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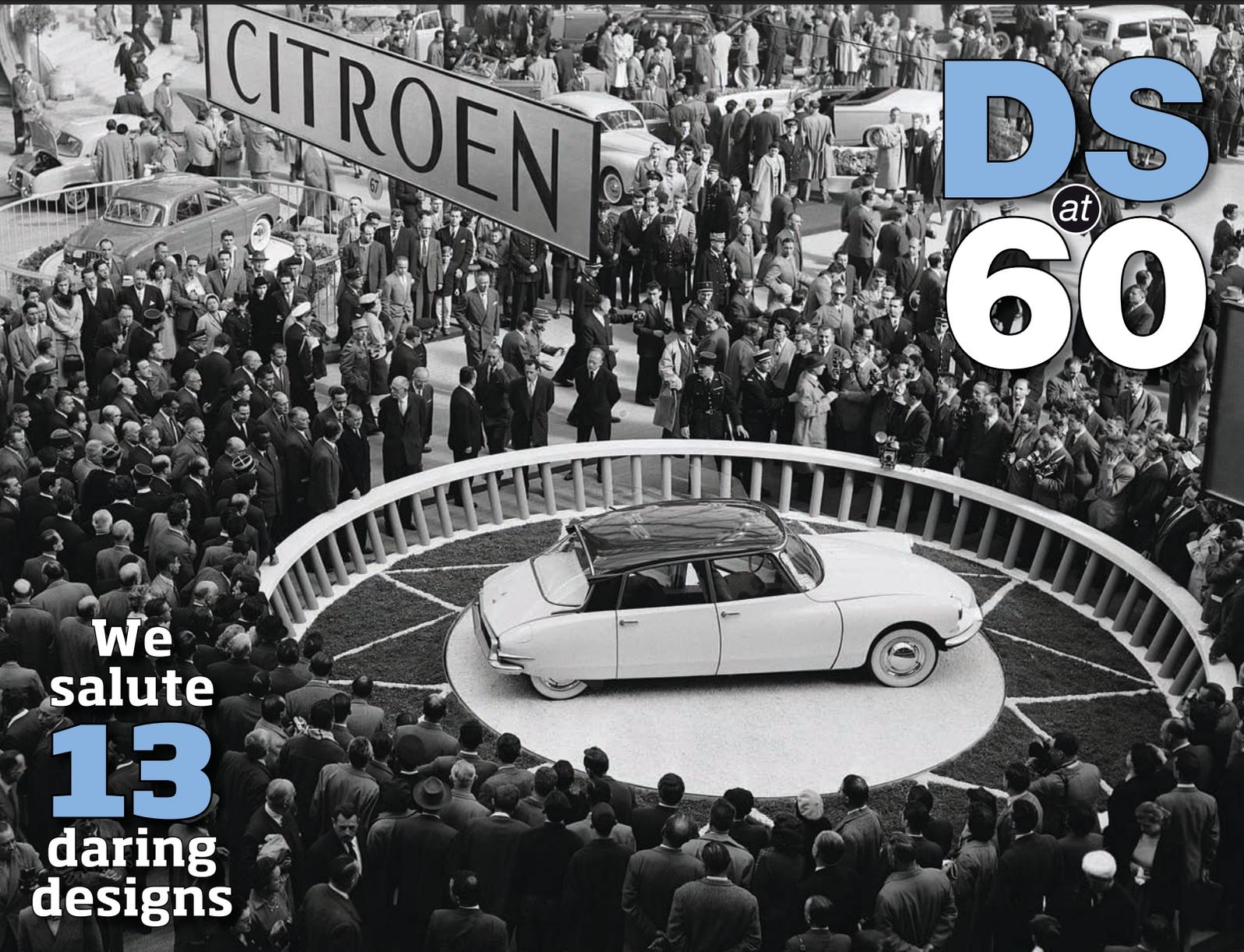


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ON THE COVER

» The Citroën DS was launched on October 6, 1955, at the Paris Auto Show.





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72



I'd give myself a D in fire-safety awareness, and that's grading on the scale.



Where there's smoke

Would you be surprised to learn that there are more than 150,000 car fires each year in the United States? I certainly was. I was prompted to look up this bit of information after receiving an email from a reader named George Parker, who had a cautionary tale to tell.

I'm going to step aside and let George tell you his story. It's not a happy tale at all, and it doesn't take much imagination to see how it could easily have been far more tragic. But George is eager to share it, in the hopes that it might save a fellow enthusiast from grief. The story begins on Friday, May 15, after George has taken his Triumph Spitfire for a drive:

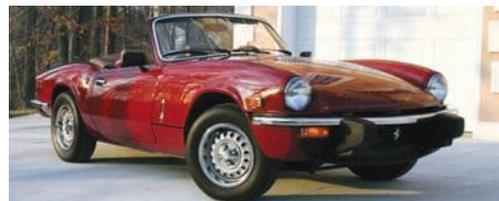
» I had driven my Spitfire that day, and on the way home, the car coughed once or twice, then smoke started pouring out from under the dashboard. I quickly got off the road, shut it down and bailed out, about to grab the fire extinguisher from under the front edge of the seat. But the smoke stopped, and no matter what I did (turned the key back on, tried to start it, etc.), the smoke never came back. But it wouldn't start, so the car and I made it home via flatbed. I even posted a photo on Facebook joking that I'd "let the smoke out."

The next day, I poked around some more and found—way up under the dash, as part of a big bundle of wires—one wire that had about 1/2 to 3/4 of an inch of insulation missing. I couldn't tell if it had chafed or what, but since the smoke never came back (despite my best efforts) and it did not appear to be near any of the metal bodywork up there, I thought it could wait until later in the week to dig in and make that fix.

That evening, we went to dinner with some friends, and when we returned home around 10 p.m., we entered the house through the garage, as we always did, and there was absolutely nothing out of the ordinary—i.e., no smoke, no smells, nothing.

The next morning, we got up early, fed the dogs, and were about to start our own breakfast when we heard something make a "thunk!" noise from downstairs. When I went down to investigate, I found the entire garage, all three stalls, full of smoke right down to about three feet off the floor!

When I ran to open an outside door to vent some smoke out, I saw a solid wall of flames pouring out from under the dash of the Spitfire, the entire width of the dashboard. As my wife was calling 911 and getting the dogs out of the house, I managed to get my dad's old XK120 out of the garage (though with some cosmetic damage), hoping also to get the flaming Spitfire



out. But by the time I got back to the Spitfire, it was just way too hot to move.

In the end, we managed to get ourselves and the dogs out, but two other cars ('04 Mazdaspeed Miata and my daily-driver Jetta wagon) and the house itself were total losses.

So my lecture is this: If you own a vintage car, install—and use!—a battery cut-off switch. Had I just disconnected the battery, I wouldn't be writing this, and we wouldn't be going through the nightmare of insurance claims and rebuilding. It's important, so I'll say it again: Install and use a battery cut-off switch!

What else can you do to keep yourself and your loved ones safe? Plenty, according to safety experts. Among their suggestions: Be vigilant about finding and fixing gas leaks. Check your wiring periodically for worn insulation and faulty connections. Don't shrug off fuses that blow repeatedly; they're telling you something. Keep a fire extinguisher on hand—one in each car, and one in the shop. (And remember that a discharged extinguisher does no one any good.) Don't let solvent-soaked rags pile up; they really can burst into flame all on their own. (Visit nfpa.org, the website of the National Fire Protection Association, for more information.)

I speak not as any kind of authority—I'd give myself a D in fire-safety awareness, and that's grading on the scale. Looks like I need to spend some time cleaning out the shop, and shopping for some BC fire extinguishers. Thanks for making me think about this, George, and I'm very sorry for your losses. 🙏



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1958 MGA Coupe

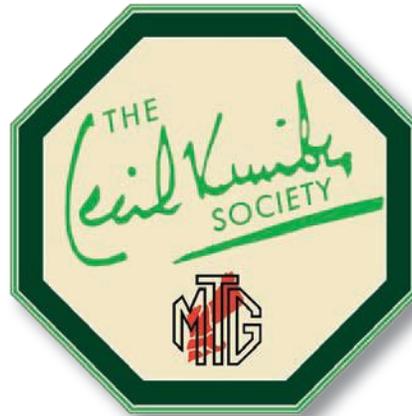


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The Cecil Kimber Society

Our friends in The New England MG 'T' Register have been celebrating the heritage of MG T series sports cars, along with the history of the much-loved MG marque, for more than 50 years. The NEMGTR has actively promoted historical research on MG-related topics through its annual Kimber Festival, an academic-style conference in which research papers are presented, and the Register has taken this further by forming The Cecil Kimber Society.

This society was established to foster networking among MG history enthusiasts, and to promote the free exchange of research interests and information. It

is open to anyone willing to share their interest with like-minded individuals. The Cecil Kimber Society pages of the NEMGTR website include a preliminary list of research categories, and articles will be published in NEMGTR's award-winning journal, *The Sacred Octagon*. Approved papers may be presented at seminars in future Kimber Festivals and Gatherings of the Faithful.

There are no dues, and you don't need to belong to the NEMGTR to join the Cecil Kimber Society. You can learn more, and sign up, by visiting the organization's website, www.nemgtr.org.



PHOTOGRAPH BY JIM ALBRITTON

Renaissance Euro Fest 2015

Fans of classic European cars and motorcycles have an exciting event to attend in Ridgeland, Mississippi's, Renaissance Euro Fest Classic European and Motorcycle Show. Now in its seventh year, this free-to-attend show takes place from 10 a.m. to 6 p.m. on Saturday, October 3, and is open to vehicles built prior to 1991. Organizers will welcome more than 15,000 spectators and 150 entries from the U.K., Italy, Germany, Sweden and France to the Renaissance at Colony Park. To learn more, visit www.euro-fest.net or call Mike Marsh at 601-946-1950.

Events Calendar

OCTOBER

2-3 >> Downeast Autumn MOG 2015

Morgan 3/4 Group; Rockland, Maine
207-721-3206; morgan34.org

2-3 >> 34th Annual British Car Festival

Shenandoah Valley British Car Club
Waynesboro, Virginia; carshowchairman@svbcc.net; www.svbcc.net

3 >> Myrtle Beach Britfest

Grand Strand British Car Club; Myrtle Beach, South Carolina; 843-651-7644
www.grandstrandbritishcarclub.com

3 >> Touring Joara European & Sports Car Tour 2015;

Table Rock Sports Car Club
Morganton, North Carolina
ddeal203@gmail.com
www.tablerocksportscarclub.com

10 >> Pam's Fall Car & Motorcycle Meet

Jim Schlick; Bloomington, Indiana
812-876-6526; jimschlick@gmail.com

10-11 >> German Car Day/Volkswagen Day

Larz Anderson Auto Museum; Brookline, Massachusetts; 617-522-6547
larzanderson.org

14-18 >> Audifest 31st National Event

Audi Club North America; Sonoma, California; 262-567-5476
www.audiclubna.org

15-18 >> Southeast Fall GOF

Southeastern MG 'T' Register, Ltd.
Macon, Georgia; www.semgttr.org

16-17 >> Euro Auto Festival

Greenville, South Carolina; 864-989-5300
www.euroautofestival.com

23-25 >> Savannah Speed Classic

Historic Sportscar Racing, Ltd.; Savannah, Georgia; 727-573-1340; www.hhiconcours.com/events/savannah.html

24 >> 29th Annual All British Field Meet and Autojumble;

Tampa Bay Austin-Healey Club; www.tbahc.com

30-November 1 >> Volvo Club of America National Meet;

Hilton Head Motoring Festival; Hilton Head Island, South Carolina; www.vcoa.org



Visit the Hemmings Car Clubs pages at www.hemmings.com for news and information on over 1,400 car clubs!

Hemmings Sports & Exotic Car would like to hear about activities or national meetings for clubs focused on imported cars. Send details of upcoming events at least three months in advance, or photographs and a few paragraphs about recent events, to: Mark J. McCourt; Club News c/o *Hemmings Sports & Exotic Car*; P.O. Box 904; Bennington, Vermont 05201. Email: mmccourt@hemmings.com.

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A familiar face

Clark Wade, whose photograph of a mystery Mercedes-Benz appeared in *HS&EC* #120, was not the only one who noticed that car. "I was amazed to see the 1970 photo by Clark Wade of a possible 500 K in Adana, Turkey, in the August 2015 edition," digital subscriber Haluk Taysi writes. "I worked in Adana at the Incirlik Air Force Base for about six months in 1967 before enrolling in the Turkish Army reserve officer training program, and I saw this car several times where it was parked. My knowledge of classic cars was limited then, but my first reaction was, 'What the hell is this 500 K doing here?' Unfortunately, I did not have a camera, but I remember the car very clearly. Actually, Clark Wade's photo shows it in better shape than how I remember it. To me, it had looked like



a chopped 500 K coupe, heavily modified, or better, heavily destroyed. I remember dreaming of buying it and putting it aside until finishing my military service. I got cold feet and never pursued the idea. I specu-

late that one time it used to belong to a rich landowner/farmer (we called them *aga*), of which there were few around Adana with its fertile soil to farm."



Up to the task

It's always a treat to see a vintage truck or van that still works for its living. Pat Walsh spotted this Citroën Type H while he was out for a walk in Stone Harbor, New Jersey, and had to take some photos. It's owned by a company called Refugia Design, whose tagline is "functional design for the American landscape." You can see another photo of the van on their website, www.refugiadesign.com. (See, business owners? Using an older work vehicle really can get you some free publicity.) "These finds and your magazines can make my day," Pat writes.

Lacanau, France

As an American who doesn't speak a lick of French and hasn't been to the country, it's easy enough to scan this carspotting scene for a familiar word—Bordeaux! However, that looks like the ocean at the end of the avenue, and Bordeaux ain't on the ocean. Fortunately, the folks at the *Voitures des années 60s* Facebook page suggested Lacanau—a beach town not far from Bordeaux—and indeed after poking around on Google Street View, we see that the photo was taken from the *Place du Général de Gaulle* looking down the *Allée Pierre Ortal*. When it was taken is another matter, perhaps one we can resolve by identifying the cars in the photo. To see a larger version and join in the discussion, visit HMN.com/Lacanau. —Daniel Strohl



Recently discovered an unusual or noteworthy car? Share it with our readers. Photographs, commentary, questions and answers can be submitted to Lost & Found, c/o Hemmings Sports & Exotic Car, P.O. Box 904, Bennington, Vermont 05201, or emailed to dlachance@hemmings.com.

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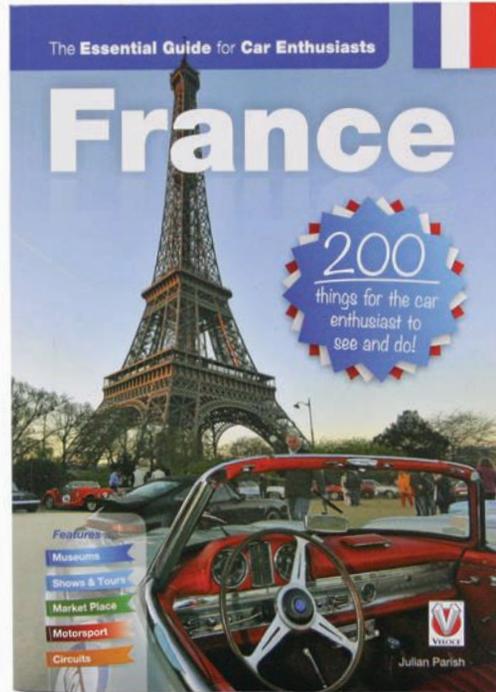
“ERIK IN THE SNOW”» The May 27 death of international rallying superstar and Saab Cars ambassador Erik Carlsson evoked strong emotions in his many fans around the globe. One of the many people he knew and helped, noted Saab author Lance Cole, has created an artistic tribute to him that he calls “Erik in the Snow.” This dynamic acrylic painting shows the famous number 283 Saab 96 in which Carlsson and co-driver Gunnar Palm won the 1963 Monte Carlo Rally.

“Erik was very kind to me on the occasions I met him,” Lance explains. “As he was to so many, he was a true hero and an amazing man. I wanted to capture the exuberance of his driving and the spirit of Saab, so how else but via a painting of his Toreador Red Saab 96 two-stroke, depicted on a snowy Monte Carlo Rally scene en route to victory.”

This painting is available as a giclée print in three sizes, as well as a limited-edition artist’s remarque. A portion of the proceeds will be donated to the Saab Museum in Trollhättan, Sweden.

Cost: 8.3 x 11.7 inches, \$39; 11.7 x 16.5 inches (500 copies), \$70; 14 x 18 inches (250 copies); \$118.

Contact: colemediacomms@yahoo.co.uk



FRANCE, FOR CAR ENTHUSIASTS» It’s in here, naturally, but there’s a lot more in France for enthusiasts of import cars to savor than just Le Mans. Julian Parish, the author, takes you on a 250-page softcover odyssey to some 200 automotive-themed venues and Gallic attractions. The story is divided up by region, and the events run year round. Some of this stuff, you’ve likely never heard of. We were enthralled, for example, by the Locomotion en fête celebration that takes place in La Ferté-Alais, outside Paris, which not only attracts vintage cars, but also the likes of steam traction engines and military vehicles. It travels to the former Schlumpf collection, Rétromobile, and more museums than you probably realize were located in this marvelous country. Cost: \$27.95.

Contact: 800-458-0454; www.veloce.co.uk

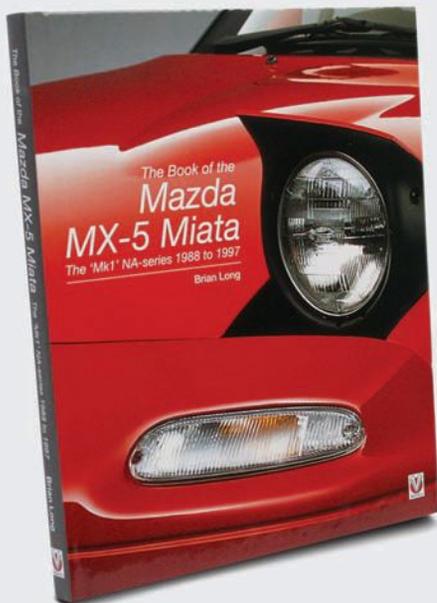
FERRARI F40» Everything just got a little more awesome (you *have* seen the movie, right?), because the Lego folks have just brought out a build-it-yourself model of Ferrari’s late-1980s supercar flagship, the F40. The set includes 1,158 Lego pieces, which, when assembled, create a model that’s 10.6 inches long, 5.5 inches wide and 3.1 inches tall. There’s a rear hatch that lifts up to reveal the V-8 engine and its twin turbochargers, which can be lifted out for

closer examination. The front panel opens to reveal a luggage compartment, complete with tools, and the doors swing open. The headlamps flip up, too. Lego worked closely with Ferrari to ensure the accuracy of the model, which required two new pieces – the windshield and the five-spoke rims – and the production of some existing Lego pieces in new colors.

The F40 is part of the Lego Creator Expert line, whose previous automotive subjects include the Mini Cooper, the Volkswagen camper and the Mercedes-Benz Unimog. Cost: \$99.99. Contact: [Lego; Item #10248; 800-835-4386; lego.com/shop](http://lego.com/shop)



1960 ROLLS-ROYCE SILVER CLOUD II» Minichamps has seen many of its rivals step up their games in the world of 1/43 models, but it remains a standard-bearer, as evidenced by the quality of this drop-top Royce. Represented is the drophead coupe by coachbuilder H.J. Mulliner, just 107 of which were produced. The shape of the body appears to be highly accurate, and is coated in beautifully glossy paint. Nice details abound: the smoked plastic sun visors, the black steering wheel, the separate lenses for the head- and taillamps, the correctly shaped backs of the bumper guards and more. The Silver Cloud II was an important model for Rolls-Royce, debuting the company's first V-8, and Minichamps' replica does it justice. Cost: \$79.99. **Contact:** Minichamps; Item #P436134930; 800-639-1744; replicarz.com



THE BOOK OF THE MAZDA MX-5 MIATA» While the MGB may be the best-selling classic sports car of all time, its modern equivalent – Mazda's purist MX-5 Miata roadster – has gone on to raise the bar in popularity and inspire new generations of sports car lovers. Veloce Publishing has debuted a fully revised and updated version of author Brian Long's definitive Miata history book, now focused and expanded to cover the first-generation, NA-chassis MX-5.

The 144-page hardcover follows the car from its mid-1980s gestation through the end of production in 1997, and it includes MX-5s from all the major markets. Every special edition and show car is included, and the book is filled with rare images and advertising artwork. It's a must-have if you're a Miata fan. Cost: \$50. **Contact:** 800-458-0454; veloce.co.uk



IN THE KNOW» For decades, hardcore imported-car enthusiasts were part of an open-minded, fun loving fraternity whose members took pride in knowing the right car "lingo." The new firm of CodeNameGear offers hardcore car guys and gals a subtle, unique and affordable way to share their passions with the world. These T-shirts are decorated with tasteful graphic fonts representing our favorite automakers' most iconic models, engines, paint colors, race tracks and more, presented in a way that fellow enthusiasts will understand. Many European and American automaker designs are already in production, with more to come; custom T-shirt colors can be specified for an additional \$5. Cost: \$22 each plus \$3.50 shipping. **Contact:** codenamegear.com



Classic Expo Salzburg

Wolfgang Amadeus Mozart wasn't the only notable native of Salzburg, Austria; this city is also the home of that classic car enthusiast favorite, the Classic Expo Salzburg. This international trade fair for classic cars and parts, held from October 16-18, is in its 11th year. It will mark the starting and ending point of the Salzburg Rallye Club's Salz & Öl-Rallye vintage rally, offer the excitement of a live Dorotheum auto auction, and welcome about 250 exhibitors and 25,000 visitors from more than 10 countries.

Adult day tickets for this event, held at the International Exhibition and Convention Center Salzburg, cost €13 (\$14.20); they are €10 (\$11) for seniors and teens ages 16-18, and €4 (\$4.50) for children ages 6-15, while a three-day ticket costs €24 (\$26). Learn more at www.classicexpo.at/start-1046.html.



UNITED KINGDOM

JAPAN



British-built Civic Type R For Export

Honda's U.K. factory in Swindon, located west of London, has long built hot Civics for export—indeed, this was where our market's seventh generation, 2002-'05 Si hatchback originated. Newly appointed Honda Motor Company CEO Takahiro Hachigo announced this past summer that Swindon will be the sole producer of the ninth generation Civic Type R; the Japanese home market (and the rest of Europe) will be importing this flagship model, which is arriving in dealerships this month.

The hardcore new five-door Type R—which, of

course, is not slated for the U.S. market—is the highest-performance Civic ever built. It's powered by a new 306-hp, 2.0-liter, turbocharged inline-four with Honda's famous VTEC variable valve timing, and puts that power to the front wheels through a six-speed manual transaxle and trick adjustable suspension. The Nürburgring-conquering Type R's wild body kit is said to be 100-percent functional for aerodynamics, and the top speed is a sizzling 167 MPH. This isn't your daughter's Civic—check it out at type-r.honda.co.uk.



SWEDEN



NEW ZEALAND

Volvo's Polestar in the News

The independent Swedish company Polestar has been Volvo's official racing partner since 1996, and in the past four years, has created a number of highly tuned one-off concept and limited-production cars for the Gothenburg manufacturer. It was announced in July that Volvo Cars purchased 100 percent of Polestar's tuning division, which it will position as a performance sub-brand in line with Mercedes-Benz's AMG. Polestar's racing arm will remain independent, and will be re-named.

The 350-hp Volvo S60 and V60

Polestar cars, of which 750 are planned for release in 2016, have become even more exclusive... in New Zealand. Why there? That's the home of Polestar's talented young V8 Supercars racing driver, Scott McLaughlin. Exactly 10 special Scott McLaughlin Edition S60 and V60 Polestars will be offered to New Zealand Volvo enthusiasts, and they'll sport special cosmetic touches like black

20-inch wheels, color-coded side skirts and signature badging. The best part: McLaughlin will personally take each buyer out on the track for a one-on-one driving experience.



FRANCE



Competition and Heritage

The primary theme of the 2015 edition of the popular Automédon Vintage Cars and Motorcycle Show, held at the Parc des Expositions at Le Bourget, outside of Paris, is the history of France's Grand Prix competition. Nine special displays will be joined by more than 100 enthusiast clubs and 250 parts and vehicles exhibitors to make the 15th Automédon the largest and most exciting yet. Among those special displays will be a tribute to Grand Prix-winning French racers from the 1910s through the 1930s, a celebration of racing and road Simcas in conjunction with Club Simca France, and for fans of two-wheelers, two podiums of historic British bikes and Ducatis. In typical Automédon style, the party spills outdoors into the huge vintage car park, where attendees will bring a wide variety of classics.

This event happens on Saturday and Sunday, October 11-12, from 9 a.m. to 7 p.m., and entry is €12 (\$13) for adults, €10 (\$11) for seniors and free for children under 14. Visit automedon.fr for details.



ITALY

Alfa Romeo Museum Reopens

The Alfa Romeo Museum (officially *La macchina del tempo*—*Museo storico Alfa Romeo*, or The Time Machine—Alfa Romeo Historical Museum) opened in Arese, Milan, in 1976, and was open by appointment until 2009, when the museum was shut as part of the Arese assembly plant's decommissioning.

Milan is the symbolic home of Alfa Romeo, so a move to a new venue was never seriously considered. Instead, architect Benedetto Camerana redesigned the historic structure, and renovation began in the summer of 2014. The new facility, which includes museum galleries, document archives, a café, book shop, event space, a test track and a customer delivery area for new cars, had its soft opening this past June 24, for the all-new Giulia's launch. It opened to the public on June 30, and visiting hours run six days per week (excluding Tuesdays).

Each of the museum's three floors centers on a different theme. The top floor is dedicated to the company's "Timeline," and features 19 cars that trace the history of the brand; the middle floor is devoted to "Beauty," and features themed areas centering on design; and the basement is devoted to "Speed," covering the brand's racing history from its 1911 24 HP model to its involvement in Formula 1, which lasted into the 1980s. In total, 69 Alfa Romeos are on display. FCA calls the museum the "fulcrum of the brand's rebirth." —By Kurt Ernst





1970 MG Midget

William Morrison

The Woodlands, Texas

The summer before my last year of architecture school in 1970, my friend Keith and I had the opportunity to work in Europe as part of a student exchange program. He got an assignment in England, and I went to Athens, Greece. I also took the opportunity to replace my 1960 Austin-Healey with a much more modern (I thought) British sports car. With economy in mind, I pre-purchased a new U.S.-specification 1970 Royal Blue MG Midget for delivery in England, opting to spend \$20 for a tonneau cover (wise), but not \$61 for wire wheels (not wise.)

In London the delivery process went smoothly, with one minor exception: After all the formalities were complete, we got into the car and headed for the gate. I conscientiously whipped out into the left lane. "Where are you going?!!" Keith said. Pause. "Oh..." he said, belatedly remembering the British penchant for driving on the left, and we were off on our great European adventure.

After visiting numerous cathedrals and other sites of architectural interest, I left Keith in Nottingham, intending to meet in Athens to drive back to Rotterdam where we, and the Midget, would embark for home. From Nottingham I went back to London and then off to Athens, but not before buying a set of "spanners" (as if I were going to fix something), a workshop manual (for 16 "bob") and a few other essentials. En route to Athens I had clutch issues and was stranded in Brussels for several days while it was replaced. Twice.

Thankfully, under warranty. I arrived in Athens only a couple of days late. My assignment at the Public Electric Corporation went well, and I actually gained some work experience while having extensive cross-cultural experiences with the staff, including Alexandra, who would eventually become my wife. The Midget was a popular participant in many of these experiences, and, in fact, Alexandra and I had our very first date in it. At least as much of a "date" as could be expected in Greece in that era. Keith did not make it to Athens, but, after adventures and misadventures too numerous to mention in Greece and the rest of Europe, I made it to Rotterdam, sent the Midget on its way and took my leave of Europe.

Fast forward through the completion of architecture school, the Peace Corps, a wedding in Athens and return to Louisiana. From Louisiana we drove the Midget to Wyoming, where it endured, as our sole means of personal and work-related transportation, incredibly harsh winters, springs and falls, but pleasant, virtually humidity-free summers. After seven years of winter in Wyoming, we returned to Louisiana for 33 years of humidity-drenched summer. There the Midget served for a number of years as a dutiful, sort of reliable, daily

driver and ultimately, after hibernating for a few years, rising to its true calling: an occasional-use sports car. Among many family adventures during this time, the Midget brought home from the hospital both our daughter and our son, the former out of necessity, the latter, tradition.

