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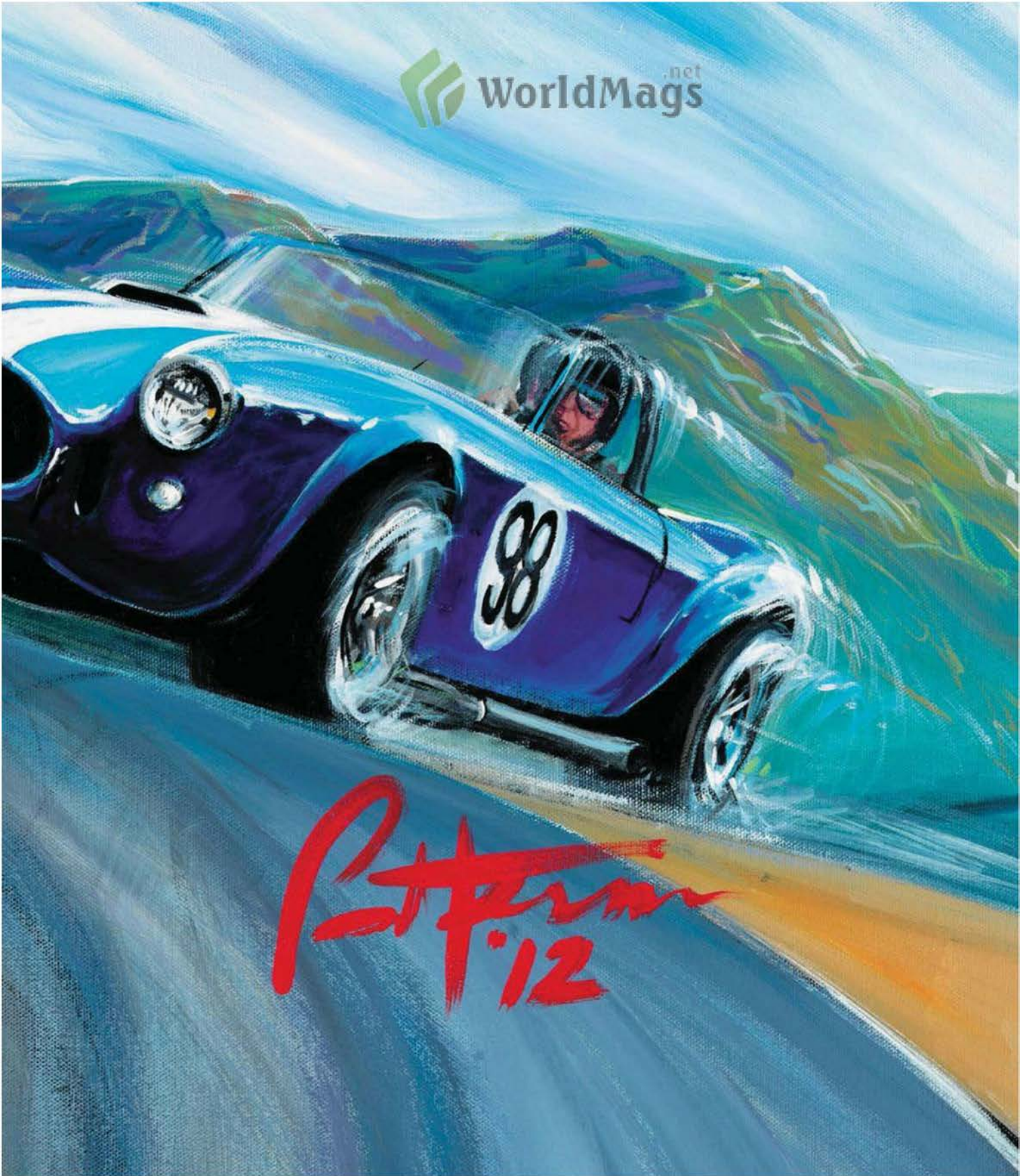
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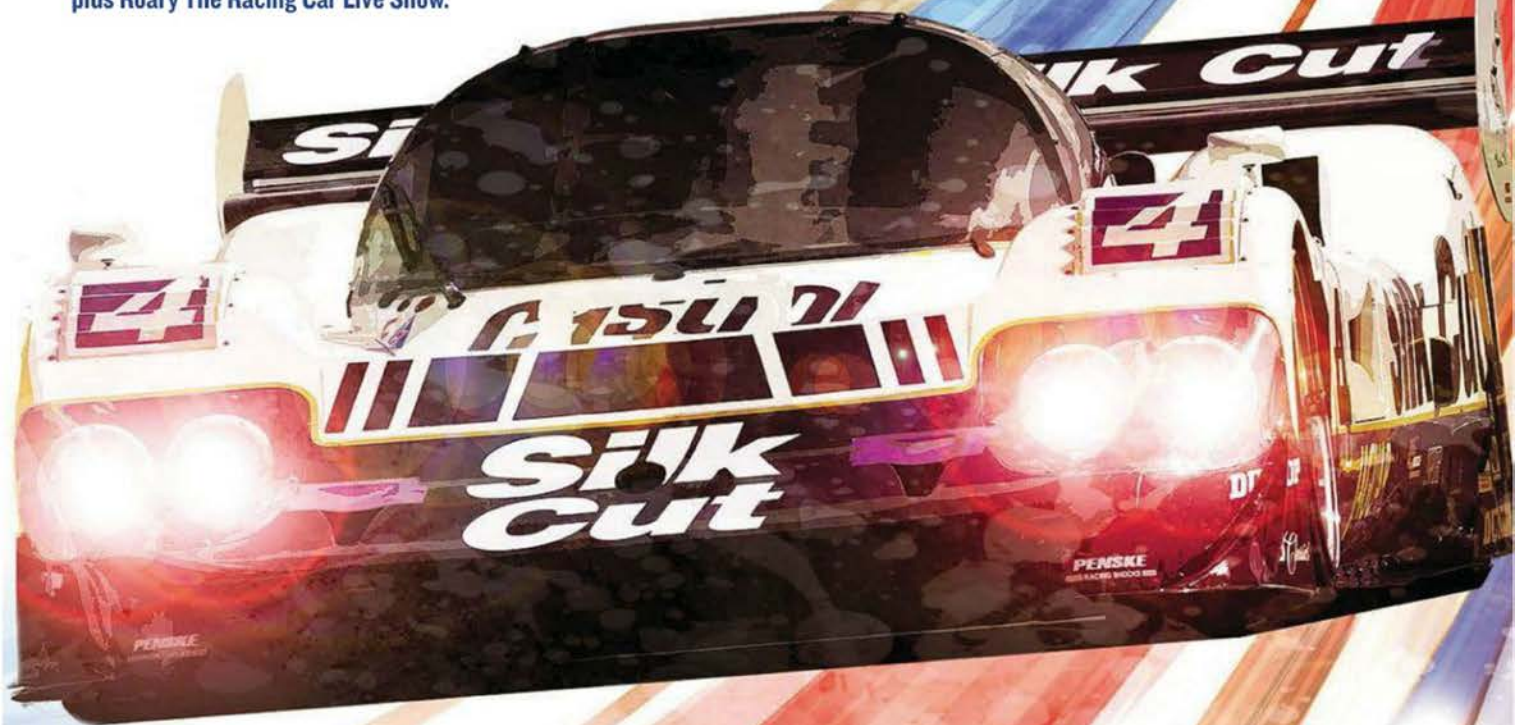


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The ex-Works/Lord Selsdon & Lord Waleran  
1939 Lagonda V12 Le Mans Team Car  
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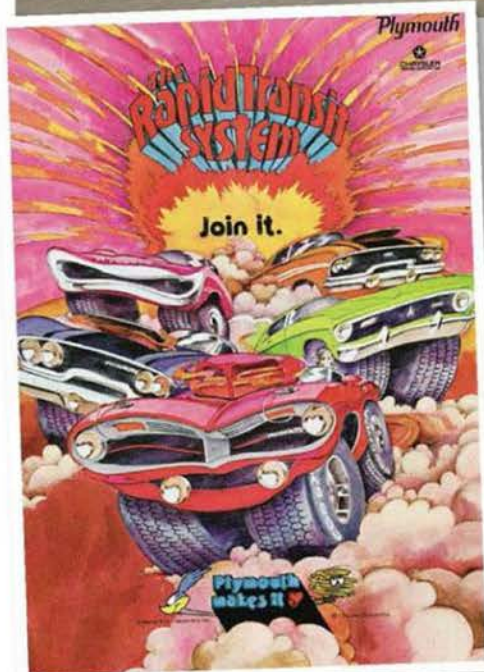


# Half-century hero



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Discovering the joys of Triumph's bargain baby in chassis no 1



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# Editorial

**O**k, confession time: when we compiled our *101 ways to live the classic dream* 'bucket list' last year, we missed one out. I know this because last month I ticked it off, by taking my MG on the Motorail across Europe to Italy (see p166). In the past this was a common way to go on holiday, but when I decided to do it I was surprised by how few people I spoke to were aware that it could still be done – and how many fancied the idea when they heard that it could be.

And no wonder: anyone who has driven on the comparatively empty, scenic and sun-soaked roads that parts of southern Europe offer will know what a joyous experience they can be in a classic, but will be equally conscious of the drudgery in the motorway blast to get down there.

Yet among a select band, the AutoSlaap Tren (Autosleeper train) is still all the rage. Most of those we chatted to were regulars, and all had adventures to relate, such as the MG Midget fans returning from a 2500-mile touring holiday, or the Dutch Citroën ID Cabriolet owners cursing their car's lack of power steering on the sinuous roads of Corsica. **ALASTAIR CLEMENTS**



Magnette in good company at the station

## A Spitfire, scrambled



When this image hit my desk, I had no idea what I was looking at – other than a beautifully constructed single-seater. Little did I realise how relevant it is to this month's opening story, because beneath that gorgeous aluminium body is nothing more exotic than a Triumph Spitfire. It was built up over four years from a scrap Mk3 by reader Martin Harcourt who, unsurprisingly, has an aerospace background. He even employed an English Wheel that was used to make Supermarine Spitfires during WW2!

## Online offerings



See – and hear! – a sneak preview of the latest addition to the *Our classics* fleet



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### CLASSIC & SPORTS CAR

HAYMARKET CONSUMER MEDIA,  
TEDDINGTON STUDIOS, BROOM ROAD,  
TEDDINGTON, MIDDLESEX TW11 9BE, UK

Editorial 020 8267 5399

Subscriptions 08448 488835

Display advertising 020 8267 5377

Classified advertising 020 8267 5937

Production 020 8267 5262

Web [www.classicandsportscar.com](http://www.classicandsportscar.com)

E-mail [letters.C&S@haynet.com](mailto:letters.C&S@haynet.com)

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Advertisements are accepted only upon Haymarket Media Group's

standard Terms of Acceptance of Advertising, copies of which are

available from the Advertising Sales Department of Classic & Sports Car

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PRINTED BY Wyndeham (Rochester) Ltd

COLOUR ORIGINATION Haymarket Pre-Press

Classic & Sports Car, ISSN number 0263318X, is published monthly by

Haymarket Media Group, Teddington Studios, Broom Road, Teddington

TW11 9BE, United Kingdom. The US annual subscription price is \$75.

Airfreight and mailing in the USA by agent named Air Business Ltd, c/o

Worldnet Shipping Inc, 156-15, 146th Avenue, 2nd Floor, Jamaica NY 11434,

USA. Periodicals postage paid at Jamaica NY 11431. Subscription records

are maintained at Haymarket Media Group, Teddington Studios, Broom

Road, Teddington TW11 9BE. Air Business Ltd is acting as our mailing agent

Distributed in the UK by Frontline Ltd, Midgate House, Midgate,

Peterborough, Cambs PE1 1TH TEL 01733 555161 FAX 01733 562788

BACK NUMBERS

£4.70, subject to availability

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Classic & Sports Car (incorporating Old Motor and Your Classic)

is published on the first Thursday of every month by Haymarket

Consumer Media, Teddington Studios, Broom Road, Teddington,

Middlesex TW11 9BE, UK

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**MECHANICAL GRAVEYARD**

Green-laning just a little too tame for you? How about a cross-desert run in a pair of 70-year-old Jeeps? Here our intrepid off-roaders (see p110) park up to survey the remains of a White 6x4 used by the Sudan Defence Force on the 1300-mile convoys that kept Kufra Oasis supplied during its WW2 Allied occupation *John Carroll*







#### FOLLOWING IN THE WHEELTRACKS OF MOSS AND 'JENKS'

Mick Walsh sprays the bubbly as he and Jochen Mass cross the Mille Miglia finishers' block on 20 May. See p41 for Mick's highlights, and p150 to meet his event heroes Mercedes-Benz



#### HORSEPOWER MEETS LEGPOWER FOR DRIVING TESTS

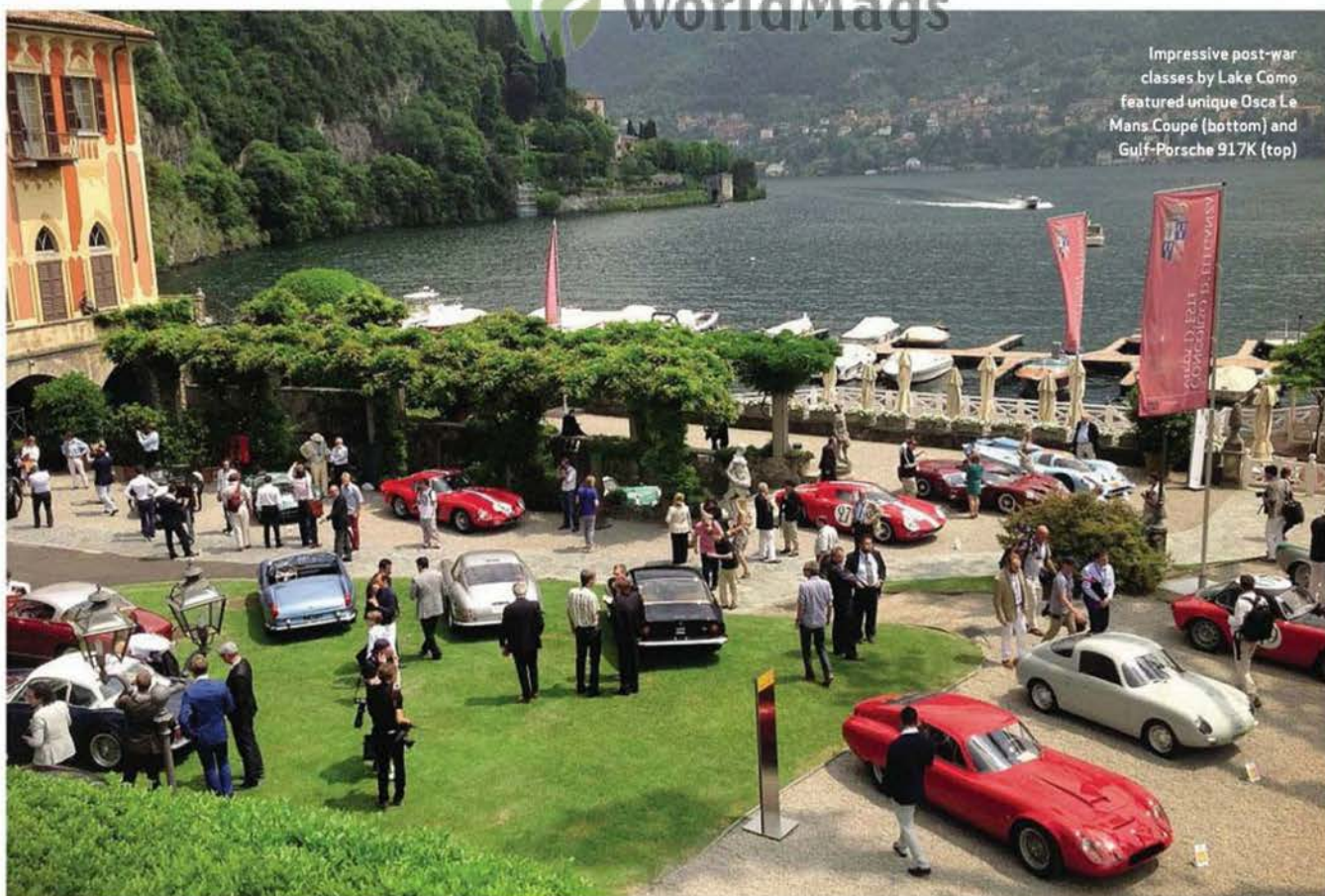
Chris Loder's unique 1898 Stephens, the oldest car entered in the Brooklands Double Twelve, made a valiant effort but needed extra help for the reversing challenge (see p16) Mick Walsh



#### DESIRÉ AND DE CADENET: THE DREAM TEAM?

This image of Desiré Wilson (see p132), Alain de Cadenet and his eponymous team at Le Mans in 1980 is one of many great shots in *Driven by Desire* from Veloce Publishing Wilson collection





Impressive post-war classes by Lake Como featured unique Osca Le Mans Coupé (bottom) and Gulf-Porsche 917K (top)

JAMES THOMAS

## COHEN'S HISTORIC COMO TREBLE

Rarely do judges and spectators agree on the awards at Concorso d'Eleganza Villa d'Este, but from 25-27 May the beautiful 1933 Alfa Romeo 6C-1750 GS Figoni Coupé of David Cohen swept the board. Shipped from Canada to make its post-restoration debut, the ex-Le Mans chassis wowed a jury that this year included Nick Mason and V&A director Martin Roth to take all three top trophies, including the Trofeo BMW for Best of Show and the Coppa d'Oro at Villa Erba.

But the biggest cheer was reserved for Mark Finburgh, who fired up his Gulf-liveried Porsche 917K to collect the trophy for Best Preserved Post War Car. Chassis 013/034 was crashed during the filming of the movie *Le Mans* and has been owned by the London lawyer's family since the '70s.

After many false starts, the spectacular 'Round Door' Rolls-Royce finally made its European debut as a late entry for the prestigious Italian event staged beside Lake Como. Based on a 1925 Phantom I, the Deco-style wonder's Hooper body was replaced in 1935 by little-known Belgian bus coachbuilder

Henri Jonckheere after a commission from the Rajah of Nanpara.

Every year Villa d'Este attracts little-seen cars, and 2012 highlights included the 1962 Osca 1600 SP coupé. Entered by Alfieri Maserati, this was the last Osca built by the Maserati family, and was due to run at Le Mans but never made it. With Kamm-tail styling, the fabulous 1568cc twin-cam coupé looked like a cross between a Ferrari 250GTO and an Alfa Romeo TZ2.

Other one-offs included the fascinating 1947 Volkart V2 from the Prototyp Museum in Hamburg. Based on a VW Beetle Type 60, this streamlined coupé designed by Kurt Volkart and aerodynamics pioneer Baron Richard von Koenig-Fachsenfeld recorded a remarkable drag coefficient of just 0.165 in wind-tunnel tests.

For Karol Pavlu, driving to Italy was the only option with his 1939 Tatra T87. After a lengthy restoration, the Hans Ledwinka-styled streamlined sedan motored from its Slovakia home to Como. Pavlu deservedly collected the Trofeo Automobile Club di Como for the car driven furthest to the event.



'Round Door' Rolls shipped in from the US



Anthony Pisker's fabulous 250 California



Gorgeous '63 Lancia styled by Tom Tjaarda



### ALFA AIMING FOR PEBBLE GLORY

Talk of the event was David Cohen's stunning Alfa 6C-1750, fresh from a three-year rebuild by premier Canadian restorer RX Autoworks. The one-off coupé was a concours star in 1934 with awards at Nice, Paris and Deauville before the closed coachwork was replaced by a crude roadster body for Guy Don and Jean Desvignes to drive to sixth at Le Mans in '35. The coupé was reinstated and, after many years in South Africa painted blue, it was acquired by Cohen in the '90s and returned to original ivory and black. The Alfa's next appearance will be in Monterey.



# Cholmondeley spirit defies the rain



Andy Willis takes to the air in BRM P126, second in the Post War GP class at 69.24 secs

Cholmondeley Pageant of Power presented an automotive feast from 15-17 June, as drivers slithered around a damp 1.2-mile sprint course on the Cheshire estate. Scott Mansell's Caterham SP/300 was fastest, setting a new record at 61.89 secs, while quickest of the classic runners was Justin Law's Jaguar XJ220 (67.05 secs).

The Chevron B25 of Keith Harris was less than a second behind, holding off a gaggle of single-seaters headed by Tony Wallan's F3

Lotus 69 and the fantastic-sounding Lamborghini-engined Lotus Type 102 of Andrew Wallis.

At the other end of the performance scale, Vauxhall PR manager Simon Hucknall took regularity run honours aboard the Heritage Centre's 30-98 Velox. Highlight for many was the aero-engined group, which included the 46-litre BMW 'Brutus', a 27-litre Hispano-Delage and Chris Williams topping the timesheets with 84.94 secs in his 42-litre Packard-Bentley 'Mavis'.



Chris Williams' dramatic Packard-Bentley



Simon Hucknall in Vauxhall's own 30-98

Wet conditions played into the hands of the rally cars, but Alan Watkins' best of 71.09 secs in the Ford Escort RS1800 was pipped by Jason Minshaw's blistering 69.94 secs run in his BMW M3.

Away from the track, military, air and water displays ran throughout the weekend. There was a flypast by the Red Arrows and a graceful performance by the Red Hawks motor-gliders, while hovercraft and Thundercat inflatables splashed across the Cholmondeley mere.

## Stars head to Silverstone

Adding to the roster of big names at the Silverstone Classic powered by the AA from 20-22 July will be 1992 F1 Champ Nigel Mansell and five-time Le Mans-winner Derek Bell. Both will be signing autographs at AA World, and the event sponsor is also offering a complimentary breakdown service for all those attending, covering a two-mile radius of the circuit (call 08000 723642). Tickets cost from £35; see [www.silverstoneclassic.com](http://www.silverstoneclassic.com)



Mansell races to Silverstone victory in '87



Gorgeous 1962 TT-winning GTO back at Goodwood, but will it ever race again?

## GTO sets new benchmark

Ferrari 250GTOs are back in the headlines with a rumoured record price of £22.7m placing it just behind the Bugatti Atlantic in the charts of most valuable cars ever. The sixth of 39 cars built, chassis 3505 was sold by Dutch-born Eric Heerema to US tycoon Craig McCaw, who has entered the European GTO Anniversary Tour. The green racer will also be among the 23 that visit the Le Mans Classic on 6 July during this exclusive event.

