored 'crown jewels'.

It is generally agreed that Weiner's collection is the world's finest and that

it contains the best and rarest examples of every type of microcar ever to have turned a wheel. Featuring models from the late-1940s austerity years through to the early 1960s, the collection really does represent the entire lexicon of microcar history, from the ALCA Volpe to the Zundapp Janus – and everything in-between. There's the smallest production car ever built (a 1964 Peel P-50 with one door, one seat and one headlamp), the world's only completely original Mivalino, and two examples of the aero-inspired Voisin BiScooter C31.

Weiner's hoard even features the sole complete collection of Messerschmitts,

// The collection will be sold on 15-16 February at the Bruce Weiner Microcar Museum, Madison, Georgia. For further information see RM's dedicated website, [www.handlewithfun.com](http://www.handlewithfun.com).





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# Extreme, even by 911 standards

*Beneath the slats, wings and scoops beats a rear-mounted flat-six, but there the relationship ends. This is the Kremer K3 that scored an historic victory at Le Mans in 1979 – an extraordinary story witnessed by Delwyn Mallett*

PHOTOGRAPHY Pawel Litwinski



# F

FROM 1976 until its last top-level racing victory in 1984, the flame-belching Porsche 935 dominated the Group 5 category for which it was created, was the weapon of choice for private teams in Europe and the USA, and was regularly in contention with Group 6 cars for overall victory. This 911-based projectile won Porsche the FIA World Championship for Makes in 1976, '77, '78 and '79 – but its absolute highpoint came with the car in these pictures, and its dramatic win at Le Mans in 1979.

The 1979 Le Mans 24 Hours unfolded with all the drama of a Hollywood movie, not least because in the final hours the 935 that was being co-driven by superstar Paul Newman was gradually overhauling the stricken K3 piloted by the Whittington brothers, a duo as unknown to European race fans as Newman was familiar. Each car was also co-driven by a German pro, Rolf Stommelen in the Newman car and Klaus Ludwig in the K3.

Don and Bill Whittington were born in Lubbock (hometown of Buddy Holly), Texas, in 1946 and 1949. Their father, Dick, moved the family to Florida in the early 1950s, where the third of the racing brothers, Dale, was born in 1959. You could say that speed was in the boys' blood, as Dick had raced Midgets and sprint cars, but it is quite astonishing to think that, only 18 months before their Le Mans victory, Don and Bill had never competed in a motor race. They were accustomed to travelling fast though, as both flew highly modified WW2 fighter planes and were consistently among the top runners in the Reno Air Races.

The transition to car racing happened after a visit to Daytona in 1977. The brothers were smitten, booked lessons at a racing school and bought a Porsche Carrera RSR. In March '78 they entered it (modified to 934 spec) in their

first race: the Sebring 6 Hours. The pair amazed the sceptics by running in the top five for half the race before a crash forced a retirement. Proving that their pace was no flash-in-the-pan they came second in their next race, and two weeks later (with two Porsches to their name) the brothers were racing at Road Atlanta – and liked the circuit so much, they bought it!

The Le Mans 24 Hours had always been the one European race that consistently attracted wealthy American privateers and it was almost inevitable that the Whittingtons would want to compete there. As only 'the best' was good enough for them, and the Porsche factory had stopped developing the 935, they turned to another set of famous racing brothers, the Kremers of Cologne, apparently concluding a deal to buy the Kremer-entered K3 in the final minutes before the race.

Nothing can be taken for granted at Le Mans. Just after midnight, tyre failures, mechanical mishaps and accidents had conspired either to eliminate or relegate the favourite Group 6 entries (Essex-sponsored Porsche 936s and the Cosworth-powered Mirage Fords) out of contention and the Whittingtons' K3 assumed the lead – a position they would retain, though not without nail-biting tribulations, until the finish.

I was there. Some of the heaviest rain ever experienced at Le Mans set in during that night, the sky remaining so dark and the rain so heavy that the transition from dawn to day was barely discernible. The K3 circulated steadily in the atrocious weather, and then at 10.35am came an announcement over the public address system: 'Don Whittington has stopped on the Hunaudières.' The weary Barbour/Newman/Stommelen team leapt with exultation: could Butch Cassidy really win Le Mans?

The Barbour-entered car was 14 laps/125 miles down on the K3 when word filtered back that Whittington was working on the car out on the track, trying to fit a new fuel injection drive belt. So the car was not yet out! The minutes ticked by and, as thousands held their breath, the Barbour Porsche gradually unlapped itself until, with nine of the 14 recovered and a fairytale win within grasp, it came in for a routine pit-stop. Fate's fickle finger pointed, and a last-minute decision to change the front tyres resulted in a jammed nut. It had happened before, so the crew chief ordered a pre-prepared upright to be fitted, but the job ate up 23 precious minutes. Six laps.



After more than an hour working on the K3 a soaked Don Whittington rolled into the pits to hand over to Bill. Meanwhile, a storming Stommelen clawed back three laps but it wasn't enough and at 2.00pm (the race had been brought forward two hours because of the French elections) the Whittington/Ludwig Kremer K3 crossed the start/finish line to claim an historic Le Mans victory – the first for a Group 5 car, and the first for a production-based car since the early 1950s.

Production-based it may have been but the K3 had evolved a long way from its roadgoing roots. In 1974 Porsche announced the 911 Turbo (930 in Porsche-speak) and the sensational racing RSR Turbo, capitalising on 917/30 Can-Am technology. The RSR Turbo-Carrera placed second at Le Mans that year.





New rules for The World Championship of Makes were announced for 1976 and the racing turbo line split into two. The 934, a relatively civilised Group 4 Grand Touring Class version, remained close to the 930 road car, with electric windows and interior trim! But the new Group 5 category rules encouraged much more extensive modifications and the 935, with its wide bodywork over massive rear wheels and 'double-decker' rear wing, left its intended use in no doubt.

In developing the 935 the Porsche engineers, under Ernst Fuhrmann and Norbert Singer, would exploit the CSI (Commission Sportive Internationale) rules beyond the limit. They stated that the racers should retain the silhouette of the production car but, as project leader Norbert Singer reasoned, also that the



**Above and below** Canepa Motorsport's test driver Robert Orcutt with the freshly restored K3 at California's Mazda Raceway Laguna Seca – a far cry from the rain-sodden Le Mans circuit where it made history in 1979.









‘The Porsche engineers exploited the CSI rules – that the racers should retain the silhouette of the production car – beyond the limit’

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shape of the front wings was 'free'. Although that was to allow wider tyres, Singer saw an opportunity to chop off the top of the wings and reposition the headlights low in a more aerodynamic nose. The CSI was not happy but Porsche got its way and the heavily louvred *flachbau* or 'flat nose' became a distinctive feature of the 935. Deep sills connected the front wing to the widened and boxier rear wings, enclosing Dunlop's specially developed 15in-wide ultra-low-profile tyres on 19in-diameter rims; front wheels were 16in with 10½in-wide tyres.

**Below**  
Stripped-out interior is just recognisable as being that of a Porsche 911; rear-mounted engine features horizontal fan and water-cooled cylinder heads welded to the air-cooled cylinder barrels following problems with blown gaskets...



As the rules required, the 2856cc engine was based on the production 930 Turbo crankcase and crank, but fitted with titanium rods and most other components modified. Fuel injection was by a Bosch plunger pump and the road engine's vertical cooling fan was replaced by a horizontal version. Boost was provided by a single large turbocharger from Kühnle, Kopp & Kausch (KKK), Germany's sole supplier, hanging at the rear of the engine, with an air-to-air intercooler fitted above in the modified rear lid.

All external panels bar the cabin were made from glassfibre, with the front airdam and wings in one piece. The transaxle used the 930 casing with modified internals and a solid differential, and traditional 911 torsion bar suspension was abandoned for titanium coil springs; rear anti-roll bar stiffness could be controlled from the cockpit, and stopping power came from 917 calipers on vented discs.

Porsche ran into problems almost from the first race when officials objected to the rear engine cover, which had been enlarged to accommodate the intercooler. Given six weeks to comply, Porsche was forced to switch to a heavier water-to-air system, with twin radiators positioned in the rear wheelarches.

Porsche ran two cars in '76 and at the end of



the season built a further 13 customer cars for the following one (it would eventually build 35). The 935s made a clean sweep of Group 5 in '77, winning every round, and the three factory cars were developed even further. The engine now used two smaller KKK turbochargers to improve throttle response and reduce chronic turbo-lag, and made 630bhp at 8000rpm with 434lb ft of torque at 4500rpm. And a false roof appeared after extensive wind-tunnel testing: the more aerodynamic engine cover and wing, complete with rear screen, extended over the original, which, under the rules, could not be altered.

For the 1978 season, the last in which Porsche would compete with a works 935, they rolled out the extraordinary Moby Dick, as this lowered, extended and aerodynamically flowing monster was nicknamed. Inside lurked a tubular spaceframe linking front and rear suspension, to which the few remaining 911 remnants were attached – still including the roof and rear screen, buried under the new flowing tail.

A new 24-valve engine, now producing 750bhp, had water-cooled heads welded to the still air-cooled barrels, curing the blown gasket problems of earlier engines. Another trick was turning the gearbox upside down to bring the driveshaft angle closer to the centre of the tall rear wheels, further improving reliability.

Astonishingly fast, Moby Dick was timed at 227mph at Le Mans and won its first race at Silverstone by seven laps, but faltered in the three other races for which it was entered.

Rumours at the time claimed that, after its retirement by the factory, Moby Dick made an unscheduled 'stopover' at the premises of Kremer Racing while it was being transported to a car show in Essen – something Kremer always denied. True or not, Kremer incorporated into their K3 much of what made the factory cars fly, plus around 100 small modifications of their own that, as Erwin Kremer pointed out, made it 'only 1% better', but that 1% was enough to make it almost unbeatable. From 15 starts in 1979 the Kremer K3 scored 12 victories and two second places.

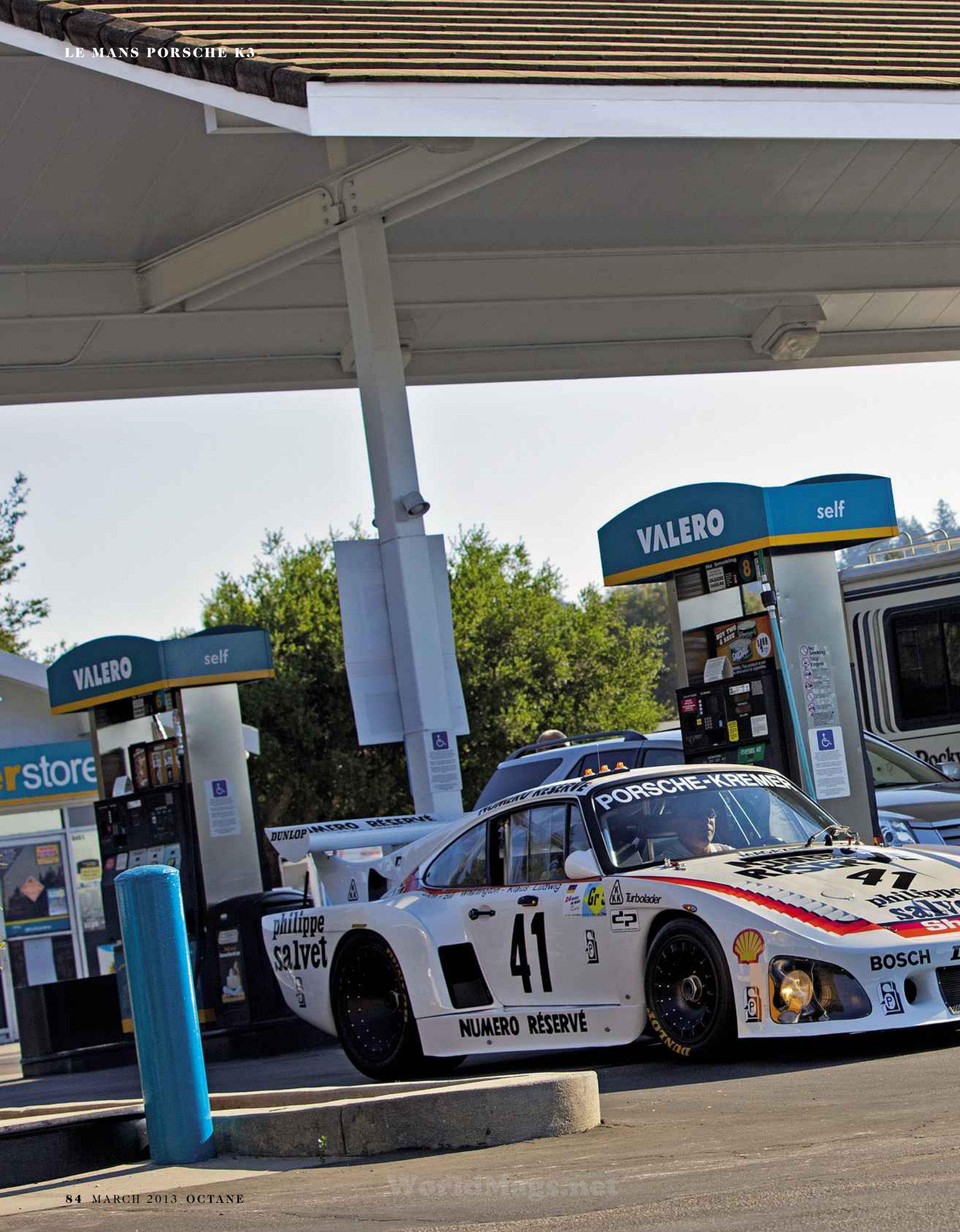
Manfred and Erwin Kremer had been involved in racing since 1964, both as drivers and preparation specialists, and Kremer Racing had been competing at Le Mans in Porsches since 1970, with consistently high finishes and class wins in '77 and '78, even placing ahead of the Porsche factory car in '78. Erwin retired from racing in 1973 to concentrate on running the business, while engine expert Manfred focused on development. Privateers could do no better than to buy a car from Kremer.

The Kremer team built their first 'K' car in 1977 and in 1978 started developing a standard 935 into what would become the K3. It too featured an internal tubular frame, with the engine mounted in a removable subframe anchored to the rollover cage, permitting rapid removal for emergency work. →













‘Kremer incorporated 100 modifications of their own that made it “only 1% better” – enough to make it almost unbeatable’





Special attention was paid to the aerodynamics, and the bodywork – made entirely from expensive but weight-saving Kevlar – introduced Kremer's distinctive sharp-edged 'fences' at the outer edges of the wings to improve airflow and downforce.

Perhaps the most significant change was the return to air-to-air intercoolers. Not only did this save weight but Kremer claimed it maintained horsepower better over the span of a long race. For its 3.2-litre 'sprint' engine, Kremer quoted 805bhp at 8000rpm running with 1.7bar boost.

Kremer built 13 K3s and supplied kits to customers to modify their own cars; Grand Prix team owner Walter Wolf had a trimmed and silenced 210mph K3 road car built.

The 1979 Le Mans 24 Hours didn't have quite the Hollywood ending the crowd would have liked but the story didn't end there – the twists that followed were as dramatic as anything a scriptwriter could concoct. Pitlane cynics had referred to the well-funded IMSA series as the 'International Marijuana Smugglers Association' and, as if to prove them right, within a few years the Whittingtons were in prison for smuggling marijuana, an enterprise that had funded their racing. After forfeiting \$7 million Bill Whittington served four years of a 15-year sentence, while Don escaped with 18 months.

During the case it was stated that the \$203,000 Porsche K3 had been paid for with drug profits and its purchase hidden from the authorities; 25 years later it hit the headlines again, when it became the centre of a tug-of-war between Don Whittington and the Indianapolis Motor Speedway in 2009.

## 'Explosive, electrifying and brutal were just a few of the adjectives drivers used to describe the 935's power delivery'


Don claimed that he had only loaned the K3 to the Motor Speedway Foundation museum, where it had been on display since the early 1980s, but with no documentation and some of the original people involved by then deceased, Whittington lost the case. A member of the court wryly observed: 'The lesson for Whittington should be that an unwritten contract is not worth the paper it isn't written on.'

'Explosive', 'electrifying' and 'brutal' were just a few of the adjectives drivers used to describe the power delivery of the 935. Bob Garretson prepared and raced 935s and stepped shaken from the wreckage of his totalled 935 after crashing spectacularly on the Mulsanne straight avoiding a slower car in the '78 race. As he describes: 'You couldn't drive them like normal race cars, where you brake late into a corner and then apply the power again as you clip the apex. If you did that you got nowhere fast. What you had to do was brake early and then get back on the gas again. If you were lucky it would all start happening by the time you hit the apex, and then you'd be off like a rocket!'

And rocket-like the 935 was. No-one who watched them racing, especially at night, will forget the wake of flame spitting from the exhaust on the overrun. One who didn't was California collector and lifelong petrolhead Bruce Meyer, who bought his first Porsche, a 356 Coupé, from legendary Los Angeles importer and racer John von Neumann in 1961. Given the wherewithal, no sane Porsche collector would pass up the chance to acquire the Le Mans-winning K3 and, after what Bruce describes as 'a bit of horsetrading', the Indianapolis Museum acquired the famous 'Agajanian Special' Indy roadster and he acquired the K3.

In March 2012, after nearly 30 years gathering dust, Porsche #00900015 rolled through the doors at Canepa Motorsport. It had been hastily prepared for its museum stay back in 1983, with many critical parts – like the intercooler, wastegates, titanium driveshafts and all the gears! – missing, and the livery poorly recreated (on its return to the US the brothers had had the car painted in yellow 'Road Atlanta' livery).

While the K3 was being dismantled, calls went out to source parts and period photographs of the car at Le Mans. Every detail was scrutinised to ensure accurate restoration. From engine parts to marker lights, sponsor stickers to period wheels, piece by piece the puzzle came together – including, Bruce feels sure, many of the parts that were removed from the car by Whittington's mechanics before it was sent to Indianapolis. To ensure the K3 was race-ready, all the mechanicals were rebuilt, including engine and transmission. Only 92 days after being pushed into the Canepa facility, the Le Mans winner exited under its own power, 100% correct, and once again ready to spit flame.

The fact that it is a production-based car added to the appeal of the K3 for Bruce – and just to prove its production heritage he intends to get it 'titled' for the occasional blast into the California hinterland. And with around 800 horsepower to play with, a blast it surely will be. Bruce, for the sake of Los Angeles, just don't hit the loud pedal while crossing a faultline. 

**THANKS TO** Bruce Meyer, and to Bruce Canepa at Canepa Motorsport ([www.canepa.com](http://www.canepa.com), +1 831 430 9940) for their help with this feature.

### 1979 KREMER PORSCHE 935K3

**ENGINE** 2994cc air/water-cooled flat-six, Bosch-controlled Kugelfischer mechanical fuel injection, twin KKK turbochargers  
**POWER** 805bhp @ 8000rpm **TORQUE** 553lb ft @ 5500rpm  
**TRANSMISSION** Four-speed manual, rear-wheel drive  
**STEERING** Rack and pinion **SUSPENSION** Front: MacPherson strut, lower wishbones, coil springs. Rear: semi-trailing arms, coil springs, telescopic dampers **BRAKES** Vented and cross-drilled discs  
**WEIGHT** 1025kg **PERFORMANCE** Top speed 210mph





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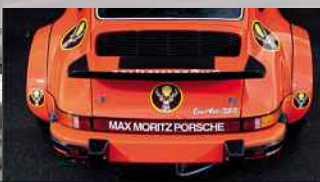
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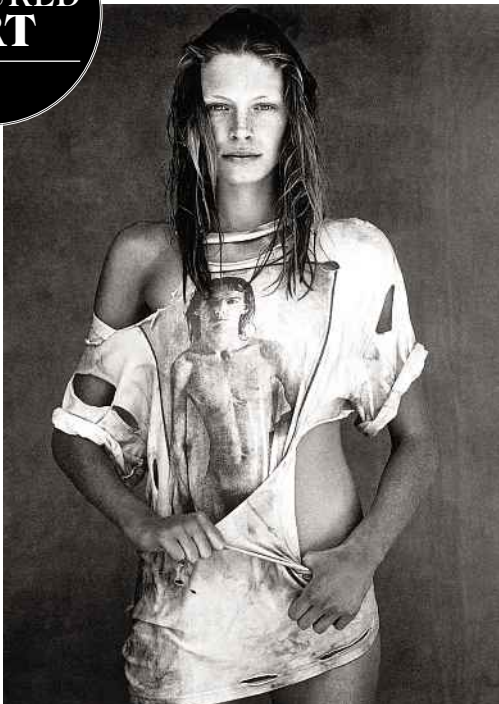
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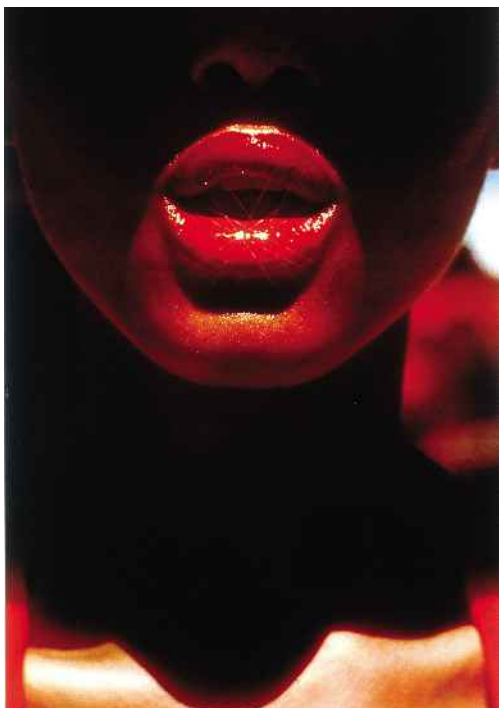


BRUCE WEBER

Clockwise from left  
The changing faces,  
and styles, of Pirelli  
calendars through the  
decades – here we  
have 1964, 1998, 2008,  
1974 and 2006. There's  
now a trend towards  
less-explicit imagery.



MERT ALAS / MARCUS PIGGOT



HANS FEURER

# CALENDAR GIRLS

*Since 1964, Pirelli has been brightening up garage and office walls with its famous calendars. Here's a celebration of its evolution*

WORDS Mark Dixon // PHOTOGRAPHY courtesy of Pirelli







I

**IT'S ALMOST ENOUGH** to make you feel sorry for them. To quote one seasoned motoring hack at the launch of Pirelli's 2013 calendar: 'When you used to have the distinctive tyre tread painted on a model's bottom, you could see the marketing strategy. Not now.'

And there's the dilemma. In the old days, a bit of T'n'A was all you expected from a calendar aimed at the motor trade. But times have changed, and businesses are increasingly aware that many customers – particularly female ones – are less keen on being obliged to view soft porn whenever their BMW or Merc needs four new boots. It doesn't exactly shout 'enlightened thinking' to the wider world.

Pirelli's calendar, of course, has always been pitched above the environment of the average fast-fit establishment. World-famous photographers shoot international models in exotic locations, and since the '80s the imagery has been more art-house than titillating. The limited number that are produced get sent to favoured clients, so they're not available to just anyone – which helps explain why they are now extremely collectable.

The 2013 Pirelli calendar was different in several ways. It was shot on location in Rio de Janeiro by Stephen McCurry, better known for his reportage work in war-torn Afghanistan than for glamour photography. Some of the images don't even feature women – there are shots of Rio's incredible graffiti art, of boys playing on a beach – and, very significantly, there are no bare breasts on display. The models for this year's calendar were specifically chosen for their charity work, and it was felt that nudity would 'dilute the message'. For the causes espoused by models such as Kyleigh Kuhn, who campaigns for women's rights in Afghanistan, it could have been positively detrimental.

In that respect the 2013 calendar has gone full circle back to the original of 1964 (in fact, a calendar was produced for 1963, but the Pirelli board refused to sign it off). The 1964 calendar was shot in Majorca, Spain, and included only one nude model (pictured top left on page 88), who had her hands clasped protectively over her breasts. Otherwise the images were sensuous but 'decent' beach shots, reminiscent of Honey Ryder emerging from the sea in 1962



**From left**  
Name the steering wheel in this 1973 shot – Daimler Double-Six?; surreally beautiful image created in a London studio, 2004; Sarah Moon's moody 1972 calendar marked the shift from eroticism to art.

BRIAN DUFFY



NICK KNIGHT



SARAH MOON →



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**Right, from top**

2013's calendar features no models at all in some pictures – this is graffiti found in Rio de Janeiro; a model 'becomes' art in 1986; striking picture shot on location in Spain for 1992; classic mono simplicity by Richard Avedon, 1997.

Bond movie *Dr No*, and almost certainly shot on 35mm cameras (we'd guess Nikon F and Kodachrome) in proper Swinging Sixties style.

As the decade became more daring, so did the Pirelli calendar. The 1965 shoot featured – shock, horror! – a girl provocatively lighting a cigarette, but it wasn't until 1968 that there was the merest hint of a bare nipple visible through a translucent wet shift. The erotic suggestiveness continued unabated however, starting with close-ups of a girl licking the tip of an ice lolly (1969) and culminating with a pic of a grinning girl holding what can only be described as an erect toothbrush, her mouth dripping with toothpaste (1974). Subtle it ain't.

It was in the early 1970s that the Pirelli calendar culminated in the kind of images that had amateur photographers drooling over their enthusiast magazines: big-breasted, deeply tanned women basking in crystal-clear waters somewhere hot and expensive – the Bahamas in 1970, Jamaica in '71 and the Seychelles in '74. But in 1972 there was the first hint of what was to come. Photographer Sarah Moon's soft-focus, pastel images had a deeply erotic, fin-de-siècle theme and were appropriately shot in Paris; they may not have been art, but they were certainly flirting with the concept. Oh, and they also included the first completely bare breast in a Pirelli calendar.

Then it all came to a sudden halt. Blame the oil crisis and global recession, and just maybe the feminist backlash against exploitation, but the Pirelli calendar ceased production after the 1974 edition. It would be another ten years before it reappeared: back to the old formula of pretty girls in a tropical paradise (that reliable standby the Bahamas again), but this time with the crucial addition of tyre-tread imagery to justify the expense. As our anonymous motoring journalist put it, the marketing strategy was now obvious.

You can almost sense a desperation to do something new in the calendars of the late 1980s. More creative than ever before, they pushed the envelope in the way that the models were photographed – for example, as dance-inspired sculptures in 1988. The previous year's calendar broke a different kind of new ground by featuring only black models.

The bar had been raised, and from now on there would be only occasional lapses from the traditional girl-in-paradise theme, as photographers strove to outdo each other for imagination and sheer drama. The majority of these snappers were, unsurprisingly, male, and included the biggest names of the day – Richard Avedon, Terence Donovan, Herb Ritts – not to mention those of previous days; noted society photographer Norman Parkinson was



STEPHEN MCCURRY



RICHARD AVEDON



BERT STERN



CLIVE ARROWSMITH

72 when he shot 1985's calendar. But female photographers were commissioned from time to time as well, including Annie Leibovitz for the 2000 edition. Interestingly, Leibovitz's images of nude bodies were notably unerotic and reminiscent of Lucien Freud paintings in their blue-veined, heavy-shadowed realism.