The Midget now resides with us in our new home in Texas. The repairs to this car are the stuff of legend, but it has only a few modifications, including an anti-roll bar, electronic ignition and the mysterious disappearance of the smog pump. For years I have begged my son to take it (certainly no thought could ever be given to selling it), but it appears this 45-year love/hate relationship is not about to end. 🌐



Athens, 1970



Texas, May 2015



Greece, 1970

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DAVID LaCHANCE, EDITOR
1968 2000 TC

ROVER

Ever since I brought the Rover home, to these many years ago, I've wanted to do something about the back door on the driver's side. Most—well, much—oh, *all right* then, some—of the car's April Yellow paint is original, and I've been on the fence on the preservation vs. restoration question. But the damage to the back door is nothing you'd want to keep. Damaged and repaired early in the car's life, the door has been shedding bits of filler and paint, exposing more and more metal to rust.

The car came with a spare, rust-free door—in Arden Green—that I'd always intended to spray April Yellow. But that was before this summer, when fellow Rover enthusiast Earl Moffatt, the proprietor of Baldwin Motor Company in West Stockbridge, Massachusetts, made me an offer I couldn't refuse.

When I pulled into a parking space at the restaurant where our RoveAmerica banquet was to take place, Earl pulled in next to me, in his beautifully restored red 2000TC. He got out, looked at my car,

smiled, and said, "I've got a yellow door, you know, if you want it."

And so, I made the trip to West Stockbridge a couple of weeks later to trade my green door for Earl's yellow door, pulled off one of his parts cars. I do have to clean it up and replace a rotted window seal before I do the swap, and I also need to exchange windows; Earl's car had tinted glass, and mine does not. But it's really in great shape, and its patina will blend in perfectly with my TC's.

There's a possible Chapter 2 to this story. Earl has an entire parts car with tinted glass, as well as a factory air-conditioning unit that would be a great addition to my car. Sounds like a great winter project to me.

The Rover also got a new battery this

month, as did the Bertone X1/9. Both cars exhibited the same symptom: The battery wouldn't hold its charge, although my multimeter told me there was no drainage going on, and the alternators were up to snuff. Maybe now the battery charger can get some rest.



TERRY SHEA, ASSOCIATE EDITOR
2002 M COUPE

BMW

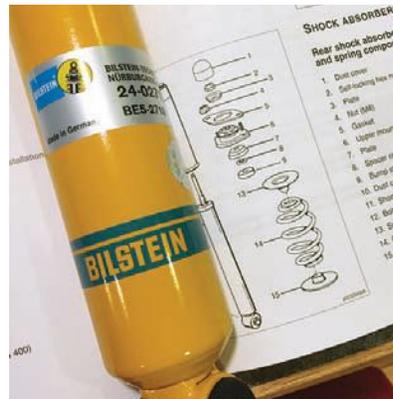
With most BMWs since the dawn of the *Neue Klasse* in the Sixties, changing out the rear shocks is a relatively straightforward affair. To unbolt the top of the shock, you just peel back a piece of carpet in the trunk. Not so with the M coupe.

Since it is a hatchback, the area above and around the rear floor is fully finished, with dozens of bits of trim, molded carpet, package privacy shelf and roll-up screen, a subwoofer and various other stuff—all of which must come out, right up to and including the front seat belts, in order to simply get access to the top mounting bolt and shock mounts.

No joke—to do it by the book, to service the rear shocks, you have to remove the front seatbelts (there are no rear ones, of course). If you are careful, you can get away with removing only about 75 percent of the trim and whatnot. The trick is to be sensitive to the lower rear window trim (which lies partially under the seatbelt components, hence that step) and just bend it up a bit to remove the molded rear carpet and insulation over the inner wheel well.

Getting everything out is quite the challenge, as the space is cramped, the fit is tight and each consecutive piece seems more inaccessible than the previous one. As I write this, in my garage

are currently 60-something pieces of carpet, trim and various fasteners awaiting that final molded carpet removal to get to the shock mounts. Everything is carefully laid out in a general facsimile of the position each piece occupies in the car, so that when the "assembly is the reverse of disassembly" part goes down, it should all go back together in the proper place and sequence. Stay tuned....



THE FLEET

STAFF MEMBER
VEHICLE

RUNNING

✓ YES

✗ NO

.....
RICHARD LENTINELLO, EXECUTIVE EDITOR

- 1955 TRIUMPH TR2 ✗
- 1960 TRIUMPH TR3A ✗
- 1967 TRIUMPH GT6 MK 1 ✓
- 1968 TRIUMPH SPITFIRE MK 3 ✗
- 1970 VOLVO 142S ✓
- 1990 BMW 325i CONVERTIBLE ✓
- 2013 MINI COOPER ✓

DAVID LaCHANCE, EDITOR

- 1968 ROVER 2000 TC ✓
- 1970 ROVER 3500S ✗
- 1987 BERTONE X1/9 ✓
- 1978 TRIUMPH SPITFIRE 1500 ✓
- 1989 VOLVO 780 TURBO ✓
- 1993 MERCEDES-BENZ 190E 2.3 ✓

MARK J. McCOURT, SENIOR EDITOR

- 1980 MG MGB ✓
- 1991 SAAB 900 S ✓
- 2000 VOLVO C70 COUPE HPT ✓
- 2013 VOLVO C30 T5 R-DESIGN ✓

NANCY BIANCO, MANAGING EDITOR

- 1967 VOLVO 122S WAGON ✗

J. DANIEL BEAUDRY, MANAGING EDITOR

- 1971 MG MGB ✓

TERRY SHEA, ASSOCIATE EDITOR

- 1969 SUNBEAM ALPINE GT ✗
- 1974.5 MG MGB ✗
- 2002 BMW M COUPE ✓

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- 2002 SUBARU IMPREZA WRX ✓



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A big find

When your daily driver is something as small as a Honda Z600 and your coworkers are a bunch of pranksters, you have to be prepared for finding your car in unusual places, as Brian Joseph's wife learned back in the early 1970s. "They would pick up her car and move it to a different spot at least once a week," Brian writes. "The worst time was when they carried it onto the service elevator and ran it up to the second floor. So after a while we sold it and got a bigger car, which was easy, because everything is bigger than the Honda 600."

Of course, they regretted selling it. Recently, they began searching for another, and had the good fortune to find a 1972 example for sale in St. Louis, Missouri, last year. It hadn't run in 25 years, but was in showroom condition.

"A Honda dealer had taken it on trade in 1990," Brian explains. "The owner of the dealership decided to keep it, and ordered a restoration.

Twenty-five years ago, many parts were available from Honda, so the car got virtually everything new: bumpers rubber, emblems, glass, fuel tank, exhaust, etc. It was stripped to bare metal and repainted inside and out. Show quality. Then it sat in their showroom for 24 years."

Brian flew down from his home in Blacklick, Ohio, and paid the full asking price of \$5,995. "They sent one picture, and I knew it was the right car. I knew it



would cost more than \$20,000 to make a car this nice. We returned later that week with a 6-by-12 U-Haul trailer and towed it back to Ohio."

Brian recommissioned the brakes and cleaned out the fuel system, and the little Honda started on the first try. Since then, the couple has enjoyed showing the car, which seems always to win trophies—including some best-of-shows. "It will be a keeper!"



900 reasons to smile

Ever since Jonathan Baldwin lost his 1985 Saab 900 SPG in 2011 to "a Mercedes-G class-driving, cellphone-talking, red-light-running soccer mom," he's been looking for another. He found a promising 1988 900 Turbo through a website, one equipped with the Airflow kit, consisting of SPG side skirts, deeper front and rear air dams and a "whale tail" rear spoiler.

As the car was in California and he was in Georgia, he asked a friend who lived near the seller to check it out for him. Aside from some peeling clearcoat, the car appeared to be in good condition, though it did need some attention. Jonathan bought the Saab and had it shipped to his home in Winder, just outside of Atlanta.

"I've since had the body and Airflow panels stripped bare and repainted in its original color, Malachite Green; have had the wheels repaired and completely refinished; replaced the tires, alternator, radiator, cooling fan sensor, cooling fans, brake pads and rotors, battery, front and rear shocks, rear springs, vacuum lines, radio (original was there, but no code to re-activate it), various inside trim pieces and covers; refinished the mirrors, and re-covered the rear deck cover," he writes.

"The seller claimed the engine was rebuilt about 20,000 miles ago, and from the looks of the spotless valvetrain when I had the valve cover off, I believe it. Clutch, brake master cylinder, clutch slave cylinder and lines all appear to be new." Having owned several 900s over the years, Jonathan did everything but the paintwork.

"The driving experience is truly one of a kind," he reports. "Yes, there are smoother, faster, quieter, more luxurious or sporty cars out there, but this 900 Turbo is just the right mix of everything I enjoy about the hobby. Now that its restoration to factory specs is nearly completed, my intention with this 900 Turbo Airflow is to keep it that way for as long as possible. It will never be pressed into service as more than a nice-weather weekend smile generator for me, and really, what more could you ask for?"

Want to see your car on this page? Email one or two good, clear digital photos and one or two paragraphs about your car to dlachance@hemmings.com, or tuck the story and photos in an envelope and mail them to *Hemmings Sports & Exotic Car*, P.O. Box 904, Bennington, Vermont 05201. Thanks!

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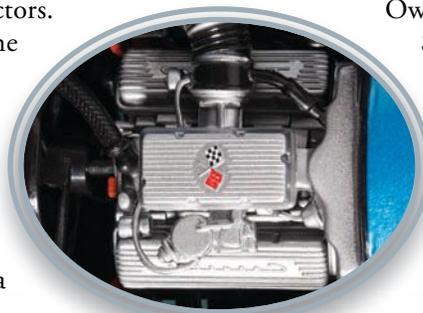
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Dudley Noble

The pioneering PR genius of Rover



BY JIM DONNELLY

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No matter what designers might like to believe, automobiles do not sell themselves. You need a combined campaign of publicity and advertising to make people aware of what you're trying to sell. That was even more true when there were scores more producers of cars than there are today, all scrambling for buyers, some of whom were skeptical that a car was better than a ride on a tram or in a train carriage. From the most inauspicious of beginnings, Dudley Noble pulled off what might have been the single biggest public relations coup of the early British motoring industry.

Born near Canterbury in 1893, Noble was fascinated by the emerging world of motorcars while he was still an adolescent. He was galvanized by the sight of a 400-mile motorcycle trial that occurred in 1904, and then proclaimed that he would spend his life in the automotive industry, such as it then existed, which greatly displeased his father. Six years later, he was at a London motorcycle show and became smitten with a 3.5-hp Rover. He bought one while working as a projectionist, did well in local trials, got his name into some local enthusiast publications and managed to wangle a position with the Rover factory in Coventry as a test rider. Noble was captured aboard a Rover in what may have been the very first promotional film commissioned by any British motor manufacturer. He traveled with the factory team to the Isle of Man just before World War I, armed with a cam-

era, where he recorded Rover's performance in the now-fabled Tourist Trophy. During the war, he served as a lorry driver with the Royal Engineers.

Noble had acquired some journalism experience as a freelance writer and photographer for racing newspapers, and after the war, he secured a staff position with Temple Press, whose publications included *The Motor*. He became known for covering motorcycle trials, including a big one from Paris to Nice in 1920. The term "public relations" scarcely existed yet, but Rover evidently had some ideas about Noble's capabilities. He was shortly asked to report to Coventry and take over Rover's advertising and publicity.

It did not take long for Noble to achieve a PR blast without precedent. In the 1920s, the Calais-Mediterranee Express, which linked the upper coast of France to the Riviera, was one of Europe's prestigious crack passenger trains. Noble already had some familiarity with French railways since he rode them while covering trials for Temple Press. By 1930, Rover was producing automobiles and was about to unveil a new one, the Light Six. Rover's directors asked Noble for some ideas on publicizing it. He immediately suggested a race between a Light Six and the express, known as the Blue Train for the color of its cars, along its 750-mile run. It took three tries, but the Rover, with Noble as its lead driver, eventually scored a victory over the train later in 1930, a feat that ended up on page one of the mass-circulation *Daily Express*.

Regrettably, Noble hasn't usually gotten the credit he deserved for beating the Blue Train. That's because the far better-known Bentley race driver and executive Woolf Barnato duplicated the accomplishment only two months later. That event lives large in Bentley folklore, with Barnato widely credited with a landmark run that he wasn't the first to make. Nonetheless, Noble finished his career by founding a British gathering of automotive journalists in 1944, which evolved into today's prestigious Guild of Motoring Writers.

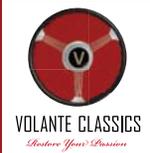
Noble served as its president for a time. He also edited *Mileposts* magazine, a quarterly designed to rekindle Britain's love of motoring, in the early days after World War II. 🌐





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Photo by David Stuursma at 502 Auto Club of Louisville, KY

Pininfarina's

On the road in Ferrari's beautiful **1984 308 GTS**

WORDS AND PHOTOGRAPHY BY RICHARD LENTINELLO



Of the approximately 200 different Ferrari models designed by Carrozzeria Pininfarina since its first Ferrari styling exercise, a convertible on a 212 Inter chassis that appeared at the Paris Salon in 1952, many of the most notable were born from the highly creative mind of one designer, Leonardo Fioravanti. Hired in 1964 at the age of 26 as one of Pininfarina's in-house automobile designers, and working there for some 24 years, Signor Fioravanti was responsible for creating the striking 246 Dino, the gorgeous 365 GTB "Daytona," the ever-handsome 512 Berlinetta Boxer, and what may be the most celebrated Ferrari production car of them all, the beautiful 308 GTB.

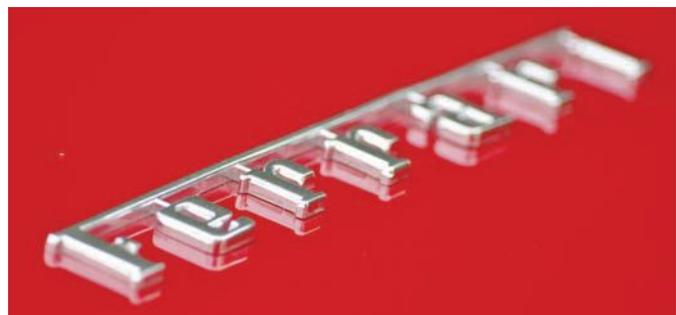
While Fioravanti went on to design many other memorable Ferraris, including the clean-looking 400, the incredible 288 GTO and the then-radical F40, the 308 GTB in its purest form was his true masterpiece. It's a design that has few peers, and will surely go down as one of the greatest automotive shapes of all time.

The first look at this sensational-looking sports car took place back in 1975 at the Paris Motor Show; to say that the crowds were blown away by its beautifully shaped body would be an understatement. Everyone the world over was enamored of the 308's stunning form, a feeling that still holds true for many enthusiasts to this day.

Masterpiece



When you admire the side profile of a 308, you see a well thought-out, cohesive design whose front portion blends perfectly into the rear; that's the advantage of a car being designed by a single stylist instead of by a team of individuals who all have a different perception of what the car's shape should be. With near equal front and rear overhang, the 308's proportions are textbook perfect. But its distinguishing design element is that line that forms the profile of the front fender, then flows effortlessly down towards the rear, while forming the shape of the car's signature side air scoop. Then the line that starts at the base of the windshield—which perfectly interconnects with the top of the



1984 FERRARI 308 GTS QUATTROVALVOLE

Engine	Aluminum 90-degree DOHC V-8, four valves per cylinder
Displacement	2,927 cc (178.6-cu.in.)
Bore x stroke	81 mm x 71 mm
Compression ratio	8.6:1
Horsepower @ RPM	235 @ 6,800
Torque @ RPM	188-lb.ft. @ 5,500
Main bearings	5
Fuel system	Bosch K-Jetronic fuel injection
Electrical system	12-volt, Marelli Microplex ignition
Exhaust system	Dual
Gearbox	Ferrari five-speed manual
Differential	Transaxle, 4.063:1 gear ratio
Steering	Rack-and-pinion, power assist
Brakes	Four-wheel ventilated disc, power assist
Chassis & body	Steel body on tubular steel chassis
Suspension	Front: Unequal length A-arms, coil springs, Koni gas shocks, anti-roll bar; Rear: Unequal length A-arms, coil springs, Koni gas shocks, anti-roll bar
Wheels	16x8-inch Speedline alloys
Tires	Bridgestone; Front: 205/55 VR 16; Rear: 225/50 VR 16

WEIGHTS & MEASURES

Wheelbase	92.1 inches
Overall length	174.2 inches
Overall width	67.7 inches
Overall height	44.1 inches
Front track	57.5 inches
Rear track	57.5 inches
Curb weight	3,230 pounds

CALCULATED DATA

Bhp per liter	76.6
Weight per bhp	13.7 pounds
Weight per cu.in.	18.1 pounds

PERFORMANCE

0-60 MPH	6.6 seconds
Top speed	152 MPH

PRICE

Base price (new)	\$59,500
Market value (today)	Low: \$30,000–\$40,000 Average: \$50,000–\$60,000 High: \$75,000–\$90,000



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So well preserved is this 308 that the original tool kit is complete and in perfect condition, and the spare tire has never been used. No wonder it won a First Place Preservation Cup award at the 2010 Cavallino Classic.

front fender—outlines the rest of the rear quarter panel in a very subtle, but defined, rising form. In short, it's a stunning sports car shape that looks as fresh today as it did some 40 years ago.

The first iteration of the 308 GTB was produced from 1975 to 1980, with the open-top 308 GTS available from 1977 to 1980. To make the car more reliable and tractable, the four twin-choke Weber carburetors were replaced with Bosch K-Jetronic mechanical fuel injection on the 1980-'83 308 GTBi/GTSi models. Next came the 1982 308 Quattrovalvole, or QV, model, with four-valve cylinder heads, which lasted through 1985. Then the 308 received its first major facelift, as well as a new model designation, when it was transformed into the 328 for the 1985 model year; it lasted through 1989.

Like many enthusiasts, I, too, was blown away upon seeing the 308 GTB for the first time. And I remember well the day that I received the December 1976 issue of *Road & Track* in the mail with the blue 308 in action on its cover. The tagline read: "Probably the best sports car I've ever driven—Bob Bondurant."

It was an insightful look into how the Ferrari 308 drives and handles at speed. Bondurant went on to say, "The main thing I like about the 308 is that the car is so neutral you can do anything you want with it. In other words, it doesn't understeer badly or oversteer badly. It is an easy car to drive, so you can go through a turn, lift off to make the car oversteer and then just really plant your foot in it and it takes off."

Bondurant continued, "This is so much better than a Daytona. That car steers heavy, sits high and has a bag of power, but you can't really use the power like you can in this car. This is more like driving a Ford GT40 when they first came out."

And finally, "You get into a Porsche and they work fine up to a certain speed and then they can go into an understeer or an oversteer; kind of a snap oversteer. With the 308, even the guy who isn't quite as adept could take it that much closer to the limit."

Our feature 1984 308 GTS QV is owned by John Giltinan, of Palm City, Florida, who by day is the curator of the remarkable antique car collection at the Elliott Museum in nearby Stuart. For John, a Ferrari 308 has always been atop his list of must-have





automobiles. “I love the Pininfarina styling,” he gleefully told us. “It is a beautiful car from every angle. The styling, combined with the sounds made by its V-8 engine, just knocked me out!”

That engine, of course, is Ferrari’s well engineered double-overhead-cam all-aluminum V-8; it displaces 3 liters, hence the car’s name—308. Fitted with the mechanical fuel injection of the preceding GTBi/GTSi, it produces 235 horsepower, which by today’s standard is fairly conservative. However, its mid-engine location just behind the passenger cabin, yet in front of the rear wheels, makes for remarkable, balanced handling characteristics; it’s attached to the requisite five-speed manual gearbox.

John discovered this well-kept gem at the Cavallino Classic,

the all-Ferrari concours that is held each January at The Breakers in Palm Beach, Florida. This was back in 2007, but it wasn’t until February 2008 that a deal was made for John to be the next owner of this extraordinary 8,000-mile beauty. With so many 308s having been well used and somewhat abused, finding such a well-preserved, all-original example, with its original paint still perfect, is indeed a rare occurrence.

Regarding the car’s driving characteristics, John ecstatically told us, “This car is a blast to drive. The steering and chassis are very communicative, so you always know what is going on. The car forces the driver to participate—it does not drive itself. The steering is a bit heavy, but road feel is wonderful. The gated





Issued by Ferrari Classiche, the Certificato di autenticità shown below certifies this car's authenticity. Leather upholstery, console, steering wheel and instrument panel are all in perfect original condition.

shifter works surprisingly well. The dogleg first gear position takes a moment to get used to when I have been driving my other cars and then get into this one. And the faster this car is driven, the happier it is. It just smooths out and sings when driven fast. Once you're seated inside, it is very comfortable and all of the controls are easy to reach. The sound of the engine as you run it up through the gears is just wonderful—it always makes me grin like a little kid.

"As for slowing down, the brakes always perform in an excellent manner. The car's four-wheel discs and power assist stop the car quickly and without any drama."

So to back up his claim as to just how much fun it is to drive a 308 GTS, John graciously allowed me to take control of his beloved Ferrari for a nearly half-hour road test. With the roof panel removed to better accommodate my 6-foot-4 frame, I slid down into the slender seat with ease. The driving position was reminiscent of the Fiat 124 Spider I once owned; it's that classic Italian driving position, with arms stretched out and legs pulled towards you. The pedals are slightly offset towards the center,

but you hardly notice that after a few minutes of driving. All the instruments are in clear view and everything is in easy reach, with rearward vision through the short rear window being just enough to make lane changes harmless.

Because my legs are so long, the shifter kept ever-so-slightly hitting my kneecap when it was positioned in first gear. The rest of the shifts were free flowing, albeit slow due to Ferrari's signature slotted gate. Again, you quickly get used to its slotted pattern. Best of all, that shifter makes you really feel like you are an integral part of the machine, directly linking your arm to the gearbox. The clutch was a bit hard and stiff, yet the actuation was positive.

Even though there's only 230 horsepower on tap, every single one is usable and makes itself known. The 308 surges ahead in a quick, but controlled manner; not lightning fast, but refined fast. And with the base of the wide windshield down and up close, the road ahead is clearly visible at all times, as are the tops of the fenders. It's a view that's very inspiring.

Best of all is the car's handling ability. It corners very flat, with a confident quality that is very reassuring—no doubt due to its tendency



to understeer slightly. The steering is quick and light in feel, thanks to the engine being in the rear. Stopping quickly from speed is highly effective and just as reassuring, with a firm pedal feel. No wonder 308s are so popular with enthusiasts who enjoy driving their cars on a regular basis, if not daily. If ever there was a sports car that could be labeled a “daily driver exotic,” Ferrari’s 308 is it.

When it comes to saying negative things about owning a 308, John had almost nothing to report, except that “it is difficult to get in and out of. Fortunately, I am agile enough to be able to deal with it.”

And when talking about maintaining the car, John used the phrase, “very carefully” more than once, proving just how serious he is regarding maintaining the Ferrari’s composition and preserving its character. “I strictly follow the factory maintenance schedules and only use mechanics who specialize in Ferraris. I also ensure that only Agip Sint 2000 synthetic 10W-40 oil is used. Although I only drive the car about 300 miles per year, an annual oil change is still in order.”

As to preserving the interior, John told us: “I use Fiebing’s Glycerine Saddle Soap to clean the leather, followed by an application of Voodoo Blend Leather Rejuvenator from Surf City Garage that replenishes the oils in the leather. And when it comes to cleaning the original *Rosso Corsa* red paintwork, I wash the body using only distilled water, followed by an application of 3M Perfect-It Show Car paste wax.”

John went on to say, “What makes this Ferrari so special to me is that it’s the first low-mileage, excellent original car I ever purchased. It was an emotional purchase that I almost talked myself out of, but I am glad that I didn’t. What I like most about this 308 GTS is the car’s craftsmanship, the styling, its handling, and the wonderful sound of that V-8 engine.” 🌐

OWNER'S STORY



A Ferrari 308 has always been atop my list of must-have automobiles. I wanted the best, original, low-mileage example that I could find, and this car was it. More meaningful, though, is the car’s design. I love the Pininfarina styling. This is just a beautiful car from every angle. The styling, combined with the sounds made by its four-cam V-8 engine, just knocks me out! **—John Giltinan**



HE WHO DARES, WINS. SOMETIMES

Fortune favors the bold, but look before you leap:
12 cars (and their manufacturers) that took a chance.
Results may vary.

BY JEFF KOCH • PHOTOGRAPHY FROM HS&EC ARCHIVES, AND AS CREDITED

Car companies rarely take chances anymore. Worldwide crash and emissions standards, an increasing standardization of toys that were once never dreamed of in cars at any price, marketing clinics full of products that ape excellence without going beyond the benchmark, the sheer cost of tooling up for and building the blasted things, and corporate boards demanding ever-greater dividends for shareholders... the desire to build one car for the world breeds homogeneity. No wonder car companies are scared stiff.

When we chose to highlight the 60th anniversary of the Citroën DS in this issue, we stood in frank admiration of the guts it took for Citroën to pull this car off. It

got us wondering: What other cars were so daring in their own time? We were looking for mainstream cars that took a chance—that were a real risk for the companies (and their employees) that willed those cars into existence. Cars that forged ahead despite what product planners and sales numbers may have told them. Cars that had the future of the company riding on their shoulders. Some stood up to the challenge; some sank under its weight. Some clunked along until new issues, solutions, and/or owners came about.

We sought to separate technical innovation out of the equation, though it is occasionally a byproduct of this type of thinking. Adding spec onto a car—an overdrive transmission, disc brakes, fuel injection—

can result in important advances, but tangential to our thinking and ultimately not make-or-break components. And so, what is more daring: a low-production, high-concept showpiece full of exotic materials and performance potential from a car company in rude health, or a complete *volte-face* on the principles that created that healthy company in the first place? The cars themselves may not have been daring on their face; that's not to say the companies making them didn't take a chance on creating them.

Right or wrong, successes or failures, loved or forgotten, the 12 cars mentioned here took a big chance, and are to be applauded for taking that risk that few car companies do anymore.

TATRA 77

Tatra, Europe's third-oldest car builder after Daimler and Peugeot, specialized in technical innovation: the swing-axle, independent-rear-suspension, backbone-chassis'ed 11 of 1923; the four-wheel-braked 12, and the 1926 17 with fully-independent suspension. The 77, launched in 1934, added aerodynamic styling and an air-cooled, three-liter, 75-hp V-8 with overhead valves, hemispherical combustion chambers, dry-sump oiling, and extensive use of magnesium. Even for the '30s, even for Europe, the Czech-conceived-and-built Tatra was deeply weird. When Hitler dreamed of a car to drive on his autobahns, he dreamed of the Tatra 77; Ferdinand Porsche was so influenced by Tatra engineer Hans Ledwinka's work that VW would later pay a single, million-mark lump-sum royalty. Barely 250 T77s were built before war broke out and Tatra was consigned to building military vehicles. After the war, its position behind the Iron Curtain rendered concepts like "sales numbers" and "success" irrelevant.



PHOTOGRAPH COURTESY PEBBLE BEACH CONCOURS D'ELEGANCE

LANCIA LAMBDA

Lancia didn't know any other way. Pioneering technical achievements were often theirs to claim: The '13 Theta with standard electrical system; the '48 Series 3 Ardea's five-speed gearbox; the '50 Aurelia's V-6 engine. The 1922 Lambda introduced a monocoque chassis, V-4 engine, and a "sliding-pillar" independent front suspension incorporating spring and shock into a single unit—simultaneously. Few, if any, systems interchanged with other Lancia models, not that there were many other Lancia models to choose from (the Kappa and Dikappa overlapped only in 1922, and the Trikappa and Dilambda luxury saloons were far up the food chain.) But because economies of scale could not be realized, because Lancia was fixated on quality and making its innovations work properly, and because sales stayed flat while production costs spiraled ever upward for the 11,000 nearly-hand-made Lambdas, Lancia hit financial trouble. 'Twas ever thus.