Built for the UDT Laystall team for Stirling Moss to drive at Le Mans, the car was entered for Innes Ireland and Masten Gregory after Moss' career-ending crash, but failed to finish. Its race highlights include a win in the '62 Tourist Trophy at Goodwood before it was sold to Austrian actor Gunther Philipp, who had it repainted red. Other owners have included Alain de Cadenet and the Harrison brothers, who kept it from 1973-'97 before selling to Harry Leventis. He returned 3505 to its original green, and sold it to Japanese collector Yoshiho Matsuda in 2000 for an alleged \$8m.



### FASTEST 4x4 BY FAR

Star exhibit at Cultra Hillclimb, held over the Jubilee weekend at Ulster Folk & Transport Museum, was Stuart Rolt's unique 1960 Ferguson F1 car, part of a display celebrating 4x4 pioneers Harry Ferguson and Rex McCandless. Some 2000 visitors turned out for the P99's first appearance in Northern Ireland since 1964.



### END OF CLASSIC NUPTIALS?

Classic owners who use their cars for weddings could be put out of business by a change in the law. The Law Commission proposal removes their exemption from licensing, the required tests and permits making it prohibitively costly. Search '1804' at <http://lawcommission.justice.gov.uk>



### CLASSIC SHOW BOOST

Tickets have gone on sale for the Footman James NEC Classic Motor Show from 16-18 November, with the C&SC Club Awards on Friday evening. The 2012 show boasts four extra halls, plus a Silverstone Auctions sale. For more, see [www.necclassicmotorshow.com](http://www.necclassicmotorshow.com)



### DELAGE IS THE STAR

A judging team of 80 chose Tony Vincent's 1939 Delage D8-120 as Best of Show at the second San Marino Motor Classic in Lacy Park, California on 13 June. The cabriolet was among 250 entrants, separated into 28 classes. See [www.sanmarinomotorclassic.com](http://www.sanmarinomotorclassic.com)



Former C&SC art editor Nick Kisch tackled the Double Twelve in the Merc 600 of Geoffrey Hunter



First-ever reunion of twin-blown Nashes



Helping a 1903 Humberette up the Test Hill



### BELGIAN SHOW SUCCESS

More than 20,000 people attended the 24th Rétromoteur Ciney in Belgium from 26-28 May. Special-bodied British cars by Belgian coachbuilders were out in force, including a pair of Triumph Spitfires by Vincent and Apal (above), plus a one-off 1929 Frazer Nash Super Sport.



### SHELSLEY ANNIVERSARY

C&SC's 30th Anniversary Concours at the Classic Nostalgia hillclimb at Shelsley Walsh (28-29 July) is open to anyone with a pre-1982 car. Show a copy of the August issue of C&SC to get two-for-one entry to the event.



### 'LOST MERCEDES' SALE

An unrestored, one-family-owned 1928 Mercedes-Benz S-type is to be sold by Bonhams at the Goodwood Revival Meeting on 14 September. The Cadogan-bodied sports tourer with supercharged 6.8-litre engine is expected to make more than £1.5million.



### BLUEBIRD REUNION

A unique gathering took place in London on 12 June to celebrate 100 years of the Campbell family's record-breaking feats. Gina Campbell, Don Wales and others met at the Theatre Royal Haymarket, along with Bluebird K3, Agfa Bluebird II and Sir Malcolm's Sunbeam record car.

## Record crowd visits Double Twelve

Tim Jarrett's 1932 Alpine Trial Frazer Nash TT Replica came out on top in the combined driving tests and concours of the Brooklands Double Twelve on 16-17 June. Continuing the FN theme, the event hosted the first-ever reunion of the three twin-blown Gough-engined Shelsley Replicas, including AFP Fane's car.

The unique event – with a VSCC sprint on the Saturday – drew a record crowd of more than 5000, and the diverse classes included 50th-anniversary tributes to the

MGB and Alfa Giulia. Meanwhile, the newly opened AC Heritage Centre at the top of the Test Hill honoured Carroll Shelby with a line-up of Cobras and Mustangs.

Word is out in Italy about the Double Twelve, thanks to well-known collector Corrado Lopresto who this year returned with four cars. As well as transporting a pair of prototype Giulia Berlinas, Lopresto joined a five-car convoy from Milan with two other Alfa prototypes including the stylish 1971 ItalDesign Alfetta GT.

Other Italians enjoying the Brooklands event included Francesco de Leo with an Alfa 1900 Farina Cabriolet and Massimo Delbo in a Mercedes-Benz 230 Fintail. He said: "We made Reims by the first night and Brooklands on Friday. It's a great event and the people are so friendly."

A Mercedes was also the star of the driving tests, with Rob Durrant undeterred by the rough banking in his 300SL Gullwing. The award for best-dressed entrant went to Angela Wadman in her '64 MG Midget.

## An eyeful of Veritas

The undoubted highlight of the ADAC-Eifelrennen from 8-10 June was a once-in-a-lifetime gathering of Veritas cars, with at least 15 examples of the marque on show.

Elsewhere, the Hamburg Prototyp Museum brought an F2 Porsche, but the rarest cars of all were an F2 AFM and an unrestored Baum BMW.

On track, Jochen Mass raced a Mercedes 220SE saloon in the showpiece three-hour enduro, which was won by Edgar Althoff in a Porsche 911 Carrera RSR.



## Caption competition

The wittiest suggestion to go with our archive photo will win a superb 1:32-scale Revell slot-car of our choosing



When we first saw this unflattering robot-dancing shot of a model, we did genuinely wonder if it was Tim Curry doing the *Timewarp* in front of a Countach, but apparently not. It shouldn't be too difficult for you to come up with some rude captions, then. Send them to us at Caption Competition (August) at the p10 address or e-mail captioncomp. C&SC@haynet.com. Please include your full postal address.

### JUNE COMPETITION

One of the lightest postbags for a while greeted our picture of comedian Harry Enfield in a convertible Cavalier. Of the handful we did receive, we liked Paul Johnson's dig at chop-top structural rigidity: 'Sitting here allows potential buyers to open the driver's door.' He was beaten to the prize, however, by Peter Davison who pitched: 'Harry was relieved that he got the back seat loo option.'





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Above: Ex-GTC Gulf Team Davidoff,  
and the final example produced  
1997 McLaren F1 GTR 'Longtail'  
FIA GT Endurance Racing Coupe

Ex-Georges Filipinetti/Jaime Ortiz-  
Patino/Dominique Martin - Monza  
1000Kms, Paris 1000 Kms Montlhéry,  
Hockenheim 300 Miles, Buenos Aires  
200 Miles  
1966 Ford GT40

Ex-NART and Geneva Motor Show  
1972/75 Ferrari 365 GTB/4 Daytona  
Competizione Spyder  
Coachwork by Michelotti



Photo: Kyle Burt





# Belgian yellow lights up Spa Classic



Famous livery for ex-Lucien Bianchi '57 Ferrari 500TRC in Ecurie Francorchamps display

The second running of the C&SC-backed Spa Classic delighted visitors from across Europe to the Spa-Francorchamps circuit in the Belgian Ardennes from 25-27 May.

In the paddock, the highlight was a celebration of 60 years of the late Jacques Swaters' Ecurie Francorchamps, with a fine set of distinctive yellow cars ranging from a 1949

Veritas RS to a Ferrari 365GTB/4 Daytona Competizione.

The Ferrari FF Rally also paid homage to Swaters, with his daughter stopping the traffic outside the famous Eau Rouge restaurant at the wheel of her father's immaculate Ferrari 166 Touring Spider.

The grids were packed with exotic Porsches, including Jean



Vögele's stunning Porsche 910 on the grid



Nicolas D'Ieteren's 1979 Porsche 935 K3

Guikas' mighty 1970 908/4, Nicolas d'Ieteren's 1979 ex-Kremer Team 935 K3 and Peter Vögele's beautiful 1968 910. There was also a gaggle of Porsche 962s fighting for the Group C trophy alongside the Lancia LC2, Nissan R90CK and Jaguar XJR16. Joaquín Folch took two easy FIA Historic F1 wins with his 1981 Brabham BT49C.

## OBITUARIES

### ROY SALVADORI b.1922

Just a few weeks after the death of Carroll Shelby, with whom he won the '59 Le Mans 24 Hours for Aston Martin, the motor sport world lost another famous name on 3 June.

Salvadori started racing after WW2 and attracted the attention of the works teams with eighth in the '52 British Grand Prix, driving a privateer Ferrari. He had five drives for the Connaught works team in '53, but retired each time.

Salvadori had better luck with a Maserati 250F run by Gilbey Engineering, doing well in mostly non-Championship F1 events from 1954-'56. His consistent pace landed him drives for three British teams for the following season – BRM, Vanwall and then Cooper – and he scored his first points with fifth in the British GP.

Cooper hit form in the 1958 season, when Salvadori had a string of points finishes and took fourth place in the Championship. Driving for Aston Martin the following year meant that he was lumbered with the out-of-date front-engined DBR4, though he took a couple of creditable sixth places and kept his Cooper hand in with a few privateer drives. For '61, Salvadori drove a Cooper alongside teammate John Surtees for Reg Parnell's Yeoman Credit outfit. After further frustrations in 1962, he retired from F1 to concentrate on sports cars and, having played a pivotal role in its development, his final race came in a Ford GT40 at Goodwood in '65. He briefly returned to F1, to head up the Cooper team in 1966-'67, then ran his garage business for a couple of years before retiring to Monte-Carlo, where he is survived by his wife Sue – daughter of 1935 Le Mans winner Johnny Hindmarsh.



### PAUL PIETSCH b.1911

Centenarian Pietsch was one of the last survivors of the Silver Arrow teams, having graduated from privateer Bugattis and Alfas to a works Auto Union for 1935.

The highlight of six races was third in the Italian GP, sharing with Rosemeyer, but he left after his wife Ilse's affair with teammate Achille Varzi. Pietsch returned for 1937 in a privateer Maserati (above), and later works drives for the Trident included a fine third in the 1939 German GP. He briefly led the mighty German teams, before suffering car trouble. He continued after WW2, but retired from racing in 1953 after shifting his focus to publishing with the launch of *Das Auto* and the highly respected *Auto Motor und Sport*.

## Events diary

Shows, festivals and tours

### JULY

**7-8 Festival of Transport** Barleylands, Billericay; also Classic Kit & Performance Show at Old Warden on 12/8 01527 863770; [www.classicmotorevents.co.uk](http://www.classicmotorevents.co.uk)

**8 Brooklands Classic Breakfast** From 8am. Adults £13, 5-12s £6.50, inc breakfast and museum entry (from 9:30am). Also 12/8 01932 857381; [www.brooklandsmuseum.com](http://www.brooklandsmuseum.com)

**11-14 Ennstal Classic** With demos of historic racers; Gröbming, Austria 0043 3685 23270; [www.ennstal-classic.at](http://www.ennstal-classic.at)

**14-15 The Ultimate Classic Car Show** New Oulton Park event hoping for 2000-plus vehicles 01565 723863; [www.cheshireautopromotions.co.uk](http://www.cheshireautopromotions.co.uk)

**15 Classics at the Castle** More than 1000 cars at Sherborne Castle, Dorset 01935 474630; [www.merlinevents.com](http://www.merlinevents.com)

**20-22 Silverstone Classic** Historic festival features huge infield club displays, with Ferrari F40 and BMWCC anniversary celebrations 08712 310849; [www.silverstoneclassic.com](http://www.silverstoneclassic.com)

**21 Jaguar Speedtrial** On the 2.2-mile runway at the disused RAF Woodbridge, Suffolk, plus a '69 Can-Am McLaren E-mail: [speedtrial@hotmail.com](mailto:speedtrial@hotmail.com)

**22 Classic Summer Picnic** Amberley Working Museum, near Arundel 01798 831370; [www.amberleymuseum.co.uk](http://www.amberleymuseum.co.uk)

**25 Classics on the Common** From 2pm in Harpenden. Pre-booked tickets only [www.classicsonthecommon.com](http://www.classicsonthecommon.com)

**25-29 2000km through Germany** Historic route, with two 750km days, one 500km; or 'tourist' schedule with three days of 300km each. Start and finish in Baden-Baden [www.2000km.com](http://www.2000km.com); e-mail: [info@2000km.com](mailto:info@2000km.com)

**28-29 Classic Nostalgia** At Shelsley Walsh, with C&SC-backed car-park concours on the Sunday 01886 812211; [www.shelsley-walsh.co.uk](http://www.shelsley-walsh.co.uk)

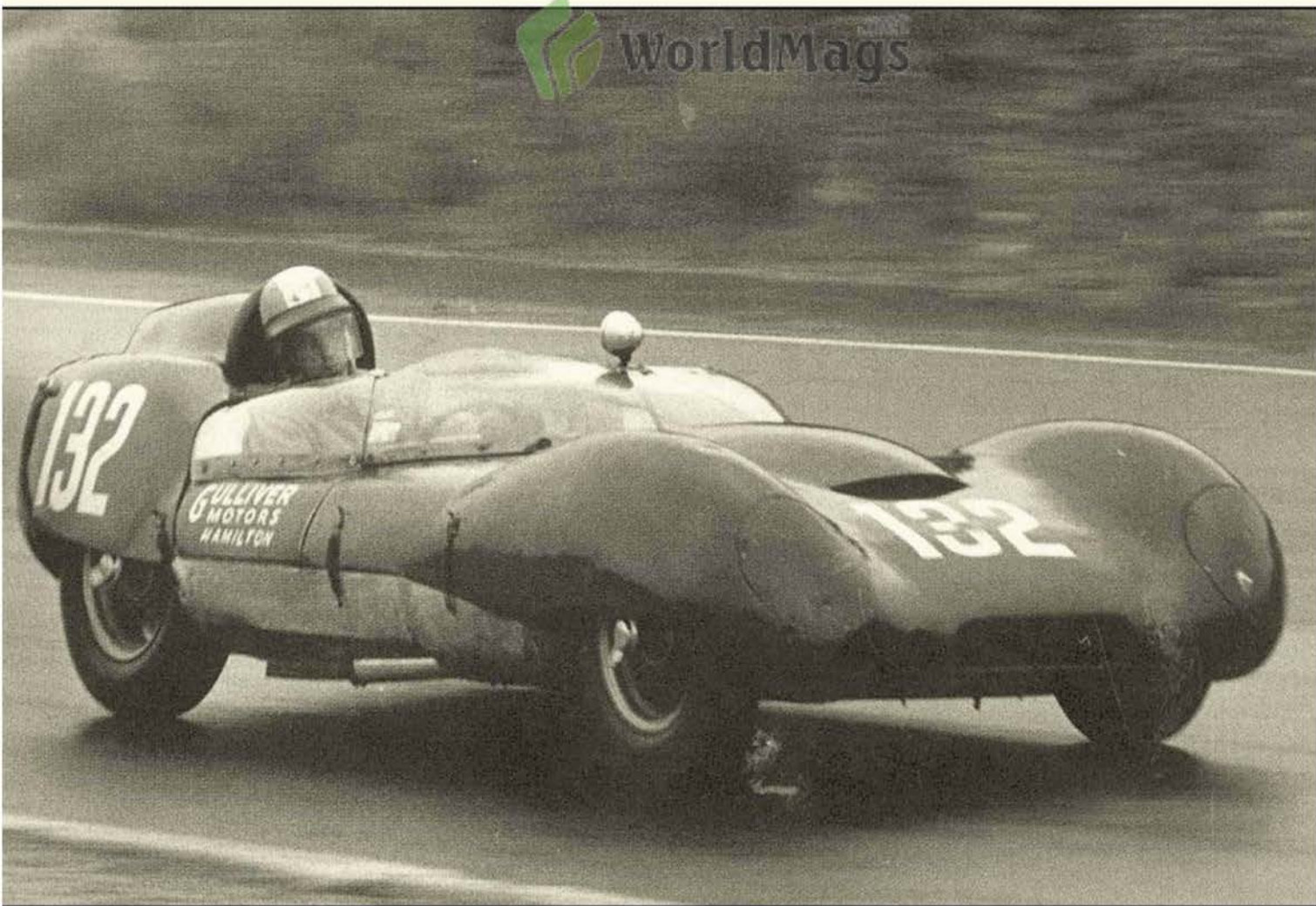
### AUGUST

**3 Schloss Dyck Classic Days** Concours at the German Castle 0049 1805 44 70 000; [www.schloss-dyck-classic-days.de](http://www.schloss-dyck-classic-days.de)

**3-5 Gloucestershire Steam & Vintage Extravaganza** Draws 15,000 to South Cerney Airfield, Cirencester 01453 890891; [www.steamextravaganza.com](http://www.steamextravaganza.com)

For more events or to add your own, go to [www.classicandsportscar.com/diary](http://www.classicandsportscar.com/diary)





## 1958 Lotus 15

The Lotus 15 offered here was supplied new directly to the USA for SCCA events, the first owner being Tom Fleming of Bluebell Pennsylvania. He raced the car himself in local SCCA events until in 1961 the car was sold to John Willock, who continued to race the car in America, occasionally sharing drives with Bill Wonder. In 1970, the car was sold to Murray Smith, an English gentleman that has always lived in America and is very well known in the historic racing scene. In 1981, the car was sold to Peter Kaus' famous Rosso Bianco Museum. The car was displayed in the museum, and features in the famous Rosso-Bianco book, as a full page (Page 123). In 1997, the car was purchased by Coys on behalf of a very highly regarded UK collector, and has been in his ownership until now. During this period, the car has been maintained by Martin Greaves at Classic Performance Engineering. One of the finest available.

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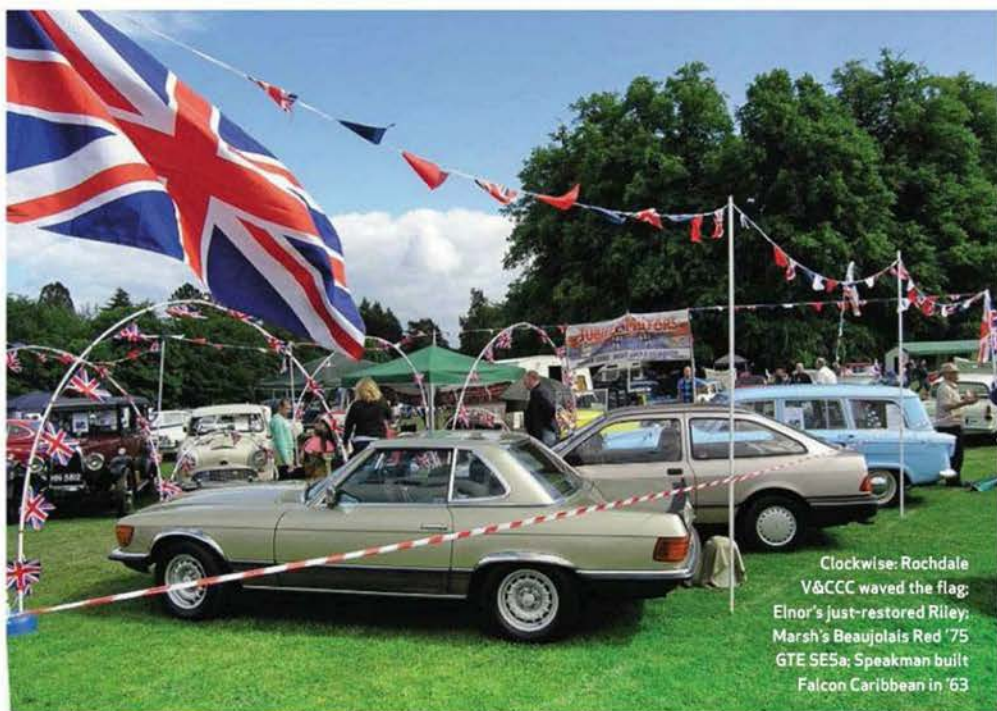
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# TATTON GETS IN JUBILEE SPIRIT



Clockwise: Rochdale V&CCC waved the flag; Elnor's just-restored Riley; Marsh's Beaujolais Red '75 GTE SE5a; Speakman built Falcon Caribbean in '63



The Rochdale Vintage and Collectors' Car Club landed the Best Club Stand for its inspired Jubilee Motors at the Classic & Performance Car Spectacular in Tatton Park, from 2-4 June. Each car in the corral – from a 1928 Willys-Overland Whippet to Jonathan Leach's X-reg Ford Sierra 1.6L – sported its original list price on the 'screen in the white marker of car-dealers' choice. "We wanted to tie it in with the Queen's celebrations," said a chuffed chairman Harry Hilton.

"It's our first time here and we beat 88 other clubs. I can't believe it!"

Several stands went for the regal theme, including the Gay Classic Car Group, linking the year of manufacture of each of its cars to a royal event. And there was a lovely mixed-make quintet – bedecked in bunting, Union Jacks waving in the breeze – in the individual cars areas.

A glorious line-up of older machinery included a Bullnose Morris, Nigel Harper's Bristol 400 and Steve Elnor's beautiful 1937

Riley Lynx 12/4 with Sprite-spec engine. "This is its first trip out after an eight-year rebuild," he explained. "A friend of mine did 80% of the work and I've finished it off. It's my first car with a preselector gearbox and I wasn't sure how I'd get on with it, but it's brilliant: instant once you get the hang of it."

Nearby was Arthur Speakman, from Huyton-with-Roby, who built his Falcon Caribbean new in 1963: "I finished the car just before we went on holiday to St Ives – 375

miles away. That's confidence for you! Apart from a K&N air filter and a modern battery, it's still how it was when I finished it – even down to the mould marks in the body."

Christopher Marsh bought his Reliant Scimitar new in 1975: "We soon realised that it was too good to use every day, bought an old banger and kept this for holidays. It went to Cornwall for 27 years running and has done fewer than 52,000 miles." The car's 'GTE' plate was issued new by J Gordon & Sons of Bolton.

## Siddeleys star in NSW

The Armstrong Siddeley Car Club held its National Rally in the south coast region of New South Wales, Australia from 4-8 May. It was based at the Coolangatta Winery, from where they toured the coast and the Southern Highlands, with a visit to the Australian Motorlife Museum at Kembla Grange.