A browse of eBay reveals that more recent versions of the Pirelli calendar, particularly those from the 1990s and 2000s, are still inexpensive, with many advertised as 'boxed and mint' in the £10-20 price bracket. Calendars from the early '70s, and particularly the 1960s, are harder to find and commensurately more costly. But what could be a better complement to the Lamborghini Countach – or Fiat X1/9 – in your garage, than a contemporary Pirelli calendar hanging on the wall? **End**

**'Leibovitz's images of nude bodies were notably unerotic'**





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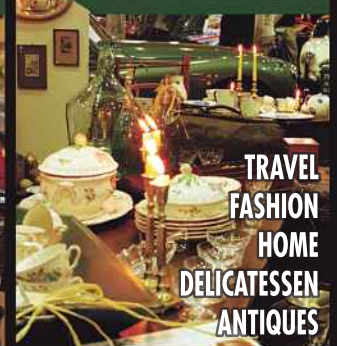
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CORVETTE SEBRING RACER







The car  
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**BRAND**

*Sometimes racing doesn't just improve the breed –  
it prevents the breed from vanishing altogether*

WORDS Dale Drinnon // PHOTOGRAPHY Martyn Goddard





## 'Arkus-Duntov championed building Corvette into something

**T**HERE'S NO DOUBT about it: suburbia becomes the little beast. Lots of race cars would look a bit contrived in these circumstances, like Muhammad Ali posing in

his boxing trunks at a backyard barbecue. But the machine that made the Corvette 'America's Sports Car' seems perfectly natural on a sunny summer day in the Ungorean family's lovely Ohio neighbourhood, quite at home among big rambling lawns, broad, peaceful streets and laughing kids on bicycles. The jingle from that classic Chevy television advert suddenly won't leave my head – 'Baseball, Hot Dogs, Apple Pie and Chevrolet' – and I suspect tonight I'll be combing the web for the video.

The judges at the St John's Concours, Detroit's traditional home event, most likely remember the tune well; in four days from now they will present Chuck Ungorean's Corvette SR with the Spirit of Detroit Award. At a time when the American automotive industry is staging a gritty comeback from the very edge of extinction, the symbolism is apt: in 1956, with the Corvette's fortunes

spinning rapidly toward the drainhole, this is the car that took a storybook top-ten finish and class win at Sebring against Europe's best. It was the brand's first major success, and is widely credited with saving the entire Corvette programme.

Of course, the old Detroit hands on the St John's Concours jury also know that quite a different source inspired Chevrolet's Sebring effort in the first place – the Ford Motor Company. When the Ford Thunderbird debuted in late 1954, the Corvette was already in its second model year and foundering; it was seen by most as merely an automotive fashion statement, and even the replacement of its underwhelming straight-six engine with Chevrolet's sparkling new 265ci V8 generated little real customer excitement. Whispers were starting to circulate at Chevy executive levels that maybe this idea should be left on an ice floe to silently drift away.

Then Thunderbird sales took off, and General Motors executive backs stiffened overnight. Discreetly abandoning a struggling model would have been one thing, but 16,000 T-birds sold in their first year versus 700

Corvettes was a public spanking GM couldn't tolerate. Especially with Ford and Chevy fighting tooth and claw for US market dominance, and with a number of very distinguished derrieres on the line as corporate daddies of the thing – GM styling guru Harley Earl and Chevrolet chief engineer Ed Cole being foremost among them.

Something obviously had to be done, right then, and the best alternative on the table was the proposal of Chevy Engineering's new boy Zora Arkus-Duntov. The part-time racer – and a European import himself – championed building the Corvette into something that could legitimately take on the European exotics then dominating American sports car racing. After all, winning sells cars, as the Chevy sedans in NASCAR had proved, and in late 1955 Cole turned Duntov loose on the project.

More importantly for our storyline, Cole also hired one of the country's finest international drivers and development engineers, John Fitch, to take the results of Duntov's tweaking and win races with them. The Sebring 12 Hours, Cole reckoned, would be a good trophy to start off with: after Le Mans, Sebring was the





## to take on European exotics in American sports car racing'

toughest circuit race in the world, as well as America's premier sports car event. You didn't get to Ed Cole's position by thinking small.

Chevy's engineers duly presented Fitch with four hot-rodded Corvettes for the March 1956 Sebring 12 Hours; three equipped for the production class, with beefed-up versions of the standard 265ci V8 and three-speed transmission, and the fourth a prototype entry with a bored-out, tricked-up 307ci and ZF four-speed. All the engines were impressive; the 307, however, was a ripper. With two Carter four-barrels and the now-legendary 'Duntov Cam', it was said to make 255 horses – and that same car had already taken Duntov to 150mph on the beach at Daytona.

Unfortunately, the cars were presented only five weeks before the race, and naturally a few piddling, minor problems would pop up in testing. As Fitch later explained: 'It was quite some time until we could finish a full lap at racing speed before something let go.' Failed motor mounts, busted diffs, wayward fanbelts, wonky brakes... all the typical problems of road cars (even tweaked ones) converted to race cars required sorting post-haste, plus the

### Clockwise from above

SR changed Corvette's fortunes: plain mesh replaces standard toothy grille on prototype; race-enhanced cabin incorporates shortened steering shaft and ZF four-speed 'box mated to hot 307ci V8; memento of Sebring victory; Spirit of Detroit Award is presented to Ungurean family.

issue of the Corvette's initially less than stellar handling. One early testing summary sent to Detroit reported: 'Mr Fitch compared the handling... to a completely "beat-out" Jaguar with no shock absorbers left...'

So Fitch proceeded in the time-honoured tradition: he broke as much stuff as humanly possible and had Chevy build it back better. Some solutions were relatively straightforward, such as duplicate belts to keep at least one on the pulleys, and a neat section sliced from the steering shaft to give the driver more steering wheel room. Others, such as revised trans and axle ratios, caused long nights at the factory.

Significantly, the solutions were also immediately added to the Chevrolet options list (short steering shaft included) – partly for homologation reasons, yes, but also to get the hot tricks into privateer hands ASAP. Over the coming years, this would prove to be the true

secret of Chevy's success as a performance brand, from super-speedways to Saturday-night street drags. The company even created a special Corvette model to hold the Sebring upgrades: it was called the SR, as were the '56 Sebring racers. Even if the firm never really announced what the S and R stood for, you could nonetheless buy one, provided you ticked the right order form boxes.

The big surprise, though, and probably to everyone concerned, was how well everything finally came together. Granted, two of the production-class cars DNF'd with mechanical problems, but the third placed a respectable 15th overall and sixth in class; the prototype, wearing Number One and driven by John Fitch and Walt Hansgen, another pioneering American international, took ninth and won its class. In addition, Chevrolet claimed production team honours and overall team honours, and the all-important bragging rights for beating the likes of Hawthorn's D-type, Moss's Aston, Phil Hill's Ferrari and 51 of the total starters.

General Motors wasted no time exercising those rights. The publicity campaign started almost before the engines had cooled, led by a →





### 1956 CORVETTE SR SEBRING RACER

**ENGINE** 307ci (5031cc) V8, OHV, two Carter four-barrel carburetors

**POWER** 255bhp @ 5600rpm (est) **TRANSMISSION** Four-speed ZF manual, rear-wheel drive

**STEERING** recirculating ball **SUSPENSION** Front: double wishbones, coil springs, telescopic dampers, anti-roll bar.

Rear: live axle, leaf springs, telescopic dampers, supplementary Houdaille lever-arm dampers

**BRAKES** Drums all round **PERFORMANCE** Top speed 157mph

stark, dramatic print advertisement headlined 'The Real McCoy' above a twilight shot of Number One in the midst of a heroic pit-stop, lights ablaze. Getting the Corvette right may have taken a while, the copy basically said, but it's an authentic world-class sports car now, and we've just proved it. Which, in fact, was only the truth; thanks largely to Ed Cole's vision and determination, the model had earned its place as America's Sports Car, and it's been there ever since.

Number One's share of the spotlight didn't last long, however. A few weeks after Sebring it went to the GM Proving Grounds in Mesa, Arizona, for high-speed testing, and ultimately reached 157.27mph. Records are sketchy or non-existent from that point on, but it was then apparently de-commissioned and put into storage there, and not seen again until it quietly appeared in the custody of a former project insider around 1990.

How, why, when and by whom it was removed from Mesa is not known (a labour of love, perhaps?), only that prominent collector John Baldwin bought the car and treated it to a long and comprehensive restoration, selling it later to Harry Yeaggy. Yeaggy's private Cincinnati museum has also housed the Duesenberg SJ *Mormon Meteor*, the Hobbs/Hailwood Ford GT40 from Le Mans 1969, and a *Goldfinger* Aston Martin DB5.

Today the Corvette lives in the garage of

lifelong Corvette enthusiast Chuck Ungorean. Purchased from Yeaggy in early 2011, it's still resto fresh and immaculate; it might well have teleported directly off the '56 Sebring starting grid, right down to the genuine Firestone Super Sport racing tyres reportedly from the original team allocation. Driving it on those ancient bias-ply is a timewarp experience: steering and tracking feel understandably vague, even at speeds prudent on the eve of a major concours, and the brake pedal on the all-drum set-up is high and hard, with almost no free travel at all. Stopping is surprisingly effective, too, although it takes a substantial foot by modern standards.

A long, spindly shift lever snakes far up under the dash to find the ZF gearbox, ignoring the old three-speed gate still on the floor, and the throws are so huge you almost have to make two trips. But the shifting action is smooth and positive, and the relocated steering wheel is positioned quite well, even if the flat, firm Chevy road seat does little to keep you properly centred-up behind it.

There need be no period-related quibbles about the engine, though; the Chevy smallblock V8, regardless of age or displacement, has always been a marvel of low weight, high specific output and willing revs. This one fires on the button, idles with an enticing, grumpy lumpiness, then clears its throat just after take-off and starts to surge

## SEBRING BOOKENDS

*Racing Corvettes old and new sandwich Ungorean collection*

**CHUCK UNGOREAN'S** Corvette enthusiasm isn't limited to the sainted founders. Parked right behind his SR is his C6R chassis 007, campaigned in 2008 and 2009 by Pratt & Miller, official operator of the Corvette factory racing team.

In '08, chassis 007 took class victories in ten of its 12 starts and finished second in the remaining two, wrapping up the American Le Mans Series GT1 Championship for Chevrolet virtually as tight as it's possible to wrap. Driven by Johnny O'Connell, Jan Magnussen and Ron Fellows, it won its class at Sebring and finished eighth overall.

The following year, 007 ran three times, taking two class wins and a second. One of the wins was at Le Mans; the other was at Sebring, where O'Connell, Magnussen and Antonio Garcia drove it to sixth overall, the highest-placed non-prototype in the field. It's rather a nice piece of motor sport history, really, seeing the first Corvette class winner at Sebring side-by-side with the last Corvette class winner at Sebring. The last, that is, so far.



urgently forward; it's the kind of engine that begs to be cut loose, and it breaks your heart having to hold the car back. 'I've been thinking,' Chuck says, after we've had our drives. 'Maybe someday I'll get an extra set of new wheels and tyres, and do some track days, maybe even some vintage racing.'

Three weeks later, finally back home in Oxfordshire from my US travels, I'm catching up on emails, and there's a message from Chuck. Got new tyres, it reads, going to drive the car at Road America this weekend. It's a wise man, I have to believe, who isn't afraid gracefully to accept the inevitable. **End**

**THANKS TO** Chuck and Isabel Ungorean and sons Charles and Nicholas, Corvette authorities Loren Lundberg and John Neas, and the Solid Axle Corvette Club publication *On Solid Ground*.





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# John Crosslé

*The founder of the Crosslé Car Company  
reflects on his remarkable journey  
from the farm to racing glory*

WORDS Richard Heseltine // PORTRAIT Lyndon McNeill

**THERE IS (DISAPPOINTINGLY)** no shortcut to commercial success, and those who prosper in the world of business tend to share one particular characteristic: a bloody-minded determination to keep going, come hell or high water. Prolific racing car manufacturer John Crosslé is no exception. He took on the world from a former laundry building in Northern Ireland and, in an industry where a new design can appear revelatory in March and irrelevant by the year's end, the Crosslé Car Company has stayed afloat for over 50 years.

Although John handed over the reins in 1997, the company is still based in Holywood, County Down, next door to *Rory's Wood*, the home he shares with his wife, Rosemary. But just how did a Scottish-born farmer get quite so sidetracked? He laughs. 'You're looking at me for an answer?'

So there was no grand plan, but Crosslé was involved with motor sport from a relatively young age. 'I started out with motorcycles in what I suppose you would call motocross, but in my day it was called scrambling. I competed with a JAP-engined machine, which I was able to buy back years later. I still have it. Anyway, I went quite well and won the Ulster 350cc Grass Track Championship in '53, '54 and '55, as well as the 500cc series in '54. It got to the point where I had to make a choice: did I want to move into road racing or try four wheels?'

'I wasn't sure that I was talented or stupid enough to race a motorcycle between trees and stone walls, so I went with cars. That was back in 1957, when 1172cc Ford-engined specials were popular – they were competitive, and relatively cheap and →











**‘Colin Chapman  
was asking more  
money than I  
could afford, so  
I decided to build  
my own car’**

easy to build. The car to have, though, was the Lotus MkVI, but Colin Chapman was asking more money than I could afford. By then, however, I had accumulated a few tools and decided to build my own car. I bought a Ford 10 van as a basis, which turned out to be a mistake, but it was a learning process.’

And it turned out that Crosslé was a very fast learner, taking his first win on the Newtownards Airport circuit in March 1958. His Mk1 racer then made way for the Mk2, and our hero inadvertently became a manufacturer when Englishman Bob Allen, who was stationed at RAF Aldergrove, commissioned a replica.

‘It isn’t as though there was some defining moment when I decided to make cars for a living. But when I began winning races on a fairly regular basis, it seemed like the right way to go.’ Even if that meant abandoning his driving ambitions...

‘I suppose everyone who has competed sometimes thinks about what more they might have achieved. I did quite well, and went as far as travelling to John Cooper’s racing school at Brands Hatch. That was quite a trip from Belfast, but I wasn’t allowed out on the circuit because it was raining. I was told to come back another time, but I never did as it might have

rained again. After that, things rather took their own course.’

Having claimed three consecutive 1172cc titles with cars constructed on his farm in Drumreagh, Crosslé began building sports-racers from his new base in Hollywood. ‘When Rosemary and I bought *Rory’s Wood* in 1960, there was no water or electricity,’ he recalls. ‘But we managed. We had nothing but we made it go a long way. When you’re young, you find ways of making things happen.’

And make things happen he most certainly did, beginning by constructing the 4F Formula Junior. ‘That was our first rear-engined car. A couple of friends then suggested that we do a sports car, and the 5S was the result. The first was made for John L’Amie – he’d been racing a Turner and wanted something faster. He gave us his 1.5-litre Coventry Climax engine, which had a very narrow power band: it was quite happy at 6500rpm, but would detonate at 6600rpm. I exaggerate, but only slightly.

‘We built five 5S cars in total, including a Daimler-engined version for Brian Nelson. At that time, Peter Westbury was winning everything in British hillclimbing with his Felday-Daimler, so it made sense. Next to nothing was available off-the-shelf, and that included engines; Coventry Climax was just





**Clockwise from left**

Gerry Birrell won the 1969 European Formula Ford Champion in the 16F, which marked Crosslé as a major player on the international scene; John Crosslé in the Mk2 at Kirkistown in May 1959 – he led the 1172cc Ford of Ireland race from start to finish; Mervyn Wingfield in a 7S heading a Crosslé cavalcade.

about the only player in racing back then. It was only later that Cosworth and others began mass-producing engines that anyone could buy. Our gearboxes were initially VW-based transmissions with our own close-ratio gears.

'The 7S followed the 5s. We built one for John L'Amie with a 4.2-litre Ford V8. It had a Jack Knight gearbox from a Cooper F1 car – a massive great thing. John Watson bought the prototype and won quite a few races in it.'

The sports car adventure continued with the 9S, but the 1960s closed with an explosion of interest in the firm's single-seaters. 'We were making chassis for every formula. What really made the difference was Roger Barr winning the SCCA Formula B title in 1968 with the 12F. That opened things up in the US, which became a hugely important market for us.'

Particularly once Formula Ford became an established category. 'In 1969, we introduced the 16F, and Gerry Birrell drove it to the European title that year. That showed people that we really knew what we were doing, and we received orders for about 40 cars, many of which went to North America. Roger was our East Coast agent, saw to it that we were soon struggling to meet demand, and by the end of the decade we had something like 15 or 16 people here building cars.

'Skip Barber bought a batch of Formula Fords for his high-performance driving school. I always tried to build strong cars and I think that's what appealed to Skip, who had previously run Lolas. He then went on to create a race series, which resulted in more orders. Our West Coast distributor, Ken Deeter, managed to shift a lot of cars too, including some to South America. We won quite a few championships in Europe, and did very well in the Benelux countries thanks to Jim Vermeulen.'

The roll-call of names that raced Crosslés in junior formulae during that period reads like a *Who's Who* of future stars. 'I'm asked all the time who was the best,' Crosslé smiles. 'I can think of maybe a dozen drivers who, due to a lack of money or promotion, never made it all the way. Of those who did, Nigel Mansell obviously stands out, and he won stacks of Formula Ford races in 1977. Another I rated was Dennis Firestone – he was hugely successful in SCCA racing before going on to the Indy 500. Unfortunately, he later had a massive accident which ended his career. Desiré Wilson was good, too. She had the potential to go further than she ultimately did.'


'But of them all – and I'm not saying he was the best by any means – the one who sticks in the mind most was Tommy Byrne. He had

talent to spare. While he did briefly race in Formula 1, I think his personality may have been an issue. He spoke his mind and that probably didn't go down too well, but there's no question that he was quick.'

As the 1980s dawned, the marque faced increased competition, some of it very close to home, as longtime collaborator Leslie Drysdale left the company to create his own Mondiale-branded Formula Fords. 'That hurt us, but throughout that decade things became increasingly tough as the market began to change. I always knew that we would be in trouble once the Americans learned how to make single-seaters, and the new Swift pushed the boundaries in Formula Ford. The industry was very fickle, too. I remember Lola doing very well in the SCCA run-offs with a narrow-track car. It was an unexpected result, but of course everyone immediately wanted something with a narrow track, so in 1980 we came up with the 40F. It wasn't the easiest car to drive, but the strength of its short wishbones contributed to its success in a formula where wheel-to-wheel contact wasn't exactly unknown!'

'The early '80s also saw a shift to inboard suspension across Formula Ford, and the 50F was a radical new design. The prototype drove extremely well but, somewhere along the line, something was lost between that first car being built and the production version coming out. Eventually, we discovered that the springs were overcoming the dampers. They weren't properly valved for the springs. Once we changed from Armstrong to Koni dampers it went much better. We made a variation of the car, the 55F, which had some success in 1983 and '84, but the pace of development meant that it was becoming a struggle to come up with a new car each year.'

Other Formula Ford designs followed, including the 70F with a streamlined body by Frank Costin, but Crosslé began to tire of making single-seaters and sought new challenges elsewhere. His thoughts turned to trialling. 'That was [Northern Ireland racing legend] Tommy Reid's doing; he instigated the 80T.' This radical, Honda-powered machine turned the off-piste category on its head, but John is far too modest to blow his own trumpet. 'It's been very successful so far' is about as much praise as he will allow himself.

The Crosslé Car Company was sold to Arnie Black in 1997, the former Formula Ford star revitalising the 9S before selling the firm to Paul McMorran, a longtime Crosslé customer and enthusiast, in November 2012. Crosslé the man now has less day-to-day involvement with the firm he founded, but it's hard not to keep tabs on things when you live next door to the factory. In his retirement, he spends much of his time tending to his impressive tractor collection. 'I should've stayed a farmer,' he says by way of a parting shot. 'I would have had a much easier life!' 



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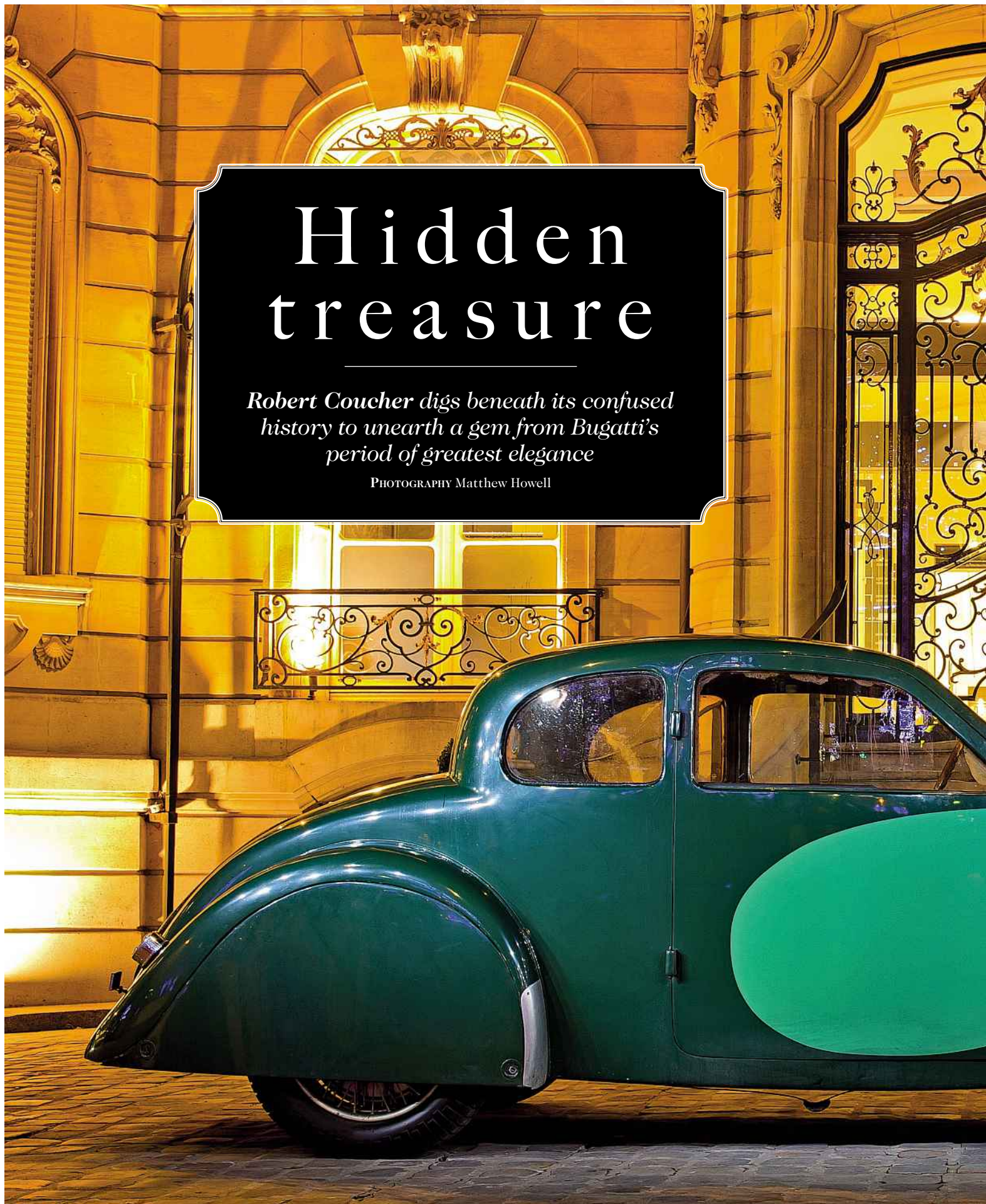
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# Hidden treasure

*Robert Coucher digs beneath its confused  
history to unearth a gem from Bugatti's  
period of greatest elegance*

PHOTOGRAPHY Matthew Howell









# B

**BUGATTI WAS ALL** over the place come the end of the 1920s, producing a mish-mash of exotic and massively expensive motor cars. The

ludicrously huge 12,763cc Type 41, known as the Royale, was a flop: Ettore Bugatti managed to shift only three examples to buyers who had sufficient ego. Tellingly, royalty and heads of state politely demurred.

Yet the superb 2.3-litre straight-eight Type 43 Grand Sport introduced in 1927 sold 158 examples, and the much more successful Type 44 saw about 1000 chassis constructed, many sent to coachbuilders for formal coachwork. Then there was the pair of Type 45/47 prototypes with their U16 engines – at least the Type 45 won the Klausenrennen in 1930. The 5.3-litre Type 46 was no race victor and, come the 1929 Wall Street Crash, Bugatti diverted into building the Autorail Automotrice Rapide rail car for the ETAT railway company. Ironically, this large order probably saved Bugatti during the Great Depression.

Ettore's eldest son Gianroberto Carlo Rembrandt Bugatti, known as Jean, was not as talented as his father when it came to artistic creativity, but he was certainly an equally talented engineer. He is recognised as saving the family firm with the Type 57, regarded as one of the marque's best models, but died in a car crash on 11 August 1939 behind the wheel of the Le Mans-winning Bugatti, aged only 30. He is credited with the marque's victories at La Sarthe in 1937 and 1939, and some say the Bugatti era died with him.

Until 1932, the marque had been constructing seven different models – an almost Lancia-esque complication of production engineering. The economic crash led to decreased orders and the bank loans were becoming tighter. Jean Bugatti's answer was the Type 57, launched at the 1934 Paris motor show. The plan was for various specifications: Type 57; 57S, the S for *surbaisé* or lowered chassis; 57C denoting *compressor*; and 57SC for a car with both.

The factory offered various coachwork options, too. Stelvio was a two-door, four-seat drophead; Aravis, a two-door, two-seat drophead coupé; Galibier, a four-seat, four-door saloon; Ventoux, a four-seat, two-door coupé; and Atalante, a two-seat, two-door

coupé, also available with a soft-roll top.

Under Jean's influence, Molsheim managed to modernise its production programme and take on the might of Delahaye, Delage, Mercedes-Benz and Rolls-Royce. The Type 57 was the first 'grown-up', mature Bugatti – a sophisticated and fast road tourer, not a thinly disguised racing car – but nor was it a chauffeur-driven limousine, typified by the Royale or Type 46. Perhaps the first example of an 'owner driver' automobile like the Derby Bentley Sportsman saloon? The thinking behind the Type 57 was that the owner could take advantage of France's fast and open roads, and enjoy such drives as Paris to Monaco in 12 hours.

The Type 57 engine is a robust 3.3-litre straight-eight, with gear-drive double-overhead camshafts fed by a Stromberg carb. Its gearbox is mounted rigidly to the motor. Forward-thinking Jean had developed an independent front suspension for the Type 57, nicknamed the *Crème de Menthe*. When Ettore heard of this he was apparently furious because it veered too far from his design principles. Consequently, while exhaustively tested on the Type 57A prototype, the set-up was discontinued in favour of the less effective although beautifully shaped solid front axle. The old artist trumped the young engineer...

Some 550 examples of the Type 57 were sold from 1934, and in 1936 the first Type 57C prototype was developed. The car pictured here is that very machine, chassis number 57452. But, as is often the case, the story is slightly more convoluted – and thus intriguing.

During September 1936, in the weeks leading up to the Paris show, the Molsheim works were particularly busy. A Sport 57S was to be making its first appearance at the event as both a roadster and coupé, along with three Ventoux models, one fitted with a supercharged Type 57C-spec engine. The *Registre des Carrosseries* indicates that the prototype 57C and the first SC left the coachbuilder on 3 October 1936, chassis number 57452 finished in red (Retail Red!) with tobacco leather interior. Chassis number 57453 was painted black and had fabric trim.