VOLKSWAGEN GOLF

In the early 1970s, a Volkswagen was round, slow, charming: a mainstream iconoclast. Engine in back, air-cooled, raspberry exhaust noises. Twenty million Beetles later, they were still America's top imported car. So consider the risk that the Golf represented: it turned everything we knew about VW 180 degrees. The mechanicals were hardly cutting-edge: transverse-mounted water-cooled inline four, front-drive, MacPherson-strut front suspension with beam rear axle, rack-and-pinion steering... this was increasingly the European small-car mold. But safety, noise, rollover (for convertibles) and emissions concerns, initiated in the U.S. and soon to be followed elsewhere, demanded solutions that were beyond the creaky old Beetle's abilities. VW couldn't afford a slow seller like the 411/412; as VW's bread-and-butter model, it would have been disastrous for VW if the Golf went wrong. 6.8 million Mk I Golfs later, we can report: they didn't.



PHOTOGRAPH COURTESY VOLKSWAGEN

SAAB 92

The war in Europe was over, plants were no longer being bombed out of the skies on a daily basis, and companies that built airplanes needed to rethink their business strategies. For Saab, the answer was to build cars: Production of the Saab 92 started in late 1949. Barely 20,000 were built through the end of production in late 1956, but Saab established its principles early on: front-wheel-drive, a two-stroke engine based on a DKW design, aerodynamic styling (for efficiency rather than styling reasons), and the sort of logical touches and obsessive engineering that aircraft engineers are known for. The roof, from the firewall to the rear bumper, was stamped in a single piece, while exceptionally rigid pillars created a safety cell for the passengers. Some successful early road-rally efforts also helped cement a reputation for toughness. A 60-odd-year history of remarkable cars was built from the bones of the humble 92.





ROVER 2000

It's hard to see now, but the Rover P6 was a radical ride in its day. Rover's reputation was built on comfort and conservative styling, but with the Rover P6 they chucked it all in for what amounted to a sports sedan: four-wheel disc brakes (with rears inboard), four-wheel independent suspension (with wishbones and horizontal, cowl-mounted springs [!] up front and a de Dion arrangement at the rear), radial tires, and an all-synchro four-speed gearbox. The engine was originally scheduled to be Rover's soon-abandoned gas turbine engine, so the 90-hp four was swimming between the wheel arches on launch; that extra room later gave the ex-Buick, all-aluminum 3.5-liter V-8 ample work space. Despite marketing's misgivings over selling a four-cylinder car in what until then had been a six-cylinder market, the P6 sold more than 322,000 copies over its 15-year-run.



PHOTOGRAPH BY DAVID LaCHANCE

PORSCHE 924 AND 928

Porsche's engineers faced the same issues that VW's engineers did with the Beetle, and came to the same conclusion: Don't modify the existing, but create something completely new to deal with emissions, noise and crash laws. The upmarket 928 was a homegrown solution and was launched with the idea of replacing the 911; the entry-level 924 was developed as an Audi and was



PHOTOGRAPH BY MARK J. McCOURT

handed over to Porsche at the last minute (much as the 914 "VW-Porsche" was some years earlier). Both were front-engined and water-cooled; both were hatchbacks. Both drew the ire of purists who firmly rejected the newcomers out of hand. Porsche (wisely) listened to its customers, kept the 911 around, slotted the 924 (and later 944) beneath and the 928 above, and sold a strong three-pronged sports-car lineup through the mid-'90s.



PHOTOGRAPH COURTESY BMW

AUSTIN SEVEN/MORRIS MINI

Following the 1956 crisis at the Suez canal, Morris engineer Alec Issigonis was tasked with creating a "proper" small car, while offering room for four and excellent economy. The result was the radical Mini: transverse-mounted A-series engine, with the transaxle sharing the engine's oil sump; front-wheel drive; light weight (most under 1,500 pounds); 10-inch wheels pushed to the very corners; unique rubber-cone suspension system; room for four adults inside, a 10x4-foot footprint. Completely unlike anything else in the staid Morris lineup of the era, the Mini was very much one man's vision of what a small car could (should?) be. Initial sales were so-so, but soon the Mini became a symbol of "Swinging London." A total of 5.3 million were built from 1959 through 2000; Mini outlasted Morris, Austin, Riley, Wolseley, BMC, British Leyland, Leonard Lord (who ran BMC at the time) and Issigonis himself.

PANHARD DYNA X

Did politics hasten or prolong Panhard's demise? After WWII wrapped, Socialist Deputy Paul-Marie Pons was charged with rationalizing the French car industry from 22 manufacturers to seven. Panhard was one of the survivors in Pons's eponymous Plan, but the company's *raison d'être* changed: Its pre-war line of luxury sedans ceased, and the government demanded construction of a front-drive family car based on engineer Jean-Albert Gregoire's "AFG" (*Aluminium Francoise Gregoire*) concept. Panhard built sedans, estates and *fourgonettes*, while Simca made coupe versions of the same basic front-drive, aluminum-skinned, 28-hp, air-cooled, two-cylinder, 1,300-pound, four-passenger car—as dictated by France's Ministry of Industrial Production. Once a proud builder of luxury saloons, Panhard now had no input beyond assembly. Just 47,000 Dyna Xs were built from 1948-'54; after buying a 25 percent stake in 1955, Citroën (them again!) fully absorbed Panhard's auto division by 1965.



CITROËN TRACTION AVANT

Technical innovation is in Citroën's DNA: It was the first mass-production car company outside of the States, and in 1924 it produced Europe's first all-steel-body car. A showcase for Citroën's know-how launched in April 1934: the upper-middle-class 7CV/11CV, nicknamed "Traction Avant," combining front-wheel drive, unit-body construction, hydraulic brakes, and torsion-bar suspension— independent in front!— in a single mass-produced package. It was a real game-changer in 1934: The lack of running boards and slicked-back grille signaled that there was something different about it. It also bankrupted the company. To build it, Citroën constructed a factory four times the size of its previous plant, which drove Andre Citroën to bankruptcy barely six months after production started; Michelin (Citroën's biggest creditor) picked up the pieces. The Traction Avant, meanwhile, lasted into 1957, and saw more than three quarters of a million built.

ASTON MARTIN LAGONDA

In the 1970s, expensive cars fell into one of two categories: outlandishly styled coupes and convertibles, or ever-more-conservative saloons. Aston Martin blew all of that up with the Lagonda. Announced in 1976, though none were delivered for another three years after, William Towns's saloon looked like one of Gerry Anderson's *Thunderbirds* props come to life: an extreme wedge in the then-in-vogue "folded paper" style. Inside combined the traditional richness of leather with high-tech electronics, including CRT screens in the instrument panel and touch-sensitive pressure-pad switches (with fonts straight out of *Space: 1999*). It was a bold move, but it worked. The Lagonda was hardly a volume affair—645 built from 1979-'90—but following multiple bankruptcies in the 1970s, Lagonda deposits between '76 and '79



PHOTOGRAPH COURTESY ASTON MARTIN

helped keep Aston afloat long enough to see in the '80s, and Victor Gauntlett's keen ownership.



NSU R080

NSU rolled the dice with the Ro80, and came up snake-eyes. In 1957, NSU tiptoed back into the car market; a decade later, NSU launched the Ro80. A twin-rotor Wankel engine, aerodynamic styling, front-drive mechanicals, luxury appointments, fully independent suspension, and four-wheel-disc brakes (with the fronts mounted inboard) were a big leap into the unknown for them. The press loved it, and it won the 1968 European Car of the Year award. But the home-grown Wankel was NSU's undoing: It was thirsty, lacked torque, and was desperately unreliable (NSU eventually would just replace blown engines free of charge). Their poor results dissuaded other car companies from taking the Wankel plunge, and needed licensing money never materialized. Later Ro80s ran better, but by then, NSU had been absorbed into Audi, which was part of VW. The Ro80 somehow stuck around through 1977, but it's still known as the car that killed the company.



Earthbound Spaceship

Looking back at 60 years of Citroën's otherworldly DS, through the windshields of 1956 and 1971 models

BY MARK J. McCOURT • PHOTOGRAPHY BY ERIC ENGLISH, AND COURTESY CITROËN

It wasn't a luxury limousine or exotic sports car from Detroit, Stuttgart or Maranello: From the 1950s through the 1970s, it was a family sedan from Paris that represented the pinnacle of automotive achievement. Indeed, it could be reasonably argued that, upon its 1955 introduction and continuing throughout its 1975 cancellation, S.A. André Citroën's DS had

earned the distinction of being the most groundbreaking, technologically advanced production car in all of automotive history. It's been 60 years since the DS rocked the automotive world, and we've spent time with a bookend pair of examples to see if their unique magic still has power over technology-sated 21st century motorists. The short answer is, *oui!*

Founded in 1919, André Citroën's firm soon established a reputation for marketing and product innovation, as well as for betting the farm on unproven, forward-thinking engineering concepts. The Traction Avant, introduced in 1934 and refined throughout an amazing 23-year production run, brought together monocoque construction, front-wheel drive, an



“They were at the forefront of things that later became common – aerodynamics, front-wheel drive, disc brakes, crush zones – and this came out in one swoop, in one car, in 1955.”

independent front suspension, rack-and-pinion steering and still more innovative features that remained cutting-edge 30 years on. The eventual massive success of that model—whose development and fettleing drove the automaker into the hands of its largest creditor, Michelin—along with the clever, economical and efficient post-war 2CV, proved that Citroën had the guts and talent to raise the bar for the entire automotive industry.

Creating a follow-up for those four-wheeled innovators was a natural for the dream team populating Citroën’s *Bureau d’Etudes* from the early 1930s to the late 1950s, led by engineer and aerodynamicist André Lefèbvre and draftsman and sculptor Flaminio Bertoni. Lefèbvre’s out-of-the-box thinking had been nurtured in earlier years by his work with Gabriel Voisin at Avions Voisin, and he was encouraged to create the *Voiture à Grande Diffusion* (“car for large distribution,” the project basis for the DS) by the unorthodox, Michelin-installed Citroën managing director Pierre-Jules Boulanger. And that VGD would get its ultimate form from Bertoni, head of the automaker’s design department, who could bring Lefèbvre’s teardrop shape to elegant reality in creating what’s been called the “basking shark” form.

That sleek body cloaked a large family car that rode on a 123-inch wheelbase and stretched from 192 to 198 inches long, in sedan and subsequent wagon form. Its aerodynamics were enhanced with a teardrop shape and a rear track eight inches narrower than the front. The underlying DS structure was a box or hull, with detachable body panels: The doors and fenders were steel, the roof panel was fiberglass, and the hood and trunk lid were

aluminum, the latter changing to steel in 1957. The interior had an equally styled dashboard and was enhanced with newly developed plastics. This Citroën’s bright color palette would reflect a future-focused optimism that drew people to it in droves.

Another key engineer on the VGD team was Walter Becchia, who updated the OHV Traction engine for DS duty with a crossflow/hemispherical combustion chamber head and insert wet cylinder liners. The pushrod inline-four made 75 hp in this form, an adequate figure despite Becchia’s desire to incorporate a DOHC design—or, even better, an entirely new alloy engine of flat-six architecture—neither of which Citroën could afford to bring to market. In its ultimate circa-1973 five-main-bearing, 2,347-cc, Bosch electronic fuel-injected iteration, the four-cylinder would make a healthy 141 hp and pull the DS to 120 MPH.

And the man who developed the DS’s mechanical *chef-d’oeuvre*—its multi-purpose high-pressure hydropneumatic system—was Paul Magès. He’d been behind the Traction 15 Six H’s self-leveling rear suspension, and Magès’s “alliance of air and water” would play a role in almost every major function of the new car. An engine-driven pump, accumulator and regulator maintained constant pressure on hydraulic fluid, and that fluid was key in controlling the new car’s fully independent suspension and ensuring its otherworldly ride and peerless roadholding. Hydraulics would also aid the DS driver in steering, braking, clutching and shifting, although the less expensive ID variant would initially limit its hydropneumatics to the suspension.

It was reported that, on the day this car debuted at the Paris Motor Show, Citroën



1956 DS 19

Engine OHV inline-four, 1,911-cc **Compression ratio** 7.5:1 **Fuel system** two-barrel Zenith carburetor **Horsepower** 75 @ 4,500 RPM **Torque** 101-lb.ft. @ 3,000 RPM **Transmission** Four-speed manual with automatic clutch actuation **Brakes** Inboard front discs and outboard rear drums, power assist **Suspension** Hydro-pneumatic; front parallel leading arms, center-point steering geometry, anti-roll bar; rear trailing arms, anti-roll bar **Top speed:** 87 MPH **Base price, new/2015 equivalent:** \$3,295/\$29,350

took 12,000 orders. Its complexity meant the company ramped up production slowly in 1956 as the engineers sorted the problems that predictably arose. This would be the model the automaker used to break into the booming U.S. market, although the initial batch of roughly 300 examples that Citroën exported to New York and San Francisco had a difficult start. As Jon Pressnell explains in *Citroën DS: The Complete Story*, a stock of 180 unsold DS’s needing rectification had been sitting for half a year, exposed to weather at the New York docks and leading to awful corrosion issues with their bodies, trim and hydraulic systems. Some of those cars required replacement trim, repainted engine bays and rebuilt hydraulics with upgraded seals.

Kirkland, Washington, resident Greg Long owns the 1956 DS 19 and 1971 DS 21 Pallas seen on these pages, and he

20 Years of Innovation



1955 From October 5-22, the DS stuns crowds at the Paris Motor Show



1956 The more basic ID variant is introduced



1959 Prestige model sports a divider window and radio telephone



1960 A station wagon variant, the ID 19 Break, debuts



1961 Henri Chapron begins producing the factory two-door Decapotable cabriolet



1965 The luxurious DS 19 Pallas variant tops the model range





The engine bay of this 1956 model was oversprayed in blue paint, indicating it was one of the 180 unsold examples sitting at the New York dock; its early hydraulic fittings are very rare.



Bertoni's radical original dashboard was then the largest single-piece nylon molding in the world, and the one-spoke steering wheel was a safety feature that became a Citroën hallmark.

believes the Aubergine-over-Champagne '56 may be the only known survivor of that first batch of DS imports, as well as the oldest DS in America, and one of roughly 24 1956-model year DS's remaining worldwide. This car, serial number 4086, was purchased in 2010 from its longtime owner's family. It came out of the Citrus Heights, California, garage where it sat for

50 years after a transmission problem took it off the road, with just 52,418 miles on the odometer. "It was really a beta version, the first few years, and with their initial hydraulic issues, these cars weren't ready for prime time," he muses.

Greg, who grew up in British Columbia, Canada, was introduced to Citroën by his older brother John; his first car, from age

15, was John's hand-me-down, fixer-upper 1961 ID 19. His passion for these models has never abated, and this time warp example pushed all his buttons; "Aside from a bit of surface corrosion, there wasn't a speck of rust. When the car was found, it was complete, but the brake pedal had been taken apart. The owner, Mr. Kasjaka, had planned to fix it, but never did; this car's



1966 2,175-cc engine introduced in the DS 21



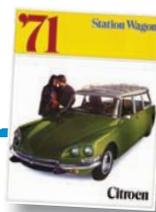
1968 A restyled front end, with four headlamps, is introduced



1970 *Injection Électronique* fuel injection becomes available in the DS 21



1972 A fully automatic transmission becomes optional outside the U.S.



1973 The DS 23 replaces the DS 21



1975 DS production ends on April 24 after 1,455,746 examples were built



The DS 21's 2,175-cc, 115-hp four-cylinder would be the most powerful fitted to a U.S.-spec DS before imports stopped in 1972; later models could have 2,347-cc and 141 fuel-injected hp.



A more conventional instrument panel arrived for 1970, bringing easy-to-read round gauges, including a tachometer. Leather upholstered the "Dunlopillow" foam-cushioned Pallas seats.

complexity was its silver lining."

With technical and historical guidance from Citroën guru Carter Willey (whose own 1961 DS 19 was a Drive Report in *HS&EC* #7) and advice and parts from Dave Burnham Citroën (Profile in Excellence, *HS&EC* #26), Greg fully recommissioned the unmolested car. It's a great example of the early-production, brake fluid model. This DS has a period-repainted engine bay, indicating it was a New York harbor car, as well as those original Bertoni design cues—the headlamp and front bumper treatments, plastic dashboard and more—that would be altered over the car's life span. And he had the great fortune to subsequently find a similarly untouched, low-mile DS from this model's next-to-last year in the American market: a top-of-the-line Pallas.

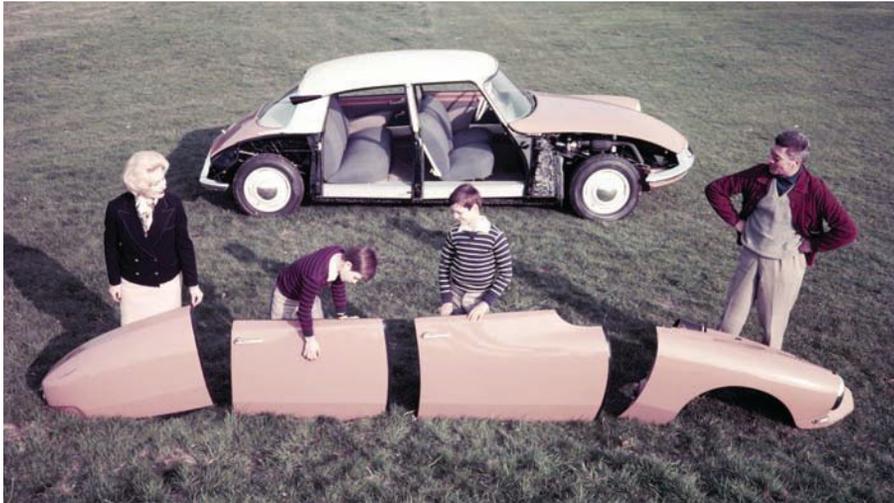
"The Pallas was stuck away in a base-

1971 DS 21 PALLAS
Engine OHV inline-four, 2,175-cc **Compression ratio:** 8:1 **Fuel system** two-barrel Weber DDE carburetor **Horsepower** 115 @ 5,750 RPM **Torque** 126 @ 3,000 RPM **Transmission** Four-speed manual with automatic clutch actuation **Brakes** Inboard front discs and outboard rear drums, power assist **Suspension** Hydro-pneumatic; front parallel leading arms, center-point steering geometry, anti-roll bar; rear trailing arms, anti-roll bar **Top speed** 105 MPH **Base price, new/2015 equivalent** \$4,465/\$26,310

ment for 30 years," Greg recalls. "It was bought new by a dentist in Sedro Woolley, Washington, who only drove it on nice days until 1984, when he forgot to latch the

hood properly after checking the oil. The hood flew up and bent, and after getting the car home, he parked it under blankets and never drove it again. It had 31,383 miles, and he didn't let any of his eight children near that car, or the 1973 SM he'd also bought new! After the dentist passed away, his wife gave the blue DS to one of their sons who loved it, but its hydraulics were leaking and the engine wouldn't run well. I found it for sale in 2013, and when he opened the garage door, I was gobsmacked by its condition—even though he hadn't driven it, he'd kept the car cleaned and waxed, and it looked literally brand new, inside and out."

This luxury model represents the ultimate American DS sedan, and in Pallas trim, it featured leather upholstery and additional brightwork, as well as the



Lefèbvre's DS box frame design included easily removable body panels, the skirted rear fenders are held on with a single bolt to ease tire changes. No other family car was this bold.

late-style dashboard with round gauges. Also notable are the U.S.-spec uncovered sealed-beam headlamps and under-bumper indicators, neither of which were used in other markets. "I located an NOS hood and had it painted as close as possible to the 45-year-old body paint; the painter did a pretty amazing matching job," Greg says. "The roof was originally body color, but, over the years, the paint reacted to the fiberglass and discolored. I actually like it better like this, and have no plans to paint the roof, or any other part of the car. I had the original spheres rebuilt and did a lot of adjusting, but have basically left everything alone, as it's exactly like it came out of the Paris factory."

While the last DS—which was still decades ahead of its mainstream competi-

tion—looked largely similar to the first, the model evolved a great deal. Their owner explains: "The 1956 had all the innovations, and while it doesn't seem to be a luxury car today, it probably was, back then. The dash was spectacular, its swoopiness matching the body, and the ride is probably nicest in early cars."

"While the horsepower figures seem small, the increase was a large percentage between '56 and '71," he continues. "The 1971 is luxurious, relatively quiet and super-super comfortable, all those things you think about a Citroën DS. That car's ride, the interior... it drives much more like a modern car, although the newer dash is totally boring, like every other European car from that year. Both cars are semi-automatics, and the shifter is feathering the

clutch for you, hydraulically. When you pull that little wand, you'll sometimes hear a little air noise—that's one of the crazy DS things I love. The hydraulically controlled steering isn't finger-light like a Buick's—you have to be pulling it to get the pressure. And it's fascinating to see how unbelievably complex the disc brakes were on the '56, versus how they were pretty conventional—in the DS sense—by 1971."

In consideration of his 40 years of DS enthusiasm, we asked Greg to ponder this Citroën flagship model's legacy. After pausing for thought, he replies, "They were weirdo cars that were ugly to most everybody in the States, an acquired taste at best. But they were at the forefront of things that later became common— aerodynamics, front-wheel drive, disc brakes, crush zones—and this came out in one swoop, in one car, in 1955."

"People are now realizing this will probably never happen again: Engineers will not be given the free rein that could have only happened in postwar France, when Citroën wanted to prove to the world that, after the Traction Avant, they could do it again. It's so rare in history that the timing is right, they had a clean sheet and could do whatever they wanted, and they obviously pushed each other very hard to innovate and make it like nothing else. You can see in the complexity of the car, how much it must have cost to build each one," he muses. "After a few years of running all over Europe and plugging leaks, Citroën got it figured out and made more than a million DS's. And it was still fresh when the CX replaced it 20 years later." 🌐







Into the Light

**A 1959 Elva Courier,
unrestored and still in the
hands of its second owner,
emerges from its 49-year slumber**

WORDS AND PHOTOGRAPHY BY DAVID LaCHANCE

Take a look at that hand-painted transverse racing stripe, stretching from one rocker panel to the other. You know there has to be a story there.

A U.K. commission number painted on the nose, on this American-spec left-hand-drive car? There must be a story connected with that, too. And then there's the windshield, an MGB unit that's been made to fit in place of the car's proprietary frame....

Al Chicote knows every one of these stories by heart. He and his 1959 Elva Courier have been together since the car was just four years old, and Al was a college student from Pennsylvania spending his summer on the Jersey shore.

There's at least one more story to be told here, one of purloined dashboard gauges that led to the Elva being taken off the road in 1966, only to emerge earlier this year after a 49-year layover, still wearing its original paint, and running on its original coil. But that's getting ahead of our narrative.

Al was a contented MGA 1600 owner when an Elva first crossed his path, purring by while he waited for a friend in the parking area of the 1963 Sebring 12 Hours. "I was immediately awestruck—I had never seen a car like that before," he recalls.

What was it that so gripped him? "Just its silhouette, its look," he says. "What does an Elva look like? It looks like a Lotus Elite from the front, a Triumph Spitfire from the side, and the back end of it is totally Elva. For the period, it was a low-slung, swoopy, neat-looking car."

The Elva was the brainchild of a Briton, Frank G. Nichols, who got into the business of preparing race engines, before building sports racing cars, and eventually road cars. His company's name was a play on the French "*elle va*," meaning, "she goes."

The Courier, the company's first road car, debuted in 1958. It featured a fiberglass body, a round-tube ladder-frame chassis, a Standard-Triumph front suspension, a Riley 1.5 rear axle and the 1,489-cc B-series engine from the MGA. The Courier was blessed with nearly perfect 50/50 weight distribution, thanks to the rearward mounting of its engine, and was to be reckoned with in SCCA racing, as a rookie driver named Mark Donohue discovered. A Mk II Courier, with 1,588-cc MGA power, followed.

Specialist sports car companies generally ran on a razor's edge, and when Nichols's U.S. importer failed to pay for a shipment of cars, it was enough to force Elva into bankruptcy. It was rescued by Trojan, known as a builder of light cars before and after WWII. A revised Mk III Courier appeared in September 1962, followed a year later by the Mk IV T-type, with roll-up windows and a choice of 1,798-cc MGB or 1,558-cc Ford Cortina engines. Total





1959 ELVA COURIER

Engine MG B-series OHV four, cast-iron block and cylinder head **Displacement** 1,588 cc **Horsepower** 78 @ 5,500 RPM **Torque, lb.ft.** 87 @ 3,800 RPM **Fuel system** Dual SU H4 carburetors **Gearbox** Four-speed manual **Suspension** Front, independent, A-arms, coil springs; rear, live axle, coil springs **Steering** Rack and pinion **Brakes** Four-wheel drum, 9-inch front, 8-inch rear **Wheelbase** 90 inches **Length** 154 inches **Width** 59.5 inches **Height** 46 inches **Curb weight** 1,540 pounds **0-60 MPH** 10.2 seconds **Top speed** 99 MPH

The driver's seat has been reupholstered, but the head has never been off the engine. The theft of the car's gauges led to nearly a half-century of dormancy.



production amounted to 500-550 Couriers, about 200 of which were built after the takeover by Trojan.

It was on a summer's day in 1963 that the Elva entered Al's life. He needed a part for his MGA, and, instead of going to the dealer who sold him the car as he usually did, he took some friends' advice and went to Ladd Motors in Lebanon, Pennsylvania. What should he see there but a white, one-owner Courier?

"Fate? It had to be," Al laughs. "I ended up going home with the Elva, and never got the part. Parting with the MGA, for a car that had me awestruck, was a no-brainer."

The Courier became Al's daily driver, and performed well. He made two round-trips between his home in Pennsylvania and Tampa, Florida, where he attended college. Aside from a brief flirtation with a Porsche 356 Coupe, Al and the Elva were inseparable.

During a group discussion on racing stripes, the idea of a transverse racing stripe on Al's Elva was born. "This was the period of time when racing stripes were becoming quite popular," he recalls. Wide stripes, narrow stripes, asymmetrical stripes—everyone was trying to find a way to be cooler than the other guys.

"This conversation took place in one of the local watering holes, where you could get seven beers for a dollar. I jokingly say I think I must have had \$40 worth of beers!" he laughs. "But I had enough that I said, 'Okay, they want to see a racing stripe? Let's go put a racing stripe on the Elva.' We take masking tape, newspaper

and a rattle can of black paint, and there's the racing stripe. Goes from one side of the car to the other. Just to be obstinate. They want to see a racing stripe? We'll show them a racing stripe!"

In the summer of '66 came the accident that resulted in the windshield transplant. Al was driving along a Pennsylvania country road when he passed a truck, laden with road stones, going in the other direction. Two stones fell out of the truck; Al swerved to avoid one, but the second hit the windshield, shattering it.

He turned around and began chasing the truck, but caught the attention of a police officer, who pulled him over. Once Al had explained the situation, the officer joined in pursuit of the truck, which at this point had vanished into the hills. Flying along the roadway at 85 MPH, it occurred to Al that his story might not hold water if he never caught up with the truck. But he did, and when Al gestured in the truck's direction, the police cruiser—which Al had thought had been hard pressed to keep up with the Elva's pace—effortlessly flew past.

The upshot: The truck driver got two tickets, for being overloaded and having no cover. And Al got a ticket for having no inspection sticker, to go along with his broken windshield. Elva windshields being almost impossible to locate, he opted for the MGB alternative.

Later that summer, Al made the fateful decision to lend the Elva to a friend who wanted to impress his date. The car had a weak battery, and when it wouldn't start, the friend left it parked

under a freeway. That's where Al found it after getting home at 3 a.m. from his bartending job. "I called him and said, 'You got it there, you bring it back up.' Well, he didn't. Next night, I got home at the same time, and there the tonneau cover was, laid over. Not good." A thief had tried to hotwire the car, cutting the wires to the combination headlamp/ignition switch, and had taken all the gauges as a consolation prize when he couldn't get the Elva to start.

Al put the car in storage. "And as I moved through life, so did the car, going from one storage area into another, until it was in my neighbor's barn for 28 years." Finally, in 2008, he decided to launch its rehabilitation, prompted by his friends in the Berkshire British Motor Club and the VSCCA.