Oldest car on show at the Kiama Lighthouse was John Graham's '25 15hp saloon, while club president Tony Carter brought his Sapphire 346 Mkl. Another fine '53 Sapphire was Richard Tonkin's car, rebuilt by marque expert Penn Bradly. And, as you would expect Down Under, there was a brace of export-only 18hp Station Coupe utilities.



Hurricane with two Station Coupe utilities



Richard Tonkin's immaculate Sapphire



Fiat 850 Spider heads M-B coupé and Spanish Seven

## Antique convoy hops to Ibiza

The European Car Club Los Antiguos de Benidorm, in Spain's coastal Alicante region, held its first Rally Benidorm-Ibiza from 25-28 May. Co-organiser Brian Pollard said: "Friday afternoon's ferry from the mainland carried an eclectic cargo of 20 cars to the delight of the numerous tourists and islanders gathered at the landing stage."

The ECC was hosted by Classic Automóvil Club de Ibiza. The oldest car down the ramp was a mint 1925 Essex, in convoy with everything from a 1960 Buick Le Sabre soft-top via an MGA, a Fiat 850 Spider and a Porsche 911 Carrera 3.2 to a BMW-powered Wiesmann MF3. The scenic route covered 175km of rural and coastal roads.



# Clubs celebrate at Bromley's 35th birthday



Rogers with rare C-series '62 Sunbeam Harrington, one of his four Alpines



Windmill's mint Monza Green '75 Granada



Cleary bought '71 Morris Traveller in '73



Randalls' Aston: Stanley nearest camera

Major model and club anniversaries featured strongly at Bromley Pageant – named to tie in with the Queen's Silver Jubilee of 1977, the first year that the show was held. The Ford Anglia 105E OC showed 30 vehicles on 10 June – including an ice-cream van – for its 30th birthday. Alongside, the Panther Car Club formed a colourful figure 40 to mark four decades since Bob Jankel set up Panther Westwinds.

Centre stage was a massive Aston Martin Owners' Club group. "We wanted 60 cars as a link with the Diamond Jubilee," said stand

organiser Dawn Scantlebury, "but reflecting every aspect of the club, hence the racers and a part-rebuilt DB5." The selection featured the 1934 Mark II Long Chassis Tourer that Stanley Randall bought in '54. Randall, now a youthful 95, spent most of the day talking to all-comers about the advanced design of the glorious pre-war machine.

There seemed to be a few gaps around the three-car club stands, yet there were still lots of fascinating rarities on display. Trevor Rogers spotted his '62 Sunbeam Harrington Alpine in Welshpool,

c1980: "I left a note on the car, asking if I could have first refusal if it was ever for sale, but never heard anything. Then, 13 years later, I saw it in virtually the same place and left another note. This time the owner called, asked if I was the same chap who'd left a note before and decided to sell. It turned out that she was the first owner and had bought the car when she lived in Brighton, just down the road from Harrington's base in Hove."

And if you liked rare estates, there were some belters to be found. Paul Windmill purchased

his fantastic Ford Granada 3000XL three months ago. "It has power steering plus an automatic 'box, so it's practical enough to use regularly," he explained, "and I have done every day since I bought it."

Renospeed boss Derek Flavell rebuilt his Renault 12 to use as a showcase for his company: "It has a 1647cc engine and a five-speed 'box from a Fuego Turbo, so it keeps up with the traffic. The roof structure was badly corroded so I had a full-length Webasto fitted. It's as good as a convertible with that open!"

The 1100 Club gathered four of the six ADO16 brands – Austin, Morris, Wolseley and Vanden Plas – for the model's 50 years. Pauline Cleary's immaculate Morris 1300 was her daily driver until it was restored about five years ago. "My husband never liked to overload it," she explained, "so if we went away on holiday our two children and the dog would be in the car and everything else used to go in a trailer."



## Rooting out classic spares

Initiated in the '80s, the Sunbeam Alpine Owners' Club Spares Day has spread to all outposts of the Association of Rootes Car Clubs and has grown into a must-attend event for anyone running or restoring one of these underrated cars.

The event drew an enthusiastic crowd of punters from as far away as Germany to Coventry Memorial Park on 13 May. Although it was all about trading parts, a smart range of Rootes classics attended, including Rapiers (above), Minxes, Tigers and Alpines – even a Harrington.

## Vancouver hosts Brits

A cracking turnout of 650 classic British cars and motorcycles assembled in the beautiful setting of Vancouver's Van Dusen Gardens for the Pacific North West's premier show, the All British Field Meet on 19 May. Blessed with warm, sunny weather after last year's continuous rain, record numbers of MGBs celebrated their 50th and there was a fine display from featured marque Lotus.

Colin Fitzgerald's fabulous 1935 3½-litre Bentley and Ken Douch's 1934 Lagonda Rapier were highlights. The Bentley, with streamlined coachwork by William Arnold of Manchester, is one of only two: one being the 1935 Motor Show car, the other Arnold's personal transport – now owned by Fitzgerald.

Competition cars on show ranged from a well-fettled Lotus Cortina Mk1 to an ex-BMC USA works MGB GT, as campaigned in period by Paddy Hopkirk and Andrew Hedges. There were fewer small-volume or unusual cars this year, although the huge selection of more than 150 MGs, spanning from T-series examples to MGFs – plus rows of Triumphs, Morgans, Jaguars, Austin-Healeys and Minis – kept admiring spectators happy.



Jag XK line-up in Van Dusen Gardens. Below: ex-Hopkirk BGT and lovely Arnold Bentley





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*LEFT 1955 FERRARI 410S BERLINETTA by Scaglietti, Chassis no. 0594CM*

*MIDDLE 1968 FORD GT40 GULF/MIRAGE LIGHTWEIGHT RACING CAR, Chassis no. 1074*

*RIGHT 1967 FORD GT40 MARK I, Chassis no. 1059*

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# Military manoeuvres in Luton



PAUL RUSSEY

Luton Festival of Transport drew some remarkable machinery to Stockwood Park for the Chiltern Vehicle Preservation Group show on 10 June. Pride of place went to a 1941 Chevrolet G7113 1½-ton 4x4 with trailer, proudly lugging a Wright Cyclone 14 2600-20 radial engine. It has taken owner Chas Jellis, his girlfriend Heda Kootz and their mate Terry Taylor six months of hard work to restore the rig. "The three of us created this from a pile of rubbish," said Jellis, "and it was full steam ahead over the winter months, with the cab being removed from the chassis."

A strong showing of rare Vauxhall Vivas featured Guy Turner's 1968 GT Crayford convertible and Stuart Burgess' SL90 Deluxe Brabham estate, thought to be the sole survivor. It took him 12 years to rebuild the car, which he completed two years ago. It's correct down to the placement of the Brabham stripes on the front wings with a break where the top meets the side.

Standard collector John Huckles brought several Vanguards, including a van imported from Sydney in 2010 and left in original condition.

Ready for inspection: Kootz, Jellis and Taylor with fabulous Chevy and radial aero engine



Standard bearer: Huckles' Vanguard van



Burgess' Peacock Blue '69 Brabham Viva



## ACL SPRINGS INTO ACTION

A pair of pre-war models starred on Automobile Club Luxembourg's Spring Classic Tour via Petit Suisse roads to Spa on 17 May. Goy Feltes brought his beautiful 1925 Bugatti T35, but it was dwarfed by a superb Deco-style '36 Panhard et Levassor.



## FLAT-FOUR SHINES IN POMPEY

More than 350 classics converged on Queen Elizabeth Country Park – just outside Portsmouth – for the South Hants Vehicle Preservation Society's show and jumble on 27 May. Oldest car present was a 1923 Ford Model T, while Roy Hickman from Winchester (above) took the '52 Jowett Jupiter that he bought four years ago.



# Motorboys host scenic Swiss tour

Spectacular scenery and a diverse turnout – along with a stop at a popular Swiss classic car gathering *en route* – made for a memorable Eurotour 2012. More than 80 people from eight countries (in 46 cars) took part in the two-day tour on 25-26 May, hosted for the first time by Motorboys in Switzerland.

With a total of 405km of driving, the route packed in some of the country's most picturesque roads – from lakeside scenes around Interlaken to the historic town of Le Landeron. A highlight was the participants' inclusion among the 600-plus classic selection for Sarnen's annual Oldtimer in Obwalden show.

This year's Eurotour was organised by locals Daniel Geiser and Claude Zigerli, who added to the eclectic vehicles on the event by bringing their 1961 Tatra 603 and 1953 Hotchkiss Grégoire.

"The Hotchkiss is very unusual because it was made of aluminium and has a flat-four – as soon as I heard of it I wanted one," enthused Geiser, who also has a Facel Vega HK500 in his collection.



Mercs and Citroëns to the fore at the Oldtimer in Obwalden show in Sarnen

Other standouts included Anders Theil's 1958 Citroën 2CV, which he brought part of the way by train from Denmark and drove the rest, plus Horst and Roland Ballé's '73 Ford Falcon Futura. Americans Harve Cohen and Gregory McSparran picked up the Long Distance Award for bringing their Porsche 914 over from Atlanta, Georgia. "We decided to make the trip a celebration for my 60th birthday," explained Cohen.



Porsche 914: all the way from Atlanta!

## HAVING A RIGHT ROYAL TIME

The Armstrong Siddeley Owners' Club marked the Queen's Jubilee with a Norfolk tour including a visit to Sandringham. Its National Rally is based at Royal Wootton Bassett on 14-15 July. E-mail davidwhighgate@aol.com or go to [www.siddeley.com](http://www.siddeley.com)



## VOLVOS MEET NEIGHBOURS

A fascinating array of 54 cars drove over from Germany to join local club members in Luxembourg for Volvo P1800 Interessengemeinschaft Deutschland's International Treffen from 17-20 May. Late 1800ESs were most prevalent, but an early, Jensen-built car was the centre of attention.



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# Super Mario shines in Haslemere



Fleur de Guerre tries Mario the Multipla for size. Right: Best Dressed Marshalls with MGA

The fourth Haslemere Classic Car Show and Tour drew a marvellous selection of 70-plus pre-'73 cars for a tulip run and display on 27 May.

The 60-mile route started from Lion Green, with the halfway stop at Tangmere Aviation Museum. The cars headed back via the South Harting Hillclimb (1904-'24, but in the opposite direction) to Haslemere, where 90 more classics joined

them, ranging from a pair of Austin Sevens and Nigel Coulter's Salmson tourer to a Fiat Dino Coupé.

Other highlights included the glorious, 407,000-mile Lagonda M45 of James Mann, whose grandfather bought the car new and rallied it extensively in the mid-'30s. Jane Puttock took her Fiat 600D, better known as Goodwood Revival taxi favourite 'Mario the Multipla'.



Mann's Lagonda passes Lynchmere Church



Car owners were encouraged to dress to match their vehicles. The winners – judged by John Orr of Vintage Partners and '40s-fashion model Fleur de Guerre – were Ian and Ann Marshall of Liphook with their MGA, who won a pair of tickets to the Goodwood Revival.

And the People's Choice vote was topped by Patrick Markey's immaculate Vauxhall Wyvern E.



## ELVASTON HOSTS ITALIANS

Any Latin car – classic or modern – is welcome at Midlands Italian Car Day, at Elvaston Castle on 5 August. Its light-hearted competitive element includes a popular vote to win The Camshaft Trophy for Car of the Day. See [www.mitcar.co.uk](http://www.mitcar.co.uk) for more info.



## ADO16 TURNS 50 AT GAYDON

The 1100 Club celebrates ADO16's 50th birthday at its National Rally at the Heritage Motor Centre on 11-12 August. The 1100s driving from Land's End to John O'Groats will arrive on Saturday, followed by a concours. Call 07813 711769 (evenings) or e-mail [show-organiser@the1100club.com](mailto:show-organiser@the1100club.com)



## Federation update

Much has been written about the MoT test exemption for pre-1960 vehicles, which comes into play in November. The discussions at the Department for Transport went on for several years before the consultation was published last November. The Federation and its members expressed concerns that the facility to take a voluntary test would be withdrawn, but after our submissions the DfT relented and has allowed this concession. This is a positive outcome, as is the assurance that there will be no restrictions on the use of our classics.

Many people have voiced anxieties about the safety of transport – and the roads – in the future. The fact is that the responsibility for a vehicle being roadworthy will not be withdrawn, nor has the need to ensure that its full and proper maintenance has been undertaken. The legal requirement to have a roadworthy car has not changed – and this is one reason why insurance

companies tell us that they do not expect premiums to rise in November. The necessity for an MoT test is also enshrined in other regulations, such as: first registration on import; as part of the V765 re-registration procedure; obtaining an age-related mark; transfer of marks; relicensing from unlicensed et cetera. We will be seeking clarification on these issues.

The facility to take a vehicle for a test is still there. Would you feel happy to buy (or sell) a used classic without an MoT certificate?



A voluntary MoT-type test should show up shortcomings in your mechanicals



## CHRIS CUNNINGTON FBHVC CHAIRMAN

FBHVC lobbies in Brussels and Westminster. For info: call Rosy Pugh on 01865 400845, e-mail [secretary@fbhvc.co.uk](mailto:secretary@fbhvc.co.uk) or see [www.fbhvc.co.uk](http://www.fbhvc.co.uk)

## Clubs diary

Shows, meets & gatherings

### JULY

**8 Simply French** Beaulieu Gallic car day, followed by The German Show on 22nd 01590 612345; [www.beaulieu.co.uk](http://www.beaulieu.co.uk)

**8 Mudeford Meet** At Mudeford Quay, Christchurch [www.mudefordmeet.co.uk](http://www.mudefordmeet.co.uk)

**8 Leighton Hall Classic Car & Bike Show** Carnforth, Lancs 01697 451882; [www.markwoodwardclassicevents.com](http://www.markwoodwardclassicevents.com)

**14 Anglias At The Ace** From 11am, at the Ace Cafe, then Middx County Automobile Club Meet from 6pm on 21st 020 8961 1000; [www.ace-cafe-london.com](http://www.ace-cafe-london.com)

**14-15 Vauxhall Bedford Opel Ass'n National** At Billing E-mail: [john.vauxhall-cars@tesco.net](mailto:john.vauxhall-cars@tesco.net); [www.vboa.org.uk](http://www.vboa.org.uk)

**15 Minis & VWs at the Palace** Blenheim, plus shows at Bodelwyddan Castle (22nd), Malvern and Capesthorpe (both 29th) 01484 667776; [www.classicshows.org](http://www.classicshows.org)

**15 Car's the Star Show** Kirkby Lonsdale MC's event at the Heaves Hotel 01539 560396; [www.klmc.org.uk](http://www.klmc.org.uk)

**18 Classics on the Common** Galleywood, Essex from 7pm 01245 268157; e-mail: [colinmoles@hotmail.com](mailto:colinmoles@hotmail.com)

**22 South Downs MG Car Club Picnic** In the grounds of Herstmonceux Castle, East Sussex [www.southdownsmg.org.uk](http://www.southdownsmg.org.uk)

**22 Brooklands Society Reunion** Sunbeam Talbot Darracq Register is guest club 01252 408877; [www.brooklands.org.uk](http://www.brooklands.org.uk)

**22 Old Ford Rally** Multi-club Blue Oval gathering at Gaydon 01926 641188; [www.heritage-motor-centre.co.uk](http://www.heritage-motor-centre.co.uk)

**22 Beaumanor Hall Show** In Woodhouse, Leics; Walsall Show on 29th 01922 643385; [www.transtarpromotions.co.uk](http://www.transtarpromotions.co.uk)

**27-29 American Rod & Custom Show** At Sewerby Cricket Club, Bridlington 01709 542555; e-mail [yanacs1@yahoo.co.uk](mailto:yanacs1@yahoo.co.uk)

**28-29 Jensen Owners' Club C-V8 50th Anniversary** At Waddesdon Manor, Bucks 020 8291 7464; [www.joc.org.uk](http://www.joc.org.uk)

**29 Festival of Black Country Vehicles** At the Black Country Living Museum, Dudley 0121 557 9643; [www.bclm.com](http://www.bclm.com)

**29 Ashover Car and Bike Show** At the Show Ground, Derbys 01246 222777; e-mail: [stuart.bradley@btconnect.com](mailto:stuart.bradley@btconnect.com)

For more events or to add your own, go to [www.classicandsportscar.com/diary](http://www.classicandsportscar.com/diary)





#### CLIENT PORTFOLIO

1929 BUGATTI TYPE 35B • 1930 BUGATTI TYPE 43 GRAND SPORT (ILLUSTRATED)  
 1939 LAGONDA V12 DROPHEAD (EX-BRIGGS CUNNINGHAM)  
 1953 FIAT 8V BERLINETTA • 1954 LANCIA AURELIA B20GT  
 1955 MERCEDES-BENZ 300SL 'GULLWING' • 1955 MERCEDES-BENZ 300SL 'GULLWING'  
 1957 MERCEDES-BENZ 300SL ROADSTER • 1968 ALFA ROMEO TIPO 33/2 LE MANS LONGTAIL  
 1968 LAMBORGHINI MIURA P400 (ILLUSTRATED) • 1973 FERRARI 365GTB/4-A DAYTONA (ILLUSTRATED)  
 1987 FERRARI F1/87 FORMULA ONE MONOPOSTO (AUSTRALIAN AND JAPANESE GP. WINNER)  
 1993 BUGATTI EB110GT (ILLUSTRATED)

*Please note that to respect client confidentiality not all motor cars available may be shown*

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WITHOUT RESERVE



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CHASSIS CSX 3216



The Bill Wuesthoff, Bruce Jennings  
**1960 PORSCHE RS60**  
CHASSIS 718-060



**1955 MERCEDES-BENZ 300 SL GULLWING**



The Baroness Gisela von Krieger  
**1936 MERCEDES-BENZ 540 K SPECIAL ROADSTER**  
Coachwork by SINDELFINGEN



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Archival photography for the 1964 Ford GT40 provided by the Henry Ford Museum





Wills and Berridge were on course for a race-long scrap but were stifled for 35 mins behind the safety car after several crashes

## BERRIDGE WINS WET LE MANS DICE

A spectacular finale played out between the Mercedes-Benz C11 of Brit Bob Berridge and New Zealander Roger Wills' Lancia LC2 on the final lap of a drenched Historic Group C support race at the Le Mans 24 Hours on 16 June.

After a frustrating safety-car period for 35 of the race's 45 mins, Berridge and Wills were finally allowed to battle. The C11 took the advantage as the pack was released, but the Martini-liveried Lancia still pushed hard for the last 10 mins despite the blinding spray. Wills set the fastest lap during the chase, but just couldn't make a serious inroad on Berridge, who made the most of the clear road ahead.

"It was extremely slippery with standing water everywhere," said a relieved Berridge after getting the C11 home unscathed. A recent testing accident at Donington had resulted in his team having to work all hours to rebuild the German sensation: "The car was brilliant, and it's always a thrill to race here – even in conditions like these."

The Le Mans weekend was a saga of accidents, and the Group C race was no different. Heavy rain greeted the impressive 33-car field, which included a Mercedes pair

and three Lancia LC2s, plus five-time Le Mans winner Derek Bell guest-driving a Porsche 962. The drama began as the pack reached the Mulsanne Straight for the first time. Mike Donovan's Spice SE88 suddenly pitched wildly to the left and collected the Tiga GC287 of Alain Schlesinger.

With both cars stranded – the Tiga in the middle of the track and the Spice hitting the Armco heavily – the safety car had to be deployed. So intimidating were the conditions that Richard Bateman pulled in after one lap in his Spice SE90. Bell was running as high as 10th until the penultimate lap when a small spin at the Dunlop Curve dropped him to 13th at the chequer.

Behind the leading dice, Gareth Evans' pole-sitting Sauber-Mercedes C9 found a way through the murk to take third from Kent Abrahamson's Nissan R90CK. Russell Kempnich's Porsche 956 followed Evans past the Nissan on the Mulsanne, but the 956 packed up just as he settled into fourth. Abrahamson then had to fight again to keep fourth as Richard Eyre's 962 reeled him in. The two were separated by just two-hundredths of a second in a photo-finish.



Eyre took fifth in Leyton House Porsche



Even Bell found conditions treacherous

### HISTORIC GROUP C RACE SEVEN LAPS, LE MANS 15 JUNE

- 1 Bob Berridge Mercedes-Benz C11
- 2 Roger Wills Lancia LC2
- 3 Gareth Evans Sauber-Mercedes C9
- 4 Kent Abrahamson Nissan R90CK
- 5 Richard Eyre Porsche 962
- 6 Eric Rickenbacher Cheetah

**Fastest lap**  
Wills 4 mins 32.826 secs 112.8mph

### Five questions for...



#### ROGER WILLS

Kiwi enthusiast who drove in the Group C support race and the Le Mans 24 Hours

**What's the draw of Group C?** These are the most iconic sports cars of the past century, with fantastic performance. It had to be done!

**Why the LC2?** It came up for sale in the US – beautifully restored – and I couldn't resist it. Speedsport did a great job of sorting it.

**What's it like to drive?** Amazing and it does everything you want it to. You have to wring the engine's neck – not ideal in the wet – but it was only a handful through Arnage.

**And the weather?** Visibility was not quite as bad as it looked, but Bob definitely had an advantage.

**Your dream drive?** I'd love to finish the 24 Hours. We had a good run in the Ferrari 458 until a driveshaft broke at 7:30am.



# Single-seaters top the bill at Brands



Clockwise: Barber leads Hartley in GPM; Andy Middlehurst's Lotus 25 heads Jon Fairley; TVR of Whitaker won Gent Drivers



A gripping classic F1 battle had the crowd on its feet at the Brands Hatch Historic Masters Festival on 26-27 May. World Endurance Championship driver Brendon Hartley looked set for a debut victory in Roger Wills' ex-Nigel Mansell Lotus 92/5 in the first GP Masters race. Richard Meins led from pole in his Williams FW07/D, but retired after six laps when Richard Barber's Copersucar Fittipaldi F5A inherited the lead. Hartley went ahead four tours later – after a compelling tussle – and

retained his advantage until he missed fourth gear on the last lap and Barber won by 5.86 secs from 22-year-old New Zealander Hartley.

Hartley had the upper hand on day two, beating Simon Hadfield who stormed through from the back in a Tyrrell 009 to snatch second from Barber with three laps to go.