The next day, Bugatti test driver and French Grand Prix winner Jules Goux drove the red Ventoux with engine number 1C to the Bugatti showrooms at 46 Avenue Montaigne in Paris, accompanied by Jean Bugatti in the 57SC. The →

**Right**  
The paint and chassis number may have 'issues', and several details under the bonnet and in the cabin need addressing – but this is one very special Bugatti.





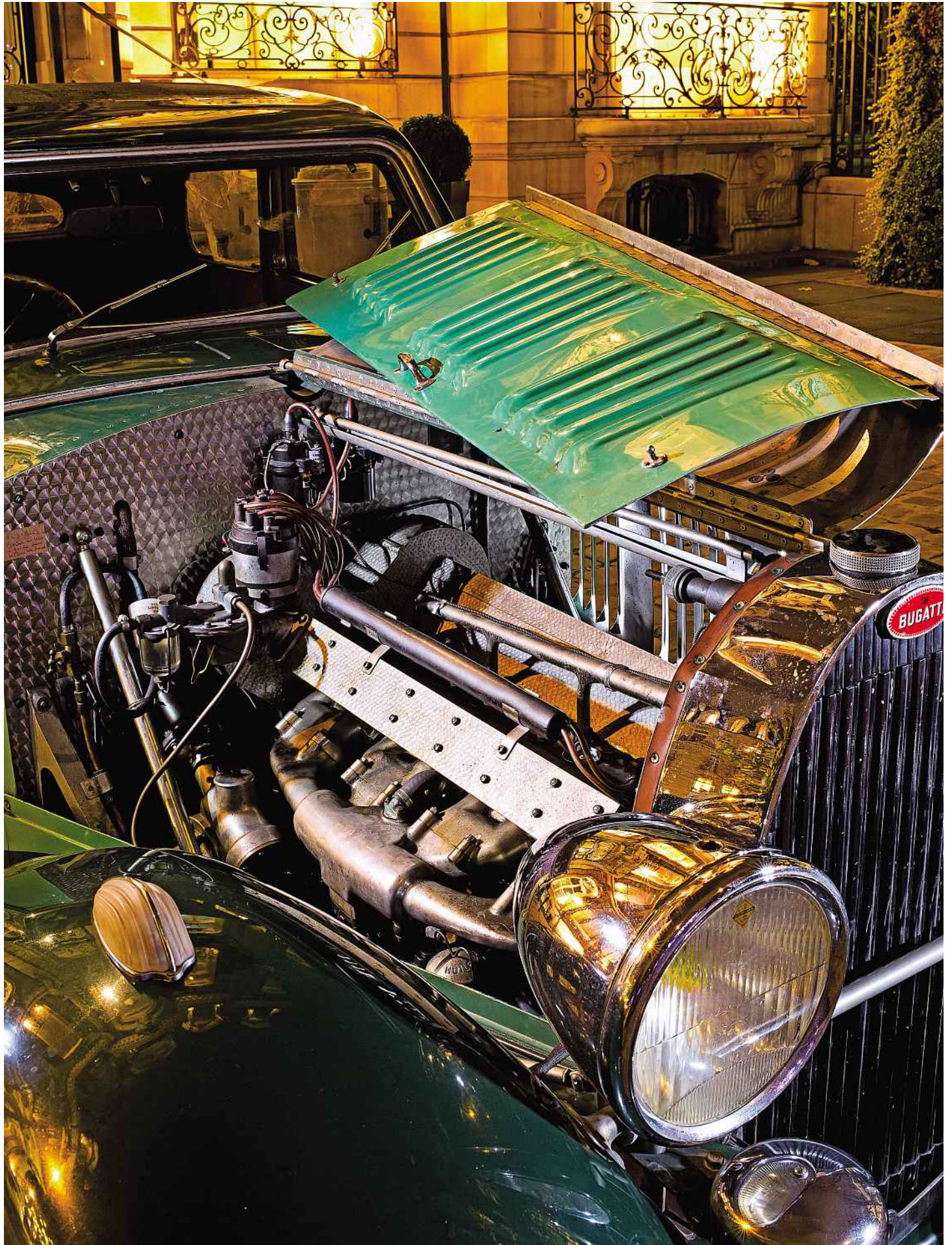
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BUGATTI VENTOUX IN PARIS













## 'To imagine Bugatti, Benoist, Goux and Veyron blasting through 1930s late-night Paris just adds to the enigma'

cars were prepared for demonstration work for the weeks ahead. They would be driven by Bugatti and the man who ran the showrooms, Grand Prix winner Robert Benoist, who was later executed for being part of the British Special Operations Executive and French Resistance in World War Two.

After the Paris motor show, the Ventoux stayed on at the showrooms as a demonstrator. Externally it resembled a standard four-seat coupé, but its prototype supercharged engine upped the standard 57's output of 135bhp to some 175bhp. Benoist and test driver Pierre Veyron (also a racing driver, engineer and war hero) continued to drive the Ventoux around Paris, and records show that in spring 1937 the car was renumbered as chassis 57308 and given the registration 4834 NV3. It was not the only Bugatti to boast this registration.

In October 1936 the Ventoux was sold to its first owner, the young Comte Aymar de La Rochefoucauld, wearing number 6196 NV3. The Bugatti appears to have remained in Paris, at Place des Vosges, until 1955. In 1961 it went to Suresnes, the location of Hispano-Suiza and Bugatti specialist Garage de Gaston Garino, and from there it was traced to Belgium. In 1973 the Ventoux was sent to Bugatti specialist Lucien Wurmser in Molsheim for restoration. By now, it was painted two-tone green.

By 1977 the chassis had been over-stamped with the incorrect number 57557, which is for an Atalante that resides in the US, and the Bugatti was to lose its original dash, firewall and supercharger. However, a November 2011 inspection by the Artcurial auction team unearthed some encouraging evidence. (And it's interesting to note that the sales catalogue for the Rétromobile auction at which this 57 will appear on 8 February duly estimates the car at €350,000 and not the usual €850,000).

The bonnet is stamped with number 26, which indicates the body was built around 1936. Importantly, the rear axle carries number 334 – as does the gearbox, which also has C1 etched on its cover. In addition, the left rear side of the engine is stamped number 1 and, although the chassis incorrectly reads 57557, the numbers 308 are visible underneath. Bugatti records indicate the modification of the car to a 57C with engine number 1 and that the car carried chassis plate 57452 and then 57308. Hmm, a riddle wrapped in an enigma inside a mystery?



Bugatti historian and author Julius Kruta says: 'This Ventoux is fascinating, and it is an important car. It appears to have a very interesting history, even if the over-stamped numbers might not appeal to some collectors. The green paint is not original and the correct dashboard needs to be refitted, while it is a pity it lost its blower so recently. It is well recorded in the books as car number 57452/57308.'

He ponders from an historian's viewpoint: 'The big question is, should you restore it or leave it as is? I rate this Bugatti highly, especially if it is returned to its original monotone colour and a supercharger is refitted.'

Kermit the Frog green paintwork aside, this is indeed a lovely, patinated and attractive car. And the provenance of it being the first prototype supercharged Type 57C as driven by most of the Bugatti greats really adds to the mystique. Drivers Robert Benoist and Pierre Veyron were not only Grand Prix winners, they were war heroes, too.

On this freezing December evening, we are

### Above and left

Uncovering the history of the Ventoux was a voyage of discovery: built in 1936 and originally wearing chassis no 57452, it was the prototype supercharged Type 57C, a Paris motor show car and a showroom demonstrator driven by Bugatti legends. As it comes up for auction, the question is whether to restore or leave it in its patinated glory.

in Paris with the vintage Bugatti. Georges Haussmann's magnificent cityscape takes on a spectacular presence once the commuter traffic has died down, the orange lights are lit and the wide boulevards are quiet. And we are not in just any old part of Paris. *Mais non*, we are on the grand Avenue Montaigne, off the Champs-Élysées in the swanky 8th Arrondissement. This is the veritable home of Bugatti; the marque's showrooms were located at number 46 in the 1930s. And we are here to drive the Ventoux. →

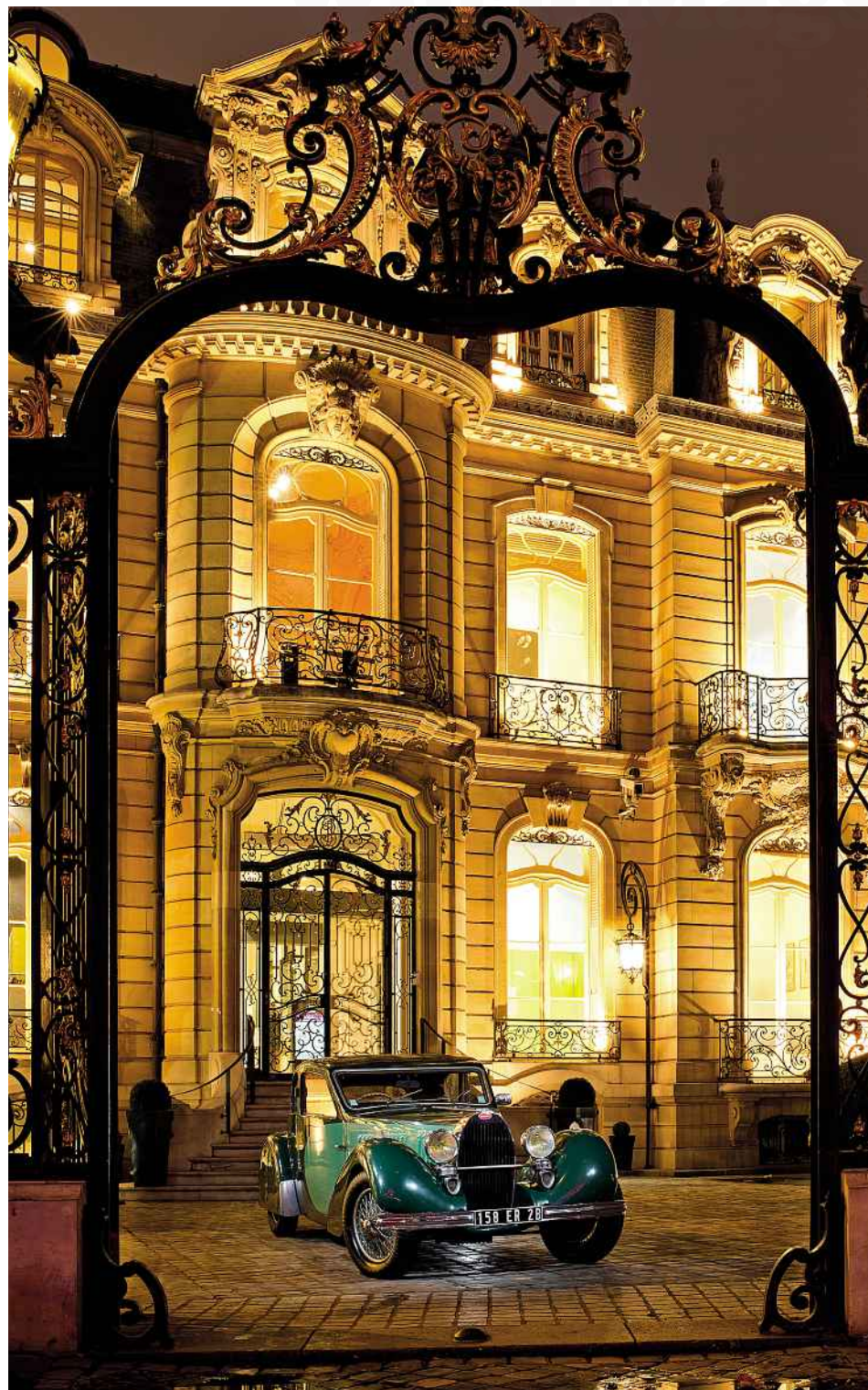












‘Framed by Georges Haussmann’s magnificent Parisian cityscape, our lovely vintage Bugatti is patinated and attractive’

promptly without the need for a double-declutch on the way up, at least.

Being an early Type 57, this example has the gearbox solidly mounted to the engine and does without the later damped mounts. Consequently, you can feel the straight-eight’s vitality fizzing through the chassis, up through your feet and into your fingers via the wheel.

No, I am not going to pretend to do a speed trial around the Place Vendôme, nor do we get the car fully sideways around Place de la Concorde. However, motoring brusquely along Quai des Tuileries, the Bugatti’s thoroughbred nature quickly becomes apparent. With plenty of power, superb steering and a balanced chassis, we’re soon threading through the capital at speed and with confidence. The only caveat is the cable-operated brakes, which pull all over the place and don’t really do much at all. But that can be rectified by proper adjustment or an upgrade to a Type 57C hydraulic system, which has proved to be superb on previously driven Bugattis of this ilk.

Headlights illuminating the cobbled boulevards ahead; then roaring through the tunnels of Paris next to the majestic Seine; the aristocratic bark of the eight-cylinder, Grand Prix-proven engine... this Bugatti experience is special indeed. The car’s sharpness belies its vintage and it behaves impeccably. With the comfortable interior cosying up nicely, the engine lugs contentedly until the roads clear, then it’s down with the curious little roller throttle pedal. The Ventoux reacts like a frisky colt! To imagine Bugatti, Benoist, Goux and Veyron blasting through 1930s late-night Paris on the eve of World War Two just adds to the enigma of this Type 57 – and to hell with the chassis numbers! **End**

**THANKS TO** Artcurial Motorcars, [www.artcurial.com/motorcars](http://www.artcurial.com/motorcars). This Bugatti Type 57 Ventoux will be offered at auction at Rétromobile on 8 February in Paris.

The Bugatti looks mellow, but is straight and solid. Its paintwork has aged, and opening the suicide door reveals the deliciously aromatic tobacco hide trim set off by the light-coloured dash, Jaeger instruments and high-mounted, wood-rimmed, four-spoke steering wheel. The seating is sit-up-and-beg, and that big wheel is close. After sliding the protruding ignition lever to retard, upping the revs on the idle lever a tad, and twisting then pushing the central starter key, a deep, slow whirr emanates from under the floorboards as the starter motor

engages and then ignites the engine. It lives!

The wet-sump and no-longer-supercharged 3.3-litre engine needs a moment to warm through, then settles to a contented idle. The short-travel clutch is shoved down to the carpet and, with a huge swing from left to right, the long, mid-mounted shifter is encouraged to find first. That slow-revving engine has enough torque to move the Ventoux off the line without protest, and as the revs rise the growl does, too. Don’t rush the changes: with familiarisation gears can be selected

### 1936 BUGATTI TYPE 57 VENTOUX

**ENGINE** 3257cc straight-eight, DOHC, single Stromberg updraft carburettor **POWER** 135bhp @ 5000rpm

**TORQUE** 150lb ft @ 3500rpm

**TRANSMISSION** Four-speed manual, rear-wheel drive

**STEERING** Worm and wheel **SUSPENSION** Front: beam axle, semi-elliptic leaf springs, De Ram dampers.

Rear: live axle, reversed quarter-elliptic leaf springs, De Ram dampers **BRAKES** Cable-operated drums

**WEIGHT** 1750kg **PERFORMANCE** Top speed 105mph. 0-60mph 13sec



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The classic coupé styling that defined the *Gran Turismo* ethos in the DB2 – first seen in prototype form at Le Mans in 1949 – was penned by Frank Feeley, while the Lagonda-based engine was the work of Willie Watson and overseen by WO Bentley.

Launched at the 1950 New York Auto Show, the DB2 – with its beautiful aluminium-formed coachwork and innovative forward-folding bonnet – immediately impressed, and a production run of more than 400 of both coupé and drophead amply confirmed the new model's popularity. Higher performance was available in the Vantage variant, with its raised engine compression ratio and power output of 125bhp.

Responding to the DB2 issues of cabin space and lack of storage capacity was the DB2/4, nominally a very occasional four-seater but with increased luggage space, an innovative rear hatch and the engine now in Vantage tune. Production figures of 565 in two years, and in Mk2 form a further 199, confirmed the rightness of the approach. But it was the final DB2 flowering in the Mk3 that became the most desirable. It had front disc brakes, optional overdrive, 162bhp on tap – giving a top speed of 117mph – and glorious styling, with handling to match. That meant the price rose to just over £3000 for 550 very fortunate first owners, who included one James Bond in Ian Fleming's *Goldfinger* novel.

## ASTON MARTIN DB2

**ENGINE** 2580cc straight-six, DOHC, twin 1.5in SU carburettors  
**POWER** 105bhp @ 5000rpm **TORQUE** 125lb ft @ 3000rpm  
**TRANSMISSION** Four-speed manual, rear-wheel drive  
**STEERING** Worm and roller **SUSPENSION** Front: trailing arms, coil springs, dampers. Rear: live axle, trailing arms, coil springs, Panhard rod, dampers **BRAKES** Girling drums  
**PERFORMANCE** Top speed 110mph. 0-60mph 12.4sec



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GETTY IMAGES

## Donald Campbell

*On his best days he was the fastest in the world, but there was one man Donald Campbell could never catch...*

**T**HE PERILS of attempting to emulate one's father are well documented, but for Donald Campbell, the compulsion to live up to his father's name was downright dangerous.

Born in 1921 to racing driver Sir Malcolm Campbell, Donald initially showed no inclination to follow in his father's footsteps. He certainly idolised Sir Malcolm, who set multiple world speed records on land and water, but he appeared to have no motor sport dreams of his own.

Donald was 18 at the outbreak of World War Two, and volunteered for the RAF immediately, giving up a fledgling career in the insurance business. He failed his physical, however, due to a heart murmur, and subsequently took an engineering job in the defence industry. After

the war he married well, if not exactly amicably, and settled into life as a businessman, and still gave the impression that he had little interest in a racing career.

That changed immediately upon the death of his father in 1948, at which point Sir Malcolm's water speed record was under threat. Donald had always sought the approval of his rather distant father, and he was also massively, even jingoistically, patriotic. It became his life's only mission to prevent his father's record falling into foreign hands.

To say that he was unprepared for the task would be a gross understatement. He had not one iota of racing experience, and had to buy his father's famous *Blue Bird* K4 (later *Bluebird* K4) from the estate to even get started. Donald did, however, have a flair for dramatic

*'With this "failure" gnawing at him, Campbell resolved to build a supersonic rocket car'*

self-promotion, and shared Sir Malcolm's relentless determination and ability to keep a cool head under pressure. By 1955 he had broken the world water record in *Bluebird* K7, reaching 202mph. Full of confidence, he set his sights on a land record as well – just like his father before him.

The first attempt was nearly fatal. At the Bonneville Salt Flats in 1960, Campbell's legendary impatience reared its head, and in his haste to get up to speed he spun *Bluebird* CN7 into a horrendous wreck.

His injuries were serious and the experience of crashing at more than 200mph left him shaken to the point that he briefly doubted whether he would ever return to racing. But return he did, and in 1964 Campbell claimed the official land speed record, hitting 403mph at Lake Eyre in Australia. He went on to set another water record on the last day of 1964, so becoming the only driver to set world bests on both land and water in the same year.

He had once sworn that this very achievement would prompt his retirement, but he was bitterly disappointed that he had not topped the unofficial record of 407mph, held by Craig Breedlove and his then-ineligible jet-powered three-wheeler. With this 'failure' gnawing at him, Campbell resolved to build a supersonic rocket car.

The scale of Campbell's ambition was matched only by the cost of the project, and so a 300mph water record attempt was organised in an attempt to attract sponsors, with Coniston Water chosen as the venue. Shortly after dawn on 4 January 1967, Campbell took to the water and made an outstanding first run. His return leg ended in disaster.

As the newly modified K7 passed the start of the measured kilometre, she was travelling at over 320mph – faster than ever before. Her stability was compromised, and she pitched into a blow-over at near top speed, sinking like a stone and taking Donald Campbell's lifeless body 140ft into the depths of the lake. He was just 45 years old.

In 2001, a group of amateur divers returned Campbell and *Bluebird* to the surface. Some who knew him say he would have been happier left where he was, alone with his boat beneath the still waters, nothing left to chase.





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# Yale cylinder lock

*Millions of us have entrusted our homes and our savings to the invention of Linus Yale Jr – but the idea stretches back to ancient Egypt*

**N**EXT TIME YOU slip the key into your front door, reflect for a moment that, as the saying goes, there's nothing new under the sun. It's almost certain that your lock will be a pin-tumbler device of the type patented in 1861 by Linus Yale Jr, but based on an idea first used by the more security-conscious residents of ancient Egypt.

The Egyptian lock, made of wood and very large by today's standards, consisted of a hollow bolt with a row of holes drilled through into the cavity. The bolt passed through a chamber containing moveable pins corresponding to the holes, and as the pins aligned with the holes they dropped into position, locking the bolt. To open, a spoon-like wooden lever with pegs on its face was pushed into the hollow bolt, enabling the tumblers to be lifted from below and freeing the bolt. It probably wouldn't have fooled Indiana Jones for long!

Some 4000 years later, in 1844, a lock using the pin-tumbler principle was patented by Linus Yale. A descendant of the Welsh family that gave its name to the Ivy League university, Linus was a locksmith and inventor with a workshop in Newport, New York, and a son, Linus Jr, who would eventually perfect his design.

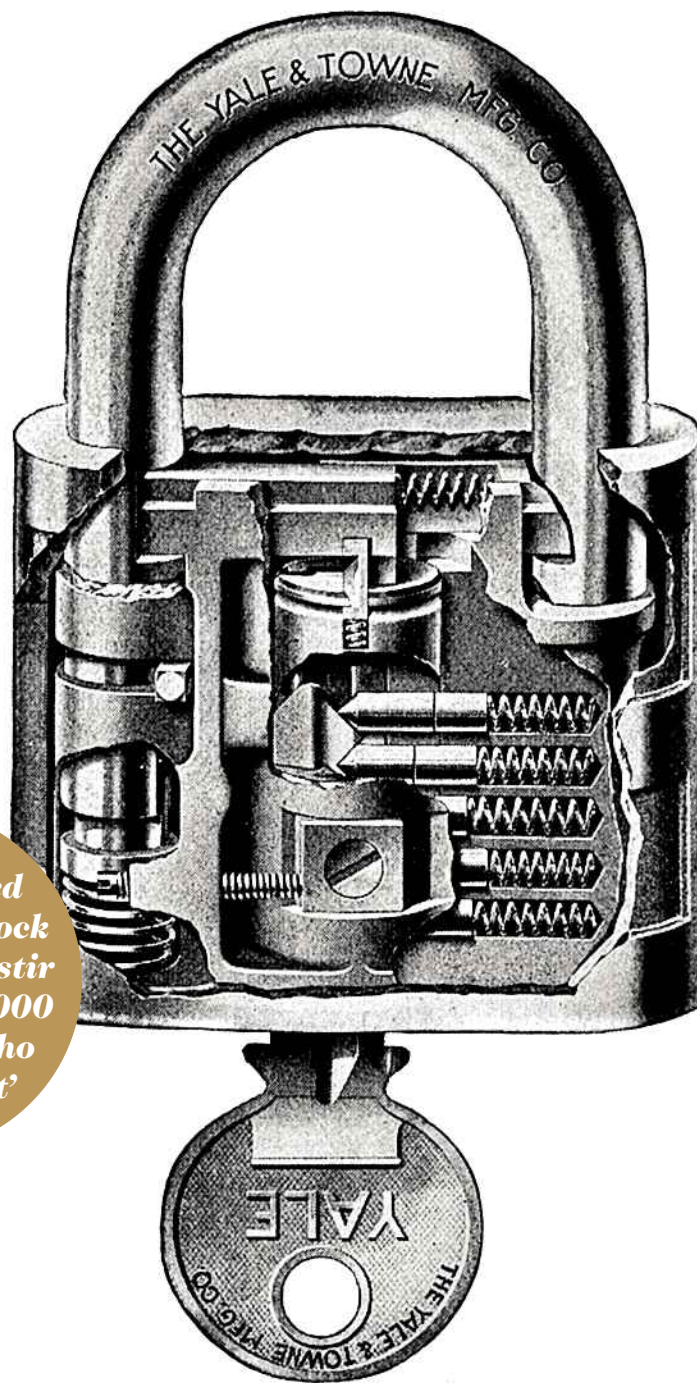
Born in 1821, Linus Yale Jr showed early promise as a portrait painter, but any artistic ambitions were put aside around 1850 when he joined the family business and set about improving his father's designs. Other 'modern' pin-tumbler locks had preceded Yale's: the English inventor Joseph Bramah, best known for his hydraulic press, patented a radial version in 1784 that used a cylindrical key of the type commonly seen today on bicycle locks, but it was prohibitively expensive to produce.

In 1851, Linus Jr patented an improved lock for safes and vaults, the extravagantly named 'Yale Magic Infallible Bank Lock', and created a stir by offering \$3000 to anybody who could open it. The very substantial prize spoke of Yale's confidence in his creation, and any bank owners who remained sceptical of its 'magic' properties were at least convinced of the inadequacy of other available locks, which Yale picked with ease at prearranged demonstrations. Business boomed.

On the death of his father in 1858, Linus Jr took over the business and spent a further three years developing the device that would make his name famous: the 'Yale Pin-Tumbler Cylinder Lock'.

Linus's design uses a rotating barrel fitting closely into an outer casing. The barrel is drilled with a line of holes, usually five or six, in which rest the tumblers – pointed pins of varying lengths. The outer case contains a row of matching holes and corresponding flat-faced pins, known as drivers, which are pushed down into the barrel and onto the tumblers by tiny coil springs, thus locking it.

But Yale's greatest innovation was the serrated-edge flat key with which we are all so familiar today. When inserted into the barrel, the key's serrations lift the pointed tumblers, compressing the springs in the main body and creating a sheer line between the flat tops of the tumblers and flat faces of the drivers, allowing the barrel to rotate and open the lock as the key is twisted. By altering only slightly the length of the pins and the profile of the key, many thousands of variations can



*'Yale patented an improved lock and created a stir by offering \$3000 to anybody who could open it'*

be produced, virtually eliminating the chance of any two keys fitting the same lock, and thus enhancing security.

Yale pioneered mass production, using machines rather than hand fettling. This allowed his locks to be precision-made in quantity and sold at an affordable price, and in 1868 he started the Yale & Towne Lock Manufacturing Company in Stamford, Connecticut, in partnership with Henry Robinson Towne.

Sadly, Yale died on Christmas Day that same year, suffering a heart attack while on a sales trip to New York. He was just 47. Had he lived a little longer, Linus would have witnessed the global expansion of his company, which employed more than 12,000 people by the early 20th century and grew to become the largest manufacturer of locks in the world – thanks to the ingenuity of its founder and his inventions.



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# A big year for the Offshore

*Isn't it always the same way? You wait decades for a major anniversary and then along come two, one after another*

**T**HE LE BRASSUS HQ of Audemars Piguet has barely started clearing up after the year-long party to celebrate the 40th birthday of the legendary luxury steel Royal Oak. Yet now it is time to let off the fireworks for the 20th birthday celebrations of the son of the Royal Oak, the Royal Oak Offshore.

Comparing fathers and sons is always invidious, and you know what Freud said about filial/paternal relations... Happily, most of us manage to control our Oedipal urges – and for my sake, I hope my sons have mastered any incipient Oedipus complex. Nevertheless, there is a universality that Freud could not have possibly imagined about his theory: namely that it extends beyond human beings to mechanical watches, and the story of the Royal Oak and its powerfully built son is a classic case study.