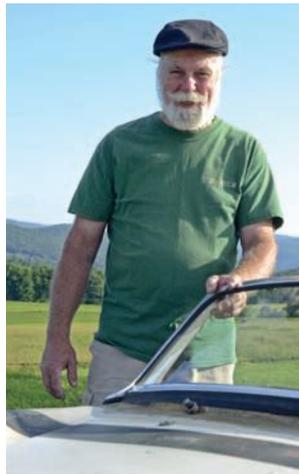
This is when Al constructed what he calls the Elva Cave. In this long, narrow, unheated, wood-framed structure, Al and his friends would spend long hours rebuilding the brakes, replacing the exhaust and getting the Elva's four-cylinder engine to roar again.

The biggest challenges to the work were "time and money, and sourcing parts. That was the biggest drawback," Al says. Information about Elvas can be hard to come by, and Al had to work to find out what kind of clutch master cylinder was used in his car, for instance, or what kind of flares belonged on his brake lines. "It's been sort of like an archaeology dig, the restoration of this. It's been fun," he says. "I did have a lot of help from people. Local people, people in the club." He also forged connections with a number of Elva owners.

One of the finishing touches was the application of the XLP 142 registration number, which Al freely admits is completely inauthentic. It's based on a factory photo of a U.K. car with registration number XLP 147, with the X standing for export, and the LP referring to its original registration in South London. The 142 is from the car's serial number.

Although the project dragged on long enough for some of Al's friends to doubt the car's very existence, the Elva finally made its debut at a British car show in Woodstock, New York, this past fall, arriving on a trailer. Its first voyage under its own power was to a Hemmings Cruise-In, where it took our Favorite British Car award.

What was it like, driving the car after a 49-year lapse? "You can't explain it," he says, and laughs. "It was a great feeling. Let's



What does an Elva look like? It looks like a Lotus Elite from the front, a Triumph Spitfire from the side, and the back end of it is totally Elva.

just say it was a super-great feeling. I refer to it as being a time machine. It was like going back to the '60s, it really was." He's reacquainting himself with the car's various noises, sorting the benign from the bad. "Though I'm thrilled to beans that I'm actually driving this thing, I did forget how chattery a fiberglass body is! The hood rattling, the boot lid rattling and everything else."

He's spent much time pondering what, if anything, to do about the car's appearance. "The original thought was eventually we'll make it look like it did when it came out of the factory," he says. But those who see the car are split 50-50 between urging him not to touch it, and those who think it deserves "something better. That 'deserves something better' is what I think I'm leaning to.

"Someone said, 'You know, if you had kept the car on the road, and had tended to its bruises and its scratches, you would at least have touched it up. Touching it up still keeps it original. And besides that, when you put the racing stripe on, that was the end of originality!'"

Al has a correct Elva windshield to install, and plans to at least cover over the areas of bare fiberglass, to protect the body. But mainly, this is a time for driving. He and the Elva have a lot of catching up to do. 🌐





The Most Beautiful Race

How we successfully ran our first Mille Miglia

BY MITCH McCULLOUGH • PHOTOGRAPHY BY BRYN MUSSELWHITE

*W*e were heading out of Rome at a hundred miles an hour, 8 a.m. on a Saturday in mid May, a flight of vintage cars from the 1950s. Behind our 1954 Jaguar XK120 was a Porsche 356, behind him another XK120. Ahead of us was a yellow 1954 Lincoln Capri with California plates.

Traffic was very light, the Roman scen-

ery fresh in the early morning mist, the air crisp but pleasant, the windscreen doing a good job of minimizing buffeting in our top-down roadster. Periodic swales in the 12-lane freeway unsettled the suspension so attention was needed to ensure that the car stayed in its lane as we passed modern cars going 30 MPH slower.

It felt routine.

At this point, we were halfway through the 2015 Mille Miglia. Over the past two days we had spent some 20 hours in the Old Girl, as our XK120 was affectionately called by the JD Classics mechanics who kept her going. The Lincoln up ahead had become a familiar sight, the silver 356 a common vision in our rearview mirror. We were not required to convoy, but had



From left, Steve and Josh Ward in a Jaguar XK120, Chris Ward and Andy Elcomb in a Jaguar C-type and Geoff and Sue Bell in a Jaguar XK120.

developed a comfort level with each other's driving styles. Running along together was enjoyable, and we each had an idea what the others would do if something unforeseen appeared. When driving at high speeds in Italy, we had learned, the unexpected is around every blind corner.

Enzo Ferrari once called the Mille Miglia the most beautiful race in the world. He said it in Italian, and translations vary. But by the end of this year's grueling, nearly 1,200-mile rally, I think I knew what he meant. The cars, all 1927 to 1957 models, are beautiful; the Italian countryside is beautiful; the squares, cathedrals and castles along the way are beautiful. Put them together in a long-distance open-road race and you have a beautiful race. The Italians were beautiful people, as well, in the way they welcomed us.

Every day of our four-day odyssey, we saw thousands of cheering, enthusiastic Italians. We could feel their love. At lower speeds, when we could hear them, the most

common word we heard as we pattered by was "bella." They clearly liked our XK120, its original Dove Grey paint now faded to a pleasant flat-brown patina, the result of 60 years of respectful use. The other two words we heard as we motored by the crowds were "Jaguar" and "America," the latter uttered as they saw the American flags on our doors next to our names.

The Italians love the Mille Miglia, and awareness of the rally is high. The Mille Miglia is a national event. Nothing compares to it in America. The closest events we could think of in terms of awareness among the general public in the U.S. would be the Super Bowl and the Indy 500.

The biggest challenge of the Mille Miglia is getting into the event. Organizers receive thousands of entries but accept only 450, and many wonderful cars are turned away. To be accepted, an example of that model must have participated in one of the original speed editions held from 1927 to 1957.

Cars that actually participated rightfully

receive special status, so the surest entry is a car that actually ran the original flat-out, open-road race. For this reason, and others, any car that actually ran the original race is very valuable. There are not a lot of such cars available. Many are gone with the wind. Some are sitting in museums. Most are not for sale. Any car with Mille Miglia history that rolls across the auction block generates attention and big numbers.

To be accepted, your car needs to be period-correct and approved by FIVA, the *Federation Internationale des Vehicules Anciens*, the worldwide organization dedicated to the preservation, protection and promotion of historic vehicles and related culture. FIVA inspects vintage cars and certifies them. Finding a Mille-eligible car that's FIVA approved does not guarantee an entry into the Mille, however, because the organizers receive thousands of entries that fit this description. Often, you need something more to set your car apart. Provenance, knowing the ownership his-



Kim McCullough drives the Old Girl onto the ramp for the start of the Mille Miglia with co-driver Mitch.

tory of the car, is important. Any known, verifiable competition history of a car further distinguishes it.

Prewar cars have an advantage because the organizers apply coefficients to handicap newer cars. The winning Bugatti and most of the top 20 finishers of this year's rally were prewar cars that benefited from a 1.70 multiplier. By contrast, the multiplier for our 1954 Jaguar XK120 was 1.30, not that we would have won with a higher coefficient. The actual coefficient is $1 + [\text{period coefficient} + (\text{class coefficient} - \text{category coefficient})]$.

My wife, Kim, and I had decided to try to enter the 2015 Mille Miglia nearly a year before the May 14 start. We would need to buy a car, prepare it, and gain acceptance. To maximize our chances of finishing, we decided to focus on reliability and comfort. We ruled out prewar cars as too challenging for neophytes. We decided to require left-hand drive to make passing on two-lane roads easier and safer. And we had a budget.

From the start, we thought a Jaguar XK120 would be an excellent choice: XK 120s are readily available and they can be found in period-correct condition or can be made so. Quite a few have known provenance. Many have been restored. They are beautiful cars, enjoyable to drive and offering outstanding performance. Because of these factors, the organizers are flooded with XK120 entries. The 2015 Mille accepted 20 XK120s, making it the most popular model in the event. Getting one that would be accepted, we assumed,

would require a special car. We could not afford a car with competition history, much less Mille Miglia history. So, for a while, we ruled out the XK120.

We considered a 1957 Alpine A106 because we are great admirers of Alpine founder Jean Rédélé and his vision of achieving performance through the minimization of weight. Alpine A106s are as rare as hen's teeth, which might help us get into the show, but that same rarity meant that finding one would be difficult. Nearly all of them are in France. Any A106 for sale would likely need a complete restoration, and obtaining parts and expertise would be difficult and expensive.

We thought a properly prepared American car driven by Americans might be accepted. American cars are rare, but a few did participate in the original. In addition to the 1954 Lincoln Capri, 1956 Studebaker Golden Hawk, and 1929 Chrysler 75, this year's rally included a 1953 Chrysler 75 and a 1955 Oldsmobile 88. We became interested in the idea of a 1957 Ford Thunderbird. Thunderbirds had participated in the past, and restored, period-correct examples are readily available. We explored the idea of one of the rare, high-performance examples.

Then we saw it. It was in a JD Classics advertisement in a magazine. At first, it did not make a big impression. "What about this one?" we thought. A rather plain-looking XK120, if an XK120 can look plain, it was a faded brown 1954 roadster with a worn brown interior.

By this time, we had begun thinking

about the logistics of shipping a car to Italy, rolling it through scrutineering and arranging for support for a 1,000-mile rally. Having never run the event, much of it was an unknown. We feared the folly of paying a fortune for a car and its restoration only to have it turned down by the organizers. We also considered the possibility of having a mechanical problem 10 miles into the rally.

JD Classics specializes in the restoration and preparation of vintage road cars and race cars, employing 60 craftsmen, technicians and engineers at an amazing 100,000 square-foot facility in the U.K. Fielding cars in the Mille Miglia is one of its specialties, along with winning trophies at Pebble Beach, the Monaco Historique and Le Mans Classic. This could be a good solution for us.

We contacted them. "We were looking at the Dove Grey car," we said, "but do you have any others?" We flew over, thinking we would look at the car, consider what else they had, and maybe have them look for something for us.

When we actually saw the car, we immediately fell in love with it. It was much better in person than in photographs. It oozed patina. It was a one-owner car, completely original, never restored, never wrecked, never painted, never modified, unmolested. The fabric top was original and in excellent condition, we were told. Clearly, it had been loved and protected for all these years. It was a U.S.-spec car that had belonged to a gentleman in Massachusetts, so it was left-hand drive. It had bulletproof provenance,

BRESCIA

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MIGLIA

including the original sales receipt.

We flew home talking about it, then called Alex at JD Classics, discussed the details, worked out a package for the car, its preparation and support, and bought it.

Our 1,200-mile journey from Brescia to Rome and back took us through hundreds of roundabouts, 422, according to our route books. At nearly every single roundabout was a small crowd of cheering fans waving red Mille Miglia flags, old women, old men, school children, women with babies, young men. If it was a tricky or confusing intersection, the fans would point in the direction of the route. This was quite helpful at times, allowing us to maintain momentum and power out of the traffic circle, usually with a toot of the horn and a wave, often with an aggressive downshift, sometimes showing off by driving over part of the center island. Never once did anyone try to fool us by pointing the wrong way. They wanted us to get it right. They wanted us to do well. Everyone was smiling, laughing and waving at us.

Before the rally, we worried about going off course and getting lost. We quickly learned those were unfounded fears, however. We made only two navigation errors during the entire rally, the first in heavy traffic coming out of Brescia when a fuel-tanker semi came alongside us in a massive double roundabout and blocked our view of the exit. Video from our GoPro showed the rally car ahead veering merrily away on course as we stupidly looked the other direction and stayed in the roundabout for another exit. We lost about 15 minutes on this one, stressful because the rally had just begun and we were already off course, trying to make our way back through heavy traffic and a confusing spaghetti of roundabouts. All was good once we were back on course and among the rally cars, though we accrued penalty points. The second error was in another roundabout on the fourth day, but we immediately detected and corrected it within 100 feet.

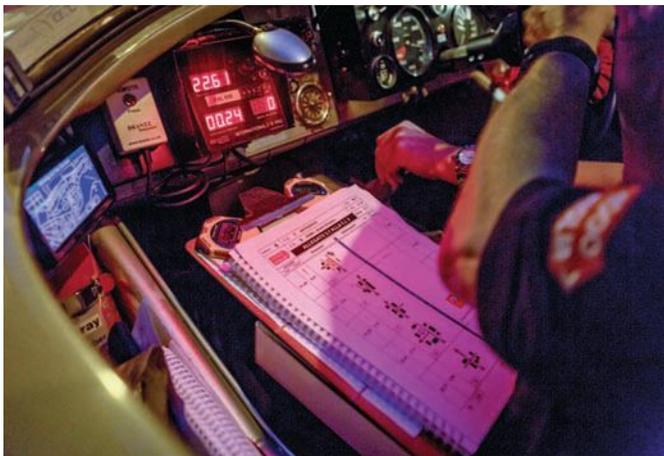
Along the route are the traditional red Mille Miglia course arrows. Nearly every intersection was marked, though some were missing after being taken by fans as souvenirs. Who can blame them? A sure indication we had strayed off course was an absence of people standing on the side

Enjoying a light moment in their Jaguar XK120, below, were Richard Goddard and Caroline Silins from the Bailiwick of Guernsey, an island in the English Channel.



JD Classics mechanics, above, service a C-type once owned by Juan Manuel Fangio; the Italian police, left, were masters on two wheels.

RIMINI

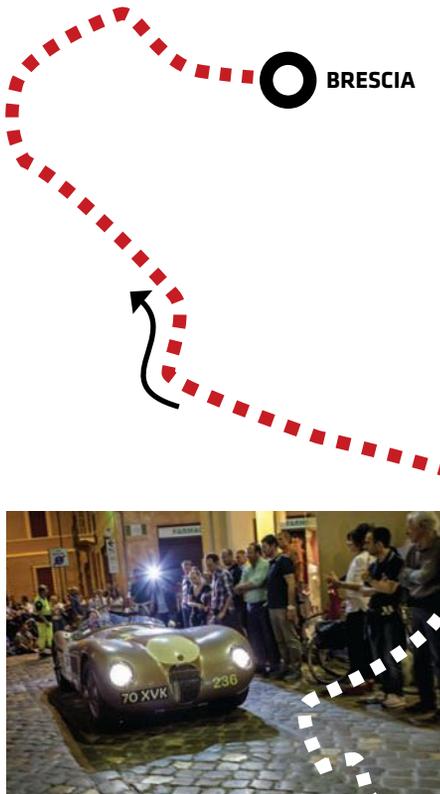


Top teams like Chris Ward and Andy Elcomb, who finished 117th in the C-type, were well-equipped with navigation and timing gear.

of the road waving. If after a short distance we did not see spectators, then we assumed we had made a wrong turn and had gone off course.

Traffic was light during most of the Mille Miglia, and on faster roads we tended to cruise at 90 MPH. We topped a hundred a number of times, and the car was capable of going faster, but we didn't see much justification for the elevated risk of triple-digit speeds. Indeed, the Mille can be successfully completed at lower speeds, though that will cost you some sleep time and pen-

ROME



ality points if you don't navigate perfectly. Occasionally, traffic was heavy. When approaching an intersection controlled by a traffic signal, the standard procedure when confronted by a red light was to swerve into the opposing lane to go around the cars waiting at a red light, blare the horn and blast through the intersection, waving at fans as you power through.

When slower vehicles were encountered on two-lane roads, the standard operating procedure was pass on the left, tooting the horn if they didn't see you, and go down the center between the cars heading in your direction and those heading in the opposite direction. In Los Angeles, motorcyclists do this on multi-lane roads with all cars going in the same direction. It's called lane-splitting. In the Mille Miglia, lane-splitting is routinely done on two-lane roads against opposing traffic. The Mercedes team drivers did this at night around blind corners at triple-digit speeds, causing the opposing traffic to swerve onto the shoulder to avoid them. We didn't do that.

We frequently heard that the top 100 cars tended to have highly skilled navigators and experienced Mille drivers. But anyone who has experience with 1,000-mile touring rallies in America, among them the California Mille, Copperstate 1000, Colorado Grand, and the Going to the Sun

Rally, can enter the Mille Miglia with a reasonable expectation of finishing, assuming their car is up to the task. Racing experience doesn't hurt, but isn't necessary.

Staying on top of the co-driving was a challenge, more difficult than the driving. Expert co-driving is critical to winning or placing high in the standings. Yet it is important to note that expert co-driving is not needed to enjoy and successfully finish the Mille Miglia. A map light with a red lens, a rally computer, and two or more stop watches represent the minimal level of navigational equipment. The rally can be run successfully without these pieces of equipment, but we found they heightened our sense of participation and added to the fun.

We fitted our car with a Brantz Retrotrip, a semi-analog rally computer that was essentially a trio of odometers. We found it performed well, was very easy to operate, and its vintage styling complemented the authentic patina of our old car. We grew to enjoy the chunk-chunk-chunk sound it made as we drove along, and actually missed that sound when we got back home and climbed into our street cars.

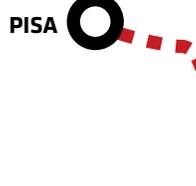
Serious teams use digital units from Brantz, TimeWise and Terratrip that integrate clocks and speedometers. We noted a number of teams were equipped with GPS navigation, also. The most important piece of equipment for serious competition, however, is an experienced navigator.

The Mille Miglia uses regularity sections that time cars at a given speed over a measured distance. The timing controls are highly visible. Some teams zoom up to the timing control, then time themselves over the finish line, while others pace themselves over the entire route. Several consecutive legs, one starting where the previous one ends, complicate the job of the co-driver. Further complicating the challenge, some regularity sections use hidden timers so the driver and co-driver don't know where the start and finish lines are located.

Achieving a respectable score is not vital to enjoying the Mille Miglia, however, particularly when starting out. Our score



Motoring through castles and ancient squares before large crowds is part of the Mille charm.



Americans Jeff Urbina and John Recca, left, pleased the crowds with their Alfa Romeo 1900C Touring; Kim McCullough steers her "bella" XK 120 out of Brescia early in the rally.



Kim McCullough elatedly drives the Old Girl across the finish line after a 1,200-mile lap around Italy.



“Our priorities were to avoid having a bad accident, avoid getting lost, finish, have fun. We achieved all of those.”

was an unimpressive 6,152 points, which included a massive 15,753 penalty points. Still, we started 318th and finished 272nd, which we thought was good for first-timers. Our goals did not include achieving a high score. Our priorities were to avoid having a bad accident, avoid getting lost, finish, have fun. We achieved all of those. We had a fabulous time on the rally and felt a great sense of achievement at the finish.

The entry list for the 2015 Mille Miglia showed 456 starters. Of those, 364 finished, and 92 did not. The reasons for the DNFs were not given. We did not hear of any serious crashes.

This year's winning team drove a 1927 Bugatti T40. Juan Tonconogy and Berisson Guillermo from Argentina achieved a score of 49,011 points (high is good), while collecting just 298 penalty points (low is good). The next five teams were Italians, including last year's winners, Giordano Mozzi and Stefania Biacca, who finished sixth, this time in a 1927 O.M.

The top-finishing American was Pablo Stalman driving a 1929 Bugatti T40 Gran Sport in seventh place with Fernando Sanchez Zinny from Argentina. After that, we have to look all the way down

to 85th to see another American, Scott Hughes, co-driving a 1939 BMW 328 Mille Miglia with driver Alexander Bilgeri from Denmark, a very fine finish.

All told, 33 cars in this year's rally included at least one American.

American teams Spencer Croul and Richard Rawlings in a 1951 Lancia Aurelia B20 and Jim Swartzbaugh and Gregory Dillion in a 1929 Chrysler 75 Le Mans finished 123rd and 128th respectively. Bill Warner, founder of the Amelia Island concours d'elegance, drove a 1956 Studebaker Golden Hawk with American Frank Campanale.

When Americans Jeff Lotman and Brian Grozier in the aforementioned yellow 1954 Lincoln Cabrio Sport Coupe motored past crowds we heard people utter "Lincoln" and "California," the latter in reference to Lotman's license plate. This was Lotman's third Mille, and he vowed to return next year.

The support from JD Classics was over the top. It hosted two elegant dinners in Brescia before the rally and another after the rally. The other car owners had extensive experience with JD Classics and could not say enough good things about

the company. The logistical support and information before the event managed by Charlotte Henry were superb. We were picked up at the airport in Modena and whisked in a brand-new Mercedes E-Class to a luxurious little hotel in Brescia to acclimate. They walked us through a long, hot registration and scrutineering process and calibrated our Brantz for kilometers, reassuring when the police challenged us for not having international driver's licenses.

The mechanics were outstanding. Perhaps a dozen of them covered the JD Classics cars for service at night, with two, Nigel Burnside and Gary Swainston, assigned to our car. They quickly fixed a minor water leak, and we often saw them on the side of the road as we exited tricky areas, ready for any issues, and just a cell-phone call away. We quickly became close friends and we would have no reservations running another event with JD Classics.

The Mille Miglia was the experience of a lifetime. We are now looking forward to shipping the Old Girl home. Every time we walk into the garage, she will serve as a beautiful steel reminder that it wasn't all just a dream. 🌐



Alfas in the Ocean State

Hundreds of *Alfisti* flock to scenic Rhode Island for the Alfa Romeo club's national convention

WORDS AND PHOTOGRAPHY BY DAVID LaCHANCE

This pair of 6C 2500s was shown by Redline Restorations of Black Rock, Connecticut. This was the first public showing for the 1939 Corsa, in the foreground, which had been raced before World War II. The SS model in the background, from 1938, won its class at Amelia Island.



For five days in June, Warwick, Rhode Island, was the epicenter of Alfa Romeo activities, with the arrival of Alfamiglia Nordest, the club's national convention. From their center of operations, *Alfisti* from the eastern U.S. and Canada made all of New England their playground, beginning with a pre-convention tour that set off from Saratoga Springs, New York, and continuing with a variety of rallies, self-guided tours, and track time at Connecticut's Thompson Valley Speedway.

The event, sponsored by the New York and Connecticut chapters of the Alfa Romeo club and assisted by members of the Alfa Owners New England chapter,

culminated in the Bob Cess Concorso d'Eleganza, conducted on the lush lawns of the host hotel, the Crowne Plaza, on Saturday, June 27.

More than 100 cars were entered in the Concorso; entries ranged from outstanding prewar race cars to the new 4C coupe, with a remarkable variety of models represented. Cars were divided into two judging classes. The Certificato d'Oro Class was judged according to the point system of the club's national concours manual, where emphasis was placed on completeness, preparation and originality. There was also a more relaxed judging class, Shine & Show, where hoods were

kept shut, and cars were judged on more subjective grounds.

In Certificato d'Oro judging, Michael Davias's 1967 Duetto was chosen first in the Open class, and Gary Hoyt's 1967 GTV was first in Closed. The Pat Braden Memorial People's Choice Award, voted on by the convention's registrants, went to Jim Taylor for his 1947 6C 2500 Cabriolet. For complete results, visit www.alfa2015.com. And for details about next year's convention, to be held in Nashville, Tennessee, visit www.aroc-usa.com. Whether you own an Alfa or just have a love of wonderful cars, you'll want to make plans to be there.



John Parenteau of Jericho, Vermont, showed seven Alfas, including his orange 1972 Montreal.

GERMAIN CORNET; CHAMBLEY, QUEBEC, CANADA; 1985 GTV6

Germain's 26,000-mile GTV6 was sold new in Montreal, and spent 25 years in storage before he bought it and got it running again. "I had a white one, exactly the same, that I had driven for probably 150,000 miles. A guy called me, and he had a nice GTV6 he wanted to sell, and that's how I got this car. But it took me seven years to get it. He wanted a fortune for the car! I finally got it at a normal price."

"I really like the handling of this car," he says. "The V-6 is wonderful, and the noise of the V-6 is exceptional, too. One hundred and sixty-five horsepower is really nice with the weight of the car; having the gearbox on the back axle is nice, too. That's why I prefer an Alfa to drive every day."

Germain has owned 15 Alfas, and has had as many as seven at one time. Now, the collection is down to three: the GTV6, a Montreal, and a GT Junior 1300 that's under restoration. "From 1977, the first Alfa I bought was a little Alfasud TI, which is a go kart – it was really fun. My father blew out the engine of his Mercedes trying to follow me on small roads!"





ANDY AMATRUDA; ATTLEBORO, MASSACHUSETTS; 1964 GIULIA SPIDER » Ten years ago, “my brothers-in-law told me that, being Italian, I had to have an Italian car,” Andy says. “And the one to have, the one that’s approachable and has the best lines ever, is an Alfa Romeo.” He found his Giulia for sale in Pennsylvania, bought it sight-unseen and trailed it home. “Cosmetically, it was reasonable, but mechanically, it was a nightmare. And over the last 10 years I’ve done just about everything, replaced just about every piece of rubber, and put in performance parts where I could.” That includes a Veloce conversion for the DOHC four, with Weber carburetors and hotter cams. As a result, his Normale has become an “*Abnormale*” – and he has the custom-made trunk badge to prove it.

What does Andy enjoy most about his Alfa? “The high-revving driving. I’ve never had a car that drives like this. When I bought this car, I almost had to learn how to drive again, because of the low-torque, high-revving engine, and it’s taken me a long time. Initially, I didn’t even like it. But once you finally learn how to drive a high-revving engine, it really is a lot of fun. Now I really love it.”



The GT 1300 Junior, despite its position as Alfa’s entry-level coupe, was capable of a top speed of more than 100 MPH.



Below: The latest model to reach our shores, the 4C, was represented, both on the show field and in the host hotel’s parking lot.

Above: Alfa’s four-door sedans are just as sporting as their coupe and convertible siblings. This 1967 Giulia Ti belongs to Jim Itin of Hockessin, Delaware.





Two Zagato-bodied cars, George Pezold's TZ1, foreground, and Eric King's Dodge Viper ACR-based TZ3 Stradale, keep each other company on the lawn.



Santo Spadaro, of Domenick's European Car Repair in White Plains, New York, showed his 1957 1900 Super Berlina, formerly owned by David E. Davis Jr.



This 1959 2000 Spider, with coachwork by Touring, was shown by Gary Pezzella of Brooklyn, New York. The judges awarded the lovely Spider third place in the Open class in Certificato d'Oro judging.



The 2000 Berlina, despite its boxy appearance, was actually highly aerodynamic, and capable of a top speed of more than 120 MPH.



A model not sold new in the U.S., this 1998 Spider was shown by Gordon Zimmerman of Bobcaygeon, Ontario, Canada.



Right: Among the many handsome Spiders on the lawn was this 1982 Spider Veloce, owned by Thomas Cappo of Norwalk, Connecticut.

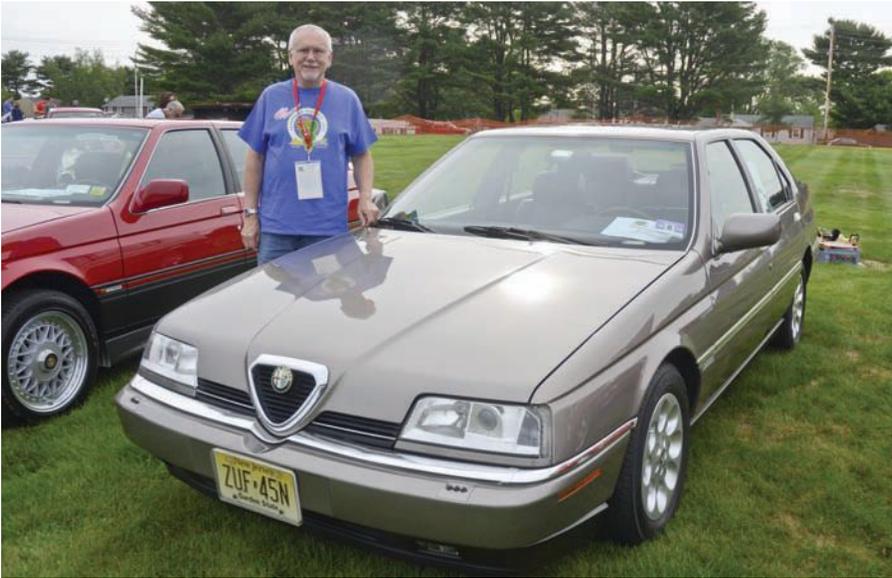
BRIAN COOPER; NORTH STONINGTON, CONNECTICUT; 1971 MONTREAL

Although it was not among the colors offered on the Montreal, Brian opted for black paint when he and Gary Cove of Werke Classic Center restored his example, "because it just shows off the shape, more than any other color."