Andrew Smith won both Historic Race of Champions heats in honour of the Brands favourite held from 1965-83. He was delighted to take his first single-seater victory in his March 701 – the car in which Jackie

Stewart won the 1970 RoC.

There was a strong field for the Pre-66 GP Cars race, too. Polesitter Peter Horsman won in his Lotus 18/21, but Rod Jolley's Cooper T45/51 kept him honest.

Gary Pearson established a clear lead in the early stages of the Gentleman Drivers enduro – he was about 20 secs ahead after 15 laps in Carlos Monteverde's Jaguar E-type – but Mike Whitaker paced himself (and his brakes) to give his TVR Griffith the edge in the closing stages after the mandatory stops.



Ex-F1 driver Leclère in A110 anniversary



Blistering start from l'Anson in Bug T73

## France reclaims Prescott

Fifty years of the Alpine A110 was celebrated with a competitive run by Renault Classic team driver Michel Leclère at La Vie en Bleu, Prescott's fabulous Gallic-themed meet on 26-27 May.

The Cotswold hill proved a challenge for the ex-F1 and four-time Le Mans veteran, who posted a best of 56.50 secs. The irrepressible Barrie Williams also ran in the Renault class – with a 5 Turbo and an R8 saloon – having started his racing career in a Singer Le Mans at Prescott 55 years ago.

The oldest car entered was Nick Mason's 1901 Panhard et Levassor for the mysterious 'Ben de Chair'. Sadly the car stripped a gear when grappling with the venue's slopes in

practice. At four years younger, the 200hp Darracq of Mark Walker brought thunder to the class for early cars, with an impressive best of 57.56 secs, but it was no match for Robin Barker's rapid Hispano V8-engined Amilcar at 53.77 secs.

Bugattis also abounded on and off the hill. Fresh from Monaco, Duncan Pittaway was fastest on scratch at 56.16 secs with his Type 35. Highlight was the fabulous T59/50B, which only completed one run at 57.66 secs after a tyre problem on its Prescott debut.

Cyclecars were much in evidence put-putting around the venue and getting the biggest cheers during the lunchtime cavalcade that added to the event's period feel.

## Elan is king of the Castles

After 10 years of trying, the Lotus Elan crew of Graham Walker and Sean Toohey finally won the Three Castles Welsh Classic Trial from 6-8 June when they passed overnight leaders and MG TD-mounted double victors Mark and Sue Godfrey. Chas Colton in his Porsche 911 won the Steering Wheel Trophy for the best performance in the tests, while Spirit of the Rally went to Roger Gourd and Terry Davies in their 1932 Austin Seven Ulster. They bravely battled the elements and never gave up, despite car trouble.



Elan pair: winners on tenth attempt



### MAGNIFICENT SEVERN

The deadlock for MSA British Historic Rally Championship supremacy continued on the Severn Valley Stages on 9 June. Nick Elliott and Dave Price beat Kevin Davies and Dale Furniss to top Category Three in their Escort, while Simon Wallis and Graham Wride's Cortina won Category One.



### MAC BEST AT MERC SPRINT

Mac Hulbert won the VSCC's Brooklands Sprint on 16 June, despite managing only one timed run around the M-B World course in 41.18 secs. A close Morgan three-wheeler battle ensued with Gary Caroline at 45.45 secs just pipping Sue Darbyshire's 45.81 secs. The Edwardian class went to Mike Mew's 13-litre 1903 Panhard at 57.33 secs.

### THREE HOURS' SOLITARY

Scot Nick Fleming became the first solo driver to win the HSCC's Autosport 3 Hours. After 75 laps of Snetterton at the meeting on 9-10 June, Fleming's Chevron B8 headed the second-placed Ginetta G16 of George Douglas and Luke Stevens by 2 mins. Clever refuelling during a safety-car window was key to his victory.



### WRIGHT STUFF AT PALACE

Richard Falconer's spectacular Chaparral 2 replica was the star of Motorsport at the Palace on 26-27 May. Driven by Ian Wright, the British-built tribute, complete with authentic automatic 'box, topped the big-capacity class with 38.84 secs. The popular event around the remains of the historic Crystal Palace circuit raised £3500 for local charities.



# Debut win for Hindley and Bull



Clockwise: Ferrão's 2756TB battles Sanz de Acebedo's DB4; Cooke leads Smith in RSR dice; Hindley lands victorious 911SC

PAUL LAWRENCE



Phil Hindley and Andy Bull pulled off an impressive victory on their first attempt at the Tour Britannia from 7-9 June while several other fancied Porsches hit trouble.

Hindley's 911SC had barely covered 10 miles of action before the Harrogate start of the race and rally tour, and this style of event was completely new to the former TVR Tuscan champion. They were on the pace from the off, however, over the short, sharp asphalt special stages that are a feature of the tour.

Hindley then pressed home his advantage in the 20-minute races at Croft and Cadwell Park.

"It's a fantastic event," he said after arriving back at Harrogate nearly 2 mins ahead of his rivals. His Tech 9-prepared '79-vintage 3-litre 911 had not missed a beat, plus the new driver and co-driver pairing had gelled immediately.

Yet this was no cruise to victory for the Chester hotshoe. Throughout the opening day and a half, the similar 911 of Philip Walker and

2011 winner John Clark had posed a stern challenge. But Clark slid off in the wet and slippery conditions at Harrogate Showground, when the rear brakes locked and the pair lost around 4 mins. They later tigered back to finish fourth.

Up into a great second went the hard-charging Ford Escort Mk1 of Roger Kilty and Lynette Banks, while Stuart Scott and Steve Wood were elated to bag the final podium place in their famous ex-Richard Lloyd Chevrolet Camaro Z28.



Baxter blitzes Wiscombe in Nash Special

## Records tumble at Wiscombe

Hillclimb king James Baxter finally took his elusive last VSCC venue title at Wiscombe Park on 13 May. A new surface and a dry day gave him the chance to shave 0.33 secs off the target on his first run. His blistering 44.96 secs best eclipsed Anthony Mayman's 20-year-old record in ERA R4D. Baxter pushed harder on his second run, but too much throttle in the wooded Esses put the Alvis-engined Nash into the rhododendrons – happily with only minor damage to the car and the driver largely unscathed. Dr David Pryke set another popular record, at 49.83 secs in his Morgan/Riley in Special Sports Cars under 1500cc.

## Quiniou heads Lola pack

Lolas dominated the Classic Endurance groups at Imola on 9-10 June, with wins for Alberto Francioni's T70 and Michel Quiniou's T280, while the two-hour '60s enduro went to Dominique Guenat and Yvan Mahe's rapid Cobra.

Joaquín Folch's Brabham BT49 led a nine-car field in Historic F1, twice beating the Lola T370 of Mauro Pane, who never let Folch relax after a charge from the back having missed practice due to water-pump failure.

Richard Eyre had an engine let go in the wet practice session in his Williams FW08, but his team worked hard to change it in time for the first



Quiniou leads polesitter Patrice Lafargue's Lola T298



Michel Thoulouze guns Lotus-Buick 19

race. Starting at the tail, he stormed through to finish fourth. Pane and Eyre had to do it all again on Sunday to come second and fifth. Mr John of B's Ferrari 312T was the star of the first race, but it didn't run on Sunday.



Fab 312T raced once and finished fifth

## Sporting diary

Races, rallies, trials and more

### JULY

#### 12-14 HERO Summer Classic

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#### 12-22 Liège-Brescia-Liège Microcar

rally broadens its scope with a class for XKs and E-types 07711 901811; [www.classicrallypress.co.uk](http://www.classicrallypress.co.uk)

#### 14-15 VSCC Pembrey Near Llanelli,

with a sprint on 14th and a full race card on 15th, including Pre-'61 GP cars, F3 500s and '50s sports-racers 01608 644777; [www.vsc.co.uk](http://www.vsc.co.uk)

#### 19-22 Alpine GT Based in Val d'Isère,

following various historic routes 01460 242299; [www.alpinegt.com](http://www.alpinegt.com)

#### 20-22 Silverstone Classic Massive

festival, including Group C, saloons and GP Masters F1 01483 524400; [www.silverstoneclassic.com](http://www.silverstoneclassic.com)

#### 29 Harry Flatters Rally Asphalt

event that's part of the Kololi Beach Club MSA British Historic Rally Championship. Simon Marks, HRCR 01865 864038; [www.hrcr.co.uk](http://www.hrcr.co.uk)

### AUGUST

#### 4-5 Copenhagen Historic Grand Prix

Various classes around a street circuit in the Danish capital, featuring tin-tops, GTs and single-seaters 0045 8651 9929; [www.chgp.dk](http://www.chgp.dk)

#### 4-5 VSCC Prescott Speed Hill Climb

Near Gotherington, Gloucestershire 01608 644777; [www.vsc.co.uk](http://www.vsc.co.uk)

#### 4-5 HSCC Croft A full set of HSCC

grids at the Yorkshire circuit 01327 858400; [www.hssc.org.uk](http://www.hssc.org.uk)

#### 10-12 Oldtimer Grand Prix

Celebrating its 40th anniversary at the 'Ring, with everything from Formula Juniors to World Sportscar Masters and the epic Marathon. Tickets €18-58, under-17s free [www.ovd.de/ogpracing](http://www.ovd.de/ogpracing)

#### 17-18 Ulster Historic Rally Asphalt

event, part of the Kololi Beach Club MSA BHRC. Simon Marks, HRCR 01865 864038; [www.hrcr.co.uk](http://www.hrcr.co.uk)

#### 17-19 Monterey Historic Races

At Laguna Seca Raceway, California, USA 001 831 242 8201; [www.montereyhistoric.com](http://www.montereyhistoric.com)

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**LEFT** 1963 FERRARI 250 GT/E Chassis no. 4189

**MIDDLE** 1911 ROLLS-ROYCE 40/50 HP SILVER GHOST ROI DES BELGES TOURER Chassis no. 1677

**RIGHT** 1931 BUGATTI TYPE 40A TOURER by Carrosserie Moderne; Chassis no. 40905





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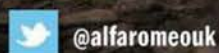
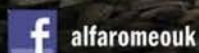
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# RARE HEALEY STASH UNCOVERED



As befits a car built down to a price to avoid Purchase Tax, the Drone features simple coachwork. Many owners rebodied them in period



The wraps come off the '52 Alvis-Healey...



...which was last on the road 27 years ago



Johnstone had dismantled Singer Le Mans

In October 2005, *C&SC* recounted the story of two Aston Martins that were standing beside a bungalow in North Walsham, near Norwich. Beside them was a rare Healey Duncan, which was pushed into the garage when the Astons were sold. Now the owner, Maureen Johnstone, has decided to sell the Duncan, one of a fascinating bunch of Healeys, via auctioneer Bonhams.

Her late husband Malcolm (Mac) bought a number of cars to work on in his retirement. The garage looked as if it was originally for one car, but over the years he had extended it three times and it contained six classics.

After the removal of a part-restored VW Beetle that belonged to the Johnstones' daughter, the 1948 Healey Duncan was first out. JUC 1 was in poor condition, the entire frame of the pillarless saloon apparently being rotten. Johnstone had bought it in 1982 and, although it had arrived on a trailer, it was then in running order. The previous owner was a JE Mattocks, who lived in Melton Mowbray.

The next car out was a 1952 3-litre Alvis-Healey, registered FF 8100. This car was purchased in 1995 from Mr JB Mills of West Clandon, near Guildford. It had been in the same family since 1963 and last ran in '85, when it showed



The Drone looks to be in decent condition



The '48 Duncan emerges from the garage

just 40,000 miles on the clock. This model, officially known as the 3-litre Sports Convertible, has all-enveloping bodywork designed by Gerry Coker of Panelcraft; it is thought that 28 were made.

One of the most difficult cars to move – because of its locked-on brakes – was a 1950 Healey Silverstone, GCY 610, which Johnstone bought from Harold Coats of Chelmsford in 1986. It came in pieces and Johnstone had done some work on it – there were four restored wings stored in the loft.



Manoeuvring the Healey Silverstone took some effort due to the brakes being seized on

Possibly the rarest Healey was a 1948 Drone. JPW 227 looked rather like a home-made special, and was a device by Donald Healey and coachbuilder Duncan to produce a car that could be priced at less than £1000, to avoid crippling Purchase Tax. Johnstone's Drone came to him from an owner in Norway. It is thought that 14 were made, of which at least three later had their bodies changed. Bonhams believes that this is the sole survivor in its original form.

It's interesting that Johnstone

had two Duncan-bodied cars because these were built in North Walsham. Another coincidence concerns the sixth car in the garage, a dismantled 1934 Singer Le Mans, TSV 371. Its first owner was the Reverend Chase, vicar of North Walsham. The previous owner was Bill Nicholls from Walsall.

Bonhams had to overcome various problems in towing out the cars – not to mention working out which bits fitted which one! The collection was offered by the firm at its Oxford sale on 16 June.



## Reader find of the month

Send in a 200-word story plus a selection of photographs of your discoveries to the usual C&SC address or e-mail [lost&found.C&SC@haynet.com](mailto:lost&found.C&SC@haynet.com) and you could win £100!

Martin Styles of Billericay recently stumbled across the dream find of a rare TVR 420 SEAC while taking a shortcut down an Essex lane. "It was last taxed in 1995 and has been outside for many years," said Styles. "It is believed that only 37 were built, but this car is especially unusual in that it has a chassis made out of stainless steel. Only three are known to exist, one of which is a works racing car that was banned from competing in the late 1980s.

"The two 'spare' stainless chassis were then built into road cars; it's believed that one was for Peter Wheeler. The car has different front suspension to other SEACs, plus Rose joints front and rear. The bodywork was intended to be Kevlar instead of the standard glassfibre but, due to problems with the paint finish, not all SEACs were. This is one of the few fully Kevlar cars. The V8 was rated at around 300bhp, but this engine has a dry-sump system, suggesting more power. I intend to recommission it using as many of the original components as possible."



Rear end was being used for tyre storage



Interior seems remarkably well preserved



This 420 SEAC not only has the Kevlar bodywork, but also a rare stainless-steel chassis

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## Look familiar?

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### GOING LOCO IN A ROLLER

Paul Blackman is seeking early history regarding his 1969 Rolls-Royce Silver Shadow MPW dhc, chassis CRX6384. It was ordered via Jack Barclay by a Mr Chester Hewitt, who had an address in Acapulco, Mexico. When new, the car was Regal Red and may have worn the UK registration TLR 55G. E-mail: [pczarb@yahoo.co.uk](mailto:pczarb@yahoo.co.uk)



### MORGAN WITH RACING PAST

Michael van Ofen (longstroke@web.de) is a keen historic racer, and would like to know more about the competition exploits of his recently acquired 1965 Morgan 4/4. The car, EVR 282, was campaigned by its first owner, a Mr Davies from Bromley in Kent, from 1965-70.



### SPECIAL'S SECRET IDENTITY

Simon Willey is trying to find out more about his 1950s special. It features an alloy body over an ash frame, plus an Austin Seven chassis and mechanicals from a Ford Pop. "It has no documents and I can't find a chassis number anywhere," says Willey. E-mail [info@simonwilleythatcher.co.uk](mailto:info@simonwilleythatcher.co.uk)



### MICHAEL WARE

Former curator of the National Motor Museum, Beaulieu. Send submissions to [meware@oakenbrow.demon.co.uk](mailto:meware@oakenbrow.demon.co.uk)

## Jaguar gains foothold in China

Long-serving *Autocar* chief photographer Stan Papior recently returned from a trip to Beijing, China, where he took this superb image of a Jaguar 420 that he was surprised to discover parked up in a street just off Tiananmen Square. "It was an unusual sight, sitting

there on the pavement," explained Papior, "and it didn't appear to have moved for some time."

Just a day later, editor Clements was in the LAT photographic archives and was amazed to find an almost identical shot of the same car, in the same street... in June 1998! The car hardly seems to have moved – if at all – although someone has clearly cared for it, judiciously applying gaffer tape to the door-bottoms to hide the advancing corrosion.



Then (inset) and now: Jaguar 420 hasn't moved far from its Chinese resting place since '98

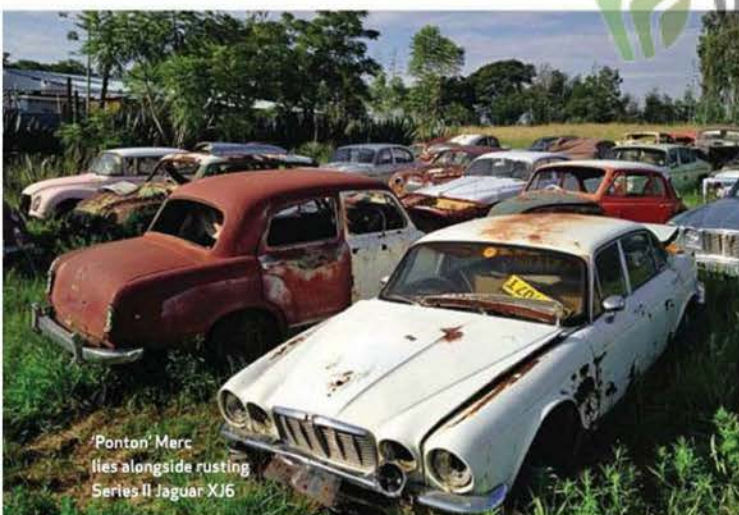


American 356 needs major surgery

## Crumbling Porsche

Ed Sanson from Sports and Specialist Cars in New Jersey, USA got in touch to tell us about the amazing find of this Porsche 356 coupé, which turned up a block away from his Lotus and classic car dealership. "Not long after we first spotted it, it was offered for sale at \$500," said Sanson. "The floors are gone, there is no title, but still, it stirs the 'rescue me' urge, doesn't it?"





'Ponton' Merc lies alongside rusting Series II Jaguar XJ6



Unusual project cars include four DKWs



Big Jag saloon with youthful XJ-S beside



### RIPE FOR WOODYE-WORK?

Steve Tillyer of the Alvis Owner Club has a '47 TA14 that has lost its rear coachwork. JLN 523 had a Mulliner of Birmingham saloon body, but was involved in a shunt that wrote off the car. Tillyer paid £100 for the remains in '83: "Now it looks less like a parts car and more like the basis of a woodie, van or pick-up. Only time will tell!"



### RUSTY B AWAITS SALVATION

This sad-looking MG was recently brought into MG specialist Beech Hill Garage on a low-loader. "It was the lady owner's late father's pride and joy, and had been sitting in a garage for at least 10 years," said boss Will de la Riviere. "Sadly, the sills had gone: the bill for welding alone could easily have got up to £10k, so it ended up on eBay."

## Euro hoard languishes in the sun

This amazing stash of British and German classics was unearthed by former C&SC staffer Graeme Hurst on a trip to his native South Africa. The cars are parked outside restoration specialist Bogdan Letowt's premises near Midrand, north of Johannesburg.

"The collection has grown from 20-plus years of restoring cars, with many bought for parts and others acquired to prevent them being scrapped," said Hurst, who counted a dozen Jaguars including Mk1s,

Mk2s and MkVIII/IXs – along with an S-type and 420, plus five examples of the latter's replacement, the XJ6, and a solitary XJ-S.

"All bar the late cars are likely to have been assembled from CKD kits at the BMC (latterly Leyland SA) plant outside Cape Town," said Hurst, "although one of the saloons has a Zimbabwe registration and a speedo calibrated in kph, so may have been built at Browns Lane."

The former British colony's love of English badges waned after its

independence in '61, the apartheid government favouring German makers – which accounts for the quartet of DKWs, 'Ponton' Merc and VW Karmann-Ghia coupé: "The Volkswagen looks to have been off the road since the mid-'90s when the old Transvaal provincial registration system fell away."

More recent Brit acquisitions include a Wolseley 6/99 – last on the road in 2006 – and an early Austin Cambridge. All of the cars are for sale: call 0027 84 050 2013.



Model T after being converted to a pick-up



As purchased, it was an ambitious project...

## Ford jigsaw put together

David Skinner from Chandlers Ford, Hampshire has spent most of his adult life tinkering with Ford Model Ts. In 2005, he purchased a 1911 British-assembled Model T that had been taken to pieces by a previous owner who then burnt the bodywork because it was infested with woodworm.

The first owner, CL Bembridge, worked for a firm of agricultural merchants in Lincolnshire. He kept the Ford, registered CT 775, on the road until 1930 and later converted the tourer body into a form of pick-up for use around the



...but David Skinner rose to the challenge

farm. His family kept the car until 1960, when it was sold to Dudley Christie who put it into storage.

Skinner took on the pile of pieces and recently completed the rebuild of the Model T to its original form as a tourer, getting it through its first-ever MoT test after 81 years off the road just a few months ahead of its 100th birthday.

## Mystery Car Competition

Win a bottle of The Balvenie Signature 12 Year Old, a hand-crafted single malt (overseas winners will be offered an alternative prize)



What is this bizarre contraption? Send your answers in by 1 September to Mystery Car Comp (August) at the p10 address or e-mail [mysterycar.c&sc@haynet.com](mailto:mysterycar.c&sc@haynet.com) with 'August' in the subject line. Please include your full postal address.



### MAY'S WINNER

The Tom Tjaarda-styled Autobianchi Stellina was, as we had expected, just a little too easy for you it would seem. There were plenty of good responses giving us chapter and verse on the little roadster that could boast being Italy's first production glassfibre-bodied car. Among the best submissions were those from Norman Hawkes, Maria Cristina Fabbri, Georg Bauer and March's victor Scott Barrett, but our winner this month is Richard Penna.