I remember when the Royal Oak Offshore came out; I liked it very, very much, precisely because I did not think it would be around too long. For a start it was huge, a behemoth – but it has to be remembered that in the early 1990s even the Daytona seemed large. Even so, at the time the Offshore seemed to be under the impression that it was not so much a large watch as a small house, or at least a wristworn Challenger tank.

With my usual unerring judgement I reckoned that the Royal Oak Offshore would not catch on. This is why I made sure to buy one of the very first series – hooded lugs, blue sharkskin strap etc – as I thought so few would be made that it would be an interesting talking point in years to come.

It was not a cheap watch, but for about seven years I was happy with it because I seldom saw another. But tastes began to change, and the Royal Oak Offshore gained traction. It put on weight, and pretty soon we had some real monsters that made my first-generation example seem almost like the seven-stone weakling who gets sand kicked in his face before he uses his Bullworker to build muscle.

From being a relatively obscure cult watch it became the timepiece of choice for the new master of the world, one of the membership requirements of the 21st-century rich club: supermodel girlfriend – check; mega-yacht – check; house in St Tropez – check; Flavio Briatore's mobile number – check; orange Lamborghini – check; Royal Oak Offshore limited edition with carbonfibre bezel inserts – check.

The Royal Oak Offshore was one of the standard bearers of the BIG WATCH boom, an emblematic model so successful that it almost eclipsed its elegant father and even seemed in danger of obscuring the 160 or so years of high watchmaking credibility that was Audemars Piguet's calling card for generations. AP was, and is, one of the great



*'It seemed to be under the impression that it was not so much a large watch as a small house'*

makers of complicated watches. I was recently in the restoration workshops, where I saw some superb pieces of clockwork; complicated watches that are among the best workmanship to come out of Switzerland in the late 19th and early 20th centuries – imagine coming across a stash of Hispano-Suizas. And just because Audemars Piguet has had a runaway success with the Royal Oak and Royal Oak Offshore, it does not follow that the company has lost any of its skills in the manufacture of complicated watches. Now, this year, under its new CEO François-Henry Bennahmias, it has come up with a quite brilliant way of showcasing them.

Instead of marking its 20th birthday with a testosterone overdose, AP has put a grande complication into a Royal Oak Offshore. The grande complication is a sort of horological hat-trick, including perpetual calendar, minute repeater and split-seconds chronograph. Basically, if you were a big shot in the late 19th or early 20th century, you had one of these dangling off the end of your watch chain.

It has taken around 700 hours to cram 648 components into an 'engine bay' of just eight cubic centimetres, and the result is an absolutely stunning piece of kit. As well as giving the time on the dial, it chimes it out, plus gives you the date, year and moonphase while also performing timing of two separate events on the chronograph.

A fascinating marriage of Swiss refinement and uncompromisingly sporty design, the Royal Oak Offshore Grande Complication manages to be both big and clever.



## Maserati 300S 1956

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# Slip a disc into your collection

*Spinning tyres and spinning records; the two have a pleasing symbiosis – especially when Graham Hill is at the wheel...*

**W**HEN I TURN up at the West Country home of one particular car-obsessed mate, the gift of a bottle of Moët raises little interest. However, a carrier bag containing an LP with a classic car on its cover sees the front door flung wide and the spare bed at my disposal.

My friend has a spectacular 'cool wall' of old record sleeves in his garage, of which I have so far furnished Alexander O'Neal's *Alexander O'Neal* featuring a Studebaker Hawk GT and Jackson Browne's *Lawyers In Love* sporting a Merc 280CE. I once got a man hug for turning up with Russ Conway's *Time To Play* (Bentley S3)... even though he'd got it already.

These grouped covers really look impressive, but you seldom come across analogue discs about interesting cars rather than using them for decor. Which made my discovery of *Graham Hill Takes You Round Snetterton In A Mercedes-Benz 230SL* a treat indeed. In fact, this 45rpm single must be so rare that even Pagoda-heads aren't aware of it; I was tasked by another friend with bidding up to £45 for it online yet secured it for a mere £9, and it was in particularly fine condition.

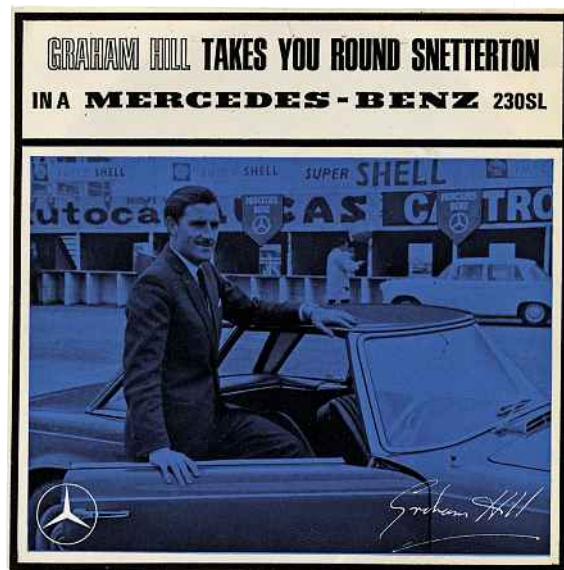
Unlike O'Neal's routine power-soul and Conway's detestable tinkling of the ivories, here is one record you'd want to listen to. And it certainly is no-nonsense stuff.

'My name is Graham Hill,' says Hill, in the pits. 'I'm going to conduct you round a lap of the Snetterton track, in Norfolk, in a 230SL.' The plodding intro and absence of any mood-setting incidental music don't bode well but, once Graham is on the hoof and you can hear the car's tyres screaming their objection behind his deadpan, it's quite pacy.

'Accelerate hard to 6000, which is 30mph... Into second, again up to 6000, maximum revs, which is 50mph... Into third and approach the first corner, which is Riches... Brake gently, put the car into the corner...' *Eee-eee-eee-eee*. '...Apply the power, engage into fifth, bit more power, slight correction there, and away towards the second corner...' *Eee-eee-EEE-EEE*.

The sleeve notes do, after all, hail this car as the successor to the 300SL, but the gorgeous SL was never going to appeal to tearaways. Not long after this promo disc was issued in about 1964, the car found its natural home with the beautiful people who might have listened to

*'A slithering needle and a few minor dimples can make Graham Hill sound quite drugged-up'*



some of Graham's comments – 'A long drift... Throw the car into the corner, slight understeer here... Flick to the right...' – in bewilderment. Still, once an F1 world champion has complimented its five-ratio gearbox, independent rear suspension and fuel injection you'll be confident your new purchase is genuinely superb.

And so to the B-side, on which Hill does the lap in three massive tons of Mercedes 600. It's just my guess, of course, but I'll bet this limo picked him up from home in north London and wafted him up to Norfolk to conduct the handsomely paid SL endorsement, and the producer decided to track-test the 600 on the spur of the moment.

There's considerably more serenity here as Hill drawls into his microphone in the sumptuous cabin. 'We approach Sears, brake, put the car into the corner...' *Aww-Aww-AWW*. '...Understeer, kickdown, accelerate out...'

On the straight: '...Braking for the hairpin, 110mph down to 40...' *Aww-AWW-AWWW*. His verdict: 'Not the normal car one would take round a circuit but most enjoyable to drive round Snetterton. The handling was extremely good considering the weight and size.' With which, presumably, it was back to the rear seat, whoosh down to London, and a night of poker at Aspinalls with Merc's PR man.

One more desirable thing about this record is

#### Above

Flexi-disc relives Hill's no-nonsense drive around Snetterton circuit in a Mercedes-Benz 230SL – and the more stately 600.

that it's a flimsy plastic flexi-disc. That means it needs a vinyl record to sit on and the needle will slither around like a moorhen on a frozen pond. It also explains why a few minor dimples can make Graham sound quite drugged-up.

Flexi-discs have become very collectable. The Beatles' annual Christmas fan club recordings can fetch up to £100 apiece. Ephemeral flexies came free with 1970s and '80s pop music mags, but a large and motley variety of others were doled out to spread advertising messages for everything from soft drinks to airlines. You might unearth one promoting Michelin X tyres or, issued in 1986, the Renault 21. I also know of a c1960 BP Petrol 78rpm cardboard 'disc' featuring Stirling Moss, which would be nice to own but there's no telling how well it would play, being a pressed square sheet, 53 years old, and inevitably a little warped.

If you want to bring automobilia to your hi-fi, perhaps better to get into the Stanley Schofield Productions 'Sound Stories' series, which at least are on proper vinyl. For instance, *The V16 BRM Grand Prix Car*, an EP 45 from 1958 featuring pre-war racer Nevil Lloyd plus the rarely heard thunder of that incredible engine. I recently saw one go for £14. Other releases cover the 1959 Monaco GP, 1957 Le Mans and a GP Mercedes-Benz at Oulton Park, so a nice little collection – and a new role for that turntable in the loft – would be in prospect.



New from t-lab

## Manettino



The manettino is a thing of beauty and genius. A small switch on the lower right of a Ferrari steering wheel it controls the electronics that change the car's set-up, from WET (very fast) through RACE (even faster) to ESC (I am Alonso).

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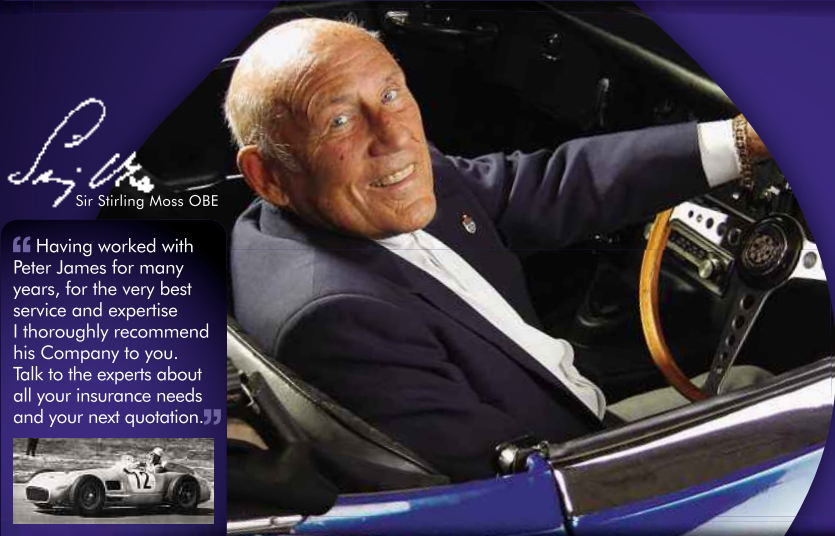
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 'PERFORMANCE ARTWORKS' or 'P.Arts' is the new furniture collection from Aston Martin specialist Nicholas Mee & Co. Each item is made with used Aston Martin components – this tweed chair, for example, began life many years ago as a bucket seat. Among the other pieces available are an iPod dock fashioned from a brake caliper, a coat stand made from previously raced rims and a carbonfibre prop shaft, and the table shown below, which repurposes the crankshaft from a Vantage GT4.



Product  
of the  
Month

### Vulcan XH558 poster

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THIS REMARKABLE image of the last airworthy Vulcan flying low over Goodwood in 2010 is one of three 'V-Power' posters that has been released to raise desperately needed funds for the maintenance of XH558.



### Audi sledge

£34.99. [www.m25audi.co.uk](http://www.m25audi.co.uk)

THERE'S SNOW on the ground at time of writing and, appropriately, here's a rather smart little sledge from Audi with more than a hint of the 'silver arrows' about it. Snap one up before winter *really* takes hold and they're all gone.

### Corum watch

£142,000. [www.corum.ch](http://www.corum.ch)

THE GOLDEN BRIDGE Tourbillon Panoramique is one of the more intriguing watches we've featured on these pages in recent months. Thanks to the transparent sapphire mainplate and bridges, the entire mechanism appears to be floating in mid-air inside the red gold case.



### Manettino T-shirt

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THAT LITTLE switch found on the bottom right of Ferrari's steering wheels since the F430 – the one that turns a well-behaved car into a monster – has found its way onto a T-shirt. Perfect for those who live life in 'RACE' mode. Available in white and, obviously, Ferrari red.



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### Track Messenger bag

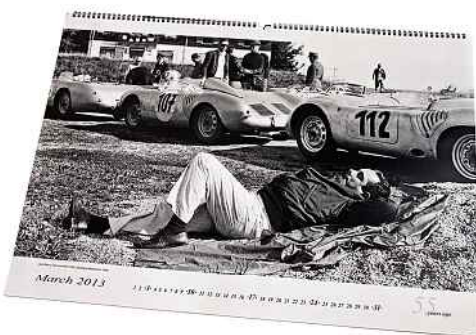
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DEDICATED FOLLOWERS of fashion will recognise the chequered stripe that adorns this canvas bag: the Track Messenger is inspired by the Tracksac holdall sold by former racing driver Les Leston in the 1960s. It is available in Stone or Old English White, with leather trim.

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### McKlein 2013 calendar

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FOR ITS 2013 'Motorsport Classic' calendar, McKlein has collected 25 images from the 1950s, '60s and '70s, including pictures of beautiful Ferrari Testarossas on the Nürburgring and the turbine Lotus that competed in the '68 Indy 500.

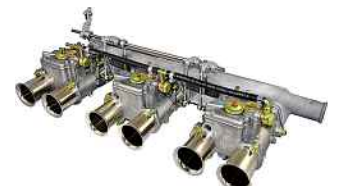
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# Alan Mann

## A life of chance

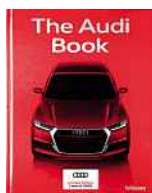
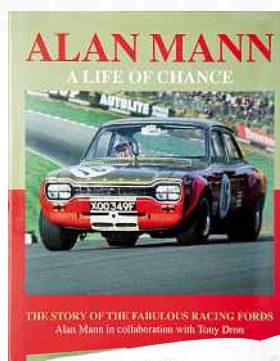
ALAN MANN with TONY DRON, MRP, £45, ISBN 978 1 889870851

HOT ON THE HEELS of Julian Balme's *Ian Walker: The Man And His Cars*, this thumping hardback covers another of the great British race team principals of the 1960s. Ghosted by *Octane's* own Tony Dron, it's well-written, as you would expect, while also offering a welcome insight into a man who for several decades displayed little in the way of sentimentality towards motor sport history or his place in it. Indeed, Mann could be very good company but he wasn't exactly Mr Loquacious when it came to talking himself up.

Which is why reviewing this book was such a pleasure. In conversation, Mann tended to gloss over his time as a driver, so much of the chapter covering his spell pedalling such kit as an HWM-Alta made for compelling reading. As indeed, was the story behind the kindling of his relationship with John Holman of Holman Moody, which resulted in him taking over the running of Ford's Monte Carlo Rally bids with the Falcon. This in turn led to the formation of Alan Mann Racing and titles in British and European saloons, as well as success in sports cars. Indeed, it was particularly interesting to read about Mann's time fielding Cobras for Carroll Shelby, his name having been airbrushed out of most marque histories.

But for all the glory, what really made it for us were his thoughts on the team's few failures, such as a gorgeous DFV-powered F3L sports-prototype. Rounding out the story is gen on the assorted film and TV car projects – we had no idea he had helped with filming the stillborn Steve McQueen vehicle *Day of the Champion* – and his many aviation enterprises. If we have a complaint, it lies squarely with the design. Given that the subject matter raised the bar for trackside presentation in period, it's a shame that this book doesn't mirror that. There's nothing intrinsically wrong with it; just that it looks formulaic and dated given the asking price.

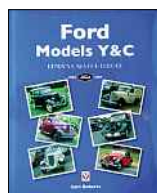
But ultimately it's the words that count, and this is a great read. Anyone with a penchant for this period of motor sport should own a copy. It's just a shame that Mann died before it was published.



### The Audi book

www.teneues.com, \$125  
ISBN 978 3 8327 9691 4

THERE ARE heavyweight books, and then there's this. The sheer quality of the photography, design and high-gloss art paper makes for a sumptuous large-format book – and it is strictly a photo album, with a small amount of multilingual text that is little more than picture captions. Produced on behalf of Audi, much of it consists of the current model line-up and it does take on the aspect of a hugely lavish sales brochure. However, the second half covers marques that have come to be engulfed by the Audi narrative and the 'four rings' in motor sport. A beautiful book, but you may need help carrying it.



### Ford Models Y & C

SAM ROBERTS, Veloce, £35  
ISBN 978 1 8458 4444 8

THE MORE we delved into this 272-page hardback, the more we liked. Roberts really does tell the whole story behind these baby Fords, not least their genesis and subsequent development. We were also pleased to read about stylist genius Bob Gregorie and the many coachbuilt offerings. While some from the likes of Tickford and Jensen were familiar, a great many such as the pretty REAL 'Alpine Coupe' were not. There is also welcome info on the cars' assorted competition forays, not least on the Smithfield Ford Special which looked like a shrunken Hi-Boy roadster. A good read and a useful reference work.



### Concorso

HENRIK JAUERT  
Seltmann + Söhrne, €34.90  
ISBN 978 3 94283141 3

THIS IS very much a coffee table special, with all that infers. A largely pictorial effort, it covers the annual concours d'elegance at Villa d'Este, or rather the 2005-11 events. And the cover image of prolific prizewinner and friend of *Octane* Corrado Lopresto chatting on his mobile alongside a coachbuilt Lancia sets the tone for the rest of the book. Mobile usage and pastel-coloured trousers feature prominently; it's seemingly all about 'atmosphere'. There are some images of classics but it's as much about the beautiful people as the cars. The photography is fine, the paper is of good stock and it will likely appeal to *Intersection* readers.



### The official Formula 1 season review 2012

Haynes, £35  
ISBN 978 0 8573 3253 0

ANOTHER YEAR, another review of the previous F1 season. You know what to expect: lots of gloss, an account of each round and box-outs from talking heads including drivers and other insiders. And 2012 was a quite a year, with eight drivers winning for six teams. But being the official review, it is a bit predictable. Much is made in the PR bumf about one pundit's insistence that Alonso was the best driver over the course of the season, which is hardly a revelation to, well, anyone. The occasional use of 'podiums' to denote a top-three finish is also very grating – as in 'The driver received some steps?' Grrr...



### If at first you don't succeed...

RON LEA, Melrose Books, £35  
ISBN 978 1 908645 0 29

A WELL-KNOWN figure in the Jaguar Drivers' Club, and a once-familiar name in club racing, Lea certainly packed a lot of motoring into his 80-plus years. The man himself admits that had it not been for a debilitating stroke, it's likely he would not have written his memoirs as he would have been too busy competing. What's more, they were largely typed using one finger. This is a very personal effort, reflecting on day-to-day life and on-track activities; besides racing, he also organised championships and helped establish race series for classic replicas. While not exactly a 'name', the resilient Lea certainly has a story to tell.





## Jaguar XK120 explored

BERNARD VIART, PJ Publishing, £110  
ISBN 978 1 908658 00 5

THE 'EXPLORED' part of the title is particularly apposite, for this is much more than a history of the XK120. A follow-up to Viart's previous book on the XK140, it contains an incredible 2500 drawings in some 413 plates – most of them in colour – that depict almost every part, nut, bolt and widget, along with info on where they are located on the car. All variations on the theme are covered, from the aluminium-bodied Open Two Seaters and their timber frames, to the production steel-bodied Roadsters and finally the Fixed Head and Drop Head Coupés. Other chapters provide a full description of the 120 and its production and motor sport career, and the evolution of the XK engine. This is an extraordinary achievement, and one that will be invaluable for restorers both amateur and professional.



## Prinzenpark Auto- und Motorradrennen der Nachkriegszeit

ECKHARD SCHIMPF, Delius Klasing, £25  
ISBN 978 3 7688 3365 3



LIFE IN the war-ravaged Germany of the late '40s was tough, so the occupying forces actively encouraged motor sport as a means of brightening up people's everyday existence.

As a child, Eckhard Schimpf's imagination was fired by the races held in and around the 'Prince's park' in heavily bombed Braunschweig between 1946 and 1953. This well-illustrated hardback shows the wide variety of events held for 'bikes and voitures', and includes a fascinating chapter on the ultra-low and sleek Volkswagen VLK coupé, which caused a furore on its appearance. You'll need to read German to get the most out of it, however, since there's no English translation.

## Drive Journeys through films, cities and landscapes

IAN BORDEN, Reaktion Books, £18.99  
ISBN 978 1 78023 026 9



THIS ISN'T a conventional car book, nor is it a history of car films. Instead the author seeks to explore the sense of liberation associated with getting behind the wheel and how we view the unfolding landscape. In particular,

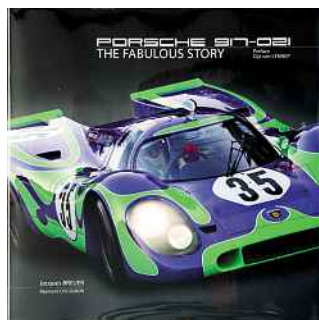
it details how driving is portrayed on celluloid; so that's everything from the dangers implied by *C'était un Rendezvous* to the existentialism of *Vanishing Point's* desert scenes. If this all sounds very dry and worthy, it is anything but. Instead, it offers an interesting and thought-provoking slant on why we love driving and does much to debunk the anti-car rhetoric espoused by certain sections of the media. Well written and a pleasure to read.

## Porsche 917-021 The fabulous story

JACQUES BREUER/RAYMOND COLLINGON, €95, ISBN 978 2 9601 156 1 1

BOOKS ON ONE particular chassis number seem to be in vogue at the moment. This is a particularly intriguing read, not least because of the subject matter. Historics regular Vincent Gaye purchased his 917 in 2008 and part of the book retraces its history, but if anything the story behind the car's restoration and subsequent return to track action is more fascinating; not least because it's accompanied by mesmerising images by Breuer. The finished article looks fabulous in its 'Hippie Car' livery, but the beautifully lit shots of the Porsche during the restoration are hugely atmospheric.

One of the 917's former drivers, Le Mans winner Gijs van Lennep, provides the foreword, while former owner Joachim Grossman recalls covering 10,000km in it on the road... Great stuff.



## COLLECTORS' BOOK

### Fiat Dino Ferrari by another name

MIKE MORRIS, Bookmarque, 1989, value £250



WITHOUT DOUBT, this is still the most sought-after book on the Fiat Dino in all its flavours. Morris does a superb job of outlining how and why the cars were made, the politics between the union of Fiat and Ferrari, and the differences between models. There is also plenty of gen on the motor sport activities, the many concept cars, production figures and so on. It's still a must-own for Dino fans and we wonder why it hasn't been reprinted.

### Rolls-Royce 17EX A fabulous destiny

GAUTAM SEN, Senthesis EURL, £40  
ISBN 978 93 5087 272 7



FOLLOWING ON from his well-received *The Maharajas & Their Magnificent Motor Cars*, Sen's latest work focuses on this one amazing prototype. The narrative questions why the 17EX was created, the obsession with it being able to reach 100mph, and how it ended up in India. The well-connected author had access to the families that owned 17EX at various points and managed to trace its first owner, the grandson of the Maharaja of Kashmir. There is also a wealth of studio shots and atmospheric period photos, including some that show 17EX and other exotica in Indian hands. Published in English and German, it's an interesting yarn well told.

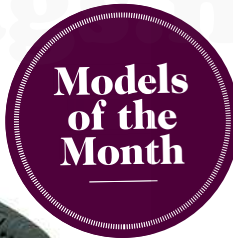
### Goodwood Festival of Speed The first twenty years

Goodwood Road Racing Co, £45, ISBN 978 0 9574820 0 5



THE ARRIVAL of this slip-cased hardback had a sobering effect: it made us feel very old. It's hard to believe that two decades have passed since the inaugural Festival of Speed. This is a rundown of each event to 2012, the central themes, and the many machines that have blasted up Lord March's driveway and those who made them great. But really it's the evocative images that dominate, whether it be Jesse James aviating his 900bhp Baja truck in 2009 or Bob Riggall pulling a wheelie aboard his 'Hemi Under Glass' Plymouth Barracuda dragster eight years earlier. Or the many Cartier concours queens, for that matter. A nice looking souvenir, though a bit pricey.





1:43 SCALE



1:43  
CARBONE &  
TRUESCALE  
MINIATURES

## Rolls-Royces old and new

**PRICE** £260.90/£72.95

**MATERIAL** Resin handbuilt/resin cast

**QUALITY** ★★★★★/★★★★★

**VALUE** ★★★★★/★★★★★

YES, THEY'RE both models of Rolls-Royces, but different in so many ways. The 1907 Silver Ghost is handbuilt in France and costs more than three times as much as the Chinese-made 2009 Phantom Coupé.

But is the French model – which represents AX 201, the original Silver Ghost – three times better than the Chinese?

Well, it certainly has its plus points. We particularly like the finely trimmed running board toolboxes, and the complex windscreen frame assembly – although they do make some of the other plated details, such as the sidelights and external oil

reservoir, seem a little heavy in comparison. The overall appearance is good, though.

Ostensibly simpler than Carbone's 1907 Ghost, Truescale's Phantom Coupé actually has a remarkable level of detail – the benefit of comparatively low Chinese labour rates – although much of it is hidden inside the 'turret top' cabin. Both models complement each other well, regardless of price.

Models shown are available from Grand Prix Models, +44 (0)1295 278070, www.grandprixmodels.com. P&P is free to UK customers.



**1 // FORD SIERRA RS COSWORTH** BY CORGI VANGUARDS  
**PRICE** £19.99 **MATERIAL** Diecast  
**QUALITY** ★★★★★ **VALUE** ★★★★★  
OK, so the body casting is rather crude but the interior's nice – and it's only £20.

**2 // COSTIN NATHAN LE MANS** BY SPARK **PRICE** £54.95  
**MATERIAL** Resin cast  
**QUALITY** ★★★★★ **VALUE** ★★★★★  
The Hillman Imp-powered Costin retired from the 1967 24 Hours; Spark's model has particularly neat panel shutlines.

**3 // ALFA ROMEO SPIDER BONNEVILLE RACER** BY GAMMA **PRICE** £63.95  
**MATERIAL** Resin handbuilt  
**QUALITY** ★★★★★ **VALUE** ★★★★★  
Handmade in Italy, this model of a 200mph Bonneville regular is good value and has a deceptively high level of detail.

**4 // CITROËN DS21 CABRIOLET** BY NOREV **PRICE** £39.95  
**MATERIAL** Diecast  
**QUALITY** ★★★★★ **VALUE** ★★★★★  
It's supplied with an optional raised roof, but with an interior so nicely modelled, why would you want to hide it?

**5 // DELAGE D8 CHAPRON CABRIO** BY MINICHAMPS **PRICE** £99.95  
**MATERIAL** Resin cast  
**QUALITY** ★★★★★ **VALUE** ★★★★★  
Part of Minichamps' new series of cars in the Peter Mullin Collection, this model is exceptionally well finished.

**6 // LANCIA ZAGATO HYENA** BY NEO **PRICE** £59.95  
**MATERIAL** Resin cast  
**QUALITY** ★★★★★ **VALUE** ★★★★★  
Pleasing replica of the Integrale-based limited edition from the early 1990s.

**7 // FERRARI 250SWB CALIFORNIA SPIDER** BY BBR for RGM DESIGN **PRICE** £203.45  
**MATERIAL** Resin and metal handbuilt  
**QUALITY** ★★★★★ **VALUE** ★★★★★  
Delightful model of actor Alain Delon's 1963 Cal Spider, complete with luggage.