"This car was designed in the mid-'60s, and it is crazy technical for the mid-'60s," he says. "But Bertone, that was his forte. I was always in love with his designs, and by the time Alfa produced this one in 1971, it was still a super modern-looking car for the early '70s."

"I'd owned other Alfas, and I think every Alfa owner in the world secretly lusts after the V-8, because it's really more like an Italian Corvette. You put your foot into this thing, and instant joy," he continues. "This was basically the same engine that's in that [Type 33] Stradale there, only this is detuned for street use. It's a small V-8, a 2.5, so it revs like it has no flywheel. It doesn't scream quite as loud as the Stradale, but it's still pretty loud. You get that wonderful Alfa Romeo race heritage in the vehicle. And then Bertone's crazy eye."





JOHN SINIBALDI; BRIDGEWATER, NEW JERSEY; 1994 164 LS John has put about 15,000 miles on his 164 since buying it from a Michigan seller five years ago. It's the sixth Alfa he's owned; the others have included a 1976 Alfetta GT, a 1988 Milano, 1981 and 1989 Spiders and a 1982 GTV6 Balocco.

"I like the comfort. It's a very plush car," he says. "It has a lot of power." He's a big fan of the car's sonorous 3-liter, 24-valve V-6. "Once you get up to about 3,000, 3,500 [RPM], and run it up to the redline, it's a very nice sound."

"The automatic cars have a sport option; it's an electrically controlled gearbox, so there's sport and normal driving. If you drive it in the normal automatic mode, it's kind of a lazy man's shift. But the performance changes entirely when you put it in sport. It's almost like driving a stick shift, the way it downshifts."

"In the summertime, I just take it whenever I feel like it," he adds. "Sometimes I take it to work, and definitely I drive it on the weekends. I take it out in the winter also. I try to take it out once a week, to get everything warmed up."

Below: Considered by many to be one of the most beautiful road cars of all time, the Type 33/2 Stradale of 1968 is rare, too, with just 18 produced. It shared a slightly detuned version of its V-8 engine with the Montreal. Lawrence Auriana is the owner.



Stefan Gavell of Wayland, Massachusetts, displayed his 1973 Junior Zagato. The hatch is raised by a switch in the console to provide extra ventilation.



Fewer than 50 examples of the A12 Car Transporter were produced, and not many survive. A 1,290-cc twin-cam four drives the front wheels.



Joe Rea from Montreal, Quebec, Canada, traveled to the Concorso with his 1986 GTV6. The coupe was awarded third place in the Closed class in Certificato d'Oro judging.



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Delivered new to Tim Birkin in April 1933, this 8C 2300 Monza is believed by some historians to be the car that Tazio Nuvolari drove to victory that year at the Monaco Grand Prix. It arrived in the U.S. after WWII, and won the inaugural Bridgehampton road race in 1949.



This 1947 6C 2500 Cabriolet, owned by James Taylor, of Gloversville, New York, won the Pat Braden Memorial People's Choice award, named for the lifelong Alfa enthusiast and author.



Rod Burdick's 1965 Giulia Sprint Speciale, featured in *HS&EC* #1, took first place in its class in the Shine & Show judging.



Another car that should be familiar to *HS&EC* readers is Gary Venable's 1967 Duetto, which appeared in issue #42.



This 1973 GTV was shown by Mike Bange of Huntington, New York.



GEORGE BESTON; COBOURG, ONTARIO, CANADA; 1976 ALFETTA BERLINA >>

George is the first registered owner of this Berlina, which he bought from a dealer in 1978. Once his daily driver, the Alfetta was relieved of winter duties after one year, when George "lucked into" another winter car. "That's probably the only reason that it's here today," he says.

"It's got about 137,000 miles on it now. Over the years, I've done what I could to bring it along," he adds. "I started off with converting it to Dell'Orto carbs, using a manifold and carburetor setup. It had the Spica fuel injection. And before that, I put European exhaust headers on it, which freed it up quite a bit for revving. I've done cosmetic things – these are European bumpers, they're actually for a later sports sedan, but they fit this car. The rims are not original, but they are Alfetta pieces."

George had the car repainted 10 years ago, and spent the past 18 months rebuilding the car's 2-liter, DOHC four. "It was still running great, but I think every spot in the head gasket that could leak oil was leaking oil."

"It's been a real hobby. People say, 'Why do you have that car?' And I tell them it's a playground, and I like to play. It suits me great."

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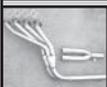
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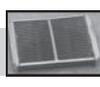
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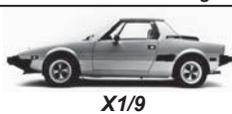
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Great Leap Forward

Thirty years ago, motorsport returned to China for the first time since 1907

BY JIM DONNELLY • IMAGES INTERPRETED BY JOHN RETTIE, FROM HIS ARCHIVES

The brutal, forced collectivization of Mao Zedong had fallen away in disgrace, replaced by ping-pong diplomacy under Zhou Enlai that cracked open the door long bolted to outsiders, revealing the closed society of the People's Republic of China to the greater world for the first time. The jammed, bustling, market-oriented maelstrom that is today's China is the result. The awakening of China to the rest of the planet happened gradually, once it advanced from slapping little white balls across a net. A very early example of that advance, very unexpectedly, involved the pinnacle of off-road competition. In 1985, a non-world championship rally was held that ran from Hong Kong to Tiananmen Square in Beijing. It passed on dirt roads—at the time, there was no other kind in the massive nation—through villages whose residents had never seen a foreigner of any kind and in some cases, had never glimpsed a motor vehicle.

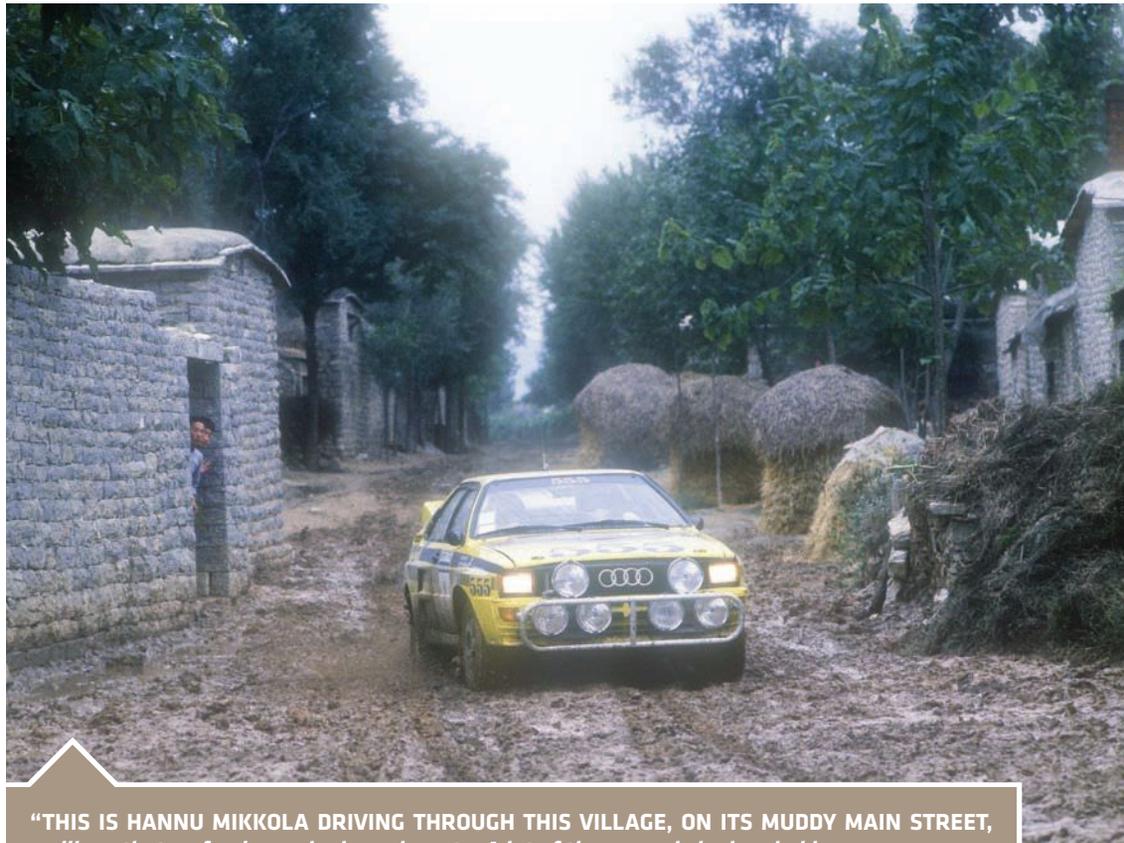
"In theory, and I think in practice, it was the first motorsport event in China since the Paris-Peking race of 1907, and it was organized by the Hong Kong Automobile Association," said longtime motorsports journalist John Rettie of Santa Barbara, California, who had an improbable assignment that took him to the gates of the Forbidden City. "I was on assignment in England, where they were testing the two Audi quattros that were going to run in the rally. And they also had a company of Chinese policemen come in so they could learn how to drive a rally car. It was all sponsored by 555, which was a major brand of cigarettes in Asia going back to the 1800s. I read about it, and got a couple of assignments to cover the event."

John flew from England to the Frankfurt Motor Show to Hong Kong, one of two American journalists to cover the 555 Rally. It was a point-to-point rally that ran for about 2,000 miles on public roads, one stage tak-

ing it hard by the Great Wall of China, which few Westerners had seen personally at that point. John recalled stopping at the industrial city of Shenzhen, then home to about a million, as opposed to 10 million today. "My memory is that we were among the very first foreigners to drive on Chinese roads. They were very friendly. There were 90,000 policemen along the route, where about 3 million people watched the rally."

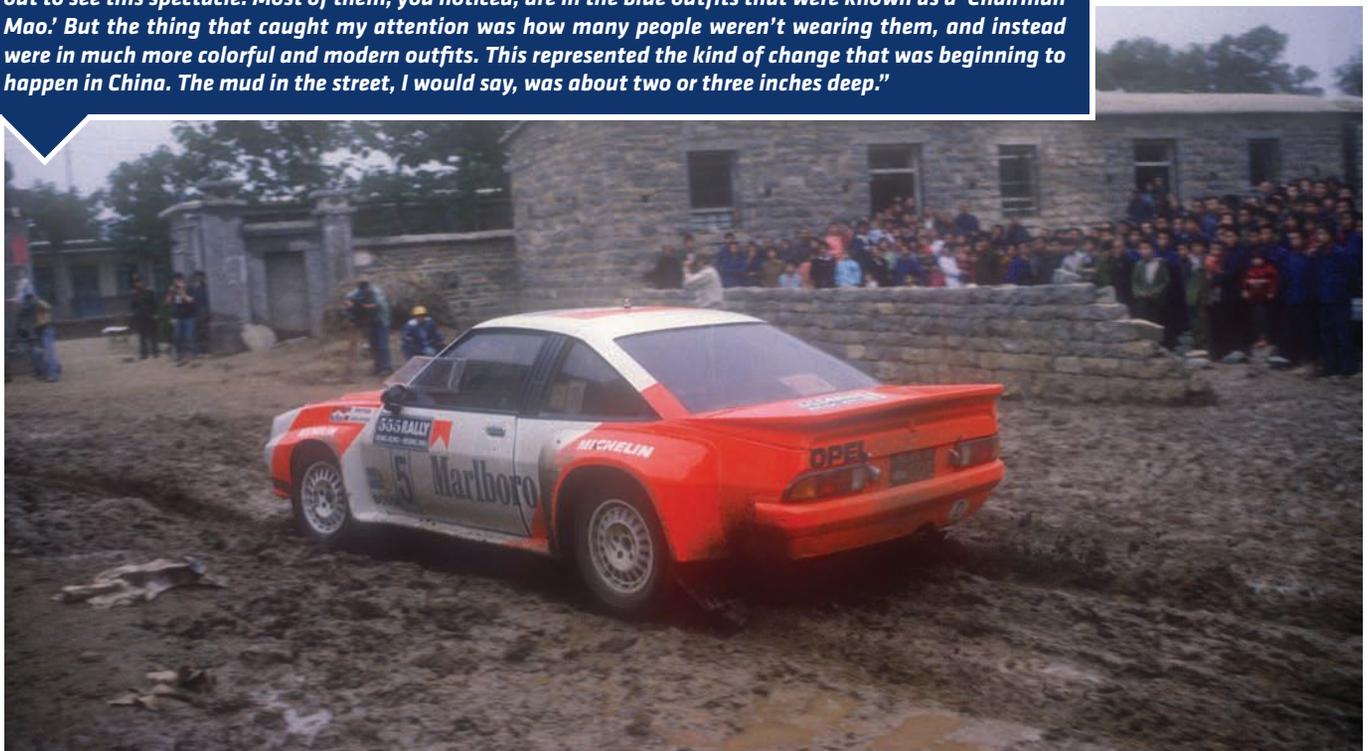
Since there were no restaurants or gasoline stations in China yet, the rally teams and journalists had to carry their fuel and supplies with them. If you examine the photos that John captured, you can see the astonishment on the locals' faces while they observe the onslaught of world-class rally cars into their primitive world. "Everybody in one village was just staring at us," John recalled. "It turned out that we were the very first foreigners they had ever seen. To them, we were aliens from space. That was pretty neat." 🌐

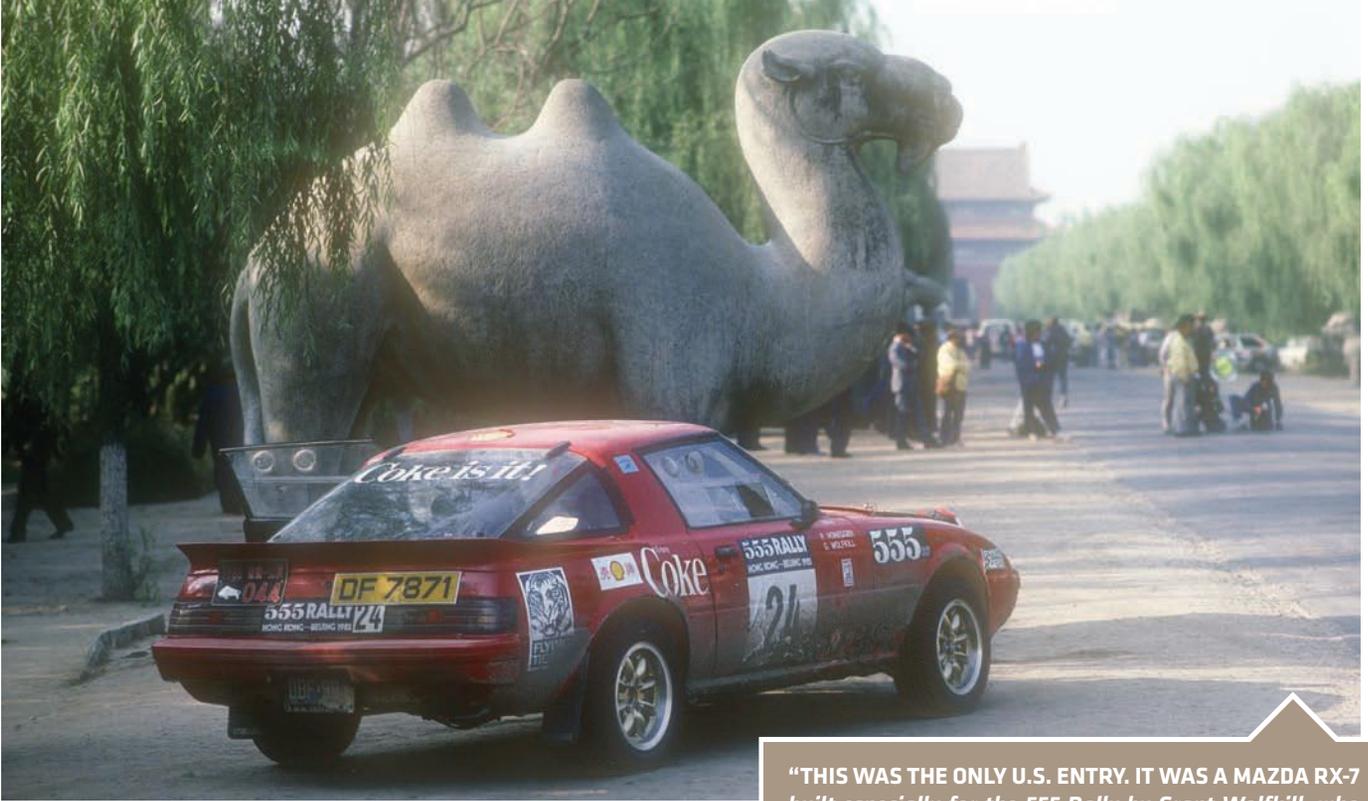
"THIS WAS ONE OF THE FACTORY TEAMS, AN OFFICIAL GENERAL MOTORS ENTRY FROM OPEL-MARLBORO IN GERMANY. I RECALL THAT GENERAL MOTORS TOOK A LOT OF INTEREST IN THE EVENT, WITH AN EYE TOWARD MARKETING GM PRODUCTS IN CHINA, BUT NOTHING MUCH CAME OF IT INITIALLY. THE CAR IS AN OPEL MANTA 400; WALTER ROHRL HAD WON A DRIVER'S CHAMPIONSHIP IN ONE IN 1982 AFTER HE LEFT THE AUDI QUATTRO SQUAD. IT WAS A REAR-DRIVE CAR, BUT IT WAS COMPETITIVE WITH THE QUATTROS. THE CAR WAS DRIVEN BY ERWIN WEBER WITH NAVIGATOR GUNTER WANGER. THEY FINISHED THIRD OVERALL. THE ENGINE WAS A COSWORTH-DEVELOPED TWIN-CAM ENGINE, 2.4 LITERS. THE MANTA NAMEPLATE WAS ADDED TO THE U.S. MODEL LIST IN 1973, AND LASTED THROUGH 1975, BUT THAT WAS AN EARLIER MODEL THAT WAS SOLD IN THE UNITED STATES THROUGH BUICK DEALERS. THIS WAS THE FINAL VERSION OF THE MANTA, WHICH WASN'T SOLD OVER HERE."



"THIS IS HANNU MIKKOLA DRIVING THROUGH THIS VILLAGE, ON ITS MUDDY MAIN STREET, A VILLAGE THAT NO FOREIGNERS HAD EVER BEEN TO. A LOT OF THESE PEOPLE HAD PROBABLY NEVER SEEN A CAR BEFORE, OR AT LEAST NOT A RALLY CAR. I REMEMBER THAT MY STORIES AT THE TIME WERE TITLED 'FOGLIGHTS AND SPACEMEN,' BECAUSE THE PEOPLE SAID THAT'S WHAT THE RALLY TEAMS DRESSED IN THEIR FIRE SUITS AND HELMETS LOOKED LIKE. LOOK AT THE TWO MEN STANDING IN THE DOORWAY ON THE LEFT. MIKKOLA WAS THE FIRST CAR ON THE ROUTE, SO HE WAS THE FIRST CAR THROUGH THE VILLAGE, AND YOU CAN SEE THAT THEY LOOK ASTONISHED. THE BUILDINGS IN THE VILLAGE ARE MADE OF STONE, SO THOSE THATCHED-ROOF OBJECTS YOU CAN SEE BEHIND THE CAR ARE PROBABLY STACKS OF HAY. MIKKOLA ENDED UP WITH THE OVERALL WIN, PAIRED WITH ARNE HERTZ IN THE AUDI A2 QUATTRO."

"HERE IS ERWIN WEBER COMING THROUGH THE SAME VILLAGE IN THE MANTA 400. I THINK HE WAS A JUNIOR DRIVER WHO NEVER REALLY BECAME ONE OF THE BIG NAMES IN RALLYING. OBVIOUSLY, THE ENTIRE VILLAGE TURNED OUT TO SEE THIS SPECTACLE. MOST OF THEM, YOU NOTICED, ARE IN THE BLUE OUTFITS THAT WERE KNOWN AS A 'CHAIRMAN MAO.' BUT THE THING THAT CAUGHT MY ATTENTION WAS HOW MANY PEOPLE WEREN'T WEARING THEM, AND INSTEAD WERE IN MUCH MORE COLORFUL AND MODERN OUTFITS. THIS REPRESENTED THE KIND OF CHANGE THAT WAS BEGINNING TO HAPPEN IN CHINA. THE MUD IN THE STREET, I WOULD SAY, WAS ABOUT TWO OR THREE INCHES DEEP."



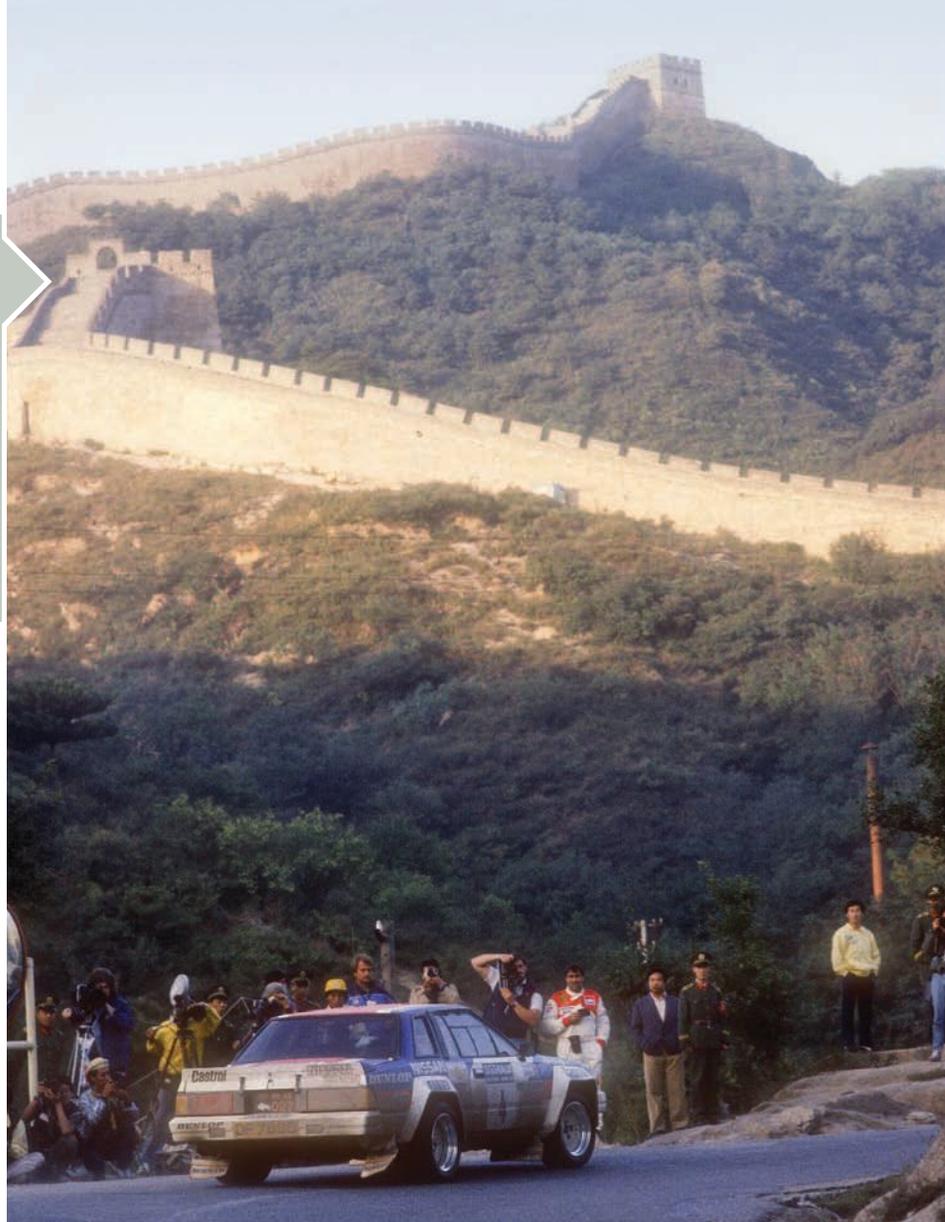


"THIS WAS THE ONLY U.S. ENTRY. IT WAS A MAZDA RX-7 built especially for the 555 Rally by Grant Wolfkill, who was co-driver to Pierre Honegger, both of them from New Jersey. Honegger raced a Mazda RX-7 in IMSA GTP. Wolfkill's son is Kim Wolfkill, who used to write for Road & Track and now works for Microsoft. I can remember meeting Kim, and he had a picture that I took of his dad up on the wall, 20 years later. The location is the driveway to the Ming tombs, which is lined with these statues of animals leading up to the tombs. This was the end of the final stage, where the Mazda, entered by Z&W Motorsports, finished 15th overall. This was kind of a neat story, them being the only Americans in this unique event that took place 30 years ago."

"I CAUGHT THIS PHOTO OF JUHA KANKKUNEN IN THE 1985 TOYOTA Celica Twin-Cam Turbo, which ended up being a DNF at this event. Entered by Toyota Europe, the Celica was co-driven by Fred Gallagher, an Englishman who went on to spend a long time as the co-driver of John Buffum, the American rally star. I seem to remember that Kankkunen crashed during the rally and that's why the car failed to finish. All of the rally route was run on public roads, this being south of the city of Wuhan, about halfway between Hong Kong and Beijing. Unlike the mud track through the village, some of the other roads were fairly well maintained. This was the only place on the whole route where we were able to stay in a motel. One annoyance was that we had six rolls of film, and there was no way to arrange everything chronologically, so you had to do the route and the scenes from memory."



"THIS IS A FACTORY NISSAN 240 RS, number 4, driven by the famous Shekhar Mehta. This stage ran along the base of the Great Wall, just outside Beijing, and we had to run it very early in the morning because the road was closed to tourists. It was kind of like Pikes Peak in that regard. They had to reopen the road later in the day to accommodate all the sightseers. I was really impressed by the Great Wall, mainly because it was so enormous, so vast and impressive."



"HERE WE HAVE THE SAME NISSAN 240 RS, driven by Shekhar Mehta, who had won the East African Safari rally and was a longtime Nissan factory driver, with his wife, Yvonne Mehta, serving as co-driver and navigator. They were the leading Nissan team and they finished fifth overall. The 240 RS was based on the Nissan Sylvia platform, as it was called in Japan, which was sold in the United States under the names 200SX and 240SX. It's a little confusing. The 240 RS had a 2.4-liter twin-cam engine, and in 1985, it was the lead rally car for the Nissan team. It was a full-on rally car, one of two entered in the 555 by Nissan, which finished fifth and sixth overall, respectively."





Meeting Peter Morgan

The Peter Morgan article in your September issue brought back pleasant memories.

In the summer of 1959, when my wife and I were a lot younger and more daring, we both quit our jobs and went on a four-month European adventure. Having owned a Morgan, we knew what we wanted for transport. Through Basil Roy, the London Morgan dealer, we ordered a brand-new British Racing Green Plus 4 four-seater. When we took delivery of the car, I asked the dealer if it was possible to visit the factory, and he kindly made us an appointment.

When we drove into the parking lot at Malvern Link, we were the only Morgan. After entering the office, we met our tour guide—Peter Morgan! The chairman! He was very gracious, and walked us through the entire operation. He then left us on our own to poke around and take pictures.

Later, as we were backing out of the parking lot, the office door opened and Peter Morgan dashed out, shouting, "Mr. Perry, Mr. Perry, you forgot your tin of touch-up paint!" How often do you think Dr. Porsche or Enzo Ferrari ever did that? He was a delightful man, and it was an amazing day.

Bruce Perry

Bradford, Pennsylvania

About the Fiat 124

I enjoyed the article on the 1969 Fiat 124 Sport Coupe ("Sport Survivor," *HS&EC* #120). I have owned five Fiats over the years, and my first two were '69 124 Sport Coupes. I was fortunate enough to learn of the Italian tune-up with my first, which I bought from a Chevrolet dealer in 1971, who gave me a very good deal if I promised to "never bring it back." After a few weeks, it began running very poorly. I decided to take it to a Fiat dealership. The closest was about 40 miles away. I filled the gas tank and off I went. It ran worse and worse, and used a half tank of gas to go those 40 miles. Needless to say, I was envisioning rings, valves, holes in the top of pistons, etc.