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1953 Connaught A-Type Grand Prix Car  
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**BROOKLANDS**  
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# Mick Walsh

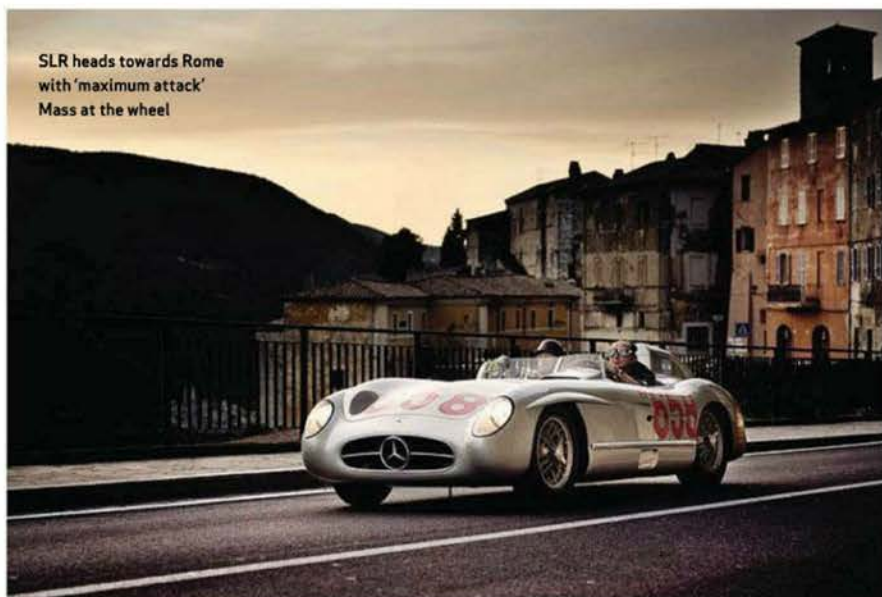
FROM THE COCKPIT

**T**here's an intensity about the night that gives any drive added focus. The sensations of speed, smell and noise take on an extra dimension. When that drive is aboard the awesome Mercedes-Benz 300SLR, the driver is former GP ace and sports car legend Jochen Mass and the route the fabled Mille Miglia, then the experience is guaranteed a unique edge.

Our first night blast, from the start in Brescia to Ferrara, was an unbelievable opener in the 300bhp two-seater that swept the board in the '55 season. The combination of Jochen's steadfast pace, the wild exhaust roar, and the aroma of fast-burning fuel was heady. The mechanics insist it runs on pump petrol, but I'm sure they were adding something. Spectators later reported hearing the SLR minutes before it arrived, and smelling it long after it passed.

The warm air and flashes of dazzling attractions during that nocturnal blat made focusing on the route book and keeping Jochen on course a challenge. Memorable moments included a group of kids holding a huge banner aloft that simply stated 'Throttle' – and of course Jochen obliged by changing down and gunning it up to 7000rpm. Everywhere Italians sat out with dinner tables to watch, but just before Rovigno in the country I spotted an old boy sitting on his own with a huge smile on his face as we roared past. Later, showers of flower petals from a group of beautiful girls in a town square and the twinkling lights across Lake Garda added to this surreal, Fellini-esque scene.

With our relentless pace – Jochen only drives one way – we got a chance to see most of the 380-strong entry several times each day. A few gave chase, including a Maserati A6GCS driven with gusto by its Italian crew, but they were left in the SLR's ear-splitting wake once we hit a straight. Moderns tried to hang on, too, including several Porsche GT3s, but Jochen soon dispatched them. "I've driven '722', but this car [chassis 10, the last built] has a longer wheelbase and a tendency to drift," said Mass. "It also doesn't feel as nippy because the gearing is



SLR heads towards Rome with 'maximum attack' Mass at the wheel

taller." We weren't close to the 170mph speeds of Moss in 1955, but it felt quick enough as we raced down the dark SS16 with limited lights.


When we finally reached Ferrara at midnight, Mass switched off the deafening desmo straight-eight and we grinned at each other. The popular German has done the Mille many times, but it's still a buzz. That night and the following two days produced many amazing moments, but for

both Jochen and me it was the early morning section out of Rome to Radicofani along the twisting, smooth SS2 that stood out. The traffic was light, the sky blue and the scenery beautiful, but

better still we had a trio of police riders as escort. They were keen to set a rapid pace, and Mass loved the chase; twice I saw alarming wobbles as they leant over their heavy Moto Guzzis. In Viterbo, the riders slowed at the lights, raised one arm in unison, and signalled an approving circle with finger and thumb. They'd clearly

enjoyed the rapid Saturday morning run as much as us, in total contrast to the northern police who'd warned us several times to slow down.

Both Jochen and Mercedes like to put on a show. Cruising around the course was never an option, and the car-mad Italians loved the authentic display. After the SLR overheated its clutch in San Marino we were forced to bypass the special test, so from then on had no incentive to take the regularity seriously. When the road sections were closed, Mass pushed the SLR with extra zest, using 7000rpm in each gear and drifting through the turns. Even F1 safety car driver Bernd Mayländer in the 'Carrera' W194 noted how brilliantly his teammate controlled the insanely valuable machine. A respected dealer said he could sell it tomorrow for £40m.

I have huge respect for the way Mercedes exercises its collection. Deaf and emotional at the finish, after 24 cramped hours in the cockpit, I couldn't imagine how Moss, still pumped with adrenalin after his heroic win, then drove on to Stuttgart. Having experienced the SLR over his route, I better appreciated how he scored that famous victory. What an amazing car! 

'Kids held a banner simply stating "Throttle" – Jochen obliged by changing down and gunning it to 7000rpm'





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# Alain de Cadenet

## INSIDE LINE

This year marked the third time that I have been to the biennial Grand Prix de Monaco Historique without actually racing there. The last time I did, another competitor dropped his sump on the straight and caused chaos. My spin didn't result in any damage but the race was stopped and the whole thing became a tedious exercise for a grand total of only four laps completed. Monaco is about as iconic as it gets, however, and is definitely a good place to laser into the old memory chip for recollection later in life. When you think that, traditionally, only Grand Prix men and supporting F3 or Formula Junior folk got to do it, today another bunch of drivers can pay up and fulfil a dream.

My week started off with a day on the Credit Suisse road rally, which wound up in the mountains north of Monaco. Here you'll find the kind of roads that you can read about in old magazines and books detailing the Rallye Monte-Carlo, along with hillclimbs such as the Mont des Mules and La Turbie, plus the Routes de Menton and Sospel. It's easy to get totally lost without a road book – and just as easy with one! Gravel, sheep, cows and drop-offs didn't cause too many problems for the runners, though.

In an attempt to bring my Alfa 8C into the 21st century, I followed Chris Mann's advice and obtained a Lambda sensor plus an air/fuel measuring gauge from Lumenition in London. The idea was to fit the Lambda into the exhaust downpipe using silver solder, then wire it up to the small 10-LED gauge hidden in the cockpit. The Weber single-choke carburettor has an adjustable main jet that features serrations on the rotating mixture knob. These are located by a tiny captive ball-bearing, pressurised by a spring. You can feel and hear the 'clicks' as you turn it.

I rigged up a cable drive (by boring and tapping the jet knob) that terminated in the cockpit so that I could adjust the mixture while *en route*. Red lights signify running lean, through yellow ones, and finally the green lights signify running rich. The idea was to fine-tune the jet to give the optimum mixture whether in town, cruising on the open road, or driving at altitude – thereby saving both the nasty stuff coming out the back, and the credit card.

It works, too. I suppose it's just a manual way of doing what every modern injected car does

with its ECU, but it gives a nice feeling of contributing to the greenness of our environment and promoting the joys of vintage motoring to boot. There may come a time when the older stuff has to prove it can wobble about ecologically to keep the tree-huggers happy.

But back to Monaco and the Drivers Club, which had been done up to resemble the basics of a Swiss chalet, with an accompanying troupe of girls dressed in traditional costumes; it's no wonder the place was much frequented by racers. They may even have been there for the excellent coffee and food, too. I've said this before, but having a place like that to escape from the paddock and track when you feel like it really is like an oasis in the desert.



**'The racing of machinery that is no longer current should really be for the fun and joy of it as a sport'**

On the Friday, C&SC was well represented when both Simon Taylor and I took part in a drivers' forum to answer the question: 'Is historic racing better than F1?' I sat with Jochen Mass, Emanuele Pirro and Duncan Dayton, while Simon did sterling work as moderator. Interesting stuff comes out in such gatherings. Opinions varied somewhat, but we agreed that the racing of machinery that is no longer current should really be for the fun and joy of it as a sport – as opposed to F1, which is now far more of a colossal business. Dayton races the new stuff as well as the old, which is unusual these days. I'm sure the



former helps his performance in the latter. He certainly gets on with it, and won his pre-'71 F1 race from the back of the grid. But I haven't yet heard of any driver from historic racing making it big-time in either the history books or a major modern formula. Having said that, I've often thought that the way some of the guys drive their F1 cars would put them in line for a good endurance ride if they could get it. In the crunch, you either race or you don't. Personally, I'd be glad to get out there in anything with more than one wheel on it.

All of us mountain rally folk got to have a three-lap blat around the closed track on Saturday. I say 'blat', but a pace car dribbled around in front and I, for one, never got out of second gear. It was still a treat, though. I keep saying that I don't need to race any more, but no sooner do I get on a track before I change my mind. There are, as we all know, certain things in life that you pretend you don't miss... until you do!





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1955 Citroën 11C

1980 Citroën CX 2400 Pallas

1981 Citroën CX Break

1943 Dodge 4x4

1943 Dodge 6x6

1944 Dodge Command Car

1964 Dodge Dart

1971 Fiat 500

1930 Ford A

1930 Ford AF

1924 Ford T

1987 Fleur de Lys Newark

1944 GMC

1976 Honda Civic

1972 Lancia Fulvia

1924 Maxwell

1983 Mercedes 500 SEC

1968 NSU Sport Prinz

1913 Panhard X19

1924 Panhard X47

1924 Peugeot 172

1931 Peugeot 201

1958 Peugeot 203

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# James Elliott

## MISFIRE

**H**aving spent my entire *C&SC* career trying to sneak my bum into an ex-Jim Clark car, I must admit that I didn't think the first would be a stock, roadgoing Elan.

When I set out on this path, I was quite certain that it would be the Indy-winning 38 or the 1963 Lotus 25. A 30 or Lotus Cortina at least.

Yet there it was last month, the 1500-badged S1 Elan that Clark ran for a year and was registered in his name even though it was sold to Jimmy's – and so many others' – mentor, the criminally unsung Ian Scott-Watson.

And it was wonderful.

But then I started wondering why it was so important to me to drive a car that an F1 hero of the day probably thought of as no more than some disposable tool, a perk in lieu of a bonus that he had little affection for. The correspondence certainly suggests that Clark was less than impressed with his company hack's reliability.

The experience did, however, bring to mind the other cars that I have driven that have had heroes as owners or drivers, and especially the bizarre run of ex-Mike Hawthorn machines that I drove almost by accident.

Bizarre because when I drove two of them you wouldn't have had a clue of their history with the Farnham Flyer. You could even argue that both had more interesting histories long after their brief flirtation with such fame.

One of them was OKV 1, a 1954 ex-works short-nose Jaguar D-type that Hawthorn had raced several times, notably at Reims.

Today it is resplendent in its original shape and exacting La Sarthe livery, and a familiar sight at historic race meetings. But, to demonstrate how the world of classics has changed – and the level of cachet and value such history now garners – back in 2002 it was never referred to as the ex-Hawthorn car, or the 1954 Le Mans car, but was known universally as the 'Jumbo' Goddard car. It was revered for what it then was, a roadgoing D that was a sort of prototype XKSS owned by a larger-than-life Aussie.

That's not to say that I disapprove in the slightest that OKV 1 has so meticulously been returned to how it left the factory. Just how contrary would you have to be to contest that? Although, as a counterpoint, I reckon that there is no danger of the same thing happening to the



Elliott doing his best Farnham Flyer impression aboard the WM-Cooper

other Hawthorn competition car that I drove.

That's because, despite looking like a gaudy hopped-up special, it is a legendary racer and a star exhibit in its adoptive homeland.

Few outside of Australia will have heard of the Waggott Special – or WM-Cooper – but it is a marvellous thing with as rich a history as any car.

Driven by Hawthorn in 1952 – and also allegedly pedalled by one Bernie Ecclestone – the vision in orange that now lives in the Australian National Motor Museum in Birdwood was once a Cooper-Bristol T20.

When it arrived in Aus, the Cooper was raced by Stan Coffey, who crashed it and sold it on to the heroic, diminutive Jack Myers. With the usual admirably gung-ho attitude of this car-obsessed but isolated and parts-starved nation, Myers and the ingenious Merv Waggott reckoned it needed more power. So the latter installed a highly modified Grey Holden 'six' bottom end with a specially developed twin-cam head and a carburettor per cylinder.

The resulting WM-Cooper – not exactly the

'Despite looking like a gaudy hopped-up special, it is a legendary racer and star exhibit Down Under'

wildest Aussie special: find out what you can on the Lycoming-engined, Lotus 12-based Sabakat if you want to gasp – was then campaigned extensively by Myers, including in the Australian GP.

Reputed to have 200bhp driving through an MG TC 'box – lever between your legs, naturally – and a 150mph top speed, the Waggott Special was even driven by Stirling Moss on the Cumberland Speedway dirt track.

It may be the one of the weirdest-looking concoctions that I have ever had the pleasure of driving – the unlikely mongrel to be a motor racing legend – but there is no doubt that the WM-Cooper is probably the best connected, and definitely one of my favourites.



08/08/2012/



# Coupés & Cabriolets Donnington Priory

1938/

Lagonda LG6 Drophead Coupé

1946/

Bentley MKVI James Young  
Fixed Head Coupé

1956/

Aston Martin DB2/4 MKII  
Vantage Drophead Coupé

1958/

Jaguar XK150 3.4 Litre Roadster

1964/

Jaguar E-type 3.8 Fixed Head Coupé

1968/

Ford Mustang 390 GT Fastback

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For the Classic Collector







# Simon Taylor

## FULL THROTTLE

**A**lmost daily I get e-mails from complete strangers who read my scribbles in this august journal or elsewhere and want to tell me something, ask me something, or suggest I do something. Most – not all! – are friendly, and many are interesting: some may lead to worthwhile assignments, while others are potentially harmful to my wallet, or my health.

A few months back I got an e-mail from a *C&SC* reader telling me about a young friend of his, Will Gibney, who had just been diagnosed with a severe form of kidney cancer. To get him through the debilitating treatment and keep him cheerful while he dealt with the disease, Will had made a list of things he'd always wanted to do. These included going to an F1 test session, flying the Boeing 747 flight simulator at Heathrow, doing a lap of the Nürburgring Nordschleife, being in the audience for a recording of the *Top Gear* TV programme – and going for a ride in my 1950 HWM-Chevrolet, the Stovebolt Special.

Life-threatening illness is the one thing most of us fear, and naturally I felt great concern and sympathy for Will's plight. So a date was agreed, the Stovebolt was fuelled and oiled, and a tall, fit-looking, cheerful 28-year-old duly arrived in Chiswick in his BMW Z4M. We repaired to our kitchen while Pearl produced an introductory coffee, and I learned that Will had been a teenage waterski champion and was now a director of a leisure and watersports business in Gloucestershire, which includes the largest inland beach in the UK. Because the cancer had spread to his spine, he'd had to set aside his waterskis and his beloved mountain bike for the time being. He was having treatment at Cheltenham General, the Queen Elizabeth Hospital in Birmingham and the Royal Marsden in London, and was getting total support from his girlfriend Debbie. They'd got engaged just two weeks before he found out that he had cancer.

He'd already ticked off several items on his list, and his description of the *Top Gear* studio



Will tries the HWM's driving seat. For his ride he squeezed in, totally exposed, on the left

'Above the Chevy's growl I could hear whoops of delight from my brave, wind-battered passenger'

was hilarious – particularly the exchanges between the three presenters that were far too politically incorrect to make the final edit. The recording he attended was the one that had Kimi Raikkonen as a guest, and Slash from Guns N' Roses playing the programme's theme tune, the Allman Brothers' *Jessica*. The Formula 1 test involved a 3am departure to get to Barcelona, but Will was delighted to be able to spend time with Romain Grosjean: as a former Elise owner, he'd become a committed fan of the Lotus F1 team. He also told us about a fundraising night he'd organised that had raised £5000 for his favourite charity, Make a Wish, which helps young children with mortal illnesses.

We didn't talk further about his own illness, but having heard about his spinal problem I was concerned by how he would cope with riding in the Stovebolt. It does have an embryonic passenger seat, but it's small and very exposed, with

little legroom, no seatbelts, not even an aeroscreen, and nothing to hang on to – plus the suspension is very harsh. But he couldn't wait to squeeze aboard, wearing an old leather flying helmet and goggles that I'd lent him.

We drove at legal speeds through the traffic out of London, and then dived off the M3 onto some of those twisting B-roads that climb and plunge over the Hampshire Downs. The weather was dry, the traffic was light, and there are plenty of fast, open bends across that glorious countryside. I was taking the HWM up to peak revs in the gears, and above the 400bhp growl of the Chevy small-block I could hear whoops of delight from my brave, wind-battered passenger.

We trickled into a picture-postcard village and stopped at a pleasant pub for lunch. By the time we got back to London we'd been out for several hours and Will had coped with almost 200 miles of being blown to bits and jolted out of his tiny seat over every bump. He still had an enormous grin on his face. We made a date to meet up at the Goodwood Festival of Speed – he'd never been, and it was another item on his to-do list – and then he got back into the more civilised surroundings of his Z4M and drove back to Gloucestershire. The entry on his blog at [www.willgibney.co.uk](http://www.willgibney.co.uk) about his day in the Stovebolt was reward enough for me: he even managed to find and download onto the blog film footage of the car's starring role with Kirk Douglas in *The Racers*.

But we won't be meeting up at Goodwood. Nine weeks after our ride, Will Gibney died. When he was first diagnosed, five months before, he was told that for his type of cancer there is so far no known cure. So his positive approach, good humour and determination to live life to the full, however many days he had left, are a real lesson. If something like that happened to you, you know that's how you should deal with it, but in your heart of hearts you doubt you'd be able to. It sounds like a cliché but, having met Will for only a few short hours, I truly feel better for having known him.





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# Martin Buckley

## BACKFIRE

I know a guy with great taste in cars – Bristols and Lancias – who, with a straight face, justified his ownership of an Austin Westminster to me because its ineptitude reminded him of just how good his Aurelia saloon was. So I suppose that my recent purchase of an Austin 18-22 Series (the confusingly named and short-lived predecessor to the Princess ‘wedge’) was to confirm how good my NSU Ro80 is. It should feel like a low point in my car-buying history, yet somehow it doesn’t – although my feelings towards it are confused.

It is now such a rare car that I can look at the shape dispassionately and separate my antipathy towards everything that it stands for – Terry and June suburban pedestrianism, the strike-racked ’70s, crap build quality – from its true attributes.

Granted, it is a white, corroded abomination. If it were a high-rise council block or shopping centre of the same vintage, demolition would be the only option. And yet if it were an Audi or an Alfa, we would be celebrating it as an interesting piece of ’70s Eurodesign and a brave car to offer to the masses both technically (with its Hydragas suspension) and visually. I would even venture to say that there is something Ro80-like about its high tail, low-set rear lights and plunging nose.

A few years back I met up with John Worker, a freelance designer who had been on the team at Leyland who, under Harris Mann, had shaped the 18-22 Series. He was really quite proud of how the Princess – or Diablo as it was code-named – turned out and confessed that he had enjoyed his time at BL, where his imagination was allowed to run amok: “We were much more advanced than Ford in styling, although a lot of the guys came from Ford. The great thing about Harris Mann was he just let you be... it was the best place I ever worked. We still meet up.”

On viewing my new *Best of British Leyland* DVD, I got a sense of just how important the 18-22 was for the ailing car giant in ’75. I can still vaguely recall the feeling of relief in the press that, after the Marina and the Allegro, here was a car that seemed to confirm that British Leyland could actually get something right: a car you wouldn’t be ashamed to see your dad driving.

Luckily, my dad had greater ambitions and the nearest he got to a Princess was a Rover 3500. I remember in a Home Economics lesson having to defend his choice of a Citroën GS estate (and

then a Cortina 2000E after the brakes disappeared on the GS) when, according to my foreign-car-bashing mates, he could have had a Princess. In the chaos of BL’s extended public suicide, I recall that plenty of kids around me had an acute sense that buying British, whatever the problems may or may not have been, was the right thing to do when it came to cars.

When this particular 18-22 (an Austin 1800HL) turned up, it was not exactly the car that I recall looking at more than two years ago; I rejected it then on the grounds that I wasn’t quite ready to own a BL product.

**A Princess among paupers? Well, maybe not says Buckley, yet he reckons the 18-22 had plenty going for it**

‘Hot, sticky vinyl combines with cheap carpet to produce a not unpleasant smell – essence of ICI’

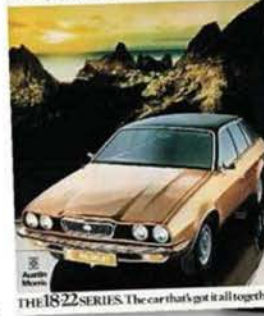
But when it was re-offered at a much lower price, I decided to put my prejudices to one side and take pity on the poor thing, which had gone to seed a bit. Former rusty stains had become full-blown scabs, the hinge on the bootlid had snapped and it looked shabby to the point where initially I became depressed about its future.

And yet, with a quick wash, a battery and some fuel it suddenly became a lot less depressing; it was clearly still solid in all the important places. It came with a bootful of spares and as close to a mint interior as you will find in one of these cars.

Sitting in it, I realised that it suffers not from



If it were foreign, everyone would say: “Why can’t we make cars like that?”



THE 18-22 SERIES. The car that’s got it all together

poor design but indifferent materials. Yards of hot, sticky Ambla vinyl combine with cheap carpet and the brittle injection moulding of the otherwise perfectly rational fascia to produce a very particular and not unpleasant sort of smell: essence of ICI would be its name if it was ever marketed as a

fragrance. It evokes long hot motorway journeys, fighting over the rear armrest and a fug of nicotine from smoking adults.

I took it for a drive. Hopping along on kangaroo juice, trying to look inconspicuous, it struck me that the 18-22 was the kind of car Basil Fawlty aspired to. Sybil had a Maxi, Basil the famous red 1100 estate, but I suspect that as a successful hotelier Mr Fawlty felt he deserved a Princess.

The last ADO71 I drove was a 2200HLS auto belonging to a friend who seemed to be scuppering any chance of female company by merely being seen in it – a fanny magnet it was not – and yet when I jokingly offered this wedge to my son Sean as his first car he became quite enthused. To him it was “cool” because he carried none of the historical baggage that I did. So we plan to do a bit of all-important male bonding this summer while he’s waiting to go to sixth form (or whatever it’s called now) and ‘do up’ the 18-22.