**8 // DALLARA-HONDA IR-05** BY FORMULA MODEL **PRICE** £189  
**MATERIAL** Resin and metal handbuilt  
**QUALITY** ★★★★★ **VALUE** ★★★★★  
Fine handbuilt (in England) of the 2011 Indy 500 winner, also available as a kit.

**9 // LAMBORGHINI GALLARDO GT3** BY FUJIMI **PRICE** £78.95  
**MATERIAL** Resin cast  
**QUALITY** ★★★★★ **VALUE** ★★★★★  
Elaborately liveried, matt-finish model of Reiter's 2011 Spa 24 Hours entry.

## CLASSIC MODELS

### Remote-control car by Marx



**KNOWN AS** 'the toy king of America', Louis Marx (1896-1982) was a millionaire by the age of 26. Initially making mechanical toys like the 'Climbing Monkey', he built up a vast inventory that included trains and cars made of tinplate or plastic. At the height of its success in the 1950s, Marx was the world's largest toy company and had three US plants employing 8000 people.

But the Marx empire extended far beyond America. Sent to post-war Occupied Japan as an industrial advisor, Marx was instrumental in rebuilding the Japanese tin toy industry and was quick to set up a base in Hong Kong.

More surprisingly, perhaps, there was also

a Marx factory in the UK, on an industrial estate in Swansea later famous for the production of Corgi Toys. Rather cheekily, Marx made a plastic Ford Zephyr Police Estate Car very similar to the Corgi one, which must have annoyed their neighbours down the road! Another Marx product from Swansea is the plastic car pictured here, which was definitely inspired by America.

The description 'battery-operated electric car' might suggest that we're dealing with a generic design, but this is in fact a pretty accurate likeness of a 1950 Pontiac. Ten inches in length, the model combines a moulded plastic body with a tinplate base and

interior, which cleverly conceals the electric motor driving the rear wheels. Control is via a hand-held plastic battery box, which has a steering wheel on it to change direction.

Marx got plenty of mileage out of this one: besides an alternative red-and-white colour scheme, the Pontiac also came in a cheaper friction-drive form as a Fire Chief's car and in various police liveries, remaining on sale in shops such as Woolworth's into the 1960s.

Produced in large numbers, these do still turn up from time to time, though as always it takes a bit of patience to track down one with its original box. Expect to pay in the region of £30-50 if you find one.



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## The hills are alive with the sound of V8



### 1991 RANGE ROVER

ROBERT COUCHER  
@OctaneRobert

**I HAVE ALWAYS** wanted a classic Range Rover, and last summer I finally bought one. I had been on the lookout since January 2009, when I wrote *Octane's* 'Pedigree Chum' feature on Range Rovers, but my interest in them began some 40 years ago.

When I was growing up in Cape Town, a friend's father came round in his new Range Rover, which had been imported at great expense. It was painted a rather unprepossessing hearing-aid beige, but that lovely V8 sounded superb. We hopped in for a ride and I was astonished when he casually drove it off the tarmac and proceeded up a steep hill where we rode our bicycles, scramblers and horses. The Rangie didn't even break a sweat and I knew then that I would have one, one day.

Along with the Ford Model T, the Mini and the Audi Quattro, the original 1970 Range Rover was a revolutionary motor car. It has had a huge effect on all subsequent vehicles, to the point where a bog-standard three-box saloon is no longer the preferred choice. These days everybody wants a cool variation on the Range Rover concept.

I was very specific about what I was looking for. It had to be a fuel-injected 3.9-litre, non-air suspension, four-door automatic with air-con, and finished in Ardennes Green with leather interior. Richard Gauntlett had just the vehicle: this 76,000-mile Vogue SE, with a full and absolutely watertight service history, had been owned for quite some time by his mother and kept in scenic Gloucestershire. Done!

The bodywork received attention from specialist Graeme Hunt, who also gave the car a full underseal. The alloys were refreshed and two new tyres fitted. Everything works perfectly, and the car is superb at mooching through the busy London traffic.

My wife enjoys the Rangie too, so it was an obvious choice for our long trip to Santa Margherita in Italy – a trip that proved not only that the air conditioning still works a treat, but also that this seminal car remains wonderfully comfortable and capable.

**Above and below**  
Robert Coucher's Range Rover looks very much at home in the Swiss Alps en route to the Italian Riviera; leather interior is spotless.





# Buffing up the Bentley



## 1987 BENTLEY TURBO R

MARK DIXON  
@OctaneMark

**THAT FLIPPANT** headline is actually rather unfair to Conrad Lennon, the chap in the pictures below. What he's done – and is still doing – to the Bentley goes far beyond simply applying a bit of polish.

Conrad spotted my Turbo R while it was in for a service at my favourite specialist, Hillier Hill. A training manager at Autoglym for ten years, Conrad is now a freelance car 'detailer' and he reckoned he could do a lot to improve its appearance. To be honest, I thought it looked pretty good already, but I was happy to let him try.

A lot of the paint on the Bentley isn't original, because it was partially resprayed many years ago by the Rolls-Royce agent in Ireland. The finish was decent, as you'd expect, but even I could see it was rather 'orange peely', and there were a few stonechips and light scratches.

I popped into Hillier Hill to take some photos when Conrad was about a third of the way through. Frankly, I was gobsmacked by what he'd already achieved. The multiple stages Conrad went through on the paint alone included machine-polishing with medium and ultra-fine compound, several coats of wax, and then a final application of something called Liquid Hard Wax, which leaves a high-gloss finish. It's made by Nielsen, whose products Conrad really rates.

But that was only part of Conrad's ministrations. He had the radiator shell removed so that he could clean the reverse faces of all the slats ('because you can see their reflections in the outer faces') and he repainted the wiper arms and fuel filler recess, and refinished the sills. He successfully cut back and polished out the scratches, and touched in the stone chips. And he's yet to tackle the wheels, interior, and engine bay.

You'll have gathered that I'm more than a little impressed. The Bentley looks, literally, like new. Only problem now is that I'm feeling rather like a naughty schoolboy: if I don't keep it looking this good, I will have let down not only Conrad, but myself...

// Hillier Hill, [www.hillierhill.com](http://www.hillierhill.com);  
Conrad Lennon, +44 (0)7769 266773.



Clockwise from top left  
Bentley paint is now gleaming like never before, thanks to Conrad Lennon's efforts; radiator grille was removed for cleaning; there's still no substitute for polishing by hand.

## OCTANE'S FLEET

*These are the cars – and motorbikes – run by the magazine's staff and contributors*



### DAVID LILLYWHITE Editor

1971 MGB GT, 1971 Saab 96,  
1973 Citroën SM,  
1976 Zip Shadow Kart



### ROBERT COUCHER International editor

1938 Bentley Sportsman,  
1955 Jaguar XK140



### SANJAY SEETANAH Advertising director

1998 Aston Martin DB7 Volante



### MARK DIXON Deputy editor

1927 Ford Model T, 1927 Ford hot rod,  
1963 Fiat 2300S coupé, 1987 Bentley Turbo R, 2001 Honda Insight



### GLEN WADDINGTON Production editor

1983 Porsche 944,  
1989 BMW 320i Convertible

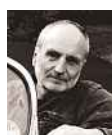


### DELWYN MALLETT Contributor

1936 Cord 810 Beverly, 1946 Tatra T87,  
1950 Ford Club Coupe, 1952 Porsche 356,  
1955 Mercedes-Benz 300SL, 1957 Porsche Speedster,  
1963 Abarth-Simca, 1963 Tatra T603



## 'Just a light going-over,' he said...



**1963 ABARTH-SIMCA**  
DELWYN MALLETT

**AS REGULAR** readers will know, I have over-extended myself a little in the car department. I hop from one project to the next, occasionally edging one forward but more often than not just marking time. Having lost the accommodation for my Abarth-Simca (my mum's garage), I had it transported to my 'man that does', having assured him in advance that it needed only a light going-over to get

it back on the road. Honest! It really did look OK. Somewhat ill-advisedly I left his premises saying 'All I want you to do is get it through the MOT.'

Several days later I retrieved an ominous phone message: 'You'd better come and have a look.' Those words from a restorer can mean only one thing: that there's a great big bill on the horizon.

Dismantled to a point that was completely unexpected, what had looked good – I swear! – turned out to be rather less than good. The sills are usually first to succumb to tinworm and, since these had appeared 100% sound when I last inspected them, I was utterly unprepared for the amount of rust in

other parts of the floor, and more surprised still that the engine was seized solid. With the cylinder head removed, it became apparent that water had seeped into two of the bores above the pistons. Quite how this might have happened I know not, but once again the black hole of restoration has got me in its irresistible gravitational pull.

As far as the rust is concerned, all I can say is that I've seen worse. In fact, I own worse. The car has a Simca Rallye 2 engine rather than Abarth's own rare-as-rocking-horse-dung device, and I just happen to have a spare Simca engine in stock. *Force majeure* has ensured that, unlike most of my projects, this one is hurtling forwards at warp-speed: all the welding has now been completed, and the mechanicals are about to be reinstated. Who knows, very soon I may have a 'project car' that is no longer actually a project.



## Guilty, as not charged



**1983 PORSCHE 944**  
GLEN WADDINGTON  
@OctaneGlen

**DAMMIT.** Blame a busy Christmas followed immediately by a stomach bug that felled each member of my family one at a time. The Porsche hasn't moved in four weeks. And on the day of writing this, probably the only day of decent weather still to go before the forecast snow, it wouldn't start. Dead battery.

Thing is, I've kept the 944 taxed over the winter and I had expected to use it more. Job no1 for tomorrow morning before I commute (again) by diesel hatch is to hook up my battery conditioner. Ironically, the BMW 320i

Convertible cocooned next to the 944 (SORN'd deliberately to avoid salty roads) is firing fine as I've had to move it once or twice to get at stuff in the garage. It flew through its MoT immediately before the lay-up, too.

So let's hope this snowy spell doesn't last too long; I'm missing the fun factor that the 944's grunt and balance provide, and a couple of days on the battery conditioner should have

it back up to scratch. Fool that I am, I really should have plugged it in over the Christmas break.

Need to check the bank balance too, as a couple of jobs are looming. It's due a drivebelt swap this year (£350, so it's reckoned) and a small patch of lifting paint on the lower outer sill (driver's side) has revealed a spot of rot beneath that will need sorting soon. Roll on spring.



## OCTANE'S FLEET



**TONY DRON**  
Test driver  
1932 Austin Seven



**ANDREW ENGLISH**  
Contributor  
1965 Aston Martin DB5, 2000 Triking



**JOHN SIMISTER**  
Contributor  
1959 Morris Mini-Minor,  
1961 Saab 96,  
1987 Peugeot 205GTI 1.9



**SARAH BRADLEY**  
Contributor  
1929 Ford Model A hot rod, 1956  
Chevrolet 3100 pick-up, 1969  
Plymouth Roadrunner, various bikes



**RICHARD MEADEN**  
Contributor  
1992 Porsche 911 RS



**MARTYN GODDARD**  
Photographer  
1965 Austin-Healey 3000 MkIII,  
1974 Norton 850 Commando



**STEVE HAVELOCK**  
Contributor  
2003 Corvette C5 Coupe





## The Triumph wins out



**1963 TRIUMPH TR6SS TROPHY**  
MARTYN GODDARD

**FERRETING AROUND** in my garage in Camden Town, I uncovered my 26-mile 1974 Norton Commando 850 to move it, triggering a moment of mental anguish. Could I in good conscience ride this two-wheeled time capsule come the spring? Or should this sleeping beauty of a bike be sold off to continue its slumber?

I contacted one of the premier auction houses and received a prompt reply: they would need to see evidence of the mileage (or lack thereof). I supplied the original import certificate from 1974 and three subsequent bills of sale, all showing the mileage, but these failed to impress and a reserve of just £4000-5000 was suggested.

I was disappointed, to say the least. In my frustration, I began browsing the web and discovered Venture Classics, whose stock list was showing three

desirable 1960s Triumphs. I decided to email them with a proposal to trade the Commando for a 1963 Triumph TR6SS Trophy, and Chris from Venture (pictured above left) replied positively.

It was a frosty morning as I exited the A303 in deepest Somerset to take a look at the bike, but I was warmed up by a hot coffee from the waiting Chris, and by the sight of the purple Trophy sparkling in the sunshine. It was love at first sight. Restored but not quite to concours standard, this was a bike I could ride along the A406 to the Ace Café. I departed to think things over, and initially felt I ought to keep the Norton. A couple of days later, however, I was back in my garage, and after pumping up the tyres and moving the bike outside, I realised that the 850 required the upper body strength of Mike Tyson to manoeuvre; I had to ask a neighbour to help pull the bike onto its centre stand.

That same day I clinched the deal for the Triumph Trophy, which will soon be heading up the A303 to Camden Town while the Norton Commando goes west!

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## Dave Wilcox Memorial Trial

29 December Butts Quarry, Derbyshire, UK

**IDEAL TRIALLING** conditions prevailed for the PWA7 Club's annual trial in Derbyshire – it was raining and very, very muddy all day. Stephen Fathers (Austin Abbot) emerged victorious by a single point over Don Skelton, who was cursing himself for taking the wrong route on one of the morning hills, thereby dropping seven points from an otherwise perfect score.

The 50 starters from the 61 entered were divided into four Austin Seven classes plus an Allcomers class. In the latter, the highest score went to Charles Gillett in his Bugatti Brescia, with David Golightly's Ford Model A

Special close behind. A familiar face in less familiar surroundings was that of James Baxter, normally seen setting FTDs in hillclimbs and sprints with his Frazer Nash single-seater but here 'bouncing' for Ken Hawes in the 1925 Jowett Short 2 Sports.

Among the standard cars was an Austin Big Seven saloon entered for both Stephen and Sabine Roithner, who had driven over from Austria to take part; on the day, Sabine opted to remain in the passenger seat and let her husband do the driving – but both clearly enjoyed their experience of British trialling.

**Above and below**  
Charles Gillett in his Bugatti Brescia scored highest in Allcomers class; Ken Hawes and James Baxter in Ken's Jowett Short-2 Sports.



## Hot rod legend Lee makes a comeback

**OVAL RACING LEGEND** Barry Lee is planning a comeback with a new car – just one of the classic delights at the first day of Autosport International, held at Birmingham's NEC.

Sponsored as ever by Burton Power, which celebrates 50 years of trading this year, Lee's new Mk2 Escort (what else...?) has already proved competitive in a couple of try-outs: 'They made me start from the back, but I got up to fourth,' said the four-time Hot Rod World Champion, 1973-78. 'Mind you, after 20 minutes I was gasping!'



## RAC Rally snowballs

**THE NEW** Roger Albert Clark Rally Championship already has more than 40 crews registered, manager Colin Heppenstall told *Octane* at Autosport International. More exciting developments for the seven-rally series, whose first round was the Red Kite Stages on 20 January, include



a new event and a star driver. The Carlisle Rally runs on Saturday 22 June, covering 45 stage miles in the Kershope and Newcastleton forests. It takes over the slot in the championship calendar originally pencilled in for the Scottish Rally, but organisers discovered they were unable to accommodate the size of the entry expected, and brought forward plans to run a one-day rally in the Scottish border forests.

West Wales Rally Spares has been named as principal sponsor of the series, and five-time British Rally Champion Jimmy McRae has registered for the Championship, driving a Mk2 Escort alongside John Lloyd in the two-car Jardine Lloyd Thompson team run by Melvyn Evans. 'I'm just pleased that John wanted a team mate,' said McRae, 69, who is delighted to have a full season in prospect.

If you want to buy Jimmy's old rally car, see *Forecourt Star* on page 152.

// [www.rogeralbertclarkrally.org](http://www.rogeralbertclarkrally.org)

## HSCC to run Super Touring mini-series

**THE POPULAR** Touring Car Trophy races held at last year's Silverstone Classic will be repeated for 2013 in a four-event mini-series run by the Historic Sports Car Club. Races for 'real' Touring Cars from 1970 to 1999, including Super Touring Cars of the 1990s, will run at the Thruxton Easter Revival (30-31 March), the Historic Super Prix at Brands Hatch (13-14 July) and the Oulton Park Gold Cup (25-26 August), as well as in a return to the Silverstone Classic (26-28 July).

Classes will cover Group 2, Group A and Super Touring, with an invitation class for historically significant cars, all running exactly as they did in period and complying with relevant period FIA regulations. Says series prime mover Dave Jarman: 'I reckon we could have over 50 cars this year. Lots have been bought since the Silverstone Classic and there are a lot of Sierra RS500s out there.'

The HSCC and 1000cc Historic F3 Association are running a stand-alone series for 1.0-litre F3 cars. These 'screamers' ran from 1964 to 1970 and highlighted the talent of stars such as James Hunt, Emerson Fittipaldi and Ronnie Peterson. The first race is at Cadwell Park on 20-21 April at the Wolds Trophy meeting.

// [www.hsc.org.uk](http://www.hsc.org.uk)



## Donington to celebrate 80 years

**THE HISTORIC** Grand Prix Association is to celebrate the 80th anniversary of the first car race at Donington Park by bringing a pre-war Grand Prix grid to the 2013 Donington Historic Festival, 3-5 May, for two races for pre-1940 cars.

As it revives the golden days of the late '30s when British racing cars battled against the German Silver Arrows of Mercedes and Auto Union, expect plenty of ERAs, though

organisers also promise Alfa Romeo, Bugatti, Maserati, Talbot-Lago, Alta, Delage, MG and Frazer Nash, plus hopefully a rare supercharged twin-cam Austin and the Parnell-MG that raced in the '38 Grand Prix.

The overall winner will receive the Tazio Nuvolari Trophy, presented in memory of the great Italian who won the 1938 Donington Grand Prix for Auto Union.

Joining the pre-war races are the JD Classics Challenge for '66-85 Touring Cars, HSCC Historic F2, '1000km' challenge for pre-72 sports-racing cars, U2TC pre-66 under two-litre Touring Cars, Masters pre-66 GT Gentlemen Drivers, Masters pre-66 Top Hat Touring Cars, Pre-63 GT, Stirling Moss Trophy for pre-61 sports cars and Royal Automobile Club Woodcote Trophy for pre-56 sports cars.

// [www.doningtonhistoric.com](http://www.doningtonhistoric.com)

## Exeter Trial

4-5 January South Devon, UK



RETRO-SPEED.CO.UK

**THE SEVERITY** of this year's Exeter Trial was borne out by the fact that only eight finishers out of the 89 'bike entrants and 200 cars received Gold awards, though the results were 'very provisional' as *Octane* went to press.

Here is previous award winner Dudley Sterry navigated by David Price in his well-trialled MG J2, tackling one of the easier sections following the 'warm-up' special test that caught out a few crews at the start at the Haynes Motor Museum.

## In brief

### MSA CLARIFICATION

The MSA has clarified the wording of its safety regs for clothing: K9.1 Clean flame-resistant overalls must be worn to cover from ankle to wrist to neck. K14.3 (e) Gloves. Materials tests to ISO6940. Each glove to be labelled to that effect. Backs of gloves to be made from at least two layers of 180gr/m<sup>2</sup>. Thread must be flame resistant and non-melting. Gloves must be fitted at the wearer's wrist and cover the cuff of the wearer's overalls.

### THE DATING GAME

Automobiles Historiques plans to return to Portimao, Portugal, in October, and confirms the rest of its dates for 2013: 18-19 May, Silverstone, UK 1-2 June, Monza, Italy 12-13 July, Dijon, France 31 August-1 September, Paul Ricard, France Details: +44 (0)20 8343 9202.



MIKE LAMBERT/GRIDSHOTS

### CRYSTAL CLEAR

Sevenoaks and District Motor Club confirms Sunday and Bank Holiday Monday 26-27 May as the dates for its fourth annual sprint through parkland at Crystal Palace. Last year, Motorsport at the Palace raised more than £3500 for local charities.

// [www.motorsportatthepalace.co.uk](http://www.motorsportatthepalace.co.uk)

### TRACK AND RACE

Targa Iberia, to run for the first time under the promotion of Jesus Pozo, has confirmed its dates as 22-26 October, subject to the final approval of the Spanish motor sport governing body. 'We wanted to give competitors an early opportunity to start planning,' said Pozo. 'Our route includes the circuits at Jerez, Ascari and Portimao, and I hope to be able to confirm shortly that we will be also using the Monteblando circuit.' Email [jp@espiritudemontjuic.com](mailto:jp@espiritudemontjuic.com).

### AT THE DOUBLE

This year's Brooklands Double Twelve Motorsport Festival will take place on 15-16 June – the closest weekend to the anniversary of the opening of banked track in 1907. To qualify for a Double Twelve award, entrants must compete in two of the following: The Double Twelve Speed Trials; The Double Twelve Driving Tests (Sunday); and The Double Twelve Concours (Saturday and Sunday).

// [www.vscoc.co.uk](http://www.vscoc.co.uk)



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## Pre-1963

# Historic racing bikes

Fancy the chance of an invite to the Goodwood Revival? The cheapest route to the pitlane is on two wheels

WORDS: PAUL HARDIMAN

**RACING AT GOODWOOD REVIVAL** is not a cheap hobby, but historic motorcycles offer a comparatively affordable way into the pit lane. Bike racing at the West Sussex event is organised by the Classic Racing Motorcycle Club, and runners are largely drawn from the Lansdowne Classic Series. This six-race competition is open to Group 1 bikes made specifically for Grand Prix, TT and Thoroughbred racing, and Group 2 machines converted from roadgoing spec. Although Goodwood's 1948-1966 policy extends to historic racing bikes, only pre-1963 motorcycles are eligible for the Lansdowne Series.

In practice, we're talking about Manx Nortons, Matchless G50s and BSA 500 Gold Stars, along with AJS 7Rs and the odd MV, Gilera or Aermacchi. The originals are too precious and dangerous to race, however, so competitors ride replicas or partly original bikes. 'Real bikes are not raced very often,' says Lansdowne competition secretary Gordon Russell. 'It's just not safe on 50-year-old kit.'

The Series runs four main championships, and all riders compete for the Lansdowne Cup. The Lansdowne British Championship is for 1500cc Grand Prix racing motorcycles built to period specification: original-type carburettors, exhaust systems and wheels are required, and only the

stipulated 'control' Avon tyres are allowed.

Limited modifications are permitted in both the 350cc and 500cc championships but do attract handicapping points, which means that racers must weigh any potential improvements they might make against an inevitable penalty each round.

Very original pre-1954 Group 1 bikes and pre-'55 Group 2 bikes compete in the new Club Class Championship, which borrows the regulations of Goodwood's '50s-spec races. These rules do allow for some minor alterations in the name of longevity, but changes that result in the bike looking anything less than stock are out of the question.

While the average Revival-eligible car will cost you an arm and a leg, a Manx Norton or a Matchless G50 will set you back only a finger or three. 'A new Manx Norton from Molnar or Works Racing Motorcycles or Ken McIntosh is about £30,000,' says Gordon. 'Ironically, a real bike is less. 'You could buy a used bike with a good racing history for about £25k, or without for £20k, which is roughly what it would cost to buy the bits and build one yourself.' A new long-stroke Manx 500 single is around £10,000 (short-stroke motors are not allowed), but running costs are minimal compared with cars. 'Manxes are built like tanks: you might use a chain a year and

change the rings and rear tyre mid-season. My Manx, born in 1992, still has its original main bearings. Setting the bikes up is the difficult bit – they take a lot of getting right, and jetting is so critical that Amal used to make half-size jets.'

But when they are running well, these bikes sound quite magnificent. 'At Goodwood the rules state that they must run unsilenced,' notes Gordon with a grin. Long may that tradition continue.

## CONTACTS

[www.lansdowneclassicseries.com](http://www.lansdowneclassicseries.com)

**Molnar Precision Ltd**  
[www.manx.co.uk](http://www.manx.co.uk)

**Works Racing Motor Cycles**  
[www.worksracing.co.uk](http://www.worksracing.co.uk)

**Summerfield Racing Ltd**  
[www.summerfield-engineering.co.uk](http://www.summerfield-engineering.co.uk)  
+44 (0)1773 835977

**McIntosh Racing**  
[www.manxnorton.co.nz](http://www.manxnorton.co.nz)

**Classic Racing Motorcycle Club**  
[www.crmc.co.uk](http://www.crmc.co.uk)

**Auto Cycle Union**  
[www.acu.org.uk](http://www.acu.org.uk)

**The British Motorcycle Racing Club**  
[www.bemsee.net](http://www.bemsee.net)

**Norton Owners Club**  
[www.nortonownersclub.org](http://www.nortonownersclub.org)

**Vintage Motor Cycle Club**  
[www.vmccl.net](http://www.vmccl.net)

**Gordon Russell, Goodwood motorcycle consultant**, is happy to answer any queries 'especially if they are about a possible interesting bike': [crmcclig@gmail.com](mailto:crmcclig@gmail.com)





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**1973 Lola T292 (HU-55)**  
Chris Craft (Crowne Racing) 1973 European Championship winner. Excellent condition with fresh BDG engine, extensive history paperwork. Stunning! FIA HTP and 2 sets of spare wheels. **P.O.A..**



**1971 Chevron B19 (B19-71-08)**  
Ex Red Rose Racing driven by John Hine, Redman and Attwood. Current owner since 2000. Well known car in excellent condition. Sold without engine. FIA HTP and spares. **GBP 125,000.**



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# Mark Hales

**SUPERCARS: SOMETIMES THEY'RE NOT AS SUPER AS YOU'D HOPE**

**I** **HAVE JUST** returned from the Autosport show at the NEC in Birmingham, where the *Track Driver* magazine stand was graced with Nick Mason's McLaren F1 GTR. And while it may be a very old chestnut, the most oft-asked question – following the inevitable, regarding its worth – was what it was really like to drive. The problem here, of course, is that the only thing most really want to hear is that it transports you to another place with mythical ability. The reality, unfortunately, is different and it is mainly because it has to drive on the public road. Gone are the days when the Jaguar D-type that was capable of a Le Mans win would get you to the office with reasonable ease. Not that D-types were exactly available to all, but you get the point.

Now, 50 years of progress later, most of us still will never experience the kind of performance necessary to win the 24 Hours; Audi might be persuaded to sell you an R10 but it wouldn't be cheap, and then you'd need a small army of technicians to run it. That said, you can buy something like a Radical SR8 – which looks not unlike the Audi and which you see at an upmarket track day. It doesn't have the Audi's mind-warping levels of downforce but there's still sufficient to realign your understanding of physics, though only because it no longer has any pretensions as a road car.

The modern supercars that grace our sister magazine *Evo's* cover every month are nothing like the Audi or Radical. They are much heavier and they don't have the aerodynamic sophistication, although they can be fast. The British GT and especially the European Blancpain race championships have almost designed their regulations round the breed and they are full of them.

But back on the narrower confines of the public road, where things are coming the other way, it's a different story. The traditional supercar's layout is unforgiving, gives a driver no clue as to where the limit lies and denies them the confidence to press on. The engine is usually behind you and that endows the car with a handling balance that demands precision and quick reflexes. And it's hard to see much of anything aft of the cockpit, especially when the seating position is low and the body wide. Makes it difficult to place the thing in city streets. Makes a country lane feel very narrow. Add in the fact that residuals of exotica have

traditionally not been a strong point and ownership is not only a quick way to lose your licence but your money as well.