When I arrived at the dealership, I told the tech, "Don't do anything until I get an estimate." He said okay, and off he went to the shop. Forty-five minutes later, he returned and said, "Okay, it's ready to go." I was shocked, and asked what he had done. "Typical—points and plugs." Seeing my disbelief, he continued, "You've only had this car a short while, haven't you? And you really baby it, don't you?" "Yes, I shift at 3,000 and don't exceed that." He then explained, "This is a high-performance engine and shouldn't fall below 2,000. You

need to wind it up occasionally." Well, that was all I needed to hear, and I loved the car even more. So, to John in Phoenix—enjoy, and I have to say, I envy you your 124.

Rick Dice

Via email

Your August article on the Fiat 124 Sport Coupe touched a spot in my heart, since I owned two of those spunky little "Poor Man's Alfas"—a 1969 and a 1972.

As your author suggests, excessive rust sent a number of vintage Fiats to an early grave. But what may be less well known is that Fiat itself between 1979 and 1981 accelerated that trend by buying up a number of 124 and 850 series cars and having them destroyed.

An agreement in 1979 between Fiat Motors of North America Inc. and the National Highway Traffic Safety Administration for the first time called for a major auto maker to buy back defectively made cars if it concluded they were too difficult or expensive to repair. Until then, car makers routinely recalled and repaired cars, but generally resisted such outright repurchases. The Fiat case also marked the first time that rust damage was categorized as a potential auto safety hazard.

Initially, Fiat agreed to a recall of 1970-'71 Fiat 850s. The safety agency had ruled that severe rust could cause suspension, steering and other parts to fail. Then in 1981, the agency sued Fiat over similar frame, steering and suspension problems on 1970-'74 Fiat 124s. The parties settled with another recall/buyback campaign.

At the time, the number of 850s potentially involved was 31,000, and the number of 124s was over 130,000. (Models sold before January 1971 were excluded because of a statute of limitations.)

News reports don't say how many cars Fiat actually ended up buying. Obviously, some had already been junked by then. Also, there'd be no need to buy back others that had escaped the ravages of rust. It is likely that a number of Fiats that collectors and car lovers today would happily spend a lot of money rescuing disappeared because of these unusual buy-back programs.

Fiat required repurchased cars to be stripped of identification and destroyed, according to the dealer who took in my 1972 daily driver. I honestly can't remember what Fiat paid me. It was probably something around \$1,000, which I spent on a well-used Volvo.

Chuck Camp

Yarmouth Port, Massachusetts

In good company

Loved your story about RoveAmerica ("To the Rescue," *HS&EC* #121). You accurately captured the spirit of car enthusiasts who love a given marque and the camaraderie behind their enthusiasm.

Where were you and your friends when my Opel broke down in Quebec in 1975? I soon learned that Opels were not imported into Canada at the time—and that "tell me what that noise is" apparently translates into "disassemble my engine" in French.

From having owned a Plymouth, an Opel, a Pontiac, a Hummer, a Rambler, a Saturn, a Mercury, an Oldsmobile, an MG and a Sunbeam, I'm starting to understand what Rover ownership might be all about.

Thanks for a great article!

Mitch Williams

President and CEO

Restoration Parts Unlimited, Inc.

In 2010, my good friend Mark Adler had a proposition. Fly with him to Minnesota, buy a 1969 MGC/GT for his wife, and drive it to Portland, Oregon, for the All British Field Meet and SOVREN vintage races.

Late Friday before the meet, we pulled into Portland to pick up my '63 Mini 850. I'd stashed it there the week before. Heading to the race track, the car lost power and died. The starter spun the motor at a very high rate, and a thumb over a spark plug hole barely lifted. Bad head gasket. My towing insurance refused to take me to a race track, only a residence or repair facility, but they would take me to the gate. Fine. A call to Seattle had a gasket set coming with a club member.

Saturday morning had me on my knees, pulling the 998's head. Show attendees would stop by to check my progress. One know-it-all was talking a bit much, and I was just about to ask him to leave when I learned his name, Ward Barbour! Ward is a local Mini racing legend and, yes, he does know it all. Ward would head off to his racing friends to borrow the tools I didn't have with me: torque wrench, deep sockets, whatever I needed. *Ward Barbour* fetching *me* stuff, WOW!

I drove the car onto the field just before the end of the show. The trip home to Seattle was a blast; the car ran great.

Don Dixon

Seattle, Washington

Send your thoughts to *Hemmings Sports & Exotic Car*, P.O. Box 904, Bennington, Vermont 05201; or email the editor at dlaChance@hemmings.com



Visibility shrank to 10 feet, the temperature to the high 20s as we carefully groped through the white murk.

Up and down Allard adventures

Driving home with my 8-year-old son from Mt. Washington in 1991, passing by Keene, New Hampshire, in the early evening, behaving. Blue lights in the rearview mirror. Pull over. Officer: "Do you know why I stopped you?" Me: "Actually, no." Officer: "Because you are driving an Allard." Turns out, in his off time he was working on old cars in the collection of one of my good friends, who had arranged the participation of a dozen vintage cars in the Mt. Washington "Climb to the Clouds." He could not get the weekend off that first time, but in later years he was able to.

The Allard in question was a K3, one of 62 built as sports tourers between 1952 and 1954. Unlike the Spartan J2 and J2X, probably the most well known of Sydney Allard's creations, the K3 came with a full-width envelope body, top and roll-up windows, although mine had lost those latter two appurtenances. It had a wide, three-abreast bench seat. Although not designed for racing, it had much in common with the racier Allards. A Ford Toploader transmission in back of a Cadillac V-8 got the power to the rear wheels. It did not have the standard shifter tucked in the side pocket of the door to be out of the way of the middle passenger. It had a de Dion rear axle with inboard brakes. Gas tanks in either side of the rear end made room for a large trunk in between. The front grille had been widened from standard. The front end was derived from a Ford truck solid axle cut in half and pivoted in the middle. If you have seen pictures of Allards racing in period, this explains some of the odd cornering angles of the front suspension. Once one got used to the peculiarities of Allard handling, it was a most entertaining and satisfying sporting car to drive. Gobs of power from the big Caddy, so you could steer a bit with the throttle, but don't count too heavily on the brakes or particularly precise cornering. The antithesis of a Lotus 7!

The K3 participated in VSCCA events at Pocono, Bridgehampton and Lime Rock. But where it really shone was at the Mount Equinox Hillclimb and the Mount Washington Climb to the Clouds. The relatively soft suspension worked well over the bumps at those two venues, and, if you did not go into corners too aggressively, then on exit you could put down that V-8 power and the Allard would make quick work of the straighter sections.

Mount Washington soon became a favorite event. For those of you who do not live in the Northeast, Mount Washington is famous not only for its magnificent vistas, but also for extreme and changeable weather and its sinu-



ous, part paved, part dirt, historic 7.6 mile Auto Road. One year, my youngest son and I, in T-shirts and shorts, set off on a reconnaissance run in the Allard from the bottom, where it was 85 degrees Fahrenheit and sunny. As we got beyond halfway, it began to rain, then freezing rain, sleet, snow. Visibility shrank to 10 feet, the temperature to the high 20s as we carefully groped through the white murk. Finally, arriving at the parking lot below the summit, we grabbed our warm parkas (yes, at Mt. Washington you prepare for this) and dashed for the summit house. After sitting for a while, and with no sign of the storm abating, we ventured forth again to head down. We picked our way through the snow, then sleet, then freezing rain, then rain; halfway down the sun came out, and by the time we reached the bottom, it was 85 and sunny again. Gotta love that magic mountain. And respect it!

The vintage cars at the hillclimb competed not for fastest time, but for most closely matching two Sunday runs. During the early 1990s the big rivalry for FTD in the serious competition was between U.S. rally champion Paul Choiniere and Canadian champion Frank Sprongl. Frank flung his Audi quattro up the mountain in great lurid controlled slides. At the finish, there was a hump that he would literally fly over. If he missed the landing, he would have ended tumbling down the headwall of the infamous Tuckerman's Ravine. Paul, while perhaps less spectacular, was equally fast. Paul and Frank were always close, within a second or two of each other. One year, Paul edged Frank by a couple of hundredths of a second.

As I was driving the Allard back to the paddock area to load it for the trip home, Frank was walking beside the access road. I commented on how close he had come to winning it all. He shrugged, then looked at the Allard and said, "I would be afraid to drive that car up this mountain." Really? 🌐



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I've never been a believer in having tires rotated—especially radial tires—and have never experienced any premature wear.

Mini miles

I just brought in my 2013 Mini Cooper for its annual check-up—its second such service since I bought the car brand-new back in October 2013—and once again shocked the technicians and service reps at the dealership upon their inspection. Besides the car's well-kept shape inside and out, what amazed them most was the condition of the tires.

Odd as it may seem, the technicians were extremely surprised that my Mini's original tires still have more than half their tread depth remaining. With the odometer reading 31,456 miles, it seems to me that having modern radial tires last this long should not be a big deal. Evidently this is not the case with tires on modern Mini Coopers.

The first time I brought my Mini in for service, I had driven it just 10,500 miles, with the service rep being quite surprised at the tires' barely worn condition. Actually, she was shocked, and told me that many Minis need to have all their tires replaced by 15,000 miles. Yet, my tires were barely worn.

So when I brought in the Mini for its 35,000-mile service on July 22, while I was waiting in the lounge area, the service rep came up to me and said: "The technicians want to know if those are the original tires on your car." When I told him, yes, they were, he said, "Wow, that's amazing. We never see this. In fact, we have several clients who have to replace the tires on their Mini Coopers every 10,000 miles." Then, of course, he tried to get me to spend \$100 to have the tires re-balanced and rotated. I basically told him that I've never been a believer in having tires rotated—especially radial tires—and have never experienced any premature wear—rather the opposite, as proven by the condition of the tires on my Mini.

When new, the car came equipped with Continental ContiProContact radials, size 175/65 R 15. Clearly embossed on the tires' sidewalls, it states: "Never exceed 40 psi." Because I have always placed huge importance on tires, I keep a quality air pressure gauge on the passenger-side front floor so I remember to check the tires' air pressure, not only regularly, which is about every two weeks, but also before every trip I take. Equally important, I always maintain an air pressure reading of 36 pounds in each tire, which not only helps reduce wear due to their minimized deflection, but reduces rolling resistance too, thus improving gas mileage. I also find the steering and handling to be sharper as well when riding on firmer tires.

I prefer to do my own oil changes. Although the Mini dealer did change my oil during both



services, I allowed this only because two free oil changes were included with the sale of the car. So when the service rep plugged my car's ignition key into the computer—yes, there's a computer chip inside the key—it told him that the last oil change was at 10,500 miles. But when I informed him that I had already changed the oil twice, because I don't believe in waiting one year for the next oil change (that's the dealer's free oil change schedule), I was told that there's no need to change the engine oil before the 15,000-mile service interval due to the superior quality of today's modern synthetic oils, which the Mini uses. I agree that synthetics have a longer life compared to mineral-based oils, but because I want to keep engine wear at an absolute minimum, and ensure that I'm able to get 200,000-plus miles out of the engine, I prefer to change the oil every 6,000 miles.

Just as important as the oil is the oil filter. I only use OEM-spec Mann oil filters, with the primary reason being that the filter's inner core is equipped with a circular plastic frame, and it's this plastic insert that prevents the filter from collapsing. Should the filter collapse, oil pressure will drop, and in serious cases stop flowing at all, thus severely damaging the engine. This is why I will never have my car's oil changed at one of those nationwide in-and-out oil change/lube facilities or at some other local garage, simply because they use cheap filters, which don't have that plastic frame insert.

Oh, and after every trip, even if it's just a 20-mile jaunt, when I return home I open the hood to allow the heat in the engine bay to escape. This will add years to all the various hoses, fuel lines and electrical components because it reduces damaging heat soak. Remember, it's the little things that really matter. 🌐



One of the First

A pioneering MG Midget gets the concours-level treatment

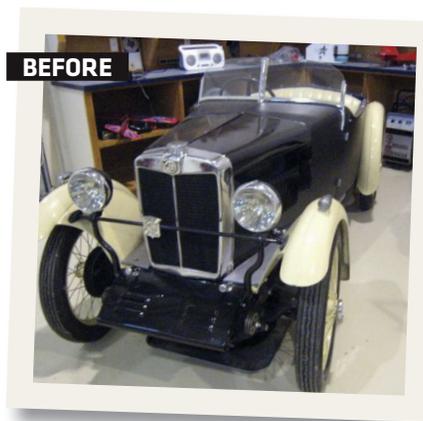
BY JIM DONNELLY

PHOTOGRAPHY BY DAVID TRAVER ADOLPHUS

It's got an ash-framed body that's covered not with metal, but with a rubberized fabric tacked and glued to its wooden outer structure. It's tiny. Normal citizens of America fed on Golden Corral or Texas Road House need not bother about trying to squeeze inside. It looks frail to the casual viewer. And yet, this may be one of the most historic veteran British cars on these shores.

That's because this 1930 MG M Type, the original Midget, is one of the first two cars of any kind that Abingdon exported to the United States. The first one went to Edsel Ford, who, unlike his irascible father, was a true connoisseur of eclectic automobiles. This one meandered among collectors until it came into the hands of British car collector Danny Allen of Tyler, Texas. He has all the offshore documentation that proves this car was built only days after Ford's car, and went to Joseph Leiter, who was Ford's partner in a 1930s airline called American Airways. The paperwork also shows that this M Type was assembled barely a month after the Abingdon plant first opened. All the numbers match, even the date-coding for the distributor.

Danny needed years to get this one right. Just for example, the MG's body is covered in what's called Rexine leathercloth, which is kind of like vinyl, with a backing, that stretches across the wooden body structure. It's an example of how The M.G. Car Company got started by assembling cars, with the Midget's bodywork separately crafted by Carbodies of Coventry. Danny found the Midget in 1996 while looking at a trailer in Arlington, Texas, that would have been used to carry one of his other MGs, which range back to a PA from 1935. He looked it over and headed back to Tyler, about halfway between Dallas



This is the pre-restoration view of the M Type. It was finished in "some kind of nasty, ancient paintwork. A backyard shamateurish restoration." The crew was confident that researching its automotive archaeology would yield impressive results.

and Shreveport, Louisiana. While driving home, he stopped and placed a call to the trailer dealer, who asked him what kind of car he intended to haul.

Once he heard that Danny wanted to haul MGs, he said that he was selling an early MG for a customer in Missouri. Danny is so thorough that he carries MG source books in the car with him. When he found out it was a founding Midget, Danny pulled a U-turn and raced back to Arlington. He laid eyes on a Midget covered with black vinyl, rather than the Rexine leathercloth. It had incorrect yellow fenders and interior fabric. Some of the framing was damaged. But it was a fully numbers-matching car, and he bought it on the spot. It wasn't until somewhat later that Danny realized what he really had.

The M Type is today considered a crucial component of MG's early survival as an automaker. It was introduced at the

1928 London Motor Show, at the time when larger MG saloon sales were skidding into a swoon. The M Type, quickly dubbed the Midget, opened up an entirely new market for MG that the firm richly exploited for the remainder of its existence. Extensively used in trials, the M Type used a modified version of the 847-cc Morris Minor and Wolseley 10 engine with 20 hp, using a bevel-driven overhead camshaft. For 1930, the Midget received a new front braking system by which the cable that actuates the aluminum front drums is pulled straight back, rather than around a loop. A four-speed gearbox became optional. 1930 was the final year for the Rexine-covered bodywork, replaced by steel the following year, which was the M Type's last.

"This is one of the earliest true sports cars, a very rare car, and was the marque that I had begun collecting," he recalled. "It ran well and drove well. The car became more and more special as its history emerged. The MG club in England had the original factory documents for this car in its files; they told me I was very lucky as most of the files had been misplaced. Those documents show the build date, color, and a very detailed parts list with serial numbers.

"The testing documents and shipping paperwork with the purchaser's name were also present," he continued. "After researching the purchaser, Joseph Leiter, it was discovered that this car was one of the first two MGs shipped to the United States. Leiter and Edsel Ford may have been traveling together when they found the cars. It turned out that Joseph had purchased the Midget for his 18-year-old son, Thomas. I spoke to Thomas's widow, who was in her 90s, and she remembered the car. All these discoveries made this



The Process



1 Replacing rotted wood required patterning and sizing. This is the quarter panel area, specifically the region behind the door. Framing is ash; paneling was completed using marine-grade plywood.



2 Large chunks of the body's wooden framework were damaged, and had to be replaced, such as the corners of the doors. The new plywood had a printed woodgrain pattern, which did not show once the work was completed.



3 Most of the carpentry work involved the quarter panels and lower areas above the rockers. The new framing and plywood are in place. Serious assembly could now get under way. Wire wheels were epoxy primed.



4 The mudguards were hand-stripped and evaluated. Previous poor repairs and stress cracks were fixed and metal-finished. Next will come a coating of epoxy primer, prior to paint. Every component was stripped to bare metal.



5 The body was stripped of vinyl covering. All panels were fit-checked prior to final assembly. The shop typically does this sort of test-fitting before starting on final priming and blocking to prepare it for paint.



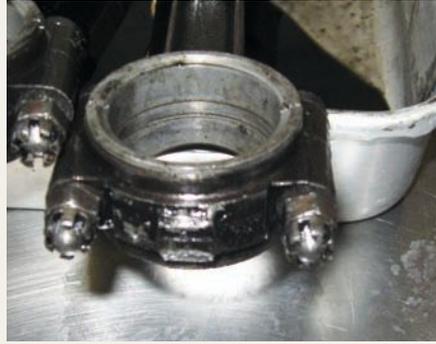
6 The M Type uses semi-elliptic leaf springs front and rear. All were removed, the leaves individually checked for trueness, primed and then finished in black Imron. Jeff Snyder prefers Imron for its durability.



7 This photo shows the transmission, as restored. It was completely disassembled and all components checked, and then cosmetically restored. The layshaft, which carries the gears, had to be fabricated.



8 The MG's engine features a squat, finned aluminum sump that can hold five quarts of oil. Broken fins were repaired with TIG welding, but no serious cracks were found.



9 Engine disassembly allowed the shop crew to look for manufacturing marks on components, including connecting rods. This was done to verify that the internals were factory-original from correct supplier.



What happens when 847-cc British traditionalism meets muscle-car blueprinting and balancing techniques? A smoothly running classic engine.



10 The block was found to have cracked around the bottom of the cylinder bores, where it's weakest, and was welded. The bores were badly damaged by corrosion and the electrolytic reaction with the alloy pistons, and had to be sleeved.

Midget very special to me. I don't think the previous owner in Missouri knew what he had. I didn't know it for several years until I started checking into it."

Danny knew the vinyl coachwork covering was the wrong stuff, and was determined not to restore the Midget until he found the proper material. That's the Rexine leathercloth we mentioned earlier. What is it? Rexine is an artificial leather that consists of cloth backing covered by a mixture of cellulose nitrate, camphor oil, pigment and alcohol, embossed under heat to look like leather. It gets its name from Rexine Limited, the British firm that first produced it. The early Midgets weren't the only British cars to use the material. It started in the 1920s and lasted until the 1970s, when BMC used it for surfacing early padded dashboards and interior door panels. It's still used today, often for making handbags, but sourcing it in quantities this big can be very difficult. Danny searched for years, looking as far away as India for the MG-correct gray coloring and the right texture. After about six years, he discovered a British company named Ratchford Limited, which dates back to the late 1800s and sells supplies for custom bookbinding and listed Rexine leathercloth as a covering material. Once Danny contacted Ratchford, its staff agreed to send him several bolts of the material, and lo, it was just what he needed.

Determined to do things properly, Danny consigned the M Type to Jeff's Resurrections, a premium-quality restoration shop in Taylor, near the Texas capital



11 M Types had wooden firewalls covered in aluminum. This one had several additional holes drilled in it. A new firewall was fabricated from sheet aluminum to cover both the firewall and bulkhead.



The cockpit is tight, but nonetheless boasts a complement of original instruments.

"There's nothing crazy about the engine. It's just nice, tight, balanced and blue-printed," Jeff said.

Danny was equally meticulous in his research, discovering minutiae such as the fact that the horn from a 1931 M Type (the seller had one, in pieces) is located in a different position than on the 1930 model. He recalled that Jeff was excited about the MG when he first saw it, also recognizing its history, and putting the finished project on his website gallery. The finished M Type reflects the depth of both men's understanding and affection for British motoring heritage. Since Jeff finished the car, it's won trophies everywhere from the MG national meet in Reno, Nevada, to best in class at the Concours d'Elegance of Texas. He does drive it, briefly. Maybe the biggest news is that he can fit beneath its oversized roof.

"It's kind of like a go-kart," Danny laughed. "And they were guaranteed to do 60 MPH from the factory. The word was that MG considered detuning the engine, because they weren't sure that the public was ready for a car like this that could do 60 MPH." 🌐

of Austin. Besides antique British cars, the do-it-all operation handles restorations ranging from Full Classics to American muscle cars and Corvettes. Proprietor Jeff Snyder described the process, the detail-oriented work, that's required to bring such an obscure and primitive automobile to show-field shape.

"We did a full nut-and-bolt, full knock-down to bare frame, leaving no bolt untouched, basically," Jeff explained. "The car was very, very original. We finished all the hardware. All the electrical components were still there with the right date-coded parts. It was almost unbelievable. I wouldn't say it was a difficult restoration, but it was challenging, because of the unconventional materials that you have to use."

One major element of the project involved replacing some of the body's structural wood. Jeff told us that moisture had collected over the years in the lower strata of the bodywork, especially in the door sill and jamb areas. Jeff's shop does wood fabrication in house, cutting the M Type's structural pieces and carefully positioning them into place. The Rexine leathercloth was cut to fit and, in keeping with the craft method of construction, nailed directly to the wood beneath it. Jeff described it as a very thin, lightweight canvas, only a few millimeters thick, that's embossed by a heated roller to resemble vinyl, in the same way that you might spray actual canvas with a flexible vinyl paint. "Just because of the nature of the construction, it's a pretty fragile car, even though it seemed to have been used pretty gently. There's enough vibration when you're driving it that it created

stress cracks that we had to correct, such as in the mudguards. The fabric was just an inexpensive way to finish the car body, instead of painting and polishing it."

Another major area of work was the tiny engine. In 1930, many British automakers hadn't yet graduated to using insert or shell bearings. The Morris-sourced engine used babbitt that had deteriorated to the point where it had to be replaced. Jeff's crew got the babbitt mixed, re-poured and align-honed, and then embarked on a full engine rebuild that saw the cylinders overbored by .020 inch, with all tolerances tightened. Some small cracks in the cast-iron block were detected and fixed by welding. The rotating assembly was balanced in-house to within 10 grams.





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WORDS AND PHOTOGRAPHY BY JEFF KOCH



Tim Mings, proprietor of Merciless Mings in Duarte, California, is a leading authority on Honda's N/Z600 cars, with more than 30 years of experience in working exclusively on these delightful microcars. He handles maintenance, repairs and restorations, with concours-quality work a specialty, and is a major supplier of new, used and reproduction parts.

Tim's late uncle James Mings was a Honda dealer who bought three N600s in quick succession in the early 1970s. Hubert Mings, father to Tim and brother to James, bought a two-year-old Honda 600, which he learned to keep running after Honda's dealers turned their back on the 600 with the arrival of the Civic in 1973. "As Dad drove his around, people would approach him and want to know where he got his car worked on. He told them that he did it himself, and that's how he fell into it: Soon he was working on the side and weekends and after work," Tim says.

"Growing up all around these cars, something just clicked," Tim says. "I could afford one as a kid. Next thing you know, it's more of a serious gig; we're stocking new and used parts, buying five or six cars at a time from local yards, parting two out, fixing three and selling 'em off."

HS&EC: What's the biggest misunderstanding people have about these cars?

TM: People think they're rare. They're not rare, although it's rare to see one going under its own power. There are probably 10 within a five-mile radius from where you or I are standing right now. Early Civics should have all been painted white, like an appliance; they were used up and thrown away. Today, an early Civic is far more rare than a 600; for every early Civic out there, there have to be five or ten 600s. It's way easier to restore a 600 than a Civic, because there's more to choose from.

When you talk to someone who bought one new, they never have anything bad to say about the 600s—they only have warm fuzzy memories. The parts were available through Honda, but getting them installed was hit or miss, and the owners didn't want to throw their 600 away—it was always a "gonna fix it someday" scenario, then it gets buried in garage stuff till they die or someone drives by, sees it and fishes it out.

HS&EC: How did you get your hands on Honda 600 Serial #1?

TM: So, in 1967, Honda built a total of 50 600s. I had become friends with the late Bob Hansen, one of the first Americans to work for Honda; he set up bike dealerships in the Midwest in late 1959. And he was in charge of this convoy of winter test vehicles. This is where Honda realized the car's shortcomings for the American market—bad heaters, poor brakes. Well, the fleet returned to Gardena, California, where Honda was based; he asked the bosses what to do with the cars, and he was advised to destroy them. So he sold them as scrap to the salvage yard down the street, and two days later, Bob saw one driving down the road. Turns out, the owner of the yard sold three of them. Then Bob personally saw the other 47 get crushed.

About a decade ago at Pomona, I saw a 600 on a trailer in front of me. I've seen plenty at this point, so it was no big deal. I parked, and a friend called me, suggesting I come by and look at it. And it was clean—complete and together. He was asking some outrageous price, so I put a note on it, saying when you realize that no one is going to pay that price for a non-op Honda 600, call me. Sure enough, three days later, he called and we struck a deal. When he delivered it, he told me, oh, I have another one at home. He emailed pictures, and he delivered that one too. That was the serial #1 car. He wasn't aware at the time that they were 1967 models or early VIN



“Interest in these cars continues to grow, and, in the next few years, I see a bigger facility. And probably for the first time ever, an employee.”

cars; quite by coincidence, years earlier he got them separately from two different people who lived 100 miles apart or more. The stars aligned, and he collected both. He thought he wanted to make a hot rod out of them, then realized that this was a skill set that he did not possess. Then I got them.

Of those 50 cars from 1967, three went missing... and I have all three! I owned the serial #1 car for over a year before I scrapped the goop off the VIN to see what it was. Now Honda wants me to restore it for them.

HS&EC: Can you still find parts cars? What's the difference between a parts car and a potential restoration these days?

TM: In my book, it doesn't take much to make a 600 a parts car; at the end of the day it's just a car. Things like rust... if you have a rusty one, that's a parts car. Just buy another. There's no shortage of cars, at the end of the day.

HS&EC: What line is too far for an early Honda to be restored?

TM: Hard to say. These days, at a good auction, a 600 is a \$20,000 car, maybe \$22,000–\$23,000. Now, I just did a complete nut-and-bolt restoration on a yellow N600 for a client, and he spent \$52,000. I expect the values of good 600s to rise in the future, but will we live long enough for these to be \$50,000 cars? Probably not. There has to be some sort of personal attachment to validate the expense. It's only worth what you can sell it for.

One thing I'm noticing more and more... people have been attracted to the notion of restoring a small car because it must be cheap. Well, initial buy-in is cheap, but to get it where you want it to be, few have the commitment and passion, and financial wherewithal to get it. People want one like the one that cost \$52,000, but they want it for six grand. That ain't gonna happen. I'm finishing one now, it's probably a \$4,000 car, judging by condition; when it leaves, he'll have \$7,500 in it. But the owner is okay with that.

HS&EC: Parts must be a bear to find, no?

TM: I'm always looking for NOS parts. There are lots of parts lying around out there... it's just finding them. They're out there. Whenever I buy a 600, it comes with at least one NOS part in the trunk. I can't count the number of times the trunk is full of NOS parts. Once, a particularly gung-ho owner filled the interior with NOS parts—he was going to restore it someday, and it just didn't happen.

Honda had a dealer parts buyback program in the early '90s; if a dealer had stuff on shelves they bought in 1971, Honda would buy it back and give credit for current prices; so a \$1.50 part in 1971 is worth \$32 now, and corporate would give \$32 in credit. I suspect that Honda was intending to set up a classic parts facility, then the lawyers got involved; I've heard stories of NOS parts just run through the crusher. Even then, people were backdooring stuff.

Something that really helps is that there is more and more quality reproduction stuff available now. One guy at the forefront of this is Bill Colford. He's a retired master chief from the Navy, and was into '40s and '50s Cadillacs when he was serving, but for some reason, he fell into Honda 600s. He's a can-do guy; he ponied up and bought the equipment to cast rubber and plastic parts in his garage. Whenever I need something, he just whips me up a batch. I cannot be in business without him. No Bill Colford, no Tim Mings.