I’m looking forward to it.



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## Letter of the month

Letter of the month wins a fabulous Italian-made Caracalla-Bath Lotus – Clark No 8 leather bag worth £420 (01454 413600; www.caracallabath.co.uk)



## Ferguson police Fords went on to 4x4 rallycross glory

Having read the article on Harry Ferguson and the introduction of his 4x4 system (C&SC, July), I reached the *Did you know?* box. The last line of the box caught my attention – '27 Ford Zephyrs and Zodiacs'.

Did you know that a number of Zephyrs – the snooker table-sized bonnet Mk4s – were issued to various Police Traffic Departments by Ford for evaluation purposes? They were supplied in pairs, both Essex V6s, both auto, both fitted with tachographs, one rear-drive only, the other with the 4x4 set-up.

Shall we just say that they were 'evaluated'. The 4x4 version went about everywhere a saloon car shouldn't. The main problem, which spoilt the car, was a lack of power. That poor V6 had to cope with the power-sapping 4x4 mechanicals plus an auto 'box. The car let you know that it was running out of steam as it shuttled from side to side on bends just like an old railway carriage.

If they had put a V8 from a Mustang in that large space called an engine bay, what a car it would

have been! The Zephyrs were returned to Ford after evaluation and were stored at Boreham.

The story goes that these cars were stripped of the 4x4 kit, which was fitted to (tuned) Capri V6s to let Roger and Stan Clark take on the rallycross scene. The rest is history.

**Ted Clewley**  
Via e-mail



Police evaluated 4x4 on various Mk4s



Zephyr's underpinnings were fitted into the rallycross Capris of Roger and Stan Clark

## Jewel in the Alps

Paul de Rivaz's letter about the Fergus Mosquito in C&SC June was fascinating. I first heard of Fergus Engineering in the '80s while trying to acquire new wire wheels from MWS of Langley for my Riley Special. I was told: "These Fergus Mosquito wheels should do the job," and they were right.

Soon afterwards, I met Robert Kennedy Ping at his works in south Devon. Wearing his perennial white coat, he was more akin to a nuclear scientist in a laboratory than an engineer in his workshop, as befitting his background in the aircraft industry. He spoke of creating a replica Alvis Speed 25, as well as other projects.

I questioned him on the future of the Mosquito and, if my memory serves me correctly, Robert said a batch was destined for Hong Kong, so perhaps more than seven were built. Upon my return to the UK from service in the Middle East, I discovered that Robert was close to completing an accurate copy of an open '27 Bentley 3 Litre Vanden Plas, using a stretched long-wheel-base SIII Land-Rover chassis, and this became the one and only Fergus Amethyst. The logbook states that I acquired it in February

1987, but completion of the car was protracted. Robert had moved on to other technical projects and had also, by that time, moved his family and business to Staplow, near Ledbury. Thus, with the help of Don Clark, the local Land-Rover specialist, the car was finally collected from Herefordshire.

Since then, it has been the preferred transport for numerous picnics, as well as towing wooden boats. It also, in rather overlaid state, took a party on a memorable trip over the Alps, including the Col de Restefond, to the Monaco Classic Yacht Week in 1997.

Paul commented on the reactions of other motorists in London to the Mosquito. Reaction to the Amethyst – particularly in France – was most pleasing and enthusiastic. But, despite a relaxed overdrive top gear giving about 75mph at 2500rpm, the performance, handling and particularly the turning circle (measured in football pitches) are not in the same league as the Mosquito!

Since the Kennedy Pings moved to Scotland, I have regrettably lost touch. Perhaps a reader can help because he would probably like to see his only Amethyst again.

**Michael Ridley-Martin**  
Via e-mail

## Coombs crackers

I read with interest your feature on the Coombs Mk2 Jaguar (March).

In the '60s, I lived dangerously close to the 'magic forecourt' that was Coombs & Sons. Many times (when studying at Guildford School of Art) I would pass by and gaze at the cars. Before the decade's end, I was in the fortunate position not just to look. In 1968, I purchased a Porsche 904 GTS, which I traded in for a Coombs Sprint E-type.

As for the question posed in your intro – Is this the most desirable Jag? – I think the E had the edge. The ultimate Q-car must have been Duncan Hamilton's '3.4' Mk1, full of his better bits and sporting Michelin Xs – oh, those wet roads!

I'd love to know if the 904 (7777 KR) or the E are still going strong.

**David Bonsall**  
Via e-mail



Bonsall with Sprint E-type from Coombs

## Cute but poor 700

Your June article on the BMW 700 brought back happy memories of my ownership of an ex-demonstrator that my brother bought from a Brussels BMW dealer in 1963.

ALX 655B was a coupé, but not alas the Sport that you featured. It was sadly the most unreliable car that I had ever owned. You sat with legs outstretched to the floor-hinged pedals, just like in a Porsche. There the similarity ended, for the rear-mounted 700cc 'bike flat-twin produced only sufficient power to generate horrific wind-up in the driveshaft doughnuts. Moments later they would unwind like a rubber band and launch you to the horizon like an F1 KERS system, which surprised many a sports car driver at the traffic-light GP.

In a moment of unparalleled foolishness, I took it to Spain. Brake linings parted company with their shoes before we had even reached the coast. One wheel bearing gave up somewhere near Le Mans, and another on the return journey in almost the same place. It suffered badly with fuel vapourisation, too.

The engine finally self-destructed on a motorway and had to be sent to the concessionaires, because the roller-bearing crank had to be set up on a jig, and the



Chataway adored his unreliable BeeEm

new pistons balanced. As you can imagine, that did not come cheap, but they were helpful and efficient.

Always the eccentric, the 700 was blessed with a cigar lighter, but no fuel gauge. A reserve tap lived in the footwell, and you soon learnt your lesson if you forgot to turn it back at the filling station. Still, the spare can helped the breeze block to keep some weight on the front, after a crosswind nearly took me off the Medway bridge into the depths below! Yet, despite all of that, I loved it dearly and found the left-hand drive a bonus in London, in those days when you could pull up outside a shop and pop in for your ciggies without getting run over. I often wonder what became of it.

**Jeremy Chataway**  
Diss, Norfolk





Best-ever ADO16: Mill Garage turned a Morris 1300 estate into a fabulous BRG MG van...



...as a tribute to its Wolseley ancestor

## Green van man

You don't usually feature commercial vehicles, but I thought the enclosed pictures may be of interest – a Wolseley Wasp van and an MG 1300. The Wasp was fabricated in '47 by Dick Jacobs and his team at Mill Garage in South Woodford, London E18, because no new vans were available on the home market so soon after WW2. In '71, Jacobs decided to repeat the earlier conversion by creating the MG.

The MG is based on a Morris 1300 estate that had been used by Dick's daughter and to deliver parts. The workshop, under service manager Ken Keemer, fitted an MG front panel and grille, removed the rear seat and trim, plus the side windows and blanked them off.

I was parts manager then and the delivery driver was Brian Vinicombe, who supplied the photos. We both agree that our time at Mill was our happiest period in the workplace. Unfortunately, the garage was compulsorily purchased in '73 to make way for the M11.

Your older readers may know Mr Jacobs – or 'Guv' to those of us who worked there – for his MG motor sport activity, including Le Mans, from the 1940s to the '60s.

Indeed, vans were even raced. I recall a Ford 7cwt (100E shape) at Silverstone with a Land-Rover, an Austin A40 Somerset and other unlikely vehicles. What a great day!

Colin Gray  
Ludlow, Shropshire

## Separated at birth

Reading the *Lost & found* article about the Healey Westland in the March issue reminded me of a 1951 Abbott that I rebuilt in '76. The cars look so similar, with the same running gear. I used the Abbott for three years, then returned to Ireland and asked a friend to sell it.

My car's top speed was 96mph; it had no carpets or leather, so I fitted both. Two 6V batteries had to be made for the car, I produced a new loom for it plus repaired its woodwork. Its body panels were good.

It took 247 hours to complete the Healey, and it was pretty good when finished. I lived in Bedworth, near Coventry, and sold the car in 1980. But I still can't believe how close the two cars look. Would I do it again? No. Too much work.

I now have a BRG Jag Mk2 2.4. It had a major rebuild eight years ago and is in beautiful condition.

Joe Fitzpatrick  
Abbeyleix, Co Laois, Rep of Ireland



Healey Abbott: a dead ringer for Westland

## Memory Banks

I was passed a copy of Mike Virr's letter in the March issue about his father competing with Bill Banks in the 1953 Alpine Rally. This was of great interest because not only was he my father, but I also still have the car (actually a 401, not a 403), which has been restored and is waiting for its new-build big-valve engine, but is now registered SJL 29.

For the Alpine, I believe that the

Bristol works lent them a full-race BS4 unit, confirmed by the present rev counter because the original would not read high enough. The fuel tank was also relocated behind the back seat instead of under the tail, the rear window was made from Perspex and a remote gear-lever fitted as in the 403.

I have a Claude Tipper painting of this event and, if you could put me in contact, I would like to send a photo of it and others of the car to Mike. My father did indeed suffer a major accident as passenger, at the time, in the 1952 Monte-Carlo and carried the serious hip injury for the rest of his 96 years.

This car came second twice on the Tulip Rally, having being relegated from first place by a protest in another class in '53, and did several more Montes. It now provides very pleasant and comfortable transport on the classic rallies that I take part in – having retired from competition – latterly with both an Arnolt and a Cooper-Bristol.

I also have a Bristol 404 with a six-port head and overdrive, and again with a relocated fuel tank.

Warwick Banks  
Via e-mail

## What a carry on!

Buckley's article on the Borgward Isabella in May was masterly. A few more details may be of interest...

Some of the finance problems arose from Carl Borgward's insistence on remaining sole proprietor. A further snag was that the Bonn (CDU) Government saw that its SPD equivalent in Bremen was extending limited financial aid, and was content to see the Bremen senators 'stew in their own juice' at a time when it could have awarded contracts for military vehicles.

The Irish concessionaire, Hansa Motors, had a plan to assemble the Isabella in Grangemouth. BMC expressed an interest, too, as did Ford Germany in late 1960. The Isabella's demise left the field open for BMW, hence the expression *BMW = Borgward macht weiter* (Borgward carries on). A prominent early purchaser was Anthony Armstrong-Jones (Lord Snowdon).

Peter Barlow  
Cheltenham



Borgward brewed up troubles in Bremen

## Pedant of the month

Pedant of the month wins an exclusive C&SC baseball cap. Send your observations to [letters.c&sc@haynet.com](mailto:letters.c&sc@haynet.com)



Thanks to Martin Buckley for the Flavia article (June), but the 'Neat window catch, speaker grille' shot is inaccurate. Having owned coupé and Vignale for 40 years, I can confirm that the 'speaker grille' is in reality the inlet for the adjacent rear window ventilation outlet!

Howard Birch

## Comments and clarifications



There is a turbine noise reported at the grave of Gary Cooper: him revolving at the thought of being likened to the weasel-faced gent in the June issue! I just hope that the person who mistook him is not in possession of a driving licence with such defective vision.

Patrick Smith



Martin Port's Beetle (*Our classics*, June) was not one of the last to feature torsion-bar suspension. Apart from the range-topping 1302 and 1303 'Super Beetles' – current as saloons from 1971 to '75 – all other Beetles featured torsion bars at the front and rear until the end of production in '03.

Tim Jarman





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LOT  
S113 **1986 Porsche 962**  
1986 Sebring Winner S/N 113



LOT  
S115 **1977 Porsche 935**  
FIA, European & IMSA History S/N 0911



LOT  
S116 **1974 Porsche 911 RSR IROC**  
The Emerson Fittipaldi Car S/N 0100



LOT  
S120 **1987 Porsche 962**  
Bob Akin's Last 962 S/N C04



LOT  
S122 **1977 Porsche 934.5**  
1 of 10 Factory Built Cars S/N 0057



LOT  
F174 **1968 Lotus Type 56 #70**  
Turbine Indycar Driven by Graham Hill  
Chassis # 56/3



LOT  
S110 **2008 Cadillac CTS-V**  
Factory Race Car Chassis # 2



LOT  
S134 **1970 Ford Mustang Boss 302**  
Trans Am Race Car  
Bud Moore/Peter Gregg #16  
Trans Am # 18159



LOT  
S139 **1965 Shelby Cobra 289 Roadster**  
CSX 2428



LOT  
S170 **1970 Ford Mustang Trans-Cammer**  
SEMA '09 Sony PlayStation  
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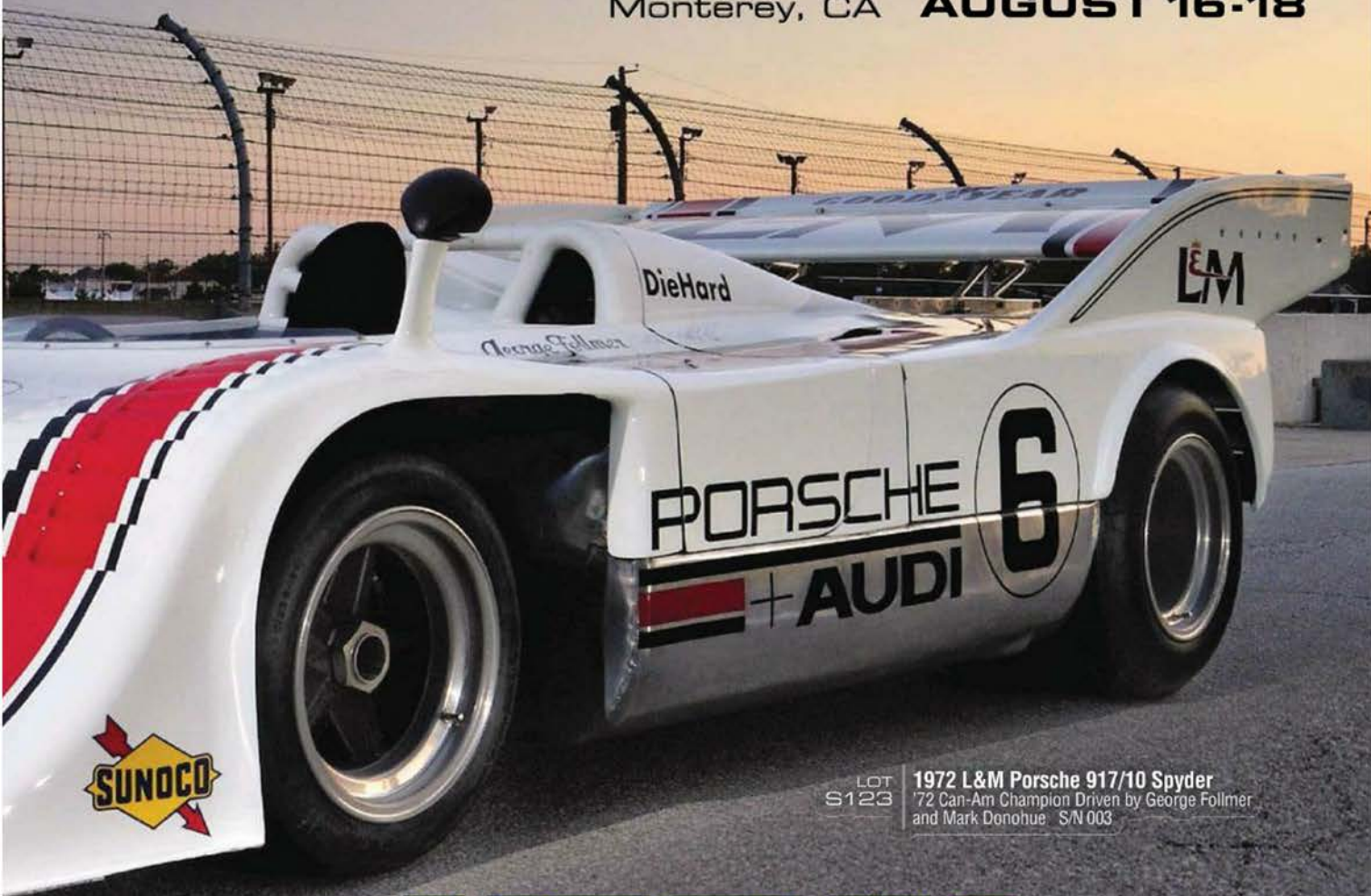
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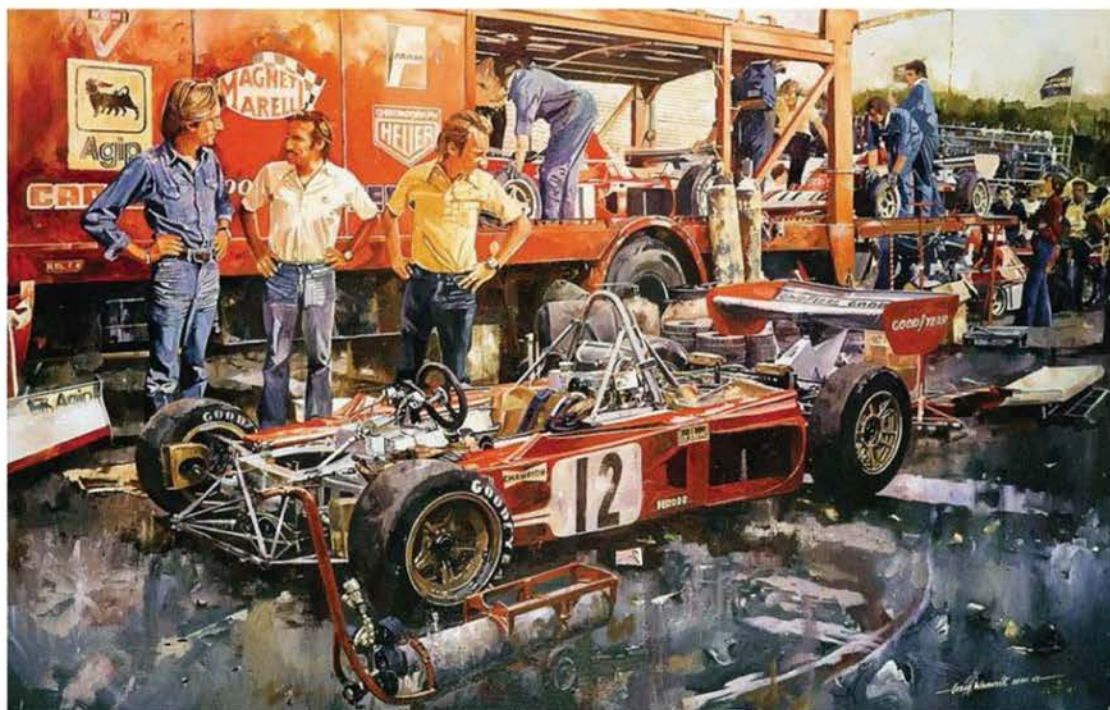
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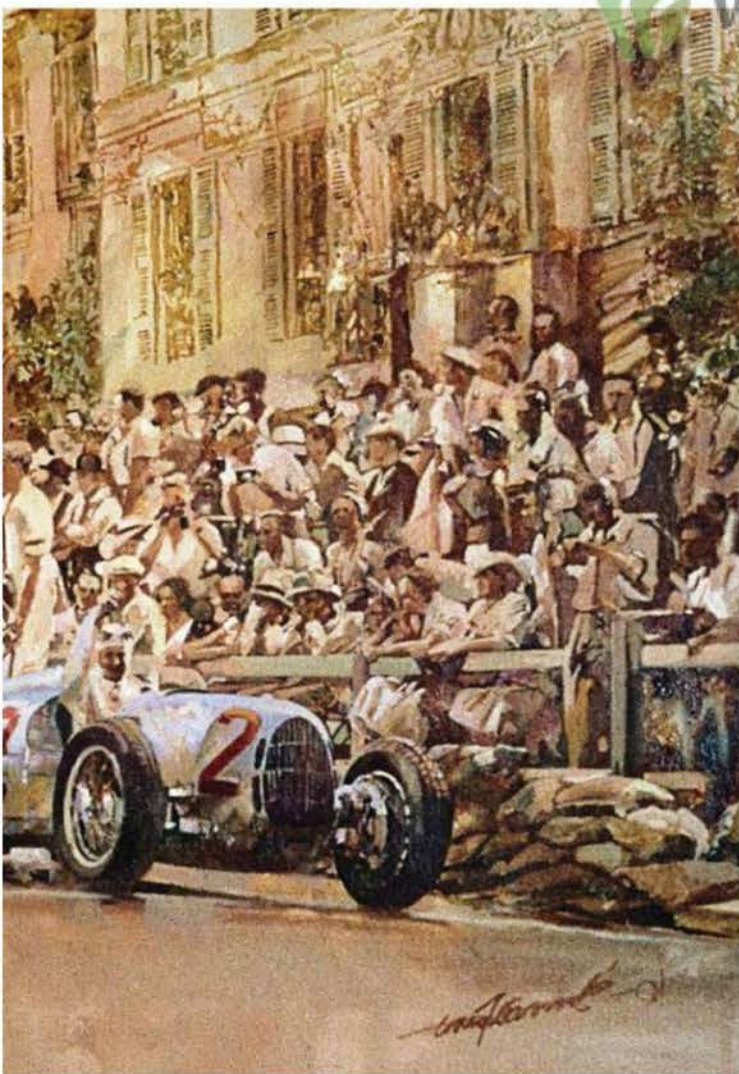




Above: Faroux prepares to start '37 Monaco GP with Rosemeyer's Auto Union and the Mercedes W125s of Caracciola and winner von Brauchitsch. Right: di Montezemolo, Regazzoni and Lauda watch unloading of Ferrari 312 B3 at the 1974 British Grand Prix







## Craig Warwick

Portrait artist to the great champions

Brought up close to the Aintree Racecourse in Liverpool, Warwick vividly remembers his father and brother's stories after attending the '57 British Grand Prix: "They told me how Stirling Moss and Tony Brooks had shared the Vanwall on that special day for British motor sport. Their enthusiasm triggered my interest and I later started to support Lotus. Jim Clark was an early hero and I love drawing Colin Chapman's great designs."

"The 25 and Indianapolis 38 are special, but the 49 is my favourite. That exposed Cosworth V8 sitting in the back has a diamond effect. Over the years I've drawn Clark and Ayrton Senna many times, but never tire of illustrating them."