It's a while back, but the journey to the track where I would fully explore a McLaren F1 for the first time was exhilarating. The car was already a jewel, small enough to fit UK roads, whose extremities the central seating position made so much easier to pick out. It was beautifully made, the attention to detail flawless, the shut of the doors was precision itself and, unlike the majority of its ilk, it had been fully type-approved, like a Ford Mondeo.

And there, behind me, was a 6.0-litre BMW V12 producing over 600 horsepower. I knew it had all been designed by an automotive genius with

the accelerator the merest instant before the corner was done, the rear tyres lit up and flung the tail stage left. There was no electronic safety net, no power-assist for the steering. Gordon Murray had designed something as pure and as economical as only he could, but the fact was that the tyres simply couldn't cope with whatever the car required of them and the balance was all wrong. It would have been so easy to have a big shunt at three-figure speed and I rather wished I had left the promise of a great performance untested, safe in the knowledge that it surely could deliver. The knowledge of great potential is sometimes better than a hero met.

That was a while ago, and tyres like those fitted to superbikes have been made available and road-legal for owners who want to take their pride to the track. They don't have a great deal of tread and they won't clear much water but, like a pukka race tyre, they stick when it's dry and they are warm. A little while before they started to appear as standard equipment on cars such as the Porsche GT3, though, there came the Ferrari Enzo.

The inside view was that Ferrari had offered a select few some of the stuff they had discovered during the Schumacher era. Aerodynamic sophistication was part of the car's dramatic appeal but it would also solve the McLaren's problems. It was reassuring to know that the Enzo developed downforce equivalent to the weight of a VW Golf but the problem was that you didn't get that until you were travelling at 180mph, which I couldn't get anywhere near at Anglesey race circuit, where it all felt strangely familiar. The front end wouldn't turn and the rear would spin-up at the touch of the pedal, or it would if it wasn't always being restrained by electronic systems that cut the power. The car duly vaulted to the top of the standings on the Clarkson show, but that was because not much else had 680 horsepower at its disposal and Dunsfold airfield has a lot of straight road.

I hope they don't stop making them, because they still represent an engineering and styling statement in a sea of automotive uniformity, but the bottom line is simple. If a supercar is really a supercar, it will have a style of performance you can't use on the public road, usually because it involves the number 600 and tyres that can clear water. In which case the performance is irrelevant. It needs to be wound down until it is only a couple of inches from the road and fitted with a set of slick tyres. Which makes it unusable, and illegal.

**'The engine thrust the F1 towards the next corner like a missile, braying urgently like only six litres, 600 horsepower and 12 cylinders can'**

world championship-winning credentials, and it had already rewritten the records for road cars with a top speed of 240mph, so, when presented with the freedom of a track, the car would surely redefine those limits as well.

In some ways it did. The engine thrust the car towards the next corner like a missile, braying urgently like only six litres, 600 horsepower and 12 cylinders can. The trouble started when we got there. The front end didn't have enough grip to point the car nicely round the turn and there was a messy missing of the race driver's apex. And if I prodded

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## Don't stop me now

Killer £73,000 for Queen Rolls: Coys sells the ex-Freddie Mercury Silver Shadow

**FREDDIE MERCURY'S** old Rolls-Royce sold for an amazing £73,000 at Coys' Autosport International auction on 12 January – but the other 'celebrity' lot, the ex-Del Boy Trotter Ford Capri, failed to sell after bidding reached only £12,000.

Not having passed his driving test, the flamboyant Queen frontman never actually drove the Silver Shadow, which was five years old when his company bought it in 1979, and it appeared at the NEC in a pretty forlorn state, with rotten sills and the front wings about to part company from the hull. That didn't prevent a bidding frenzy, though, with four phones on the go at one point. Eventually, after new money appeared north of £60,000, the bidding slowed to £1000 increments and the bidders dropped out one by one before auctioneer Chris Routledge finally dropped the hammer at £65,000.

Even Coys' pre-sale estimate was only £9000-12,000, about three times

the market value for a Shadow in this sort of condition.

Elsewhere, a 427 Cobra had its reserve removed on the morning of the sale and sold for £205,000. One of two cars that have claimed the same identity in recent years, this Cobra was built from the chassis of the 'real' CSX3272. A 1961 Lamborghini 1/R tractor, part of a small consignment of vehicles entered by Coys' Italian office, made £9488, and a Lotus Seven chassis, also offered with no reserve, sold for £7475; this was a rare '7X' type with independent rear suspension, and we will surely see it racing again after reconstruction.

A brand new recreation of a 1935 BMW-Veritas with FIA HTP papers went for £225,000 against an estimate of £250,000-350,000, while another recreation, of the 1952 Alfa Romeo Disco Volante, hit £91,700.

Bidding reached a respectable £35,600 on a tidy 1970 Lancia Fulvia

1.6HF Fanalone ('big headlights') in rally trim, but as Chris Routledge said, this was very much a Porsche day: two RSR-spec 911 racers made £60,900 and £84,000 and a nicely executed 1972 S/T replica attracted a high bid of £124,700, while a 3.2 Carrera Speedster sold for the right money at £63,100 and a 1996 993 Turbo 4 indicated where the last of the air-cooled 911s are going, hitting £43,300.

An FIA-spec 1965 MGB racer looked fair value at £23,575, and a very original and unmolested left-hand-drive Jaguar E-type S1 4.2 Roadster also looked about right at £63,100. The same amount was paid for a very sharp S3 Roadster, but a best offer of £295k wasn't quite enough to buy the 1950 ex-Sebring Allard J2 Roadster.

And there's still a roadgoing Schuppan Porsche 962CR for sale if anyone wants it...

## TOP 10 PRICES DECEMBER 2012

£494,600

**1938 BMW 328**  
Coys, London, UK  
4 December

£466,300

**1931 INVICTA S-TYPE  
LOW CHASSIS**  
Bonhams, Brooklands, UK  
3 December

£433,000

**1961 MERCEDES-BENZ  
300SL ROADSTER**  
Coys, London, UK  
4 December

£427,100

**1957 MERCEDES-BENZ  
300SL ROADSTER**  
Bonhams, Brooklands, UK  
3 December

£421,800

**1967 LAMBORGHINI  
MIURA P400S/SV**  
Coys, London, UK  
4 December

£375,500

**1965 ASTON MARTIN DB5 LHD**  
Coys, London, UK  
4 December

£281,500

**2005 PORSCHE CARRERA GT**  
Bonhams, Brooklands, UK  
3 December

£268,800

**1965 ASTON MARTIN DB5**  
H&H, Newbury Racecourse, UK  
5 December

£260,000

**1969 LAMBORGHINI  
MIURA P400S**  
Coys, London, UK  
4 December

£250,140

**1938 SS100 JAGUAR 2½ LITRE**  
Bonhams, Brooklands, UK  
3 December



# Boom time for Fiat Supersonic

Gooding and Company, Amelia Island, Florida, USA 8 March

**GOODING'S SECOND SALE** of the year is nothing if not diverse, and the highlight of the pre-war lots already consigned for the Amelia Island auction is a superb 1928 Bentley 4½-litre 'semi-Le Mans' tourer (pictured right) with an interesting history. Although originally destined to be delivered in 'cooking' specification to an Argentinian Bentley distributor, the car was never shipped. Instead, it remained in the UK and was sold to the marque patron Gerald Bevan – a close friend of the celebrated 'Bentley Boy' Tim Birkin.

Birkin's Hertfordshire engineering works developed the factory team racers, so Bevan naturally asked for his new car to be upgraded to Le Mans spec, to which end it was fitted with goodies such as race pistons and a magnesium crankcase. Now benefiting from a superb and

highly accurate Dick Moss restoration, Gooding and Co expects this wonderful Bentley Driver's Club concours winner to attract a winning bid of around \$2.4 million.

Deep-pocketed Bentley enthusiasts will be joined by well-heeled Fiat fans when the house offers one of the most spectacular-looking cars to make it off the drawing board at Carrozzeria Ghia, a 1953 Fiat 8V Supersonic (below).

Avid auction followers might now be experiencing a sense of déjà vu, because the Supersonic was offered by Gooding and Co at Scottsdale in January 2011, where it fetched a little over \$1.7m. The first of just 12 Supersonics built, this extraordinarily well preserved beauty was consigned by its owner of 55 years, Greek motor engineer Paul Lazaros, and came complete with

its original Pirelli tyres and fewer than 20,000 miles on the clock. It seemed like a once-in-a-lifetime opportunity – but it wasn't, because now the car is available again. It will be interesting to see what it makes this time around. Will the bidding again go 'supersonic'? Or will it bomb?



## ONE TO WATCH

### 1988 Ford Sierra RS Cosworth

Silverstone Auctions, Race Retro, Warwickshire, UK 23 February

**IF YOU'RE** 40-something and were raised in the UK, the combination of the words 'Sierra' and 'Cosworth' will take you back to an era of ram-raids and shameless hooligan driving. You may even be reminded of Geordie actor Jimmy Nail playing an implausible cop in the detective series *Spender*. 'It's a beast,' is all



he could say when presented with the keys to his new company vehicle, a dust-covered, four-door Cossie.

Some 25 years on, these cars still have quite a following, and the rare RS500 variants (500 made) can command up to £40,000, with the best 'standard' Sierra Cosworths selling for around £15,000.

With a pre-sale estimate of £27,000-30,000, then, this 1988 example being offered by Silverstone Auctions is surely worth closer inspection: not just any street-legal Cossie, this one is fully rally prepared and is said to be 'the most successful Group N Ford Sierra Cosworth in British rallying history'.

Presented in its 1988 Ulster Rally livery and with a clean bill of health, the car was also raced in both the Lombard RAC and the Manx International, and has been pedalled by some top drivers, including Gwyndaf Evans and the late Bertie Fisher. To find and prepare a standard RS Cosworth to this condition would surely cost as much, if not more, than this one is expected to fetch – and who can put a price on the fat history file filled with past glories?

## ALSO LOOK OUT FOR...

Motorcycle racing legend Barry Sheene always did things his own way, and his choice of pit lane vehicle was typically idiosyncratic: a pastel blue 1979 Suzuki LJ80R Jeep. In very good overall condition and still bearing Sheene's name and 'no7' decals, this piece of motor sport memorabilia goes under the hammer on 26 February in Buxton, where H&H expects it to sell for £7000-9000.





## In brief

### JUST-THE-JOB GT

**Brightwells, Leominster, UK. 6 March**  
If you fancy a classic GT for the summer – and don't mind getting your hands dirty in the spring – this 1957 Jensen 541 might well appeal. Yes, it's another of those all-too-familiar 'unfinished projects', but, to its credit, everything is there. Refit the cylinder head (preferably after ascertaining why it was taken off in the first place), apply a bit of weld to the tubular chassis, and you could be enjoying this charismatic carriage in no time. A bargain if bought within the £5000-8000 estimate.

// [www.brightwells.com](http://www.brightwells.com)



### 'MADE MY DAY, THAT HAS'

**Silverstone Auctions, Stoneleigh Park, UK.**

**23 February**

If the names Arthur, Olive, Stan and Blakey mean anything to you, you'll be thinking of *On the Buses* by now. The British TV series was (quite inexplicably) considered the height of entertainment back in the late 1960s and early '70s – the film version released in 1971 even beat *Diamonds Are Forever* to become that year's biggest box office hit. Now you can enjoy your own comedy moments with this 1962 Routemaster, which is being offered in full running order with an estimate of £20,000-28,000. According to *Octane's* favourite bus bore, it's an 'RMC' version, i.e. a coach, so it lacks the open rear platform so beloved of Routemaster fans. But it's still red, and it's definitely big, and that's enough for us.

// [www.silverstoneauctions.com](http://www.silverstoneauctions.com)

### FIT FOR A KING

**Bonhams, Oxford, UK. 2 March**

Here's a royal trivia question for you: in what type of car did Edward VIII leave England for France following his abdication? The rather surprising answer is a Buick. The wayward royal had developed a taste for what is now America's oldest surviving car marque after touring Canada by McLaughlin-Buick with his brother George in 1927, and subsequently ordered one for his personal use in 1936 – just in time to drive off into self-imposed exile with Wallis Simpson. One of the two 1927 tour cars (a 1928 model) is available through Bonhams, with an estimate of £40,000-45,000. A 1927 Opera Coupe (£13,000-15,000) and a 1927 Roadster with Fisher coachwork (£18,000-22,000) from the same private collection will also cross the block.

// [www.bonhams.com](http://www.bonhams.com)



## A genuine Mad Men exotic

Bonhams, Boca Raton, Florida, 23 February

**IF YOU THINK** a left-hand-drive, air-conditioned Aston Martin DB6 sports saloon built to Vantage spec sounds like a rarity, then how about this: all of the above in a Radford 'shooting brake' conversion.

The London coachbuilder, famed for its high-end, bespoke upgrades of everything from Bentleys to Minis, is known to have completed a dozen DB5s and a mere six DB6s, with FLM Panelcraft creating a further two of the latter. Of those eight, Bonhams reckons this car could boast the highest specification of all, and the

fact that it was made for the US market makes it even more unique.

One James Harrison of Madison Avenue, NYC, placed the original order, specifying air-con, left-hand drive and the more powerful Vantage engine. The factory build sheets note that the Radford conversion (a £2000 job if commissioned through Aston) was 'at his expense and order'. The Vantage engine was, incidentally, replaced under warranty during the first two years of ownership.

Originally painted in Goodwood Green, the 1965 car is believed to

have been treated to its present aubergine colour scheme during the 1980s, giving it a somewhat hearse-like appearance. The beige Connolly interior is, however, thought to be original, as are the three-eared wheel spinners.

Whether or not the 'shooting brake' conversion enhances the look of the DB6 is, of course, entirely a matter of personal opinion – but it would be perfect for transporting the labradors (or gun dogs...).

Bonhams have estimated the Radford DB6 at \$575,000-650,000.



## Auction calendar

- 7 February**  
Bonhams Rétromobile, Paris, France
- 8 February**  
Artcurial Rétromobile, Paris, France
- 15-16 February**  
RM Auctions Madison, USA
- 23 February**  
Silverstone Race Retro, Stoneleigh, UK
- 23 February**  
Bonhams Florida Concours, Boca Raton, USA
- 23-24 February**  
Barons Esher, UK
- 26 February**  
H&H Buxton, UK
- 2 March**  
Bonhams Oxford, UK
- 6 March**  
Brightwells Hereford, UK
- 8 March**  
Gooding and Co Amelia Island, Florida, USA
- 9 March**  
RM Amelia Island, USA
- 12 March**  
Coys London, UK
- 22-24 March**  
Auctions America Fort Lauderdale, USA
- 4-6 April**  
Barrett-Jackson, Palm Beach, USA
- 6 April**  
Anglia Car Auctions King's Lynn, UK
- 13 April**  
Bonhams, Los Angeles, USA
- 13 April**  
Coys, Techno Classica, Essen, Germany
- 14 April**  
Barons, Esher, UK
- 17 April**  
H&H Duxford UK
- 20 April**  
Coys, Ascot, UK
- 25-26 April**  
Auctions America Carlisle, USA
- 29 April**  
Bonhams, Hendon, UK
- 9-11 May**  
Auctions America Auburn, USA
- 15 May**  
Brightwells Leominster, UK
- 18 May**  
Bonhams Newport Pagnell, UK
- 18 May**  
Silverstone Auctions Silverstone, UK

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|| INSIDER ||



UK AND EUROPE COMMENT

Dave Selby on why cars are outperforming art and wine

**F**ASCINATING TIMES we live in, and the classic car market is more interesting right now than at any time I've been watching it for close on 25 years.

Some of those who remember the late-80s boom and subsequent crash have been getting twitchy. Those without the living memory frankly aren't bothered. Fact is, the dynamics of 2012, both in terms of the global economy and the classic car market, are entirely different.

As we go to press, certain sectors of the asset-class classic car market, as monitored by us at the Historic Automobile Group International (HAGI), are showing annual growth for 2012 ranging from 16.07% for the HAGI Top, our overall market index, to 19.7% for the HAGI F Ferrari index, and 21.02% for the HAGI P Porsche index. Sorry to rub it in, but compared with any money you might have in a bank that's pretty impressive. In fact, earlier in the year, it was looking even more impressive when the HAGI F Ferrari index was up 28.38% by the end of October. Fortunately, checks in November and December brought a good measure of moderation.

There's no doubt that in pure financial terms investment-grade classic cars have performed well in 2012, but how do the objects of our devotion compare with other financial vehicles? Take global equities, for example. In 2012 Standard and Poor's Global 1200 rallied in the last quarter to post annual growth of 13.57%. How about gold? Frankly, gold did nothing at all; you really would have been better with money in the bank.

So far, that makes classic cars look pretty smart, but you could possibly have done better, for example in the smaller companies sector where the FTSE Small Cap Index gained 23.2% through 2012. Neither was prime London property far behind, while the booming Thai stock market index gained 31%.

But there are a couple of other comparisons that I find far more intriguing: the fine wine and art market, as measured by Liv-ex Fine Wine 100 and Artprice Global indices. Both ended 2012 in negative territory for the calendar year (you can find classic car, wine and art comparisons at [www.ft.com/wealth](http://www.ft.com/wealth)). I'm not quite sure why that is, but I think part of it may be that more people 'get' classic cars than understand wine or art.

The appreciation of classic cars is universal and translates easily across cultures wherever there are roads. That's certainly not the case with art: Russians collect Russian art, Chinese collect Chinese art and the Greeks want the Elgin Marbles back. As for wine, if you

drink it, it's gone (just ask *Octane's* own Robert Coucher). Other than that, all you can do is look at it. Cars are different though. You can use and enjoy them without diminishing the asset. It's really not that difficult to 'get'.

So maybe that's one of the reasons why collector-grade classic cars are performing well. Of course, such strong compound growth does have consequences and one effect of the continued strong growth at the higher end of the classic car market has been to elevate models that were deemed less collectable.

For example, as the Bentley R-Type Continental Fastback has moved ahead, with top examples making £750,000 and more, the lovely S2 Mulliner Coupé is one of the models filling in behind and coming into range for serious collectors.

Currently, one of the market hot-spots that everyone's been talking about is Ferrari. Certainly, recent gains have been impressive, despite a check towards the end of 2012. Among the strongest-performing Ferraris have been the rarer and more exotic road cars and sports racers of the 1950s and 1960s. As prices advance at the top end we're seeing other, milder models such as the Ferrari 250GTE and 330GT 2+2 coming on-stream. Perhaps the time to buy one was last year. Likewise, the once-derided 400/412 saloon is, amazingly, no

longer derided, and they're also actually worth money. I've known people pay £40,000 – I never thought I'd see the day. Dinos are on the move too, but Daytonas are out.

Aside from the gravitational lift imparted on 'lesser' models by price acceleration higher up the chain, another part of what's happening is what's always been happening. In plain market terms, it's called rotation, as models move in and out of fashion. With Ferrari it seems the cycles are often shorter and more pronounced.

Elsewhere though, it means that for no discernible reason, some models are out of favour in market terms. For a long time Austin-Healey 3000s have been looking great value at auction, with prices generally ranging from £20,000 to £40,000. They should not be less than Mercedes-Benz 190SLs.

Likewise, many XK Jaguars, especially steel-bodied XK120 roadsters and XK150 fixed-heads, seem to have been undervalued for too long. XK120 roadsters are generally £50,000-85,000 at auction; why they're not routinely £100,000-plus I don't know. XK150 fixed-heads are generally £30,000-45,000 at auction. They've both got to be ripe for rotation. But do you know what? Even if they're not, they're still worth owning. They're just great cars. It's not all about the money.

'The appreciation of classic cars is universal and translates easily. That's certainly not the case with art'

DAVE SELBY is the man with his finger on the UK and Europe market pulse. A senior analyst for HAGI, he shares his 20 years' experience with *Octane*.

UK auction highlights

COYS, LONDON, UK. 4 DECEMBER



Given that rough Ferrari 330GT 2+2s fetch between £60,000 and £80,000 at the moment, one that had already been made into a 250 SWB replica looked good value at £127,240. It won't fool everybody, but at a 20th of the price of the real thing it looked usable and was just taking on a nice patina. Claimed matching numbers, too.

BONHAMS, BROOKLANDS, UK. 3 DECEMBER



£47,150 is huge money for a Series 1 Land Rover compared with the £24,640 that a concours-restored 1955 86in hit at Silverstone Auctions' late-November sale at the Classic Motor Show – but this 1950 81in was a rare prototype, one of only two surviving of the 34 built to test the feasibility of upgunning the asthmatic Landie with 2.8-litre Rolls-Royce B40 power. Even Bonhams expected £8000-10,000.

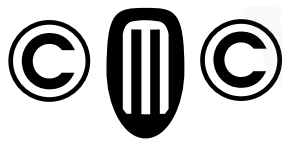
H&H, NEWBURY, UK. 5 DECEMBER



As our man Selby acknowledged last month, all but the very top Aston Martin DB5s appear to have relaxed a little and H&H sold this tidy 1965 4.2-litre example at its second attempt, also its second (and probably last) visit to Newbury Racecourse. It fetched £268,800, having been bid to the same £240k but remaining unsold on its previous outing to Newbury in October.

Paul Hardiman





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CLASSIC MOTOR CARS  
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# LINDNER NOCKER

## LOW DRAG E-TYPE NO. 2

FOR SALE



A stunning blueprint copy of the iconic Lindner Nocker Low Drag Lightweight E-Type, prepared by the same team of skilled craftsmen who restored the original car to great acclaim, resulting in it winning the Restoration of the Year at the International Historic Motoring Awards in 2011.

The new body is totally accurate and was built by the world renowned R S Panels. Every aspect of the vehicle is as per the original specification, including the changes made in its life from an alloy engine block to the steel block, which was the most powerful XK engine Jaguar ever produced in house at 344bhp.

Uniquely the VIN plate for this car is being manufactured using some of the off cuts of aluminum saved from the restoration of the original Lindner Nocker Low Drag Coupe.

Scheduled for completion in 2013, the new owner will be able to have final input into the car's specification for either road or track. This car is destined to be a future classic that will not only reward its owner as a wise investment but will be a joy to drive.

**POA.**

Further details are available on our website.

A unique opportunity to own the fourteenth lightweight E-type. The car was built by CMC from one of the two original spare bodies manufactured by Jaguar in the 1960's and is correct in every detail to any one of the twelve factory cars. The car has an original factory monocoque, original lightweight aluminium factory engine, ZF gearbox and seats. It even comes with its distinctive '4 GXO' registration.

It also carries the genuine Lightweight body shell that was originally used in the earlier epic restoration of the Lindner Nocker E-type and its engine is an authentic Lightweight-spec wide-angle-head XK, complete with Lucas fuel injection. '4 GXO' would make a fantastic road car but with its HTP papers and brilliant performance it could also be a front runner.

**POA.**

Further details are available on our website.

# LIGHTWEIGHT

## E-TYPE NO. 14

4 GXO



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INSIDER



US COMMENT

Dave Kinney on the portents of good fortune on the horizon

**T**HE WORD THAT Barrett-Jackson would not be returning to Orange County, California, probably came as a surprise to no-one, even though in last June's event it posted over \$14,000,000 in sales. That leaves Barrett with its premier Scottsdale event plus the late spring West Palm Beach, Florida, sale and autumn's Las Vegas, Nevada, event. The rumours are now circulating that Barrett-Jackson will be pursuing an event in Monterey during what has become the biggest week in the collector-car world in August.

While Barrett-Jackson makes for the exits in the greater Los Angeles area, Auctions America has announced that it will hold an event in early August in Burbank. Plans are for a 350-car sale, to be held approximately two weeks before Monterey.

It seems hard to believe that Los Angeles has proven to be a tough market to hold a collector-car auction in, but to date many have attempted annual events and come up with less than satisfactory results. Theories abound, but it just might be that it is easier to draw car collectors from a 500-mile radius than from a 50-mile radius. The notable exception here is Keith McCormick's well-appreciated November and February events, held about 100 miles west of LA in the desert resort town of Palm Springs.

In its 25th year, the auction house has a 50-event track record that would make any of the majors jealous.

While few have noticed, it seems as if both the housing and the stock markets have turned in somewhere between decent and very good performances for 2012, admittedly coming off some very serious lows. One of the supposed reasons that the high end of the collector-car market has been booming in the past few years was because of the lack of sufficient alternative investments outside the extended family of collectibles. Whether artwork, motor cars or something in-between, having tangibles has been where investment growth was found.

With the return of a more stable market in traditional investments, are the record-setting prices of the past three years unlikely to be repeated in future? It might be a bit early to tell for certain, but it looks as if 2013 will again be a banner year for top-end collector cars.

One of the final big sales at the end of 2012 was the John Staluppi Collection held by RM Auctions in North Palm Beach, Florida. The single-day sale was heavy on American cars from the '50s and '60s. Held in the site of Staluppi's 'Cars of Dreams' museum, a former strip-mall DIY store, bidding was animated from the first gavel to the last, and 113 vehicles crossed the block. Top vehicle

price was an amazing \$299,750 for a 1956 Cadillac Series 62 Convertible, an amount that left the audience gobsmacked. The second big seller was a 1968 Shelby Mustang; the GT500-KR convertible brought an extraordinarily healthy \$264,000.

You might say the Staluppi crowd was a Cadillac crowd, after the top-selling Series 62 Convertible, and Cadillac Eldorado Biarritz Convertibles from 1958 and 1960 respectively each made \$206,250. Additionally, 63 lots of memorabilia ranged from toy cars to a 32ft carousel dating from 1918; at \$460,000 it was the big-dollar lot of the day. RM has a reputation for making single collection one-day sales into stand-out events; this one perhaps reinforces that trend.

Mecum continues to flex muscle in the auction marketplace, and it's muscle cars that were the focus of its December Kansas City events' top sellers. All the top ten sellers fell into the muscle category with the exception of a 1935 Cadillac 355D Convertible, complete with rumble seat, which brought \$124,550 including commissions.

Dave Rupp holds a collector-car auction on the first full weekend of every New Year at the War Memorial Coliseum in Fort Lauderdale, Florida. It's traditionally a dealer-heavy sale, and this year's proved no different. The three-day event was well

attended, especially on the Saturday, but Rupp does not release results to the press or public. Going from on-site observation, it appeared to be a solid sale of perhaps 50% or better in overall results. Although at any given time groups of dealers were trading not only barbs but business cards, it looks as though a good bit of inventory changed hands as well.

No-one owns the crystal ball that will tell us what 2013 will bring but the return of the individual \$20,000-\$50,000 buyer is at hand. The Scottsdale and Phoenix auctions will be the first sounding board of the year for full-scale events, followed in rapid order by Mecum's Kissimmee event. By the time the calendar clicks into February, in fact, well over 6000 collector cars will have been offered at auction, with likely somewhere near 5000 changing hands.

Ignoring the headlines of doom and gloom has proven to be a good strategy for collector-car owners and investors. Possibly it is dumb luck, possibly it is a better awareness of the intrinsic value of collectables, or it could just be that our good taste in owning cars has been validated by others, but it's not just good luck that the apparently bad-luck year of 2013 is looking pretty positive from here.

'Ignoring the headlines of doom and gloom has proven to be a good strategy for collector-car owners'

DAVE KINNEY is an auction analyst, an expert on the US classic car auction scene, and publishes the USA's classic market bible, the *Cars That Matter* price guide.