I'm not the only game in town. There's me, Bill Colford, Miles Chappell in Northern California, Ray Cave in the Midwest and Mike O'Connor on the East Coast; they're all honest, genuine people. No one is looking to screw anyone. But I'm the only one who does this full-time exclusively. I'm not looking to sell parts; I'd rather do restoration and maintenance and things like that.

HS&EC: Tell us about how the hobby has changed between when you started and now... and where do you see early Honda enthusiasm going?

TM: There were a whole bunch of lean years in there. I called my business plan the Underwire Bra Plan: It had no visible means of support. But more people seem to be interested now than ever, judging by the number of calls I get looking to purchase a car or who want to run one past me first. Now, I can actually make a living fixing Honda 600s only. And here we are today, restoring cars for American Honda museums. Interest in these cars continues to grow, and, in the next few years, maybe I'm being optimistic, but I see a bigger facility. And probably for the first time ever, an employee. 🌐

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DAVID LaCHANCE



Q: I've owned a 1963 Jaguar Mark 10 for about 15 years. When I acquired it, neither fuel pump inside the saddle tanks worked. A mechanic friend and I removed the fuel pumps and made them operable. I drove the car for several years until the left fuel pump again failed. It was again repaired, and I placed it in the tank and removed the fuel pump in the right tank so it, too, could be repaired. When I took the fuel pump out, I left the cover off of the right fuel tank and decided to drive the car to make sure the newly rebuilt pump worked well. It seemed as if the car kept running out of fuel. When I opened the luggage compartment, I discovered the

left fuel pump had transferred fuel to the right tank, and it was exiting out of the open cover, filling the trunk. Now when I drive the Jaguar, the left fuel pump still transfers fuel to the right tank. If I switch to the right tank fuel pump, it transfers fuel to the left tank. The engine seems to run well until the tank with the working fuel tank runs out. I've almost decided to put a ball valve on one of the fuel lines and go back to operating the Mark 10 with just one 12-gallon tank. Do you have a better solution? I have driven the car on some 200-mile trips, but most drives are much shorter distances.

*Donald S. Goering
Hugoton, Kansas*

A: It sounds to me like your change-over valve is not sure where to send fuel. As you know, there is a switch on the dash that selects which tank gets to send fuel to the carburetors. This changeover valve opens a line from one tank and closes the other. At the same time, it activates the fuel pump in the selected tank and turns the other one off. I believe that while the fuel pumps are working correctly, the valve that directs fuel flow is not. Essentially, you're pumping fuel from one tank to the other until it is empty. Repairing or replacing this valve should solve your problem without having to add more complicated plumbing. Now, can someone tell me why Jaguar didn't just use a balance tube between the tanks like Mini did on the dual-tank models? I always thought it was great having two tanks on my Mini, and the small-diameter crossover hose meant I didn't have to go back-and-forth to fill them both up.

Q: With the price of old Mini Mokes going through the roof, I've decided to get mine going again. It has the original 850 engine and three-synchro gearbox, so I'm thinking about giving it a little performance bump with a larger engine and new four-synchro transmission. I've been looking at the Mini parts places, and I can get used late-model 1300 power units for about \$2,500, but I'm not sure of the condition or what other parts I'll need to make it work. I don't mind spending the money—rebuilt units can get pretty expensive—but I want to make sure I'm going in the right direction.

*Stuart Jackson
Via email*

A: I co-drove a late-model Moke Californian round trip from Los Angeles to Portland, Oregon, 20 years ago. It's one of those adventures that you don't soon forget. I've seen a number of Mokes with 1275 transplants over the years, including one with a fuel-injected eight-port cross-flow head. Without too much trouble, you can expect to get a



MINI

reliable 110-120 horsepower out of a well-tuned 1275 or 1380. With a curb weight of less than 1,200 pounds, you will have a power-to-weight ratio that is on par with a Porsche Cayman. Now, before you get excited about embarrassing every Porsche driver on the road, remember you're working with front-wheel drive and skinny little 10-inch tires, but a rolling drag race could get interesting. Over the past few years, prices have been going way up on the entire Mini lineup,

and that includes parts and service. Since you have to source a power unit, whether it's out of an old Mini or Austin America, you're going to have to spend a few bucks to get what you want. While you're at it, don't think you can get by with those single-leading-shoe drum brakes in the front. Even though I like the looks of the small wheels and tires on early Mokes, you might want to consider 12- or 13-inch wheels. The reason I say this is you'll have more room for larger calipers and discs. I think, once you get everything done, you're really going to like your little Moke, and it will be worth every penny you spend.

Q: Would there be any improvement in the braking of my 1973 Dodge Colt if I fitted the larger floating type of calipers that were used on the 1974? The '74 has a different master cylinder and larger brake booster, which cannot be fitted because of space limitations.

Lior Himmelstein
Granada Hills, California

A: Dodge Colts used two different braking systems in 1973. Early models like yours used a fixed dual-piston caliper. Later models had a single-piston floating caliper with thicker rotors. I think the master cylinder bore was no different between the two, so, in theory, both should work on your Colt. If it were my car, I would spend the money on stainless braided brake lines and a good set of brake pads. This will give you a firmer pedal with better bite, and will make it easier to modulate your braking. If you're using your Colt as a daily driver, your choice of pad material will be different than if you use it on the weekends for track days or autocrossing. Whatever you choose, you'll want something that is quiet, has good perfor-



MITSUBISHI

mance when cold, and doesn't turn your wheels brown after a hundred miles. The good thing is that all of the brake parts are still available, so you won't have any trouble pulling the reins in on that Colt. Sorry for the bad pun, but you left me no alternatives!

Q: I'm rebuilding the top end of my 1965 BMW 1800 because of high oil consumption and low compression in two cylinders. I will be sending the cylinder head out to the machine shop for a valve job, but I need to find an easy way to remove the thick built-up carbon on the pistons. I started scraping with a putty knife, but the carbon is pretty baked on. I don't want to damage anything, so do you have any secret industry tips I can try?

Herman Billings
Via email

A: Hey, a good buildup of carbon on piston tops is the easiest way to increase your compression ratio! I'm going to assume that you performed a compression test and found that the valves were the culprit, and not the piston rings. I've seen too many top-end rebuilds take out worn rings and bottom ends with the newly added compression. I don't usually remove carbon from pistons while they're in the bore. The reason is that small pieces of carbon will fall between the piston and cylinder wall, and could possibly damage the wall or the pis-



BMW

ton rings. When you get everything back together, there are a number of products that will do a decent job with the engine running. Most of these products are made for fuel-injection systems and plug into the fuel rail, bypassing the vehicle's fuel system while they work. If you're set on removing everything before you button it up, soak some rags and set

them on the pistons overnight. Always put the piston at top dead center and use compressed air throughout the process to blow out as much of the carbon from the bore as possible. Go slow and gentle—patience is a good quality to have. When you're done, make sure to change the oil and filter. Good luck!



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Hella

Just two families have led Hella and its predecessor for over 115 years

BY TERRY SHEA

The light remains bright for Hella, the German-based, multi-billion-dollar company with a global presence that remains largely under the control of a single family, despite having been floated on the European stock markets after its 2014 IPO. However, that family was not the first one to control the company.

Officially known as Hella Hueck & Company, the organization was founded in 1899 as the Westphalia Metal Industry Company (WMI) in Lippstadt, Westphalia, by Sandy Windmüller, who had inherited a feed store from his father some 20 years before. In 1891, Windmüller, who had grown the business significantly, entered the carriage trade by making harnesses and fittings, and, in 1895, the carriage and bicycle light business.

Windmüller bought the first car in Lippstadt, and used it to advertise the company's wares, as it soon began producing automobile lamps. He added bulb horn manufacturing, and employment was up to 200 people by 1905, with exports all over Europe. Electric lighting followed in 1908, when the name Hella first appeared. There is speculation as to the name's origins, but the prevailing theory is that Windmüller chose it because it was a nickname for his wife, Helene. Likewise, *hell* in German means "bright."

Despite a shift in production, WMI thrived during World War I, producing hand grenades, small arms and other military components. But in Germany's chaotic postwar economy, where resources were scarce, Windmüller got caught up in scandal, illegally buying scrap metal from the Germany military. A big fine and probation left him bereft of his share in the company. Relegated to being essentially a district manager by 1921, Windmüller died in 1930 at age 72. His widow, like so many other German Jews, fled the country soon after the Nazi takeover a couple of years



later, making a new home in Portugal.

Eduard Hueck, owner of an eponymous brass supplier to WMI—and a shareholder—took interest in the company. As the banks maneuvered to acquire the remaining shares they didn't own, Hueck acted, filing suit. When the dust had settled, the Hueck company ended up with some 60 percent—and definitive control—of WMI by 1923.

During the inter-war years, WMI's fortunes followed those of the economy in general, growing rapidly up to the end of the



Twenties until hitting hard times in the Thirties, followed by more impressive growth later in that decade. WMI supplied a great many players in the European auto industry, including Ford, with lighting and horn products. It was during this period that the iconic Hella name in the oval logo first appeared.

WMI's tale during World War II reads like that of so many German companies, with the forced labor of POWs and concentration camp prisoners on the factory floor. Unlike many other German companies, however, WMI saw its factories survive the war, though payroll dropped from a pre-war high of 1,700 to just 45, when Allied authorities allowed it to go back into business, making whatever it could to bring in revenue, from alarm clocks to cof-

fee pots to headlamps for British soldiers.

But it didn't take long for WMI to get back to its position as a leader in automotive lighting, the company being chosen as the headlamp supplier for Volkswagen, which had used WMI lighting components during the Type 1's development phase before the war. It also revived its ties with Ford, and exports began growing again. After acquiring all outstanding shares in the company in the Fifties, the Hueck family took the company private again.

Growth continued as automotive consumption gained critical mass during the boom time of the Sixties in Europe. With exports expanding, the company opened its first overseas factory in Australia in 1961. Other subsidiaries and licensing agreements followed throughout the world in the succeeding years, including in South America, Europe and Asia. It wasn't until 1986 that the company adopted the name Hella Hueck & Co. as its official name.

After the fall of the Iron Curtain, Hella expanded east, with factories in eastern Germany, the Czech Republic, Slovenia and Slovakia. Asian ventures in South Korea and China soon followed in the mid-1990s. Finally, Hella opened its first operations in the U.S. in 2000, though it already had facilities in Mexico.

Over the years, Hella pioneered many lighting advances, becoming the first company authorized to make and distribute H4 halogen lamps that combined high and low-beam filaments in the same bulb, for instance, and the first to supply xenon headlamps, on the 1992 BMW 7 Series. Today, it is one of the leading companies in the field of LED headlamp technology, supplying European and U.S. automakers alike.

With over 30,000 employees and operations in over 100 countries, Hella is one of the major players in the automotive supplier sector. 🌐

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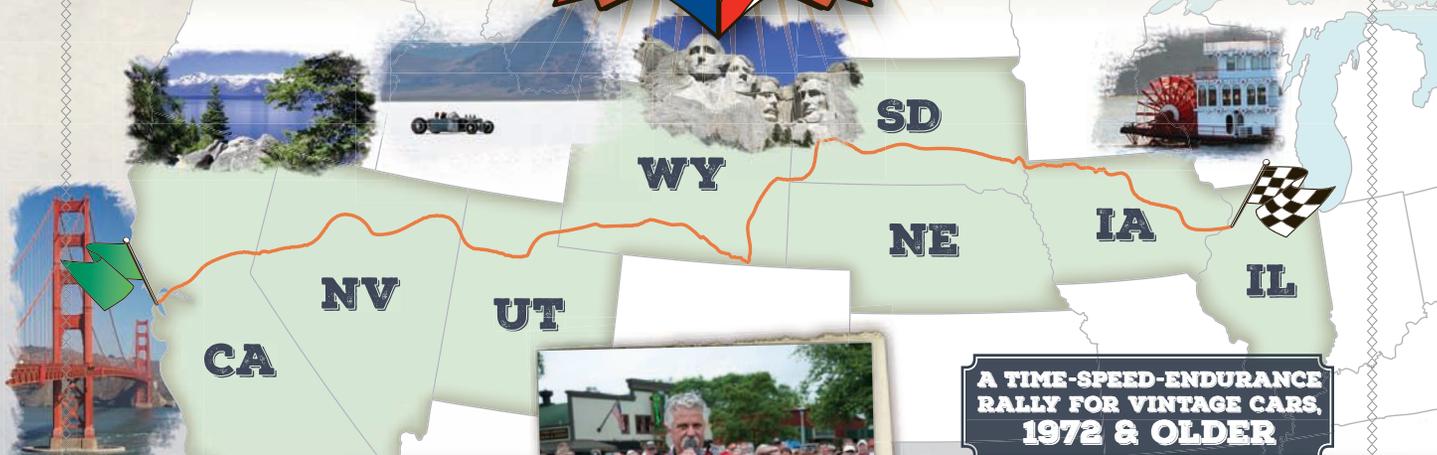


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Boxster on a Budget

Porsche's entry-level, mid-engine sports car might have been built to meet the bottom line, but it delivers the thrills and style with the best of them

BY TERRY SHEA • PHOTOGRAPHY COURTESY OF PORSCHE CARS NORTH AMERICA

Mix the terms Porsche and “entry level” and the results don’t always leave the best impressions with sports-car consumers. While the company sold plenty of 914s and boatloads of 924s, purists balked at both cars’ Volkswagen ties. But with the company nearly flat on its financial back in the early Nineties, Porsche doubled down by reinventing the 911, ditched their other aging product lines and debuted the Boxster, a mid-engine tour de force of a sports car that impressed those same Porsche purists, other enthusiasts and plenty of average, everyday mid-life crisis sufferers aiming to

step up their automotive game.

The Boxster concept created a sensation when it debuted in 1993 at the Detroit Auto Show. That incredibly positive reception to a car that harked back to Porsche’s roots—with more than a hint of 550 Spyder in its design—led the powers that be in Zuffenhausen to bet the farm on the all-new car. Developed in conjunction with the first water-cooled 911, the Boxster and its big brother shared plenty of parts, most notably from the A-pillar forward along with the engine architecture (known as the M96), though, overall, they were very different beasts.

That sharing of parts may have required a few changes to the lean and lithe lines of the original show car, but how many concepts ever make it to the production line untouched? Fortunately, the car that made it to the street retained all of the character of the show car, most notably in that the Boxster arrived as a roadster only, with no fixed-roof model planned at the time, and its engine mid-mounted, just as with the original 550. Defying the conventional Porsche nomenclature of numeric model designations, the production version, too, kept the Boxster name, a concatenation of boxer (for the engine) and roadster, in lieu



of its numeric Porsche project designation, 986.

Almost as soon as Porsche announced it was going to make the car, the Boxster was a hit, selling out in many markets and creating enough of a waiting list to justify augmenting production at the Stuttgart plant with an additional assembly line at Valmet Automotive in Uusikaupunki, Finland. In fact, the majority of 1997 to 2004 Boxsters came from Finland.

Mounted amidships, but completely covered from the prying eyes of any interested gearhead, the Boxster's original, quad-cam 2.5-liter engine marked new territory for a Porsche street car. Instead of air-to-oil cooling, the flat-six in the car was fully water-cooled, with its pair of radiators mounted up front. Porsche had previously gone to water-cooling some of its flat-six endurance racers, but the Boxster was the opening salvo in the final push to rid Porsche of air-cooled engines forever due to increasingly stricter emissions legislation. Amazingly, Porsche engineers were able to preserve most of that distinct Porsche air-cooled sound, giving Boxster drivers with the top down a truly unique aural experience.



Timeline

1993 Inspired by the 550 Spyder, Porsche debuts the Boxster concept at the Detroit Auto Show.

1996 Production begins on the Boxster in Stuttgart, the final version fairly faithful to the concept.

1997 Boxster is introduced to the U.S. with a base price just under \$40,000.

1999 Porsche increases Boxster fuel tank capacity from 15.3 gallons to 17 gallons.

2000 Big changes to the original Boxster during its mid-cycle update. A 2.7-liter engine becomes the standard and the faster Boxster S debuts with a 250-hp, 3.2-liter flat-six.

2003 Something many Boxster owners wished for from the beginning—a glass window for the convertible top is introduced. Power is bumped for both engines.

2004 Limited-edition Spyder offered in the 986's final year, with a variety of performance upgrades and exclusive colors.

Parts Prices

Brake disc, front, OEM	\$231
Brake disc, front, aftermarket	\$73
Clutch kit	\$613
Convertible top, plastic window	\$699
Convertible top, glass window	\$929
Engine gasket set (2.5-liter)	\$536
Exhaust manifold with cataly st... \$1,847	
Fender	\$582
Fuel injector	\$277
Starter, new	\$766
Starter, rebuilt	\$274

Specifications

Engine DOHC 24-valve, all-aluminum-alloy horizontally opposed six-cylinder

Displacement 2,480 cc (151.4-cu.in.)/2,687 cc (164.0-cu.in.)/3,179 cc (194.0-cu.in.) **Horsepower** 201 @ 6,000 RPM/217 @ 6,500 RPM/228 @ 6,300 RPM/250 @ 6,250 RPM/258 @ 6,250 RPM/264 hp @ 6,250 RPM **Torque** 181-lb.ft. @ 4,500 RPM/192-lb.ft. @ 4,500 RPM/192-lb.ft. @ 4,750 RPM/225-lb.ft. @ 4,500 RPM/229-lb.ft. @ 4,500 RPM **Compression ratio** 11.0:1 (all) **Induction** Bosch Motronic port fuel injection with integrated ECU **Gearbox** five-speed manual/five-speed automatic/six-speed manual **Performance 0 to 60 MPH** 5.7 seconds to 7.4 seconds **Wheelbase** 95.2 inches **Curb weight** 2,756 pounds to 2,999 pounds



ENGINE >> All first-gen Boxsters feature a water-cooled, horizontally opposed, six-cylinder engine, known by the engine code M96, in displacements from 2.5 to 3.2 liters. Although these powerplants are generally considered robust, Porsche's focus on efficient production did lead to some potential problems with the M96, including cylinder liner cracks, connecting rod bolt failures and some valve-gear-related problems. It should be noted that these problems are not universal and inspection by a mechanic should be a prerequisite for any Boxster purchase.

The Achilles heel of the M96 (and some later M97 variants) is the intermediate shaft bearing. Porsche used an IMS on previous air-cooled engines, but cost-controls led to a modification of the design that was weak. Worst-case scenarios involve complete engine rebuilds or replacement, but, by now, in many cases, improved IMS bearings have been fitted to many engines.



BODY >> If this were a buyer's guide of any Porsche from before, say, 1977, this section would be all about rust. Fortunately, save for damaged or neglected cars, rust seems to be a thing of the past for almost any modern Porsche sports cars. (We suspect that the all-year, all-weather service of a Cayenne will likely test the modern Porsche's ability to resist oxidation.)

More importantly, as a modern car, the 986 came fully equipped not only with a range of airbags, but front and rear deformable structures, beefed-up side-guard door beams and other structural improvements meant to protect driver and passenger in an accident. They were originally fitted with a plastic rear window, but glass arrived in 2003 and a retrofit is available.



INTERIOR» The Boxster may have been Porsche’s “entry-level” car, but if the original buyer got out of control checking the option boxes when ordering a car, the price could easily double, and while some options were related to the exterior (colored crests on the wheel center caps, for instance), the interior choices proved far more extensive.

How extensive? Well, multiple leather, carbon, aluminum or mahogany “dashboard packages” were available, ranging from just over \$1,200 on up to nearly \$5,000. Buyers could opt for interior-color-matched gauges or aluminum-look faces. You could get the small roll hoops over the seats covered in leather, or chromed. Leather, wood and carbon-fiber looks were available for just about every part, along with an array of sound systems. Luxury abounded in the Boxster.



ALSO CHECK» As noted above, the Boxster options list has always been very extensive. If you find yourself cross-shopping two examples with the same overall trim level, year and mileage, be sure to look closely at the details if the prices are considerably different. Wheel options could have made a big difference in price when a car was new, and models equipped with extensive options like the expensive Sport Touring Package (a wheel, entertainment, luxury and trim package rolled into one item) will always carry a premium.

If you are not into rowing your own gears, you might be in luck. The Tiptronic automatic transmission, which was several thousand dollars more costly than the standard five-speed when new, does not seem to bring any extra on used models. On the contrary, since many sports car fans favor manuals, you may be able to score a deal on a Tiptronic car.

Production

1997 Boxster 2.5-liter	15,790
1998 Boxster 2.5-liter	17,086
1999 Boxster 2.5-liter	22,829
2000 Boxster 2.7-liter	14,599
Boxster S 3.2-liter	11,467
2001 Boxster 2.7-liter	14,000
Boxster S 3.2-liter	14,457
2002 Boxster 2.7-liter	11,608
Boxster S 3.2-liter	10,381
2003 Boxster 2.7-liter	10,284
Boxster S 3.2-liter	8,504
2004 Boxster 2.7-liter	6,615
Boxster S 3.2-liter	4,621
Boxster Spyder 3.2-liter	1,953
2005 Boxster 2.7-liter	426
Boxster S 3.2-liter	243
Total	164,863

Figures includes all Porsche 986 Boxster production for the global market.

Price Guide

Boxster	\$9,800 - \$19,000
Boxster S	\$12,000 - \$29,000
Boxster Spyder	\$22,925 - \$30,000

A Pro’s Advice

Every single Boxster from ‘97 was designed with the same flawed ball bearing on the IMS bearing. We get calls all the time from clients looking at early Boxsters and the first thing we ask is if the IMS bearing has been addressed. Most of the time, people don’t know. They’re all excited, but their demeanor changes when we tell them what we tell all of our customers – that it’s a \$9,000 to \$10,000 gamble.

The first Boxsters suffered from their cooling system expansion tanks cracking. We’ve learned that when you are going to put coolant in these engines, with a water and coolant mixture, the water has got to be distilled. If not, the engine will rust from the inside out and the pipes will rust and the radiator will rust.

If the cars are maintained, they’re good. They have little, what I call “nuisance failures,” like window regulators only last five or six years. I think there are a lot of wear items. Control arms, for instance, are a wear item.

As long as they are well maintained, the IMS bearing is addressed, the expansion tank is replaced and you never let it overheat, it’s pretty good. –*Sid Gonzalez, Vertex Auto, Miami, Florida*

Recent Ads

2000 Boxster S/six-speed manual Car has been gone through; motor includes intermediate shaft, rings, rod bearings, valve guides, timing chains, main bearing set, timing chain cams... Suspension includes, Bilstein struts, strut mounts and bushings, stabilizer bar links... Two new radiators... Very clean Southwest car. 154,000 miles. \$11,500 or best offer.

2003 Boxster/five-speed manual Midnight Blue Metallic over Graphite Grey leather; only 32,344 CARFAX Certified miles and comes loaded with \$8,265 in Extra Charge options, including 18" Turbo Look II wheels, hi-fi digital sound, aluminum/leather shifter and brake handle, cruise control, roll bar in aluminum-look, remote control alarm system, heated seats, windstopper, on-board computer, wheel caps w/colored crest. 32,344 miles. \$17,900.

Source: *Hemmings Motor News*

Alternatives



1996-2002 BMW Z3

Price now \$6,000 to \$18,000 **Pros** Six-cylinder power in a pint-size roadster package for reasonable money; the last of the uncomplicated BMWs **Cons** Antiquated rear semi-trailing arm suspension hails from the 1982 introduction of the E30 BMW; Retro styling got retro on its own pretty quickly



2005-2011 LOTUS ELISE

Price now \$19,000 to \$38,000 **Pros** Toyota running gear, lightness = handling superiority and brisk acceleration; exotic on a budget **Cons** Rudimentary as a daily driver; decidedly non-luxury; must like aluminum floors with flimsy rubber floor mat and limited visibility



Viewpoint

Frank Lockwood bought his Boxster about five years ago, after first being exposed to a friend's 1957 Porsche 356 Speedster some 50 years back.

Ever since then, I have been in love with the marque. What with family, responsibilities and everything, I never had the opportunity to pick one up until four or five years ago. I saw this one in the paper at the local Chevy dealer.

My wife and I went over and into the parking lot. Unbelievably, it was unlocked, on a Sunday afternoon. So, I went over, opened the door and just sat in it. I put my hands on the steering wheel and I said, "This is for me." She said, "Let's buy it." I purchased it and have just been having fun with it. It's a great machine. I love the handling—it's unreal!

This Porsche is just unbelievable, just beautiful. —**Frank Lockwood**

With 11.0:1 compression and four valves per cylinder, the 2.5-liter version of the all-aluminum-alloy engine received a rating of 201 hp at 6,000 RPM and 181-lb. ft. of torque from 4,500 RPM. A VarioCam variable-valve timing system used an electronically controlled solenoid to actuate the camshafts' phase shift to alter the timing profile. That power proved enough to push the 986 to 60 MPH from zero in a skosh under seven seconds. With the introduction of a 217-hp, 2.7-liter engine for the standard model in 2000, the Boxster's sprint to 60 edged closer to six seconds flat when equipped with the standard five-speed manual transaxle.

From the outset, buyers had the option of Porsche's Tiptronic five-speed automatic that promised a shiftless ride when not interested in rowing for yourself and somewhat crisper, manual gear changes when so desired. Unlike newer double-clutch automated manuals, Tiptronic gearboxes used a conventional torque converter and did not shift as fast as a competent driver with a manual. Curiously, Porsche never offered a factory limited-slip differential on any 986 Boxster.

The all-independent suspension on both ends of the Boxster consisted of MacPherson struts and coil springs with aluminum control arms and anti-roll bars. Coupled to the Boxster's roughly 2,750-pound curb weight (add 110 pounds for Tiptronic-equipped cars) and the center mass of passengers and powerplant between the axles, and you got one very responsive machine.

For 2000, Porsche introduced a hotter car to complement the base 986: the Boxster S. Retaining all of the original Boxster's goodness and charms, the S showed up with more—more power from its 250-hp/225-lb.ft. 3.2-liter engine, one more gear in the form of the six-speed, short-throw manual transmission cribbed from the 911, one more inch on the larger 17-inch wheels and a bunch of other nor-

mally optional luxury bits thrown in for good measure. The additional power was enough for the car to drop the sprint to 60 to under six seconds and to give the car the speed found by the likes of rival BMW's contemporary 240-hp M Roadster.

Unfortunately, Porsche's focus on cost savings—learned when it solicited and received help from Toyota, of all places, in order to get the Boxster sold profitably at a price point under \$40,000 in the U.S.—meant that some materials and components were selected that might not have made the grade in earlier Porsches. But that's not to say that the Boxster interior could ever be considered cheap. Likewise, the 986 order sheet contained a seemingly endless matrix of wood, aluminum, carbon fiber and leather options to rectify any perceived cheapness in the interior.

Another major cost savings came from the common parts shared between the 911 and the 986, particularly the front end that drew so many complaints when new. However, almost 20 years on, grief about that shared look seems to have largely died down. What has not died down, however, is the robust enthusiasm for a car that offers some of the best and most predictable handling and steering in the business—for any price!

Instead of needing an advanced degree in macro-rear-engineomics as required by some 911s, the average and willing enthusiast could more easily and safely approach his limits in the Boxster. Its steering was almost universally lauded by the motoring press around the world as being communicative, properly weighted, predictable and very accurate. While 16-inch wheels were standard issue, various 17-inch wheels were a commonly chosen option as were later 18-inchers.

The beauty of buying a used sports car is that the vast majority of them receive far better care and maintenance than the typical daily driver. The beauty of buying a used modern sports car is that you can use it as

PHOTOGRAPH BY MARK J. MCCOURT

COURTESY OF LOTUS

a daily driver with few worries. Convertible tops leaking are rare, if undamaged. These cars include the full gamut of safety features, from ABS to a plethora of airbags to vastly superior crash protection. They are efficient—Porsche rated the Boxster's fuel mileage at 24 MPG on the highway, and a light foot could do even better.

With so many Boxsters on the road and a strong and active enthusiast community around them, specific problem areas are known, as are the required fixes. Most notably on early Boxsters are leaky rear main seals and problems with the intermediate shaft (IMS) bearing, the latter item more specifically related to 2001-2004 model year 986s. Boxsters are also susceptible to cylinder head damage if allowed to overheat. Early Boxsters were assembled with poor quality coolant expansion tanks, which should be replaced if that work has not already been done.