Warwick's family has an artistic tradition: "My great-grandfather painted church banners in Bolton and my aunt was a book illustrator. I was always encouraged to paint and draw." Warwick's talent developed fast and he studied at Bristol Art School with ambitions to be a fine artist: "I spent most of my time in the studio doing figurative work, but occasionally produced some car drawings for the graphic design department. One project was to design a brochure and poster for the Reliant Scimitar."

Portraiture was the main direction for his early work, including

illustrations for women's magazines, but his passion for motor sport remained a constant. The dream of becoming a full-time motoring artist took a lucky turn at the Silverstone Historic Festival in the mid-'90s when the late David Mills asked to be his agent.

The result was one-man shows in London's Cork Street, and during GP week at Monaco. Warwick's remarkable style soon caught the attention of the drivers he painted, and inspiring commissions came in: "Mario Andretti wanted a painting for his office, and invited me over to his Pennsylvania home. Getting shown around the house and garage by the man himself was special." Other fans of Warwick's work include: Jim Hall, who bought a painting at the Amelia Island Concours; Sir Jack Brabham; and Jackie Oliver.

Warwick's output was recently interrupted by a challenging work for Sir Jackie Stewart: "I was invited to lunch on Boxing Day, when Sir Jackie and his wife Helen asked me about doing two huge paintings for a new lodge house. They wanted montages of friends and family, including nine grandchildren. It has taken nearly two years." MW

For more, see [www.craigwarwick.com](http://www.craigwarwick.com) or e-mail [craig-warwick@tiscali.co.uk](mailto:craig-warwick@tiscali.co.uk)



Top right: montage of Pedro Rodríguez with Cooper-Maserati T81 at the '67 South African GP. Left: Dan Gurney and Eagle Weslake, Spa 1967. Below: youngsters Musso and Collins listen to their veteran teammate Fangio at Monaco GP in 1956





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BOOK OF THE MONTH

# MILLE MIGLIA STORY 1927-1957

There's no better introduction to the world's most famous road race than this new review from Italian publisher Giorgio Nada. The family business, which includes motoring bookshops in Milan and Rome, understands the subject, and this is the last in a series of hardbacks following works on Porsche, Alfa Romeo and Mercedes in the epic event. The new book features both Italian and English text and begins by relating the Mille's origins and founding fathers, before focusing on each of the original 24 races including the nine-lap, 165km road circuit used in 1940.

Initially there were concerns about the name, which used an Imperial measurement, but Fascist complaints were silenced when it was pointed out that the Romans also used miles.

The engaging design makes good use of the historic photos, maps and memorabilia, though many will be familiar if you have the previous Alfa title. Also included are top 10 finishers, but no times or class results.

Each year gets eight pages, from OM's dominance of the opening event to Taruffi's popular win in the tragic '57 race. A highlight is the vivid period colour photos of scrutineering in the Piazza della Vittoria in Brescia. If you plan to enter the retro, or simply to watch, this should get you in the mood. **MW** £29 Leonardo Acerbi, Giorgio Nada Editore. ISBN 978 88 7911 549 (via Chatters: [www.chatters.co.uk](http://www.chatters.co.uk))



## Gulf-Mirage

The latest *WSC Giants* paperback focuses on the Gulf-liveried Mirage sports-racers. Extensive quotes from drivers showcase its race record, plus a fine

set of photos and comprehensive race log. JW team driver Vern Schuppan provides the introduction and a concluding track test of the MS601. Replacing an injured John Watson, the Aussie ace gave the M6 its debut in his first race at Spa in 1972, but Schuppan was less lucky at the 'Ring in '74 when the steering column broke away. After limping back to the pits, he found that a 'Faster' pit-board had been put out. **MW** £15.99 Ed McDonough, Veloce. ISBN 978 1 84584251 2



## MG/A-H Midget/ Sprite

This title isn't a history book or a workshop manual, although there is advice on basic maintenance, but the latest in the RAC's *your expert guide* series is ideal for Spridget owners with only limited mechanical ability. It majors on simple diagnostics and problem-solving, for issues such as failure to start, poor running, driveline knocks, even squeaks and rattles. You can imagine it being useful for sorting MoT niggles, or on-the-hoof fault-finding, plus there are useful appendices of clubs and specialists. The only demerit is the price, which seems a little strong for a glovebox-sized paperback. **AC** £12.99 Terry Horler, RAC/Veloce. ISBN 978 1 845844028

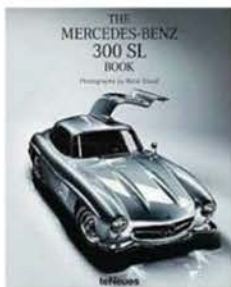


## Jochen Neerpasch

This celebration of an important career adds to Delius Klasing's superb motor sport biographies. Neerpasch started out in a Borgward before being signed up by Ford to race the Cobra with Shelby.

The book covers his broad career, including rallying a Ford 20M on the London to Sydney; and his '70s switch to management. The German text is packed with memories from, among others, Mass, Stuck, Schumacher and artist Frank Stella. **MW**

£29.90 Jürgen Lewandowski and Uwe Mahla, Delius Klasing. ISBN 978 3 7688 3359 2



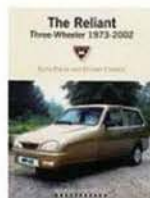
## Mercedes- Benz 300 SL

First and foremost, this is an art book – 300-plus pages of large, mostly studio-based colour photos as a showcase for the work of René Staud. The reproduction of this weighty volume is impressive, as is the

vast collection of pictures, but if you aren't a fan of stylised – and in places a little dated – imagery, you may struggle to justify the £85 price. That said, it can be found for a lot less on the internet, so if you're a Gullwing fan you won't be disappointed. **MP** £85 René Staud, teNeues. ISBN 978 3 8327 9642 6

## ROBIN RECORD

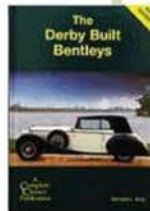
*The Reliant Three Wheeler 1973-2002* by Elvis Payne and Stuart Cyphus is a comprehensive history of the Robin, from the new factory at Kettlebrook to the 65th-anniversary restyle. The enthusiastic authors do full justice to the trusty three-wheeler in this 64-page, which is packed with fresh photos. **E7.95** Nostalgia Road/Crecy Publishing. ISBN 978 190834 706 0



## DERBY REGISTER

Bernard King's dedication to Bentley and Rolls-Royce cars is impressive, as this self-published second edition of *The Derby Built Bentleys* shows. The A5 hardback gives details plus 288 photos of the 2518 Derbys – of which 1777 cars survive.

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## ART OF THE HOT ROD

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## LEAPING CATS

The first run of *All About Jaguar Mascots* sold out rapidly, but publisher Paul Skilleter has reprinted this excellent review of the famous cat. Packed with gen from experts Ian Cooling, Tony Bailey and Gill Mond, it features a fine selection of illustrations of the design by F Gordon Crosby. **E12.50** To order, see [www.paulskilleterbooks.co.uk](http://www.paulskilleterbooks.co.uk)





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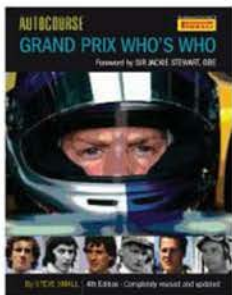


## Frank Lockhart

A biography on this American driver and engineer, who died at just 25 on Daytona Beach, is long overdue. The shy but super-fast hero's life was covered in Mark Dee's Miller history, but here the handsome Californian, who flashed to prominence with a rookie Indy 500 win in 1926, gets

the full spotlight. As well as a race record, there's an investigation into the mystery tyres fitted to his ill-fated Stutz Black Hawk record car.

More than half of the book focuses on Lockhart's V16 challenger. The authors have unearthed a remarkable set of previously unpublished images, from construction to the tragic second attempt in February '28, when a tyre burst at more than 200mph and pitched the compact machine into a series of rolls. The text is frustratingly short – just 25 pages of 250 – and technical details of the cars are limited, but this is a must-have for lovers of beautiful race engineering. **MW** £75 Sarah Morgan-Wu and James O'Keefe, Racemaker Press. ISBN 978 1 935240 037 (www.racemaker.com)



## Grand Prix Who's Who

Even in the age of instant knowledge via the internet, Steve Small's directory of Grand Prix drivers remains an invaluable reference book in the *Classic & Sports Car* office. Our 624-page paperback third edition published in 2000 is falling apart, so 12 years on this latest and much-expanded fourth edition is very welcome. Now in a slip-case with hardback cover to hold the 832-page listing together, it is a hugely impressive rewrite. The driver

profiles are enlarged and updated, with many – such as Cliff Allison – now running to three times their original length, while the majority of the portraits are now in colour. Even if you have a previous edition, this should be on the shopping list of every motor sport enthusiast. **MW** £70 Steve Small, Icon Publishing. ISBN 978 1 905334 698

## CLASSIC MOVIE OF THE MONTH

Motoring moments from big and small screens

## The Fast and the Furious

One of Roger Corman's earliest films, released in 1954, *The Fast and the Furious* has recently been re-issued on a three-movie budget DVD. As well as producing, Corman wrote the script, which focuses on tough guy Frank Webster, played by John Ireland, who is on the run after a jailbreak. In desperation, he corners beautiful blonde racer Connie (Dorothy Malone) in a roadside café and kidnaps her before escaping in her new Jaguar XK120. After several failed attempts to flee, Connie eventually falls for Webster, who then tries to escape across the border while competing in a road race.

The action mixes Pebble Beach races and other California meets with specially shot scenes of British sports cars dicing on Mulholland Drive. Jowett, Aston Martin DB2, Nash-Healey and a clutch of XKs do battle before the climactic crash, when Webster saves a rival Jaguar driver. The accident features a very crude model and some basic back-projection, but this movie is well worth tracking down for the genuine racing footage, and a scene set at the '53 Pebble Beach Concours that originally featured new sports cars. **MW**







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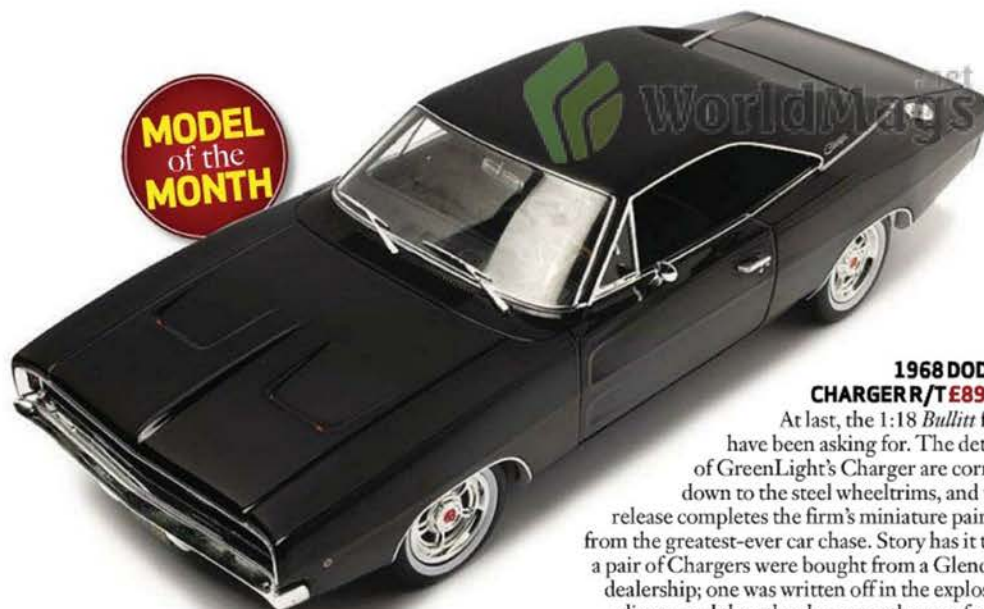
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**MODEL  
of the  
MONTH**



**1968 DODGE  
CHARGER R/T £89.99**

At last, the 1:18 *Bullitt* fans have been asking for. The details of GreenLight's Charger are correct down to the steel wheeltrims, and this release completes the firm's miniature pairing from the greatest-ever car chase. Story has it that a pair of Chargers were bought from a Glendale dealership; one was written off in the explosive climax, and the other has recently resurfaced.



Detailing includes wood-grain sports wheel



Opening bonnet reveals mighty big-block

**1:18**

- 1 Sun Star's ex-Anders Kulläng 1981 Rallye Monte-Carlo Opel Ascona, £67.99  
2 CMC's amazing 1957 Fiat RN2 Bartoletti Maserati transporter, £752.99

**1:43**

- 3 Ixo's 1933 Mercedes-Benz S-type cabriolet, £33.99  
4 Spark's 1965 Abarth OT2000 Bialbero Monoposto record car, £59.99  
5 Lansdowne's 1936 Bentley 4 1/2-litre Barker fixed-head coupé, £79.99  
6 Oxford Diecast's AA Land-Rover Series 1, £14.99  
7 Spark's 1971 Triumph Spitfire MkIV, £54.99  
8 Ixo's ex-Gilles Villeneuve 1981 Spanish Grand Prix Ferrari 126C, £46.99  
9 Spark's 1958 Austin-Healey Sprite, £54.99  
10 Spark's ex-Didier Pironi 1980 Belgian Grand Prix Ligier JS11, £54.99  
11 Brooklin's 1955 Plymouth Belvedere convertible, £74.99



Unless stated, all featured items are available from St Martins Models: 10% discount for orders from C&S readers quoting 'CS0812' (08448 878888; [www.diecastlegends.com](http://www.diecastlegends.com))

## Swapmeet diary

**29 July** The Connexion Leisure Club, Leamington Road, Ryton-on-Dunsmore, Coventry. 150 stalls, £2, 10:30am. BP Fairs 01604 770025; [www.barrypotterfairs.com](http://www.barrypotterfairs.com)

**12 August** The Prestwood Centre, Stafford Showground, Weston Road, Stafford. 250 stands, £3, 10:30am BP Fairs

**9 September** Pavilion Gardens, Buxton, Derbyshire. 150 stalls, £2.50, 10:30am BP Fairs

**15 September** Sandown Park Racecourse, Esher, Surrey. 500 tables, £5, 10:30am BP Fairs

**23 September** Hall 18, NEC, Birmingham. 600 stalls, £5.50, 10:30am BP Fairs

**7 October** The Prestwood Centre, Stafford Showground, Weston Road, Stafford. 250 stands, £3, 10:30am BP Fairs



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# HAND-MADE MILANESE



Artist Glen English has switched to four wheels for inspiration after a series of superb historic racing motorcycles, and the result is a magnificent 1:8 Alfa Romeo Tipo 158. Made entirely in his Cornish workshop, it is moulded, cast, painted and polished by hand. The 51cm miniature is modelled on Juan Manuel Fangio's 1950 Monaco Grand Prix-winner and features more than 500 handcrafted parts. Just 100 will be made, at £2500 each. One of the first Alfettas built was bought by Neil Oatley, head of design at McLaren F1. For details, call 07855 205259 or see [www.glenenglishmodels.co.uk](http://www.glenenglishmodels.co.uk) – and look out for English racing a Matchless at the Goodwood Revival.

## The art of the railways

If you want to add some class to your garage or study, try the Travelling Art Gallery. Railway enthusiast Greg Norton has vivid memories of the quality English landscape art that once featured in carriages, and in the 1970s he saved a huge pile from a skip at Waterloo. Now a leading expert and book author, Norton offers a vast range of reproductions including many motoring scenes such as AJ Wilson's *Marble Arch* (below). Prices start from £15. See [www.travellingartgallery.com](http://www.travellingartgallery.com)



## Moss against the clock

Latest in a stylish series of chronograph watches celebrating the victories of Stirling Moss, this new timepiece created by Peter Ratcliff for Legends in Time focuses on his '58 Goodwood TT win for Aston Martin. Limited to 258, each watch has a dial signed by Moss, and has the race details engraved on the rear. It features a Swiss movement and comes in a stylish box with three extra straps. The design is available in brushed steel (£2795) or 18-carat rose gold (£3195). To view the full range, see [www.legendsintime.com](http://www.legendsintime.com) or call 01344 872911 for further details.



## Aston lightweight in relief

In honour of 1959 Le Mans winners Roy Salvadori and Carroll Shelby, historic racer and Goodwood set-dresser Stewart Imber is producing a series of five 1:1 Aston DBR1 wall sculptures. The slice of bodywork is glassfibre, with details in aluminium and Perspex. The wheels and tyres are as fitted to Evante's replica, from which the shape is moulded. Prices start at £8000 and other sculptures include the E-type and Fiat 500. See: [www.themedgarages.com](http://www.themedgarages.com)

## Get dressed for La Sarthe

What better way to remember the Le Mans Classic than this new selection of clothing, part of French fashion house Alain Figaret's 'Auto by Figaret' range? Topping the collection is a black jacket (right), with four front pockets plus concealed hood and zip. Sizes range from S to XXL and it's priced at €195. Other items featuring the event's green, white and black logo include: baseball caps (€29); race shirts (€115); badges (€2); a silk tie (€75); enamel pin-badges (below right, €7); and cufflinks (€85). All are available online via [www.alainfigaret.fr](http://www.alainfigaret.fr)



## MILLE MIGLIA FASHIONS

Four official T-shirts are available from the Mille Miglia store (<http://store.1000miglia.eu>).

They cost €25 and include the pictured pedal design; *I love 1000 Miglia*; a 1000 Miglia motif with a wreath; and *la corsa più bella del Mondo*.



## GRAND PRIX MEMORIES

French-based Vintage Posters has a range of 15,000 original designs including a wealth of motoring subjects. These include many post-war Monaco GP promotions (1968 Michael Turner shown) at good-value prices. See [www.posterclassics.com](http://www.posterclassics.com)



## Automobilia diary

- 8 July** Garstang Car & Bike Autojumble, Hamilton House, Preston, Lancs 01697 451882; [www.markwoodwardclassicevents.com](http://www.markwoodwardclassicevents.com)
- 20-22 July** Silverstone Classic, Silverstone, Northants 08712 310849; [www.silverstoneclassic.com](http://www.silverstoneclassic.com)
- 22 July** Normous Newark Jumble, Newark and Notts Showground. Entry £4, open 10am-4pm 01773 819154; [www.pff-uk.info](http://www.pff-uk.info)
- 28 July** Veteran Bazar, Chotusice, Czech Republic 00420 327 399 248; [www.oldtimer.cz/veteranbazar](http://www.oldtimer.cz/veteranbazar)
- 5 August** Brooklands Retrojumble, Brooklands Museum, Weybridge, Surrey 07805 034844
- 14-15 August** Automobilia Monterey, Embassy Suites, CA, USA. \$15 001 831 659 5335; [www.automobiliamonterey.com](http://www.automobiliamonterey.com)
- 18-19 August** Vintage, Classic & Sports Car Show, Tatton, Cheshire. 10am-4pm 01565 723863; [www.cheshireautopromotions.co.uk](http://www.cheshireautopromotions.co.uk)
- 19 August** Garstang Jumble. Details as 8 July
- 26 August** Normous Newark. Details as 22 July
- 8-9 September** International Autojumble, Beaulieu. 2000 stalls, admission 8:30am, entry £12 01590 612345; [www.beaulieu.co.uk](http://www.beaulieu.co.uk)



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MITO



Model shown Alfa MiTo 1.3 JTDM-2 85 bhp Distinctive at £16,360 including Alfa Red special paint at £425. Range of official fuel consumption figures for the Alfa MiTo range: Urban 34.9 – 64.2 mpg (8.1 – 4.4 l/100km); Extra Urban 58.9 – 97.4 mpg (4.8 – 2.9 l/100km); Combined 47.1 – 80.7 mpg (6.0 – 3.5 l/100km). CO<sub>2</sub> emissions 139 – 90 g/km.

Prices correct at time of printing



# STONDON'S POPULAR CLASSICS

"It started as one of Dad's whims," says Chris Saunders of his little-known Bedfordshire museum. "Now we have 400 vehicles – more than Beaulieu! As a boy, I remember the garden being filled with Renault Dauphines that Dad got from a taxi firm, and for school trips he used a Mercedes Gullwing."

The exotic Mercedes is long gone, but the diversity of the selection instigated by John Saunders and densely packed into a labyrinth of halls in a former garden centre is amazing. There's something for all interests, from a spindly 1932 BSA three-wheeler sports to a spectacular Russian rocket-launcher, with a Zil-137 tractor hauling a trailer loaded with an SAM3 missile. There's even a Flying Flea and Autogyro hanging from the roof.

The core of the collection is popular British production models, with comprehensive sets of Austins, Triumphs and Fords. Bedfordshire motoring history is well covered, too, including a 1960 Berkeley T60 with 328cc Excelsior motor that was constructed just up the A1 in Biggleswade by local caravan manufacturer Lawrie Bond. Other rare microcars include a Fulda-mobil, Cursor and Enfield Electric. Manufacturing in nearby Luton also features strongly, with a broad range of Vauxhalls from early Victors to the sensational Lotus Carlton. Among the commercial vehicles is a fascinating 1920 Lacre L-type road-sweeper, which was built close by in Letchworth.

Making your way around the convoluted route, you discover such rarities as a '50 Ford V8-Pilot woodie, one of two built and the sister car to the late Queen Mother's favourite, while next on the restoration list is a Citroën DS Décapotable. Other highlights include a pair of cutaway show cars, an Austin Allegro and 1100 estate, while GT Man is well catered for with a set of Jensens, a Maserati Kyalami, two Citroën SMs and a De Tomaso Longchamp.

Saunders Jnr's favourite is to be found among the Americana: a '58 Ford Skyliner Retractable, a real talking point when the automatic top is lowered and raised. Pre-war stars include a pair of Model Ts, plus stylish 1929 DeSoto DFP straight-six with roadster body.