Kinney's top three US cars

RM AUCTIONS, STALUPPI COLLECTION, FLORIDA. 1 DECEMBER



Holy Impersonator, Batman! The 1966 Chevrolet Batmobile recreation is a 'tribute' (loaded with gadgets including a radio linked to the main Batcomputer in the Batcave, and the Batphone) but the 1966 Yamaha Batcycle is the real thing, from the camp TV show of the 1960s, way before the darkness returned to the Dark Knight. Amuse the grandkids by showing them how old you really are. Sold at \$170,500 for the pair.



Good Humor sold ice cream door-to-door in many neighbourhoods back in the day. For a truck that was built to raise its money in dimes and quarters, the \$66,000 result for this 1965 Ford Good Humor Ice Cream Truck, at slightly above estimate, is impressive indeed. It's white with black vinyl seat and carries a refrigerated box that has been upgraded to use environmentally friendly coolant. A very nice restoration to an iconic piece of American history.



This is a basic and almost generic Chevy sedan from the 1970s, well preserved, as many of them are if they're from townships that kept them garaged and polished while a working piece of fire apparatus. If you don't have a garage big enough to hold a full-sized fire truck, is the Fire Chief's car the next best thing? It just might be. This 1973 Chevrolet Impala sold for \$8800.





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### PORSCHE PANAMERA TURBO

#### 2009 - PANAMERA TURBO (CARBON GREY) TIPTRONIC 12,000 Miles

Luxor Beige Full Lthr Intr, Brass Aluminium Interior Look, PDK 7 Speed Automatic Gearbox, Sport Mode Sport Plus, PASM/PSM/Burmester Upgraded Soundsystem, Htd and Ventilated Seats (Front and Back), Full Climate Control (4-zone), Rear and Front Parking Sensor, Rear Privacy Glass, Keyless Entry, Keyless Go, Rear Wiper, Memory Electric Seats, Porsche Crested Headrests, iPod Connector, SatNav (Touch Screen), PCM Module, Separate Telephone Module, Colour Map display in instrument Cluster, M/F/S Wheel, Central Console in Leather, Automatic Rear Window Blind, CD Changer, Compass, Int. Colour Matched Seatbelts, Turbo Exhaust, 19" Turbo Porsche Alloys.

### PORSCHE 997 - GT3/TURBO / C4S / C2S / C2

#### 2008 - 997 TURBO COUPE TIPTRONIC (MACADAMIA BRONZE) 28,000 Miles

ONLY 1 PREVIOUS KEEPER, Full Savannah Beige Lthr int. with Blk Lthr Dashboard, TPC/ PASM/PSM/PCM-Sat. Nav/Telephone/BOSE, Fully Electric Mmry Seats/Sunroof/ White Dials/Rear Wiper /Xenons, Tracker, 19" Turbo Alloys, FFSH.

#### 2007 - 997 TURBO COUPE MANUAL (COBALT BLUE) 35,000 Miles

ONLY 1 PREVIOUS KEEPER, Full Savannah Beige Lthr int. with Blk Lthr Dashboard, TPC/ PASM/PSM/PCM-Sat. Nav/Telephone/BOSE, Fully Electric Mmry Seats/Sunroof/ White Dials/Rear Wiper /Xenons, Tracker, 19" Turbo Alloys, FFSH.

#### 2009 - 997 C4S CABRIOLET PDK (GEN II) (BASALT BLACK) 26,000 Miles

Full Blk Lthr Intr, PDK 7 Speed Double Clutch Transmission (Porsche Doppelkupplung), PCM/Voice Control, Extended Satellite Navigation (Touch Screen), BOSE, iPod and USB attachments, Telephone Module (Bluetooth), Computer, Sport Seats, Rear Park Assist, Cruise Control, Heated Seats, 19" Porsche Sport Design Alloys, Xenons, FFSH.

#### 2008 - 997 C2 CABRIOLET PDK (GEN II) (CREAM WHITE) 14,000 Miles

Full Blk Lthr Intr, PDK 7 Spd D/Clutch Trmsnsn (Porsche Doppelkupplung), PSM/PCM-Extnsd Sat.Nav(Touch Scrn)/Tel Modle, iPod and USB Connections, Computer, 3-spoke Sprt S/Whl, Fully Electric Memry Seats, Rear P/Assist, AC, 18" P/Carrera Sprt Alloys with Clr Crstd Whl Cntrs, Xenon, LED Daylights, Wind Deflector, Tracker Fitted, FFSH.

#### 2009 - 997 C2S COUPE PDK (GEN II) (ARCTIC SILVER) 29,000 Miles

1 Owner From New, PDK 7 Speed Dual Clutch Gearbox, Full Black Lthr Intr, BOSE Upgraded Soundsystem, iPod Connector (Universal Audio Interface), Htd Seats, Sprts Chrono with Sprts Exhaust, PASM/PSM/PCM with Touch Screen SatNav, White Dials, Fully Electric Memry Seats, 19" 5 Spoke Porsche Alloys with New Tyres and Coloured Crested Wheel Centres, FFSH.

#### 2008 - 997 C4S CABRIOLET MANUAL (BASALT BLACK) 10,000 Miles

Full Savannah Lthr Intr, Sports Chrono Pack, Sprts Exhaust, BOSE, CD Changer, PASM/PCM-Sat Nav, Telephone M/F/S/Wheel, Memory Seats, Fully Electric Seats, White Dials, R/Park Assist, Xenons, 19" Porsche Sport Design Alloys with Colour Crstd wheel Centres, FFSH.

#### 2008 - 997 C2 CABRIOLET (BASALT BLACK) TIPTRONIC 40,000 Miles

Black Full Lthr Intr. Blk Hood, Sprt Chrono, PCM/PSM/PASM, 6 CD Changer, Htd Seats, R/Park Assist, Cruise Cntrl, Xenons, 19" Porsche Sport Design Alloy Wheels, FFSH.

#### 2006 - 997 C2S CABRIOLET MANUAL (SLATE GREY) 30,000 Miles

Full Black Lthr Intr. Sport Chrono, Sprts Exhst, PASM/PCM/Sat.Nav/ Bluetooth, M/S/Wheel BOSE, Computer, Cruise Control, Htd & Sport Seats, Porsche Crest Headrest, Rear Park Assist, 19" Carrera Alloy Wheels, FFSH

#### 2005/55 - 997 C2S CABRIOLET MANUAL (BASALT BLACK) 35,000 Miles

Black Lthr Intr, Sport & Htd seats, PSM, PCM-Sat.Nav, white dials, park assist rear, 19" carrera Alloys, CD Changer, Full Porsche main dealer service history

#### 2005 - 997 C2 CABRIOLET TIPTRONIC (BASALT BLACK) 34,000 Miles

Full Blk Lthr Intr, PSM/PCM-Sat.Nav/Telephone/ Computer, Sports Seats, Red Dials, Red Seat Belts, Porsche Crest Seats, Extd Lthr Package, Stinless Sl Door Entry Guard, Xenon, 19" Crtra A/W/whls, FFSH, One Fmrr Keeper Only.

#### 2007 - 997 C2 COUPE MANUAL (SEAL GREY) 37,000 Miles

2 Previous Owners only, Full Black Lthr Intr, PSM/PCM-Sat. Nav/Telephone Module, CD Changer, Part Electric Seats, Rear Parking Sensors, White Dials, 19" Carrera Alloys, Colour Crested Wheel Centre Caps Tracker Fitted, FFSH.

### PORSCHE 996 - GT3 / GT2 / TURBO / C4S / C2 / C4

#### 2003 - 996 GT2 (BASALT BLACK) 20,000 Miles

Full Black Leather Interior, Electric Windows, Climate Control, Rear Roll Cage, Porsche Radio with CD Player, 18" GT3 Alloy wheels, Full Service History (Just been Serviced)

#### 2004 - PORSCHE 996 GT3 (ATLAS GREY) 29,000 Miles

Comfort Specification, Full Blk Lthr Intr, Porsche Crstd Sprt Bucket Seats, Guards Red Seat Belt, Porsche CD Player & Radio, AC, 18" GT3 Alloy Wheels with Cloured Crstd W/Cntrs, On-Board Computer, Original GT3 Rear Spoiler and Front Splitter, FFSH, Only 2 Owners From New, Recently Fitted Tyres.

#### 2004/54 - 996 TURBO 'S' MANUAL (BASALT BLACK) 19,000 Miles

Full Black Leather Int. AC, Bolt in cage-stdRd Porsche equipment cage, Bilstein PSS10 lowered suspension, Performance Friction 350mm Brakes, Porsche GT3 Nomex Buckets Seats With 5 Point Seat Belts By Willems, Had a Full Engine Rebuild, Standard K24 Turbos, Standard Fly Wheel with an Updated Clutch, Very Low Mileage, Only 1 Prev. Owner.

#### 2003 - 996 TURBO COUPE MANUAL (BASALT BLACK) 42,000 Miles

Black Leather Interior, PSM/PCM-Sat.Nav/Telephone/On-board computer, Bose sound system, CD Changer, Cruise Control, Sports Seats, Heated Seats, Alcantara Headlining, Sunroof, Xenons Rear wiper, Rainsensor, FFSH.

#### 2003 - 996 TURBO COUPE TIP (COBALT BLUE) 33,000 Miles

Stone Grey Lthr Int, PSM/PCM-Sat.Nav/Tel.Mdule, BOSE, CD Chngr, Sunroof, Porsche Aerokit R/Spoiler, Fly Electric & Memory Seats, Electric Windows & Mirrors, R/Parking Snrs, Xenon, FOPSH, (Just been serviced), 2 Former Keepers Only.

#### 2002 - 996 TURBO COUPE MANUAL (MERIDIEN SILVER) 44,000 Miles.

Mid Grey Leather Interior (PCM/PSM/Sat Nav/Tel.Module) BOSE Sunroof White Dials Computer Climate Control Xenon Headlights 18" Turbo Alloys (OPC Service History)

#### 2002 - 996 C4S COUPE (MIDNIGHT BLUE) 48,500 Miles

Midnight Blue Exterior, Full Blk Lthr Int, Fully Electric & Memory Seats, Bose Sound System, Climate Cntrl, PSM/PCM-Sat.Nav, Telephone, Rear Wiper, FSH

### PORSCHE 993 - TURBO / C2S / C4S / C2 / C4 / TARGA

#### 1998 - 993 TURBO S COUPE MANUAL (SPEED YELLOW) 60,000 Miles

Black Leather/Carbon Fibre Interior, Litronic Lights, Sports Seats, Electric Seats, Electric Mirrors, Yellow Dials, Porsche Radio & Single CD Changer, Yellow Seat Belts, Sunroof, Rear wiper, Yellow Callipers, 18" Turbo S Alloy Wheels, Full Service History.

#### 1998 - 993 TURBO COUPE MANUAL (FOREST GREEN) 34,000 Miles

Cashmere Beige Lthr Int., Porsche Exclusive Carbon and Aluminum Pack, White Dials, On Board Computer, Sport Seats, Turbo Crests On The Back Seats, Alpine Upgraded Stereo, AC, Sport Classic 18" Wheels, 10Owner, FFSH

#### 1995 - 993 TURBO COUPE MANUAL (ARENA RED) 31,000 Miles.

Grey Leather Interior Wood Package Electric Sunroof/Seats Sports Seats Cruise Control Upated Becker CD Player/ Bluetooth/Speakers/Sat-Nav Compatibility Climate Control 18" Turbo Alloys (OPC Service History)

#### 1998 - 993 C2S COUPE TIPTRONIC (ARCTIC SILVER) 59,000 Miles

Full Grey Lthr Intr, Original Porsche CD Player & Radio, Electric Seats, Center Console Armrest in Leather, Electric Windows/Mirrors, Climate Control, Sunroof, Rear Wiper Original Carrera S Engine Lid, 18" Carrera Alloy Wheels, Full Main Dealer Service History. (Just been Serviced at an Official Porsche Centre.)

#### 1997 - 993 CARRERA 4 COUPE MANUAL (MIDNIGHT BLUE) 75,500 Miles

Varioram, Permanent 4 Wheel Drive, Dark Grey Lthr Intr, Upated Alpine Soundsystem (Original Stereo also included), MP3/CD and external Audio Connector, Rear Wiper, Cntrl Locking with Immobiliser, Sunroof, 17" Crera Cup Alloys, New Tyres Fitted, FSH, Extremely Comprehensive Service History (Spare Key, Old MOTs and Tax Discs, Original Manuals, etc)

#### 1996 - 993 C2 COUPE TIPTRONIC (IRIS BLUE) (VARIORAM) 73,000 Miles.

Black Leather Interior On Board Computer Upgrade Stereo & CD Changer Electric Windows Electric Mirrors Electric Sunroof Climate Control 16" Carrera Alloys (OPC & Specialist Service History)

#### 1996 - 993 C2 TARGA TIPTRONIC 'VARIORAM' (TURQUOISE) 83,000 Miles

Marble Grey Leather Interior, Electric Glass Targa Roof, Electric Seats, Electric Mirrors, Sports Stereo, A/C, Rear Wiper, On-board Computer, 17" Targa Alloy Wheels, Full Specialist Service History with recent service (12/2011)

#### 1995 - 993 C2 COUPE TIPTRONIC (SLATE GREY) 81,000 Miles.

Black Leather Interior On Board Computer Electric Windows/ Mirrors/Sunroof Climate Control 18" Porsche Turbo Alloy Wheels (OPC & Specialist Service History)

#### 1995 - 993 C2 COUPE TIPTRONIC (MIDNIGHT BLUE) - 55,000 MILES

'VARIORAM', Tiptronic, Marble Grey Leather Interior, Electric Mirrors/Windows, Upated Sony Stereo Player, (AC), Rear Wiper, 17" Porsche Cup II Alloy Wheels, Full Service History, Recently Serviced

#### 1994 - 993 C2 COUPE MANUAL (IRIS BLUE) 101,000 Miles

Marble Grey Lthr int.Electric Seats/Mirrors/Xenons, Central Locking, IPOD Connection, Immobiliser, Pioneer Upgraded Radio Player, Sunroof, Xenons Upgrade Rear wiper, 17" Porsche Cup II Alloy wheels, Very Comprehensive Porsche Specialist Service History

#### 1989 - 911 CARRERA 3.2 CABRIOLET (G50 GEARBOX) 124,000 Miles

Manual Gearbox, Matching Numbers Exmple, Iris Blue Metallic, Full Beige Intr, Matching Dark Blue Hood, Fully Electric Softtop, Electric Windows/Mirrors, Period Correct Fuchs Alloy Wheels, Comprehensive Service History, 10 Years With The Same Owner.

### FERRARI - MODELS FROM 1967 +

#### 1998 - F550 MARANELLO COUPE MANUAL (SILVER) 49,000 Miles.

Navy Leather Interior Satellite Navigation with DVD ASR Sports Mode Electric Seats Upgraded Radio & 6 CD-Changer Climate Control (Ferrari Service History).

#### 1998 - F550 MARANELLO COUPE MANUAL (SILVER) 53,000 Miles.

Navy Leather Interior Satellite Navigation with DVD ASR Sports Mode Electric Seats Upgraded Radio & 6 CD-Changer Climate Control (Ferrari Service History)

#### 1997 - F550 MARANELLO COUPE MANUAL (ROSSO RED) 37,000 Miles.

Magnolia Leather Interior ASR Sports Mode Electric Seats Upgraded Radio & 6 CD-Changer Climate Control (Ferrari Service History)

#### 1996 - FERRARI F355 SPIDER (MANUAL) GIALLO MODENA 28,000 Miles

Giallo Modena Yellow, Full Nero Blk Int. Optional Sprts Mode, Electric Seats, Electric Hood, Tonnau Cover, AC, R/ Parking Sensors, Electric Windows & Mirrors, 18" Ferrari 355 Alloys, Original Toolkit, Full Service History, Recently Serviced, This car has been known to us for a period of 5 years.

#### 1973 - DAYTONA 365 GTB/4 RHD (ROSSO RED) 38,000 Miles.

Black/Red Leather Interior Red Carpets Climate Control 'Ferrari Classiche' Full Continuous History Superb Provenance 3 Owners From New

#### 1967 - 275 GTB/4 MANUAL LHD (ARGENTO SILVER) 59,000 Miles.

Full Black Leather Interior Detailed Restoration History Full History Original Bill Sheets/Sales Invoice/Tool Kit/ Walex/Hand Books Numerous Concours & Awards Winner Engine Rebuilt By Ferrari In Johannesburg 26,000 KMS Ago Comprehensive photos showing The Repair & Work Done By Ferrari Exceptional Condition Throughout.

### CLASSICS - AC / BENTLEY / JAGUAR / PORSCHE 356

#### 1991 - AC COBRA LIGHTWEIGHT (BLACK METALLIC) 5,000 Miles.

1 of 26 RHD Lightweight Black Leather Black Metallic Coachwork with White Stripes Full Black Leather Interior Full Weather Equipment Absolutely Stunning Condition Very Rare With Approximately ONLY 26 Vehicles Manufactured.

#### 1978 - PORSCHE 911 TURBO 3.3L (GUARDS RED) Approx. 50,000 Miles

3.3L Turbo, Manual, Full Blk Lthr Intr, Electric Windows & Mirrors, Original Blaupunkt Stereo, Sunroof, Fog Lights, Rear Wiper, Original ' Fuchs Alloys & Toolkit, Original Turbo Spoiler, Comprehensive Service History.

#### 1974 - JAGUAR E-TYPE 5.3 V12 MANUAL ROADSTER 'Open 2 Seater'(SERIES 3) (BLACK METALLIC)

Manual Transmission 5.3 Ltr V12 Black Metallic Coachwork Full Black Leather Interior Royal Blue Mohair Hood 15" Wire Spoke Alloy Wheels Full Body-Off Restoration Stunning & As New Condition Throughout

#### 962 - JAGUAR 3.8 MARK II AUTOMATIC LHD (BLACK) 16,478 Miles.

Automatic Black Coachwork Red Leather Interior Power Assisted Steering Wire Wheels. Recent Restoration To Virtually Concours Standard

#### 1936 - BENTLEY 41/4 PILLARLESS COUPE (MIDNIGHT BLUE)

Grey Leather Gurney Nutting Coachwork 1 Owner 40 Years Extensive History A True Classic Completely Original Throughout & Has Been Exhibited At Luois Vuitton Concours D'Elegance In Paris 2003. Full Mid-Grey Leather Interior Sunroof Produced by Gurney Nutting Chassis Completely Original Throughout

#### 1935 - BENTLEY DERBY 3.8L SALOON

A true classic. Completely original throughout and with a very well documented history. Saloon, 3792cc, Petrol, 2-Axle Rigid Body, Chassis Frame no: B51EJ, Engine no: P38P, Date of First Registration: 30.08.1935, Had a Bare Chassis Restoration, rebuilt to the highest standard. The restoration took over 5 years,

#### 1992 - PORSCHE 964 RS Lightweight (RUBY STONE RED) 10,000 KM

Production Year: 1992, Original Rubystone Red With White Vinyl Wrap (the wrap can be removed if required), Lightweight Model, Matching Numbers 3.6l RS Engine (260BHP), Matching Numbers G50 Gearbox, Racing Seats in Black and Rubystone Red Leather, Red Racing Harnesses, Emergency Power Cut Off Switch, Full Correct Roll Cage Fitted, 964 RS Momo Steering Wheel, 964 RS Magnesium Wheels Painted Black, 964 RS Suspension, One of Only 2282 Ever Made, Last Service: 11/05/2012 (Major Service), Immaculate Example

#### 1964 - PORSCHE 356 SC COUPE LHD (SIGNAL RED)

1600cc Signal Red Coachwork Soft Beige Leather Interior Left Hand Drive 4 Speed Manual Recent Restoration To Concours Standard Eligible For Many European Events

#### 2010 - PGO BUGGY BR - 500 RCN PGO BUGRACER (WHITE) 700 Miles

Original PGO Buggy, Powered by a 500 cc Motorbike Engine, Steel Tube Frame, Right Hand Drive, Road Legal, LCD Dashboard, Locking Differential, Hand Brake Release.



MARKET INSIDER



**Dimitri Van Looy**

*The owner of Wommelgem-based Beau-car reports from Belgium*

A lot of new buyers want top-quality cars right now. The market in Belgium has grown enormously in the last three years thanks to great events such as the Zoute Grand Prix. It started in 2010 with 10,000 visitors and in 2012 more than 100,000 came to see the most beautiful classics driving around the Belgian west coast. It's rumoured that Belgium-Flanders has the highest density of Mercedes 300SLs in the world, both Gullwings and Roadsters – there are more than 30 residing in an area of 50 square km.

Sports cars from the '70s – Ferrari Dino 246GT, De Tomaso Mangusta and BMW 3.0CSL – have almost doubled in price over the past 24 months, and Aston Martin DB4s, 5s and 6s go well over here, just like Jaguar XK140-150s and all good Austin-Healeys.

Down in the €10,000-50,000 price range, we cannot get enough Porsche 911s (F-G types) with full history and in perfect condition. Original cars from the '80s and '90s are becoming more difficult to find, and most of them on the international markets are without service books, or repainted and 'restored'. Good ones are always sold quickly, so if we can find one at the right price we do not hesitate... Perfect Mercedes R107 SLs are becoming rare and on the up in price. We always want one in stock.

It's different with the 993. Some years ago they were highly sought-after, but now the demand is almost nothing due to new tax regulations for cars up to 25 years old. They are harder to sell so Ferrari 348-355, Porsche 993-996, Mercedes SL/SEC, Corvettes and all big-engined cars are cheap now, with the exceptions of low-production cars such the 993RS or Turbo S. It's time to buy and put away for ten years. Maybe that's why our customers are always older than 30.

In the up-to-€50,000 range we buy and sell most of our cars within Europe. People want the best examples and are prepared to pay the premium; cheaper cars such as an MGB or VW Beetle must be top quality or they stay at the dealers.

// [www.beau-car.com](http://www.beau-car.com)



## Allard scores for originality

Early-50s race history should make rare J2 a tempting prospect, though it failed to sell at auction

**IT'S RARE** to see an Allard J2 for sale, but since prices have increased in recent times a handful of cars have come to market. Market rate is now well north of £300,000; the ex-Josh Sadler J2X sold for £325,000 a couple of years ago, and this one is up for £375,000.

Chassis 1574 has great racing history in the US with privateer Frank Curtis in the early '50s. Later it disappeared into a European collection but it has been racing again since 2011 with Malcolm Verey and Denis Welch. It's offered by a private investment group, which has decided to slim down due to market uncertainty, and was offered with three other

cars at Coys' recent NEC auction. Two other racers, an MGB and a Corvette Sting Ray sold, at £20,500 and £50,000, but the Allard was bid up to only £295,000.

Verey advises and represents the group and, best of all, gets to race some of the collection to help give them exposure and provenance. 'We've bought and sold three Allards since 2007 and have done quite well with them,' he says. 'Normally they sell by word of mouth, and the auction was a bit of a gamble but we're not too displeased. I found this one in Europe about three years ago and it's the most original we've seen.' Call +44 (0)7884 001090.



### MEAN AND ROOFLESS

Only 139 RHD 911 Speedsters were made, of which 63 came to the UK, and two have just sold in public. One with under 9000 miles made £64,520 at Coys, another 12,272-miler cost £66,080 at Silverstone – now £POA at Hexagon Classics with one more mile.



### MILLION-DOLLAR CHARGER

And it's not a *Dukes of Hazzard* car! This 1968 R/T is said to be one of two cars used in the filming of the *Bullitt* car chase, and seller Arnold Welch is asking a firm \$1m. Find it at [www.cars-on-line.com/64517.html](http://www.cars-on-line.com/64517.html) with a stack more information.



### THE ELITE OF ELITES

Dennis Ortenburger, author of seminal works on Lotus, is selling his 1960 Lotus Elite after 46 years of ownership so he can travel the world. He is only the second owner and is asking \$90,000 (£65,000). Email [dennisortenburger@gmail.com](mailto:dennisortenburger@gmail.com).

## SHOWROOM STAR



### Ford Escort Mk2 £95,000

This is the famous Prefab-built Stobart car, as driven to the 2006 RAC Rally win by Jimmy McRae and previously tested by Colin, and just perfect for the new RAC Rally Championship. As ever with competition iron, the asking price of £95,000 is less than it would cost to build again.

// [www.oakfields.com](http://www.oakfields.com)



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MAGIC CAR PICS

# Jaguar 420

Less of an icon than the Jaguar Mk2 3.8, but the better car by far – and for only half the price

**THE S-TYPE** of the 1960s has long been tagged the Cinderella car that betters the boisterous Mk2 at two-thirds the money. Yet there's another stealth Jag that's so far under the radar it barely registers a blip: the 420. Not only is it better than both, it's even better value.

First, though, you need to know what a 420 is. In the beginning the Mk2 begat the S-type with its elongated boot and the independent rear suspension that made it a must-steal getaway favourite. Then in 1966 the S-type sired the larger-engined 420, which featured the squared-off quad-headlight nose of the giant MkX (later renamed 420G just to confuse).

It was pitched as an executive express to hold market position in the

run-up to the new XJ6 and seemed little more than a composite of bits from other Jag donors. Yet the 420 was more luxurious and nicer to drive than the smaller top-spec 3.8-litre Mk2 and, while bigger and heavier, the weight was offset by a new twin-carb version of the MkX's 4.2-litre twin-cam straight-six, which delivered 245bhp.

What's more, the 420 had better steering (power-assisted), better brakes, better ventilation and that superb independent rear suspension. Frankly, it showed up the Mk2 as a crude old bruiser on its last legs.

That's the reality, but classic cars have nothing to with reality. If they did a 420 would cost a third more than a Mk2 3.8. Instead, the better car can be yours for half the price. **Dave Selby**

## Price points

### At launch

In 1966 the new Jaguar 420 cost £2064, compared with £1978 for an S-type 3.8 and £1542 for a Mk2 3.8, value better emphasised by comparison with the Bristol 409 at £5238 and Bentley T1 at £6608. Just 9801 were made to 1968, plus 5829 Daimler Sovereign versions.

### 1989

Mk2s were a classic-car boom hot-spot, and price guides valued excellent Mk2 3.8s at around £18,000 (many were making much more), compared with £6000 for an S-type 3.8 and £3000 for a tip-top 420.

### Today

In 2012 an ex-press Daimler Sovereign with 50,000 miles made £22,660 at auction, a monster sum. Among recent 420 auction realisations £13,200 is the highest price paid, for a 47,000-mile car. A budget of £20,000 opens up the market and buys a 420 for half (or less) the cost of a Mk2 3.8 in comparable condition.

## Austria

**Sebastian Hoffmann**  
Central European location means that cross-border deals are common

**AUSTRIANS** are no less crazy about cars than the British, or their next-door neighbours in Germany and Switzerland. And in spite of its small size, Austria has its own motor industry with Puch, KTM, Kässbohrer and Steyr. Even Porsche started in Gmünd.

However, the market for classics is rather like a hybrid of the German and the Swiss. Buyers tend to have German characteristics – thereby hindering prices going through the roof – and the closeness to Switzerland makes sure there is a steady flow of exotic vehicles, with more than a few from overseas.

Being close to Italy, Slovenia and the Czech Republic means that repairs and restorations can be done more cheaply than in the UK, Germany or Switzerland.

Collectors tend to gather for trips and trials in the mountains, but there is little hope of stumbling across a nicely priced vintage car during a sightseeing vacation.

The market is comparable to Germany's, and auctions are not really big news here because of the conservative and cautious mentality. Prices tend to be high, which is due to the country's economic stability. Fears of recession have fuelled rising prices, as people are constantly advised to put money in physical objects rather than investment schemes. Only a recession would end the upward spiral of classic car prices.