Sid Gonzalez, from Miami-based Vertex Auto—a shop that specializes in Porsches and markets a robust, permanent fix for engines with IMS issues—suggests finding a well maintained car with records, as the Boxster might be modern, but a taut, high-performance German sports car is hardly maintenance-free. It's an old adage in this business, but there is no such thing as a cheap Porsche. A lack of maintenance will almost always lead to a hefty repair bill down the line, and even many independent Porsche specialists charge a fair penny for their work. Given the number of cars currently for sale, finding a well taken care of example should not be too hard to do.

Early Boxsters seem to be abundant on

the market now, their prices dropping to a fraction of those on the original window stickers. Initial Boxster sales seemed skewered toward leasing in some markets, leading to plenty of low-mileage examples hitting the market sooner than might have been expected previously with a Porsche. Since almost the beginning, there does not seem to have ever been a shortage of cars available, and we expect it to stay that way for quite a while. Unlike pre-1977 or so Porsches, modern cars from Zuffenhausen simply don't rust unless they are damaged and improperly repaired, or just flat-out neglected.

As for any premium to be paid, look to spend extra on the well-equipped and faster Boxster S, with its 3.2-liter engine. Fortunately, if more power is your thing, Porsche produced as many of these uprated Boxsters as standard editions during the years both were marketed.

Although Porsche seems to be on a regular bender in recent years with special editions, the only such Boxster model to get that designation was the 2004 Boxster Spyder, of which 1,953 were made in commemoration of the 1953 introduction of the original 550 Spyder. Along with a few extra horsepower from its 3.2-liter engine, the Spyder was also lowered 10 mm, had a 15-percent shorter shift throw, 18-inch wheels from the 911 Carrera, and a host of otherwise optional trim bits along with some exclusives, such as its GT Silver paint, a color at the time otherwise reserved for the Carrera GT supercar. Expect to pay a significant premium for a Spyder.

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Barrett-Jackson, West Palm Beach

With \$22 million-plus in total sales, records in Florida are broken once again

WORDS AND PHOTOGRAPHY BY RICHARD LENTINELLO

Just three months after its big shindig in the Arizona desert, Barrett-Jackson rolled into West Palm Beach to see if it could once again break its previous sales records—and it did.

Now in its 13th year, Barrett-Jackson's annual South Florida auction was another big success for the auction house. When compared to last year's auction, it had a 30 percent jump in attendance and a 28 percent increase in the number of bidders. Most notable, however, was the remarkable sell-through rate of 98 percent, which proves once again that no-reserve auctions benefit all involved.

While the majority of the cars and trucks for sale were mainly domestic collector vehicles, there was a worthwhile assortment of imported cars, mainly of the European sports-car variety, including quite a few late-model exotics and sedans.

As usual, Friday morning was reserved for the auctioning of automobilia, followed by many interesting and highly affordable cars. Although cars bearing European badges were limited in quantity, the choices available were enough to satisfy nearly everyone.

Just as in Barrett-Jackson's Scottsdale auction, there were several select cars sold specifically to benefit charities. The Cars for a Cause program had seven distinctive vehicles, whose combined sales brought in an amazing \$966,000 for various nationwide charities. It's a very noble cause that benefits many deserving people.

Next year's auction in West Palm Beach, Florida, has already been set for April 11-13. It will again be held at the spacious South Florida Fairgrounds, just a 10-minute drive from nearby Palm Beach International Airport.

By the Numbers

Date April 17-19, 2015
Total sales \$22,000,000+
Sell-through 98.3%
Average sale \$42,720
Top sale 2006 Ford GT, \$319,000

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Condition #1=Excellent; #2=Very Good; #3=Average; #4=Poor; #5=Major Project
Reserve Minimum price owner will accept
Top bid The highest offer made
Selling price What the vehicle sold for
Avg. selling price Average market value of vehicles in similar condition



MG

Year: 1951
Model: TD
Condition: Restored/#3
Reserve: None

Selling Price:
 \$25,300
Avg. Selling Price:
 \$18,000

Although this TD sold for an above-market price, at least it was a very worthy example, so perhaps paying a premium to own it was the right thing to do. This was a two-owner car that had been kept in a climate-controlled garage, so it was solid and rust-free. Everything about this recently restored MG was correct; the green upholstery and canvas top were in excellent condition, and the paint was acceptable for regular street use, but far from concours. The Rexine dash had been replaced with wood, and its finish was quite dull, which lessened the car's appeal. The odometer read 5,560 miles, which we know is not correct. Well sold.



FIAT

Year: 1960
Model: 600
Condition: Refurbished/#3
Reserve: None

Selling Price:
 \$11,000
Avg. Selling Price:
 \$12,000

For those enthusiasts wanting more power than what the 500 models offered, this 600 "big-block" was the version they needed. With 55,374 miles showing on the odometer, this was a solid little car that oozed loads of charm. Being an early model, it had suicide doors and lots of well-crafted details that the later 600s did not have. The new paint was fairly nice looking, but there was noticeable overspray on the windows' weatherstripping. The placard stated that it "runs and drives nice," and it came with the original owner's handbook and jack, which was a plus. With so few 600s around in this type of solid condition, the buyer got a great deal.



PORSCHE

Year: 1984
Model: 911 Carrera
Condition: Original/#3
Reserve: None

Selling Price:
 \$27,500
Avg. Selling Price:
 \$23,000

Judging by the chipped paint on the door edges and the dent on a headlamp bezel, which, of course, could both be easily fixed/replaced, one of the previous owners was clearly a little careless, as there were only 18,215 miles showing on the odometer. But at least the original white paint was in fine shape, and the car had a sunroof. The 3.2-liter engine and five-speed were original and appeared well looked after, so there were probably no issues there. And the black leather upholstery was in very good condition as well. With prices of the post-1973 models beginning to rise, the buyer was smart to pay a small premium. Well bought and sold.



BMW

Year: 1976
Model: 320i
Condition: Original/#3-
Reserve: None

Selling Price:
 \$6,050
Avg. Selling Price:
 \$5,000

This was the auction's oddball – a right-hand-drive, European-spec 320i. For the price paid, the buyer scored a good deal – not only are these first-year 3-series hard to find today, but this was an honest car that hadn't been messed with. Although its paint was dull in places, it appeared to be original to the car, and the body was solid. Showing only 76,000 miles, it was almost new! And it was fitted with several Alpina accessories, including headlamps, steering wheel and front and rear spoilers; it had Bilsteins and lowered springs, too, along with period correct BBS wheels. Being a 1976-spec Euro model, it had a four-speed, not the usual five-speed.



TRIUMPH

Year: 1969
Model: TR6
Condition: Refurbished/#4
Reserve: None

Selling Price:
 \$15,950
Avg. Selling Price:
 \$7,000

As a loyal Triumph fan, I was embarrassed by this TR6. After inspecting it quite thoroughly, I was amazed that anyone would want to buy it, especially for the big money that it sold for. At most it was worth \$7,000 – maybe. The repaint was of poor quality and the engine bay had been painted using a brush – yes, a brush. And like many TR6s, the door gaps were out of alignment. Although the odometer read 40,118 miles, it had to be more. Only the wood dash was in nice condition, as were the reupholstered seats and carpeting. We wish the new owner well, but he'll have to hold on to this car for many years before he can sell it for a profit. Well sold.



MG

Year: 1960
Model: MGA
Condition: Restored/#3+
Reserve: None

Selling Price:
 \$27,500
Avg. Selling Price:
 \$27,000

MGAs have a loyal following, and they know exactly what these shapely sports cars are worth, as supported by the on-the-money sale price. It was also a desirable 1,600-cc model, and had been subjected to a ground-up restoration that was of a high quality – not concours, but very well done. In the possession of the same owner for the past 27 years, it had been well taken care of, and it showed. The upholstery was done in leather, and the top and side curtains were also new. And its solid wheels and front disc brakes made it a real driver's car. To restore an MGA to this level would cost three times the price paid, thus the buyer scored himself a deal.



VOLKSWAGEN

Year: 1970
Model: Sedan
Condition: Restored/#3
Reserve: None
Selling Price: \$9,900
Avg. Selling Price: \$10,000

Slightly customized, but in a good way, this Bug was a worthy buy, and would make any VW enthusiast proud to own it – I know I would be. Its condition inside and out was above average, with a beautiful repaint in the original Yukon Yellow. The custom upholstery of two-tone brick red and light cream was very attractive and well done. All new weatherstripping and seals were fitted throughout, but there were a few small bubbles starting to show on the bottom of the driver's side fender. Powered by its original 1,600-cc engine, and with its whitewalls and vintage-style wooden luggage rack, it had a period-correct look that Bug owners desire.



FIAT

Year: 1969
Model: 500
Condition: Restored/#3
Reserve: None
Selling Price: \$26,950
Avg. Selling Price: \$22,000

Although it played the part of an Abarth-spec Fiat, it wasn't one. But it did sport an Abarth exhaust, modified suspension, wheels and the correct badging, so at least it stood apart from the regular 500 crowd. A California car, its body was solid and rust-free, which is unusual for a Fiat of this vintage. And having been restored in Italy, everything about it seemed just right. The paint, upholstery and engine bay were well done, but there was lots of overspray on all the weatherstripping, proving that it was just a tape job, and a poor one at that. But for the price, you would be hard pressed to find a car that would be as much fun to drive.



MERCEDES-BENZ

Year: 1959
Model: 190 SL
Condition: Restored/#2+
Reserve: None
Selling Price: \$159,500
Avg. Selling Price: \$150,000

This was one of the best 190 SLs we've ever seen at an auction. After years of hiding in the shadow of its bigger brother, the 300 SL, these cars are finally being recognized for what they are – upscale touring convertibles. This particular example had been completely restored down to the smallest detail, with perfect paint, leather upholstery and quality chrome plating. It also featured the correct color-coded hubcaps and black canvas top. With 190 SL prices continuing to rise, the buyer was smart to pay top dollar. And considering the high costs of concours restorations nowadays, he scored big time.



AUSTIN-HEALEY

Year: 1960
Model: Sprite Mk 1
Condition: Refurbished/#3
Reserve: None
Selling Price: \$27,500
Avg. Selling Price: \$14,000

The price paid is for a Bugeye rated in #1 condition. Often we talk with misinformed people who think #3 condition cars are #1s – which had to be case here. Or the buyer just had to have it. From Texas, it was a rust-free car that had been restored years ago. The engine bay was showing signs of usage, but the good news was that there was a single Weber DCOE carb fitted to the little 948-cc engine. The paint was nice, but the trim surrounding the cockpit looked old and the original steering wheel had numerous cracks. The interior was new and the dash equally attractive, with everything appearing correct. A nice Bugeye, but not at that price.



AUSTIN-HEALEY

Year: 1969
Model: Sprite Mk IV
Condition: Restored/#3
Reserve: None
Selling Price: \$13,200
Avg. Selling Price: \$8,000

Considering the car's number 3 condition, this Sprite sold for fairly big money. But it was a solid car that still had its original floor and trunk pans, which is hard to find today. The interior and upholstery were recently replaced, so all looked new, and all the instruments were correct and working. Everything about this car had that cared-for, well-maintained appearance about it, which is also rare. The odometer read 68,340 miles, which told us that its unmessed-with character has made it a very reliable sports car that can be used regularly. Only the poor paint finish on the hardtop detracted from the car's otherwise overall fine condition.



MERCEDES-BENZ

Year: 1965
Model: 220 Sedan
Condition: Original/#5+
Reserve: None
Selling Price: \$4,730
Avg. Selling Price: \$3,500

Touting this car as "original" didn't do it any justice. It was a mess, but a solid mess. Showing 69,629 miles on the odometer and lots of potential, it would need a hefty five-figure sum to restore its severely dry-rotted interior wood trim, ripped leather upholstery, cracked steering wheel, and heavily tarnished and rusted bumpers. Oh, and the too-thick repaint would have to be redone as well. However, it's fun to drive a car in this condition as you never have to worry about it getting damaged. And with that durable Mercedes powertrain, you would never have to worry about it breaking down. For the money, both seller and buyer made out well.

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Allard-Restored Allard Soars

A rare 1956 Allard Palm Beach Mk 2, consigned to H&H's Chateau Impney Hill Climb auction in the U.K. by the son and grandson of Sydney Allard, sold for £89,600 (or about \$140,000) on July 11.

The car was a company demonstrator displayed at Allard's booth during the 1956 Earls Court Motor Show and one of six built by Allard from 1956-'58. It's body is aluminum and rides on a twin-tube chassis with an Allard divided axle up front, a solid rear axle and coil springs at all four corners. It's powered, not by a big V-8, but by the 156-cu.in. inline-six that Ford used in its Zodiac passenger cars, outfitted with a bank of SU carburetors, a fabricated exhaust header and mated to a Ford four-speed gearbox.

After the Palm Beach's stint as a show car and demonstrator, the car was turned over to Brian Howard, a manager at Allard. It changed hands twice, and its third owner put the car in storage around 1976. In 2012, Sydney Allard's son and grandson, Alan and Lloyd Allard, formed the Allard Sports Car Company, hoping to revive the Allard marque 56 years after the original sports car manufacturer closed its doors.

The company's goal was to build a continuation version of the Mk 2, called the Palm Beach Mk 3, so the Allards bought the Mk 2 from its last owner and restored the car. While doing so, they used the car as a model for their new Allard roadster, fashioning drawings and blueprints from it. The new car bears a striking resemblance to the original, but boasts many modern updates.

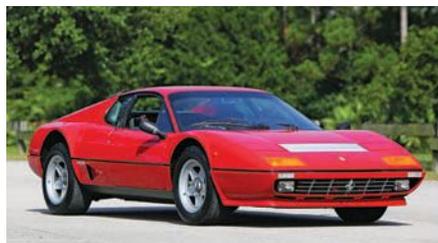
For additional results from the H&H's Chateau Impney Hill Climb auction or for information about upcoming sales, visit www.classic-auctions.com.

Auctions America Adds Hilton Head Sale

Auctions America announced in June that it will add a stop in Hilton Head, South Carolina, to its event calendar.

The October 31 sale, to be held in conjunction with the Hilton Head Island Motoring Festival and Concours, will feature approximately 100 vehicles up for grabs at The Westin Hilton Head Island Resort and Spa. Among the cars already consigned for the sale is a 1984 Ferrari 512 BBi said to have been driven less than 3,600 kilometers (about 2,200 miles) from new.

The addition of Bosch fuel injection marked the final iteration of the 512 Berlinetta Boxer with its howling 340-hp flat-12-cylinder engine. The BB was introduced in 1973, but the BBi didn't debut until 1981 and was built through 1984, after which it was replaced by the Testarossa. Total production of the



injected 512 was just over 1,000 cars, none of which was ever sold new in North America, but in recent years several have been imported and turned up at auction. Last year, Auctions America sold an '84 512 BBi at its California auction for \$253,000.

For more information about Auctions America's Hilton Head Auction visit www.auctionsamerica.com, or call 877-906-2437 (+1 260-927-9797 outside North America).

Auction Calendar

OCTOBER

5 >> Preserving the Automobile

Philadelphia, Pennsylvania; Bonhams
212-461-6514; www.bonhams.com

8-10 >> Chicago Auction

Schaumburg, Illinois; Mecum
262-275-5050; www.mecum.com

8-9 >> Hershey Auction

Hershey, Pennsylvania; RM Sotheby's
519-352-4575; www.rmauctions.com

17 >> The Fall Auction

Westport, Connecticut; Dragone Auctions
203-349-8840;
www.dragoneclassic.com/auctions

30 >> London to Brighton Run Sale

London, England; Bonhams
+44-20-7447-7447; www.bonhams.com

31 >> Hilton Head Auction

Hilton Head South Carolina
Auctions America; 877-906-2437;
www.auctionsamerica.com

Aston Lagonda Breaks Estimates

Artcurial Motorcars' Monte-Carlo sale in July featured just 11 cars, but the French auction house sold every last one and hauled in the equivalent of \$753,234.

One of the most surprising results of the event was the sale of a 1989 Aston Martin Lagonda Series 4 for \$169,884, nearly tripling the presale estimate. The Series 4 was the last roundup for the controversial Lagonda, which drove off into history in late 1989. It has been a target for "Worst/Ugliest Cars of All Time" click-bait Internet articles because of its wedge shape and reputation for electrical failures. But it was an ambitious effort by Aston Martin: audacious styling, a powerful V-8 engine and the industry's first production digital dash with touch-sensitive controls.

The Series 4 is the best of the breed, thanks to years of troubleshooting, and it's also the rarest with just 105 manufactured.

For additional information about upcoming sales, head to www.artcurial.com/en/departments/artcurial-motorcars.



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9th Annual

Hemmings Motor News

CONCOURS D'ELEGANCE

SEPT. 25, 26, 27, 2015



Keynote Speaker:
Peter Brock
The youngest automotive designer in General Motors history, he went on to create the Shelby Cobra Daytona coupe that won an international championship, and to run Datsun's racing effort on the West Coast.

FRIDAY, SEPTEMBER 25th REGISTRATION & RALLY

- 9:00 a.m. – 4:00 p.m. registration at the Saratoga Automobile Museum, 110 Avenue of the Pines, Saratoga Springs, New York.
- 12:00 noon – Join in a Rally through the beautiful Adirondack region
- 2:00 p.m. – 4:00 p.m. Cruise scenic Lake George, Queen of the Lakes, aboard the Adirondack Shoreline cruise – w/luncheon buffet (boarding promptly at 2:00 p.m.)

Deadline to purchase Lake George Cruise tickets: 9/4/15

SATURDAY, SEPTEMBER 26th CRUISE-IN SPECTACULAR

Gates open at 8:00 a.m. An all-makes car show that's open to cars, trucks and motorcycles. Including: muscle cars, street rods, sports, exotics and classics.

Awards at 2:00 p.m.

Cocktail reception with cash bar at 6:00 p.m. and dinner available at 7:00 p.m. at the Gideon Putnam Resort.

Keynote speaker: Peter Brock, automotive designer.

SUNDAY, SEPTEMBER 27th CONCOURS d'ELEGANCE

10:00 a.m. – 4:00 p.m. Open to concours-quality, pre-1973 cars, by invitation only.

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Winners also will appear in the pages of *Hemmings Motor News* and *Hemmings Classic Car*.



Master of Ceremonies: Ed Lucas
Lifelong car enthusiast, director & chief judge for the Classic Car Club of America & expert commentator for the Barrett-Jackson Auctions.

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- Hilton Garden Inn – 518-587-1500 (Group Code: HEMMIN)
- Hampton Inn & Suites – 518-584-2100 (Group Code: HMC)
- The Saratoga Hilton – 888-866-3596 (Group Code: ALCV)
- Courtyard Marriott – 866-210-9325 (Group Code: Hemmings Concours)

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Modesty is hardly ever heard

Ads are designed to sell you something. So what does it say about a car company that engages in, as Honda called it in its 1972 ad, onedownsmanship? Is it an innate confidence in its product's abilities, or is it a mental rope-a-dope to get you to read further? VW had long since mastered this with its classic ads in the '60s, and others joined in, including Renault, slyly hyping the 8 sedan in 1966, and the 1997 Buick/Opel (by Isuzu) coming in second in a five-car comparison test.

Onedownsmanship.

You remember onedownsmanship. If the next guy vacations in Acapulco, you go to Majorca. If he gets a Chevy, you get an Olds.

Well, the smart guys, the ones who really know how to play the game, are playing it in reverse.

He goes to Acapulco, you go to the zoo and a Mexican restaurant. It may not be quite the same, but no tourists in shorts, and you're two grand ahead.

He gets that Chevy - you guessed it, you go for the Honda Coupe. It costs a bundle less. And it gets up to 40 miles to the gallon, which adds up to a few more bucks a month saved.

The skilled onedownsmanship player saves the money he saves on his car and other things and invests it wisely.

And one day before too long he's got more money than he knows what to do with.

And that, dear reader, is how onedownsmanship is really onedownsmanship.

The Honda Coupe. \$1735.
It makes a lot of sense.

The critics are panning us.

The automotive experts blame us for not doing justice to our own product.

Car and Driver Magazine said, "In spite of having the best economy sedan... in the U.S., Renault continues to lose ground!"

Newspaper Enterprise Association reported, "Renault makes, and this is a shame... because they have one of the best cars in the world for the money."

Foreign Car Guide wrote, "They now have a car that is capable of outdoing the VW."

Car dealers, some 400 of them, feel exactly the same. "Great car," they say, "But nobody knows it."

Even Renault owners complain that we do not advertise enough! So, let us say a few words about the Renault 8.

The Renault 8 is an economy car. It has an 1108cc engine. It can do over 35 miles per gallon (which for a Renault is not particularly remarkable).

It has disc brakes at all four wheels, 4-wheel independent suspension, a 5-main bearing engine, a 4-speed fully synchronized transmission, rack and pinion steering, and many other advanced engineering features. (But shouldn't modern automotive engineering be an ordinary thing? Is it anything to brag about?)

We could carry on, but there is not enough space left on this page... Better go and see for yourself. Find out in the Renault 8, and see why one critic thinks it feels like a big American compact. Your local Renault dealer will help you make the discovery.

RENAULT

Thrilling conclusion of Buick Opel 5-Car Showdown.

Opel finishes...

uh...2nd.

If you're in the market for a small imported car, you're probably looking at cars like the VW Rabbit, the Toyota Corolla, the Datsun B-210 and the Subaru DL.

But how about the Buick Opel? That's what we thought. And that's the trouble. We know the Opel is a little dynamo of a car. But apparently very few of you even know it exists. Much less what it can do.

Thus, the Buick Opel 5-Car Showdown. In which we pitted our tough, talented Opel against four of its better known competitors in daring, tender-to-tender comparisons. Comparisons that would answer a lot of the questions that are probably on your mind. Like which car accelerates quickest? Which cars get the best EPA mileage ratings? Which corners flattest? Which is quietest and roomiest inside? Stuff like that.

To make sure the results would be fair and unbiased, we enlisted the aid of an independent engineering firm and an editor from Car and Driver magazine to oversee the procedures and review the data. All test cars were equipped as much alike as possible: all had 4-speed manual transmissions, available air conditioning, radial tires and a healthy complement of options. And the tests were conducted at the General Motors Desert Proving Grounds in Mesa, Arizona.

You may have seen our ads in your local newspaper, where we've been reporting the Showdown results on a regular basis. But in case you haven't or have missed some, here's what we've been up to.

SHOWDOWN #1: HUMAN ENGINEERING

Rabbit jumps ahead, takes first place.

Interior Noise (Chevrolet Panel)	Interior Space	Total Performance Points
1. VW	5	10
2. Rabbit (1980) Hatchback 2.0L Sedan	4	9
3. Toyota	5	8
4. Corolla (1980) Sedan 2.0L Sedan	3	8
5. Buick	5	7
6. Opel (1980) Sedan 2.0L Coupe	5	7
7. Subaru	5	7
8. DL (1980) Sedan 2.0L Sedan	5	6
9. Datsun B-210 (1980) Sedan 2.0L Sedan	5	6

Here we focused on an area of traditional weakness in small, imported cars: creature comfort. In other words, how quiet, how roomy, and how generally good our test cars are at making life pleasant for their occupants.

The Interior Noise Test turned out to be too close to call, so we awarded each car five first-place points. But Rabbit's good showing in the Interior Room contest gave it first overall in the initial showdown. Opel, as you can see, finished third here.

So while we weren't exactly thrilled with Opel's third place finish, we did manage to beat two of our better-known competitors.

SHOWDOWN #2: UTILITY

Opel bounces back to grab victory.

Trunk Capacity (Chevrolet Panel)	Packing Power	Total Score
1. Buick Opel	3	13
2. VW	3	11
3. Rabbit	3	11
4. Toyota	2	4
5. Corolla	4	2
6. Subaru	4	2
7. DL	1	1
8. Datsun B-210	1	1

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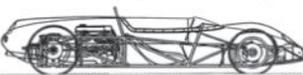
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I wish I had held on to the first bit of Denise McCluggage prose that caught my attention...

Santa Fe calls, because it was her show

I have found myself at more and more car shows these days, from the wonderful informality of the Pittsburgh Vintage Grand Prix to the eclectic themes of Amelia Island to the grand spectacle of Pebble Beach—why, yes, Biff, I *do* own a pair of white bucks—but my favorite *concorso d'elegance* remains the late-September Santa Fe Concorso, even if I think the name is pretentiously Italian, unless *concorso* is also Spanish for *concorso*, which we speakers of something approaching English call a car show.

I favor Santa Fe because it was the home field for Denise McCluggage.

For years, Denise—in Journalism School, they teach you to use last names, but I never heard anybody refer to her as anything other than Denise, and in my crowd, you didn't have to add her last name, so she might as well have discarded it—bewailed the fact that while Santa Fe is the perfect environment for a car show, especially for owners of cars who like to drive the damned things, there was little interest in creating such a show. So she got together with friends Dennis and Beverly Little—both of them artists, and he was a head designer at Cadillac before he retired—and brought the notion to fruition.

Now, Santa Fe was not on my list this year, because I have conflicting engagements. I looked forward to seeing Denise at Amelia this year, but she had to decline that appearance, and then she up and died on us at the untimely age of 88.

No more Denise.

My life is filled with ritual, so for years, every time I saw her, I would shout, "How's Denise?!" and she would grin without replying—waiting, waiting—and I would say, "And how's Da Nephew?!" at which point she would throw her head back and allow me one barking, "Ha!" as if she had never heard that corny old groaner before.

I wish I had held on to the first bit of Denise McCluggage prose that caught my attention, because it was the first time I had seen anything about my passion—Formula 1 racing—intrude across the barriers into popular consumer culture. It was a profile of Phil Hill, the first American to win the World Championship, and it was not in *Road & Track*, where I got my monthly fix along with all the other sports-car junkies (in my school, there were about two) when it arrived on the racks at the Owl Drug Store, but in a small pamphlet that appeared in our mailbox at home, addressed to Occupant.

Surely I am not the only reader entranced by a Formula 1 champion profile written by Denise McCluggage for the Fuller Brush Company.

Breaking those barriers between sport and commerce must have come easily to Denise,

because by that time she had already shattered what today we might call *the glass ceiling*—only in those days, it was newsroom doors; mentored by the legendary Larry Fanning at the *San Francisco Chronicle*, she headed east to the *New York Herald-Tribune*, where she established herself as a sportswriter. Of course, in those days, *sports* and *sportswriting* were the sacred arenas of men, arrh arrh arrh. So Denise took on those fringe sports far out of the mainstream, sports with which she was already well familiar: skiing and sports-car racing.

And she convinced her editors and publishers that you could write a better story if you did what you were writing about—especially if you did it well.

If the sports-desk door was a difficult barrier, imagine the garage door. Denise broke that one down, too, falling in with a cast of characters who coincidentally made up the pantheon of idols in my formative years: Briggs Cunningham, Stirling Moss, Lance Reventlow, Phil Hill, Wolfgang von Trips—they were deep friends and fierce competitors, and they accepted and loved Denise because she was so damned good at what she was doing. She was well aware of the aura and the responsibility, the expectations that came from being a woman in a man's game, and if she made any nod to femininity, it may have been the polka dots that adorned her helmet. I have heard them described as pink, but I know they were actually red: Wanting something instantly recognizable in the era when drivers were just beginning to select unique designs for their helmets, she dashed into a stationery store and bought a packet of one-inch stick-on price-tag dots.

When it was announced that this year's Santa Fe Concorso would be a tribute to Denise McCluggage, I knew I'd have to change my travel plans, because that's one I'm not about to miss. Denise was in love with life, not death, so she had no interest in funerals and folderol, but I think she would be pleased to know that her *concorso* is now her memorial. I have heard that Santa Fe is so proud of their adopted daughter that they're naming a street after her, which would be fitting—as long as it has some wicked curves, a few fast straights, and lackadaisical law enforcement.

But she already had a street. In Kansas, where Denise grew up, they named one of the roads around Topeka's Heartland Park after her. But they took down the street signs in embarrassment when somebody finally pointed out that their signs honored DENSE MCCLUGGAGE. Denise had one of those signs in her Santa Fe back yard, which she decorated in a style we'll call Santa Fe Tuscany Eclectic. She loved it.

And yes, there is a delicious irony in the very notion of Denise being Dense. 🌐





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