The internet has brought increasing transparency to the market, with sought-after vehicles traded with nations nearby.

The most popular cars in Austria tend to be compact. If you are looking for a Fiat 500 or a VW Beetle, visit Austria.

## The HAGI Porsche index



**HAGI P-INDEX**

MONTH/YEAR

Vertical axis is based on a benchmark of 100 set at 31 December 2009. The HAGI Ferrari index charts the prices of key collectable Ferraris.

**THE HAGI P INDEX** for collectable Porsche models ended 2012 on a high, gaining 4.18% through December to take the market to a new peak of 169.12.

Through December the HAGI P was the only HAGI index to show a gain; moreover its index level of 169.12 also places it ahead of all other HAGI indices, but that's only the beginning of the Porsche difference. Annual growth for 2012 of 21.02% also headed all other HAGI benchmarks.

Indeed, the HAGI P's separate dynamics are becoming more evident, particularly in relation to Ferrari, both month-on-month and in the longer view. While the HAGI F gained 19.70% through 2012, its end-of-year level of 152.77 was 16.35 points behind the HAGI P. Throughout that period it's also been

particularly noticeable how little conformity there has been between the two marques.

While the HAGI P's gain of 69.12% marks Porsche out as the strongest-performing HAGI index overall, the bigger picture is even more illuminating. Indeed, the 69.12% upward movement since inception at the end of 2008 can be viewed as a longer-term correction. Certainly, our historical analysis of the last 30 years identifies Porsche as a structural underperformer, both compared with Ferrari and with the asset-class market as a whole.

In other words, you could say that Porsche has been playing catch-up, gaining ground from a lower springboard. Has it arrived? Maybe 2013 will reveal the answer.

See [www.historicautogroup.com](http://www.historicautogroup.com) for more.

**Dave Selby**



# 1961 Jaguar E-Type

Semi Lightweight Flat Floor Roadster



## Jaguar E-Type - "YRP 999" Chassis 850020



YRP 999 was supplied in the Spring of 1961 to its first owner and was raced with immediate effect by John Bekaert. This car is undoubtedly not only one of the earliest cars built but one of the earliest E-Types to have been raced from new and was even entered into the very first race that E-Types took part in at Oulton Park in 1961 (a race that the car did not start but

was won by the famous ECD 400).

The car has been continuously campaigned since by owners & drivers including John Woolfe, Terry McGrath, Bob Vincent, Martin Ryan, Martin Johnson, Alexander Boswell, Anthony Crossingham, Jackie Oliver, Mark Clubb and John Cleland.

The car retains many desirable period features and unique modifications that have over the years brought it to its current specification. Today "YRP 999" is a regular and competitive contender in the TT race at the Goodwood Revival and is presented in a race ready state. A unique opportunity to acquire a significant part of E-Type history.

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### Ferrari Enzo

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### Lamborghini Countach

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1961-1992

## Renault 4 {£2000-10,000+}

Simple yet charming, the Renault 4 could make the perfect low-cost classic – but good ones take some seeking out

Words Chris Randall

### INTRODUCTION

Introduced at a time when car ownership was booming in France, the Renault 4 was just what the market needed. It was launched at the 1961 Paris Salon and immediately became a hit, because it was cheap to buy, simple and robust – the ideal workhorse for rural France. It was a perfect rival to the Citroën 2CV and more than eight million had been built by the time production in France ended in 1992. Original models were manufactured at Renault's Billancourt plant, but the 4 was also produced around Europe and in Morocco, Mexico, Argentina and Australia.

The 4 was Renault's first front-wheel-drive car – and the progenitor of the modern-day hatchback – and was developed over the years with bigger engines and better trim, yet it remained fundamentally a basic car. Practical, roomy and good value, it could well be the perfect car for those after a family-friendly classic, and

provided you buy a sound one to start with, it will be cheap to run.

### MARKET VIEW

A chat with well-known specialist Derek Flavell of Renospeed revealed that prices have steadied of late. 'We were seeing prices beginning to rise in recent years but things seem to have slowed down recently, which is good news for buyers.' He adds: 'Owners are hanging on to good examples and the very best ones definitely have good investment potential.'

Right-hand-drive cars in concours condition are around the £8000-10,000 mark, with left-hookers worth slightly less. Budget for somewhere between £2000 and £5000 for a usable car that can be fettled on a rolling restoration basis.

Actually getting hold of one is likely to prove the biggest challenge. The always fascinating 'How Many Left' website suggests that fewer than 300 examples are still registered in the

UK, while a scout around the classifieds threw up only a handful of cars, including two of the even less common van variants.

This tallies with Derek's view: 'Decent right-hand-drive cars are getting rare now, so you are probably best off looking to the Continent, particularly Spain and Portugal.'

Good club support is a bonus, and parts availability is good on the whole

too, with both Renault itself and European suppliers able to provide just about everything you need to keep an R4 on the road.

### IN A NUTSHELL

It's probably no surprise to hear that rust is the R4's biggest enemy, and it really does pay to be vigilant when examining a prospective purchase. Rust can strike just about anywhere,

### MODEL HISTORY

**1961** R4 shown at the Paris Salon

**1966** Having been a success right from the start, the one-millionth model rolls off the Billancourt production line

**1970** Ongoing development sees the 845cc engine used across the range, along with a four-speed 'box and 12-volt electrics

**1978** Engine size is upped to 1108cc on the new, top-end GTL model, which also boasts a more comfortable interior

**1986** Sales of the R4 in the UK come to an end

**1992** Production ceases in France, but small numbers continue to be built in Slovenia and Morocco until 1994



but it is in the separate chassis where the most serious problems lurk. Replacements are no longer available and major repairs are labour intensive, and therefore costly.

As Derek explains: 'I've discovered recently that accident damage at the front can lead to buckling of the chassis around the middle section. I always measure the distance from the front wheel to the bulkhead on both sides, and if there is a noticeable difference then I'd advise you to find another car. Proper repairs are complicated so I wouldn't risk buying a rusty or damaged car.'

Corrosion can strike other areas too, such as the floorpan, suspension mounting points, wings and the panel at the base of the windscreen, so the maxim to buy the best you can afford is truer than ever if substantial restoration costs are to be avoided.

There is better news on the mechanical front, where all the engines are reliable and good for high mileages with proper servicing, particularly the later 1108cc unit, which needs only regular oil changes to keep it healthy.

It's worth looking out for cars that have had the cylinder head converted

for unleaded fuel, but you should also be wary of a few other common issues. Clogged cooling systems, sludged-up valvegear and noisy timing chains can all affect neglected examples, so you'll want to budget accordingly if an engine overhaul looks to be on the cards. The rest of the drivetrain is straightforward and should last well with proper maintenance but Derek also advises aiming for a later four-speed car with 12-volt electrics if possible, especially if you plan to use it as a daily driver.

Parts availability for the later models is better, too. Some items for pre-1970 cars are getting tricky to find, although it seems that the quality of some parts – including those from Renault itself – isn't always as good as you might expect, so it pays to shop around and speak to the owners club about the most reputable suppliers. Searching for new/old stock usually proves fruitful.

Bringing a tatty interior up to scratch shouldn't break the bank, although early vinyl seat trim isn't available so you'll need the services of a specialist trimmer, and you might need to hunt around for secondhand parts in some cases.

If you are prepared to accept modest performance and some alarming body lean in corners, then a well-cared for example should drive nicely, too. Any faults should be obvious on a test drive, so an engine that doesn't pick up cleanly on acceleration or a particularly notchy gearshift need further investigation. The loping ride, courtesy of long-travel torsion bar suspension, is one of the R4's most pleasing aspects.

### CONCLUSION

The R4's basic nature probably deters as many buyers as it attracts, but you'd be missing out if you decided to overlook it in favour of something more up-to-date. In fact, the car's simplicity and honest approach to the job in hand lie at the heart of its appeal, and with prices at reasonable levels, now could be the perfect time to buy into this chic Gallic runabout.

There are certain issues to be aware of before taking the plunge – a propensity to empty wallets on pricey rust repairs being one – but the Renault 4 is a charming car and one that's worth considering soon, before they disappear from the classified adverts altogether.



### 1984 RENAULT 4 GTL

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A selection of R4s for sale in the UK and abroad



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2CV City, UK. 80,000 miles, rot-free. French import, but offered for sale with UK registration and MOT.



**1964 RENAULT 4L SUPER**  
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**1983 RENAULT 4GTL**  
Private sale, Stroud, UK. 93,000 miles, recently serviced by Renault specialist. Waxoyled and MOT'd.



**1968 RENAULT 4**  
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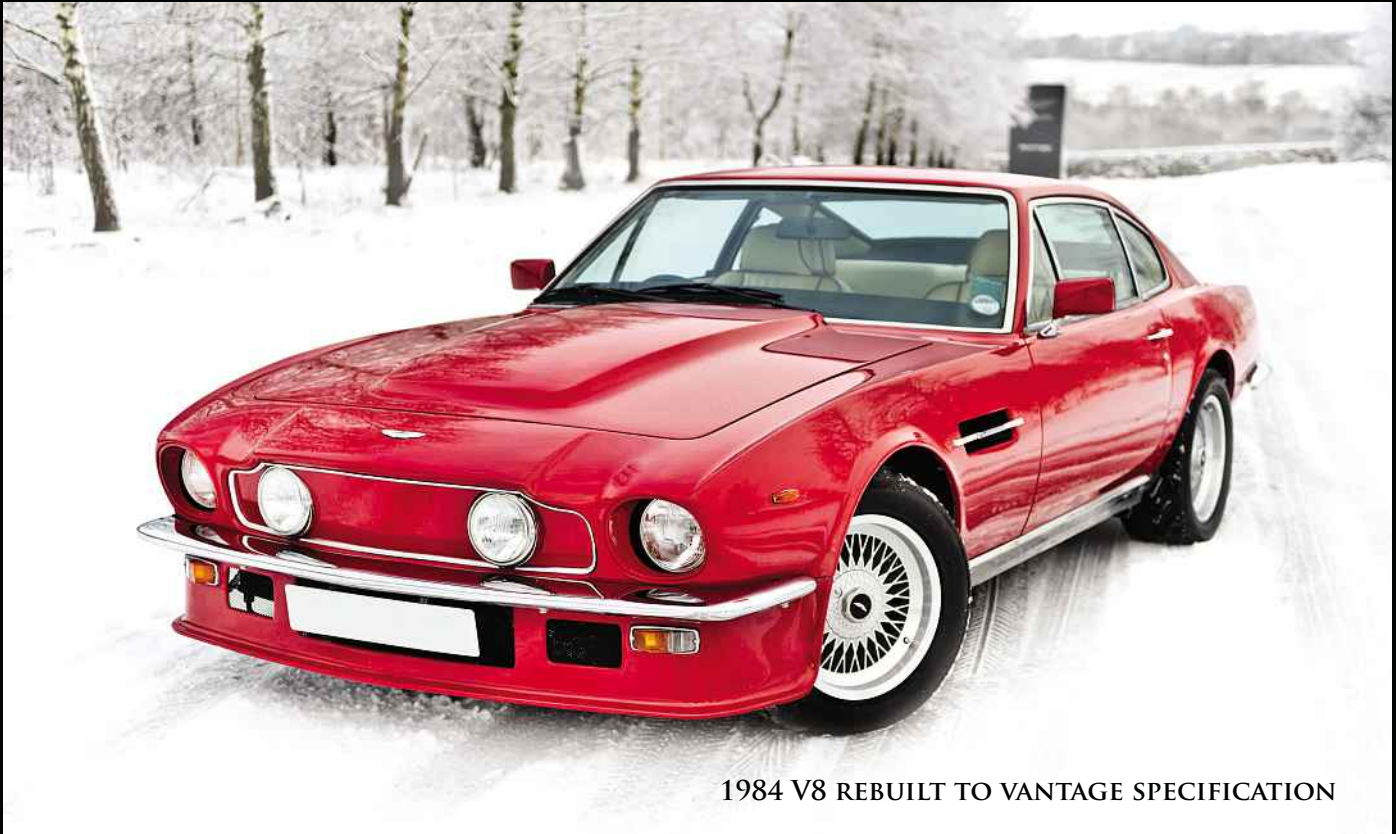




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BH in the 310B on the streets of Rio



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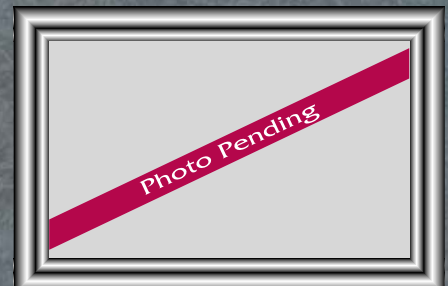
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**ASTON MARTIN V8 VANTAGE VOLANTE, 1987, Suffolk Red/Natural/Tan Everflex top, 37,000 miles, Fuel Injected, 5-speed manual, FSH, Collector owned, European chrome bumpers, Sport exhaust, Serviced when and where needed at all times, Exceptional condition throughout.....\$205,000.00**



**ASTON MARTIN DB4 SERIES IV VANTAGE COUPE, 1962, Navy Blue/Tan, 56,000 miles from new, 4-speed w/Factory overdrive, Rare Special Series-Vantage 3-Carb engine, These Special Series Vantage engine cars do not come to market often. \$P.O.A**



**ISO GRIFO 7.0 LITER COUPE, 1967 Ruby Red/Tan, 5k miles since restoration, This 7.0 Liter Grifo #, "The Ennezeta" is believed to be the last Grifo remaining on the assembly line when the factory closed in 1974. It is well known in Iso Owner's Club circles. \$265,000.00**



**BERTONE "MANTIDE", 2009, Bianco Fuji/Charcoal and Red bespoke Alcantara interior. This is the only "Mantide" based on the Corvette ZR1 created by designer Jason Castriota and produced by Italian coachbuilder - Stile Bertone. The following link tells the story of the creation of the Bertone Mantide. www.insideprojectm.com \$P.O.A.**



**FERRARI 365 GTB/4 DAYTONA COUPE, 1973, Rosso Chiaro/Black, 88,000 original miles, USA specification model with factory air conditioning and Campagnolo wheels, documented by Massini, Excellent history/condition, Three owner's from new, last owner for over 25 years.....\$396,500.00.**

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 Price: POA | Mileage: 64,000

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**1987 Ford Sierra RS Cosworth**  
 Price: £23,995 | Mileage: 54,000

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 Price: £89,950 | Mileage: N/A

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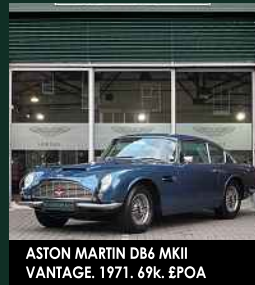
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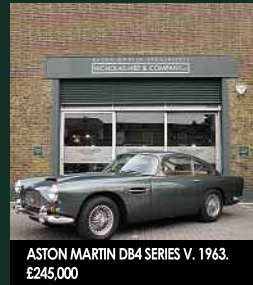


**ASTON MARTIN DB6 MKII VOLANTE. 1970. 80k**

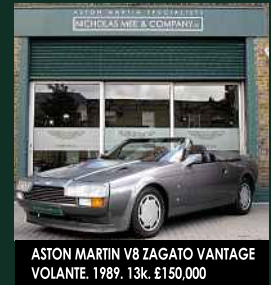
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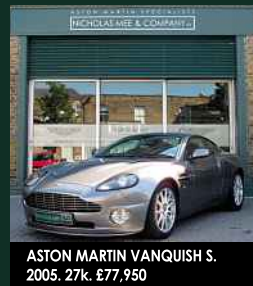
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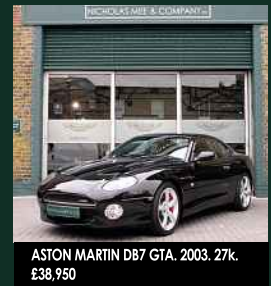
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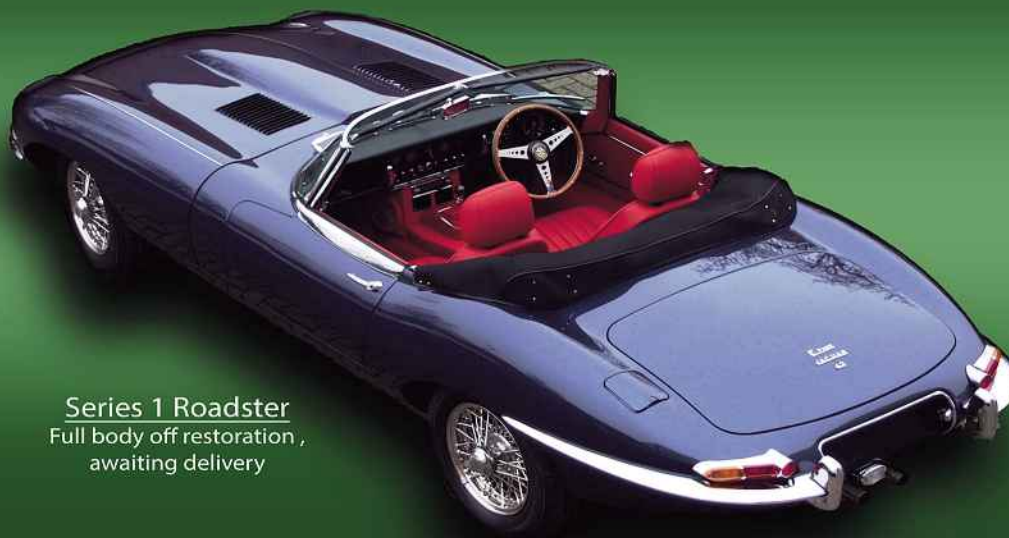
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S/N 1039 GT, single louvre TdF Scaglietti alloy coachwork, delivered new through Luigi Chinetti Motors, decades long ownership in prominent UK and EU collections, covered headlight, outside fuel filler, 2005 paint and body at Bacchelli & Villa - interior at Sellenia Luppi, matching numbers throughout, Factory Red Book Classic Certified, fresh servicing at Ken + Darin McCay's Boston Sports car, superb in all respects.



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authentic 111 chassis cabriolet, S/N 11102712001965, DB467 Sand Beige with brown interior and brown convertible top, 3.5 litre V8 engine, floor shift automatic transmission, Behr air conditioning, power windows, Becker radio, 1990s bare metal repainting and interior retrim, extensive service file dating 20+ years, original owner's manuals, tool roll and jack, original colors, one of 801 USA models.



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**1962 MERCEDES BENZ 300SL DISC BRAKE ROADSTER**  
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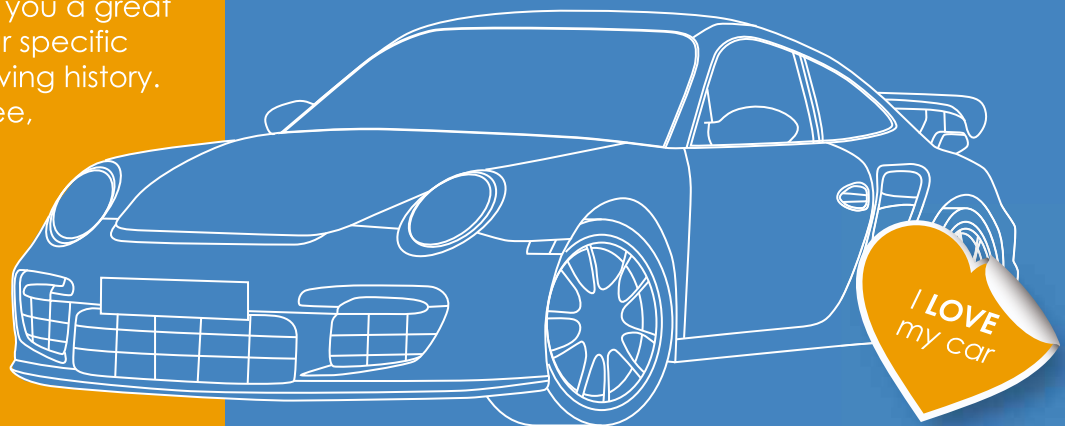
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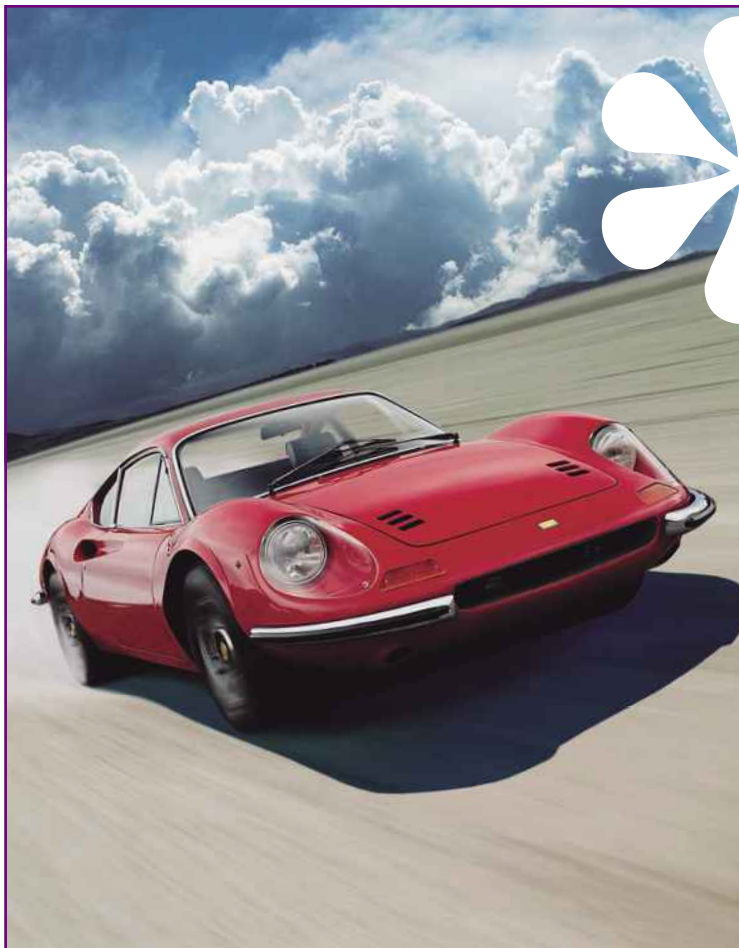
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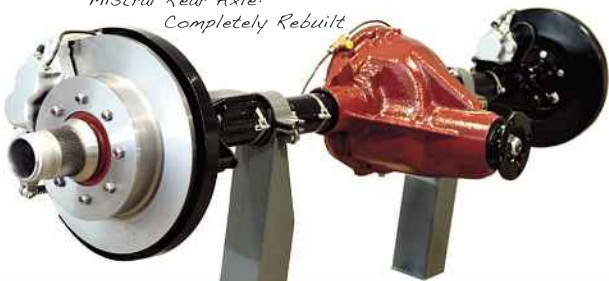






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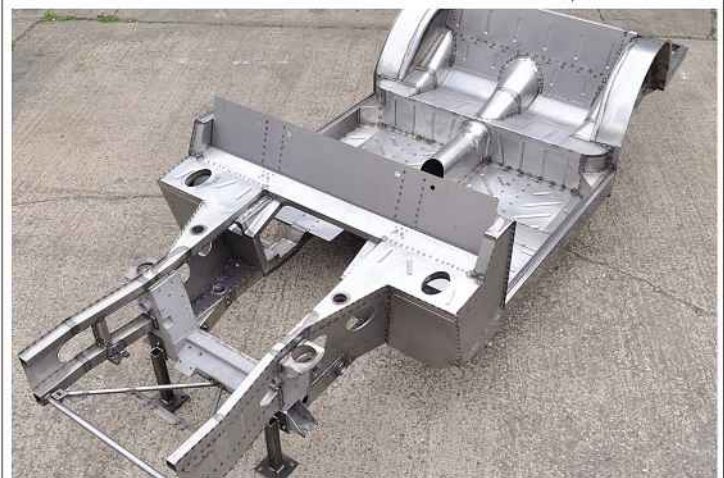


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## Javan Smith

*Master model maker specialising in historic racing cars*

**I** LIVE ON the Lizard Peninsular in Cornwall with my wife, Sue. I'm nudging 70 and have been working hard for 55 years, so I'm in no great rush to get up these days. I try not to put myself under any pressure – I only make about a dozen models a year now, and my work is better for it. Sue and I enjoy a leisurely breakfast, watch a bit of morning TV and then, at about 10am, I toddle off to the studio in my garden and tune in to Radio 2.

I've always been mad on motor racing and cars, and as a boy I had a massive collection of Dinky Toys. My father raced a Scott motorcycle and owned a number of Jaguars too, each of which he collected direct from the factory with

me in tow. My interest in racing led to a career working in Formula 3 and F3000, during which I encountered model maker Mike Stephens.

Mike mentioned to me that he was no longer hand building 1:8 and 1:4 scale models because the process was far too labour intensive, but the challenge intrigued me and, with his invaluable support, I started work on my first model, a Formula Vauxhall Lotus. I took it to a meeting at Mallory Park, displayed it on the rear shelf of my VW Golf in the paddock and immediately took six orders. I sang all the way back to Cornwall.

Having decided to concentrate on 1:8 scale historics, I started building cars that appealed to me, the first being a Jaguar D-type – and I've

since sold more D-type models than there are real ones. I must have been doing something right, because I started to receive orders from all over the world.

I have some very loyal customers, and some famous ones, and now offer a range of 25 different models from ERAs to Ferrari 250GTOs and Porsche 917s, all of which I can make in any colour or race livery. It's an incredibly time-consuming job, especially as I don't use any ready-made parts. I make every single component myself – tyres, spoked wheels, steering wheels, knock-ons, doorhandles, brightwork, the lot. I even make the plinths and display cases.

The most difficult part of any build is making the master bodyshell and patterns. I carve the body out of jelutong, which has many of the characteristics of balsa wood but is harder. I make sure I have all the basic dimensions to hand and surround myself with lots of action photos of the car in question but, in fact, not everything is done exactly to scale. If you do that, the end result somehow looks sterile; so, for instance, I fatten the tyres a little and give them a lower profile to achieve more of a racing stance. Model making is almost an illusion – if it looks right, it is right. I just chip away until I'm satisfied. I think I have a good eye for proportions. A glassfibre mould is taken, and from that I can form each part.

It takes so long to create the patterns for each car that I have to be sure I'll sell at least 20 of any new model over time; the cost for a one-off would be astronomical. I explained that to an Austrian chap who wanted me to make a model of his very rare early Porsche, and was quite astonished when he responded 'Well, I'll order 20 then'. That was quite some order.

From the day I started building my models, I've never stopped learning. I will be forever grateful to Mike Stephens for his advice, but I'm largely self-taught as model makers tend to keep their little secrets to themselves. I get completely absorbed in my work, so much so that I regularly lose track of time, but Sue makes sure that I eat a spot of lunch.

I've just added a 1959 Ferrari 246 F1 Dino and a Lancia-Ferrari D50 to my range, but the car I really want to make is the Aston Martin DP212, and Aston Martin has generously lent me an original 1:8 scale buck for reference.

My work is fiddly and intricate, but strangely I'm not a patient man by nature. The models just delight me, and I find a real calm in the studio. My day usually finishes around 5pm, and after a lovely meal and a glass of wine or two, I relax in front of the TV. I wouldn't change a thing about my life.





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