The museum has broadened its family appeal with fire engines, police cars, bikes and a set of model aircraft by local vicar Allon Taff, plus a dramatic replica of Captain Cook's Endeavour. MW



Clockwise, from main: packed display, with Plymouth and Lea-Francis; rare Ford V8-Pilot woodie; sectioned Allegro and 1100 show cars; Flying Flea over BMW and BL treats



Left: Stondon features many eastern European vehicles, but the star is this spectacular Zil rocket transporter. Right: even the colourful village sign features a vintage car. Below: Biggleswade's finest, a Berkeley T60, alongside a Bond and a rare 49cc Cursor built by Replicar Ltd, plus Ariel motorbikes



## The knowledge

**Address** Station Road, Lower Stondon, Henlow, Bedfordshire SG16 6JN

**Where?** Just north of Hitchin on the A600 to Bedford, very close to Junction 10 of the A1(M)

**How much?** Adults £6, children (3-15 yrs) £3, family ticket £16

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**Web** [www.motor-museum.co.uk](http://www.motor-museum.co.uk)  
**Tel** 01462 850339



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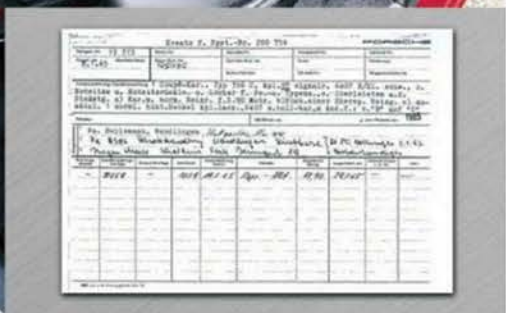


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**1932 Rolls Royce Phantom II Continental Drophead by Freestone & Webb**

EPOA

One of three drophead coupés bodied by Freestone & Webb on a Phantom II Continental chassis. 47RY was treated to an extensive restoration in 1990-91. The car is finished in an elegant scheme of medium and light grey. It has the full wheel discs characteristic of Freestone & Webb and a medium grey hood. The seating is red leather, which is unblemished and unworn. The car presents extremely well.



**2010/10 PORSCHE 911 GT3 RS (997)**

1,300 miles

Grey Black with Black

£109,950

Specification includes RS stickers, Porsche composite Ceramic brakes, lightweight bucket seats, roll cage, Porsche VTS system, lifting system and Sport Chrono package. A fantastic car and probably one of the best examples available anywhere in the UK.



**2008/08 FERRARI F430 Spider F1**

1,577 miles

Rosso Corsa with Crema

£104,950

Specification includes electric seats, front and rear park sensors, CD, Sat Nav, red brake calipers, Scuderia wing shields, Nav Track system and full Ferrari service history. One button pushed for around 20 seconds removes the roof for open top driving pleasure. This car is both innovative with high levels of down-force and an easy to use F1. Paddle Shift Gearbox, the direct result of Ferrari's technological excellence being transferred from the track to road.



**2000 FERRARI 550 Maranello**

8,856 miles

Rosso Corsa with Black Leather

£74,950

An extremely low mileage example of the successor to the 512M. Specification includes electric. Daytona seats, CD, 5 speed manual gearbox and 5 spoke alloys. The car has had a service including cam belts in June 2012. The mixture of its performance and sleek good looks have helped this model become a modern classic.



**1975 Jaguar E-Type V12 5.3 Roadster Series 3**

£114,950

Signal Red with Black

This particular car is in extraordinarily good condition with only 10,652 miles on the odometer. Chassis number 152269 has had an extensive restoration by XK Engineering at 8,800 miles and comes complete with Original service books, handbook's, tool roll and car cover. In 2008 this E Type was fitted with new tyres, hoses, shocks, ignition conversion to DAB and new tanks.



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Finished in white with red leather, this lovely car drives extremely well and had an extensive restoration in 2004. With a detailed history file, this really is one of the best cars we have seen for the price.



**1952 JAGUAR XK120 4.2 SPECIAL ROADSTER** £99,950

Previously owned and campaigned by the famous automotive artist, Dexter Brown, this unique XK is fitted with a modified 290bhp E-Type engine. It produces the most fantastic noise and is exceptionally quick.



**1962 JAGUAR E-TYPE SERIES 1 3.8 ROADSTER** EPOA

Currently undergoing an obsessive restoration to concours standard, chassis 850485 is now entering the final stages of its complete rebuild. It is ready to be finished to the new owners personal specifications. Please call to discuss.



**1963 JAGUAR E-TYPE SERIES 1 3.8 ROADSTER (LHD)** £74,950

A stunning, matching numbers E-Type which has been sympathetically restored, featuring a wonderful red leather interior with gleaming black paintwork. This is certainly one of the prettiest Roadsters we have seen.



**1954 JAGUAR XK150 3.4 DHC** £99,950

This exceptional, fully documented XK150, recently underwent a body off restoration by a known Jaguar specialist at a cost of £140,000 and is now available at a fraction of that cost, representing an incredible investment.



**1961 JAGUAR E-TYPE SERIES 1 3.8 ROADSTER** £79,950

This is one of the much prized, UK supplied, flat floor E-Type roadsters. It has recently undergone a sympathetic restoration through our workshops and is complete with a rare colour coded hardtop. A highly desirable car.

## HISTORIC RACING CAR COLLECTION



**1966 SHELBY GT350 FIA FASTBACK** EPOA

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**1971 TVR VIXEN COMPETITION PREPARED** £16,950

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**1955 AUSTIN HEALEY 100/4 BN1** £49,950

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**1951 JAGUAR XK120 ROADSTER FIA** SOLD

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Ferrari 288 GTO

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**JAGUAR XK 140 DROPHEAD - RHD** - Black / Red hide and carpets, Black hood, 16" chromed wire wheels. An original U.K supplied car that was the subject of a total chassis off restoration. Full matching number example in superb condition.

**JAGUAR XK 140 DROPHEAD, LHD** - Imperial Maroon / Parchment hide and carpets, Parchment hood. 16" chromed wire wheels. A genuine MC car with full options from new. Chassis off restoration just completed. Superb example.

**JAGUAR XK 140 ROADSTER, RHD** - Dark Blue/Dark Blue hide and carpets, Dark Blue hood, 16" chromed wire wheels. Subject of a total J.D Classics chassis off restoration to J.D Sport specification. Touring specification C-Type engine, sandcast carbs, 5 speed gearbox, limited slip differential, servo disc brakes, uprated cooling system. Power steering, uprated electrics, burr walnut dashboard, J.D Sport extended cockpit for tall drivers etc etc. Superb example built to the highest standards.

**JAGUAR XK 140 DROPHEAD SPECIAL EQUIPMENT, RHD** - Opalescent Light Blue/Dark Blue hide and carpets, Dark Blue hood. 16" chromed wire wheels. Subject of a total professional restoration 10 years ago, C Type cylinder head, full synchromesh overdrive gearbox, disc brakes, alternator electrics uprated engine cooling etc. JD detailing just completed. An excellent example.

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**JAGUAR MK1 3.4 LITRE SALOON, RHD** - Black/Red hide and carpets, Black wire wheels. An original 18,000 mile unrestored car in exceptional condition. Inspected and updated by JD Classics in 2010. Please contact us for further details.

**JAGUAR MKII 3.8 LITRE JD SPORT SALOON, RHD** - British Racing Green/Parchment hide with Green piping, Parchment carpets. Competition chromed wire wheels. Total JD Sport restoration to customer specification 8 years ago, maintained by ourselves since. Upgrades include touring specification engine, 5 speed gearbox, power steering, alloy radiator with electric cooling fan, adjustable suspension, digital climate control, green tinted glass, JD Sport front seats, inertia reel seat belts, full leather interior etc. Featured in JD brochure. Fantastic example. Please contact us for full specification.

**JAGUAR MKII 3.8 LITRE SALOON, RHD** - Opalescent Silver Grey / Red hide and carpets. Competition stainless steel wire wheels, many J.D. Sport upgrades including touring specification engine, 5 speed gearbox, power steering, uprated suspension and brakes. J.D. Sport seats, parking sensors, heated front and rear screens etc. Stunning example.

**JAGUAR E-TYPE SERIES 1 3.8 LITRE ROADSTER, LHD** - Sherwood Green/ Suede Green hide and carpets, chromed wire wheels. Early flat floor outside bonnet lock car. Total restoration to original specification, factory hardtop. Stunning.

**JAGUARS E- TYPE SERIES 1 4.2 LITRE ROADSTER, RHD** - Opalescent Light Blue/Red hide and carpets, Dark Type Hood. Original UK supplied car with matching numbers, chromed wire wheels. Subject of a total restoration with photographic record, uprated brakes. Excellent example.

**JAGUAR XK 150 3.4 LITRE DROPHEAD, RHD** - British Racing Green / Green hide and carpets, Dark Green hood, 16", wide rim colour coded wire wheels, total chassis off restoration to JD Sport touring specification, updates include touring engine, 5 speed gearbox, alloy radiator, uprated brakes, uprated suspension, handmade stainless steel exhaust system and exhaust manifold, power steering, alternator, burr walnut dashboard and door cappings etc. 1000 miles since completion. Stunning car.

**JAGUAR XK 150 3.4 LITRE DROPHEAD, RHD** - Cotswold Blue / Beige hide and carpets, Black hood, 16" chromed wire wheels, 2 owners from new, full history including documented service history. Subject of a total chassis off restoration, 5 speed gearbox, power steering, J.D Classic full detailing just completed. Excellent example.

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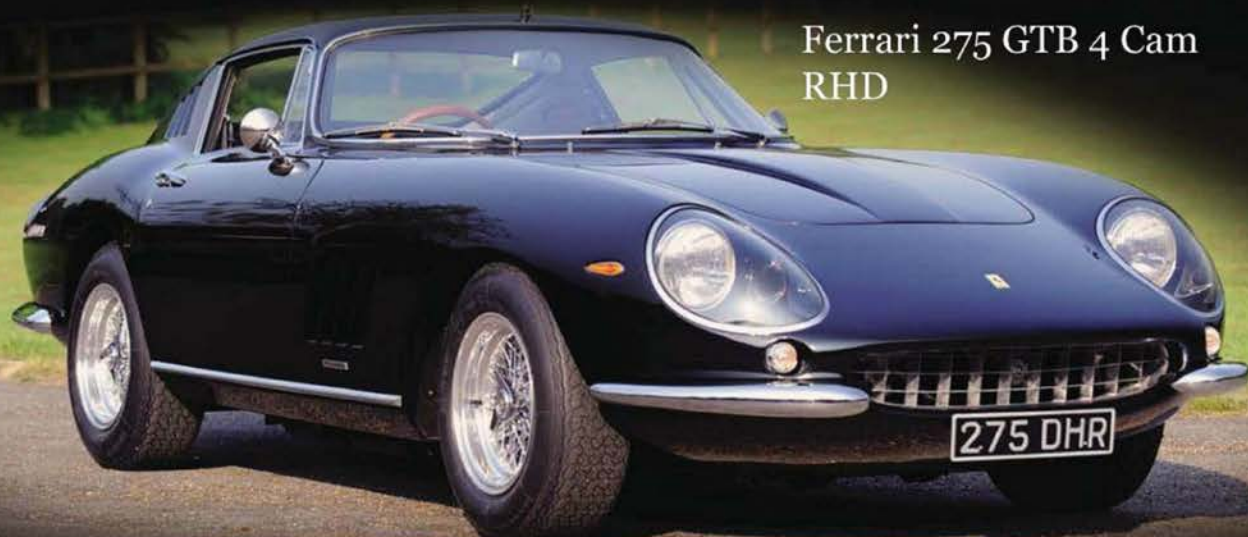




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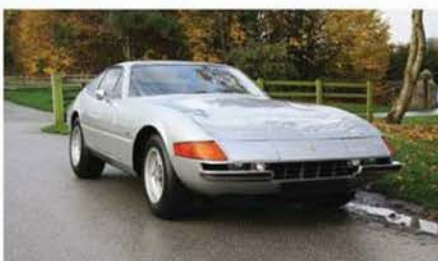
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## 1964 DB5 Saloon

Finished in Sierra blue and tan trim. This car is possibly one of the most original DB5 in existence today. Everything about the car is so original and correct. It comes with a full history, a totally complete original tool roll, handbook and touring kit. The best unrestored DB5. I have ever seen in 30 years and originality at its absolute best.  
Price on application



## 1954 Aston Martin DB2/4 Bertone

One of only two cars ever built finished in Sierra Blue with cream hides, dark blue carpets and a matching dark blue mohair hood. The car comes with an interesting and extensive history, being previously owned by Innes Ireland who was a works racing driver for Aston Martin. A full restoration was carried out 2007 and recently completed. The car also came 1<sup>st</sup> in its class at the Aston Martin Autumn Concours.  
Price on application

### Summer Stock List:

**1952 Aston Martin** – DB2 Coupe, currently undergoing a full rebuild choice of colours and full final specification.

**1954 Aston Martin** – DB2 Drophead, undergoing a full restoration, choice of final specification and colours.

**1954 Aston Martin** – DB2/4 Bertone, one of only two cars ever built, fully restored in 2007, Concours winner.

**1962 Aston Martin** – DB4 Series IV, please enquire.

**1964 Aston Martin** – DB5, totally original and just 52,000 miles from new.

**1965 Aston Martin** – DB5, undergoing full body off restoration, choice of LHD/RHD and final specification.

**1969 Aston Martin** – DB6 MKII, Vantage specification, just 2 owners from new and a great history.

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LHD and matching numbers. BRG with black trim, Mohair hood, overdrive, 100 point concours restoration.  
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**2006 BENTLEY CONTINENTAL GT MULLINER COUPE**  
Silver with Black Leather. Huge Spec, one owner 39000 miles only FBSH. Just service less than 50 miles ago. MINT.  
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**1964 MERCEDES 220 SEB COUPE, (RARE MANUAL)**  
White with original black leather, and wood trim. One previous owner, several concours wins, the finest, and most original on the market.  
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**As new, £39,950**



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Colorado red with black leather and chrome wire wheels, alloy body, Dennis Welch fast road spec. A fortune has been lavished on this superb Healey, please call or e-mail for vast spec sheet.  
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**2009 COBRA 427 BY MAGNUM**  
Cost over £76000 to build. Kevlar and body. 7.1 Lit V8 chevrolet engine by Rick Wood, 431Ci producing 571 BHP (585 LBS torque) Jaguar Turquoise with black leather trim, hallibond sport wheels, Tremac 5 speed gearbox, Massive spec sheet to long to list!  
**£54,950**



**1935 ALVIS FIREBIRD SPORTS TOURER**  
A stunning, very rare example. Full history and last owner many years. Original handbook and tools. Superb to drive, and quick for vehicle of its age.  
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**1946 REO SPEEDWAGON**  
LHD Matching Numbers. Finished in original black with red wheels and grill. Superb mint example, said to have been owned by Kevin Costner, once. (Only one of this model in the UK) Very very, rare.  
**£24,950**



**1978 FERRARI 308 GT4**  
White with red leather trim. One previous owner, 40,000 miles only. A very rare and stunning example.  
**£29,950**



**1956 ROLLS ROYCE SILVER CLOUD I**  
Oxford blue over ascot grey. Stunning 2 owner car, and 18,000 miles only. Stored for many years, and recently restored to a very high standard, truly stunning.  
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**1979 PORSCHE (930) 3.3 TURBO**  
Pewter with tan/pasha leather. 66,000 miles only, over £50K spent by it last owner to recommission after 12 years dry storage. The finest example of this build year you will find. Superb history file, all books, tools, etc. Includes registration number (will separate).  
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**1954 MG TF MATCHING NUMBERS RHD UK CAR**  
Ivory white with cherry red leather and black mohair weather equipment. Restored to concours-winning condition, by its last owner of over 30 years. Original but uprated engine, and also unleaded. The finest to be seen on the open market in years. Truly stunning.  
**£34,950**





**1939 BSA SCOUT SPORTS TOURER**  
Pine green with black trim. Last owner 16 years, restored in 2000 to high concours standards and still superb. A stunning and rare find.

£24,950



**1957 JAGUAR XK150 SE**  
White with black leather and Chrome W.W. Stainless exhaust, matching numbers car in near Concours condition. Truly stunning.

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**1954 MERCEDES 300 W186 ADENAUER**  
Very Rare. Manual floor change, RHD Example. Prepared for Classic Rallying. Gullwing Spec Engine, Pistons Crank etc. Ex Ron Cusway, Stainless steel exhaust, Fuel tank, special sump, FIVA papers past and present available, 3 owners, and first owner 38 years. Original Black with grey leather, remarkable car.

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**2008 (09) MODEL PORSCHE 997 TURBO MANUAL**  
Basalt Black with Full Red Leather, Sports Chrono, Red calipers, Bose Music, 15,000 Miles only with Full Porsche Dealer, Stunning Mint Example.

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Royal Blue, with tan leather, alloys, power hood, manual, 49,000 miles only with FSH, just serviced, and in mint original condition, seldom are they as good as this.

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**1998 ASTON MARTIN DB7 AUTO**  
Cobalt blue with magnolia leather piped, Navy, BBS polished alloys, walnut wood facings, 42,000 miles only with FSH. A stunning mint example.

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**1957 ROLLS ROYCE SILVER CLOUD I**  
Two-tone sage green with beige leather, PAS, original RHD example, with all books, tools etc. known by us for many years and sold by us to its last collector owner, 2000 miles only, original build sheets in history file, lovely original stunning example.

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**1958 BENTLEY S1 SALOON**  
In Ascot silver grey with grey leather, blue carpets and blue over rugs, PAS, stainless exhaust, uprated lights. Sold by us twice in 22 years with superb service history. This is one of the finest available.

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**1967 JAGUAR 3.8 MK2 MANUAL/OVERDRIVE**  
UK matching numbers rhd example, opalescent blue with blue leather, 40,700 miles only, perfect paint, chrome, original leather, stainless steel exhaust, uprated brakes/suspension, could well be the best in the UK.

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**1967 JAGUAR 3.4 MK2 AUTO**  
Met Pearlless Red with red leather trim. Power steering, original HMV radio, tools, handbooks, 52,000 miles, matching numbers English car, 4 owners from new, last owner 25 years. 50K spent in total over the years by last owner. Top MK2's a very hard to find, and this is one of the best in the UK.

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**2005 MERCEDES SL55 AMG**  
Jet Black with charcoal leather, AMG alloys, massive spec, key-less go, tints, 36,000 miles with FMBSH, superb mint example, stunning.

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**1963 ALFA ROMEO 2600S BERTONE COUPE**  
Rosso Corsa with Tan Leather trim. Original factory RHD, 58,000 miles only, matching numbers, all books, tools, etc. Restored to near concours several years ago, stunning and rare.

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**1914 DARRACQ V14**  
Two seater (with Dickey seat) French blue with black leather trim, superb original, matching numbers example, in perfect order with stunning history.

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**1994 PORSCHE 993 GT2 RS**  
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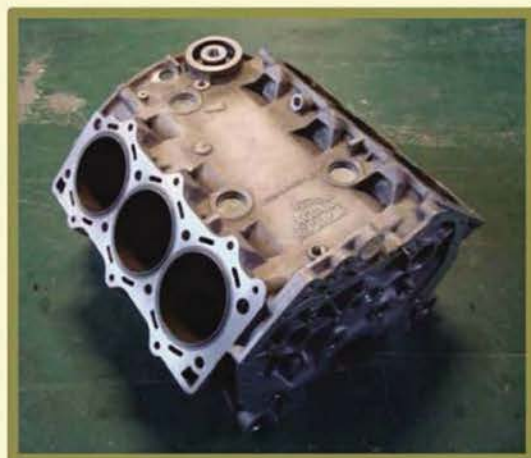
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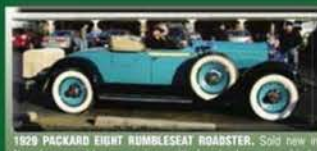
**1951 MGTD ROADSTER.** Red with tan leather, top and curtains, this is a beautifully restored car with one local owner for the past 20 years. The original matching-numbers engine is very strong, the body and undercarriage are in great condition and the original leather was preserved when car was restored. \$26,500



**2007 BENTLEY CONTINENTAL GTC CONVERTIBLE.** A pristine local car with gorgeous Silver Tempest body. Saffron leather, polished burl walnut interior woodwork & black convt. top. With 560 horsepower and all-wheel drive, the car has performance to match its luxury and fabulous design. 24,005 miles. \$122,000.



**2006 ASTON MARTIN VANTAGE COUPE.** This beautiful pure 2-seater coupe is a flawless design from any angle. Ours is absolutely unmarked and completely original in metallic black / black leather with ivory accent panels. The 380 h.p., 32 valve, dry-sump engine and 6-speed manual transmission provide performance to match the exquisite sleek look of the car. 7,611 miles. \$74,000.



**1929 PACKARD EIGHT HUMBERSEAT ROADSTER.** Sold new in New Jersey and here ever since, with decades-long ownership by former President of the CCA. He commissioned a rug-and-bolt full restoration by Packard specialists, Hibernia Auto Restoration in 1986. The car has won a CCA National First and remains in fabulous condition throughout. Show or tour anywhere. 84,848 total miles; 4,528 since restoration. \$97,000.



**1938 MERCEDES-BENZ 540K CABRIOLET A.** Virtually unknown since WWII, brought from Paris by a US Army officer after the war. He kept until 1970 and sold to a friend who kept it 40 years. Very ritz design, absolutely complete w/ unusual features. 4 drives w/it. Original except repaint in 1970 along with original leather redye and a new convertible top. Docs. P.O.A.



**1941 FORD SPECIAL DELUXE CONVERTIBLE.** A Southern car, fully restored in the 1990's and driven 45,000 miles since then. Beautiful in Sheridan Gray with dark red leather and black convertible top with dark red piping. Flathead V-8 engine, 3-speed manual transmission and dual exhaust. Drives as nicely as it appears and it is beautiful! \$54,500.



**1980 MERCEDES-BENZ 450SLC.** An absolutely prime example of the last year of production for this car. Finished in classic silver with beautiful original black leather, this is the finest example we have seen in decades! Loaded with equipment including: climate and cruise controls, electric sunroof, windows, locks, mirrors and interior, factory Becker "Mexico" AM-FM/cassette, stereo, original alloy wheels, etc. Near-perfect body and paint, drives as new. Original manuals and tools. 67,633 miles. \$16,500.



**1986 ROLLS-ROYCE SILVER SPIRIT.** Literally the "little old lady who drove to church" car, this car has never seen rain and has had just one comfortable garage since its delivery new. Completely original in Silver Sand. Parchment leather piped in dark brown. Tan carpets and Midway carpet overlays and fabulous inlaid interior woodwork—all looking almost new. All original manuals and tool kit still wrapped in factory plastic. Original spare has never been used. 60,240 miles. \$31,500.



**1950 JAGUAR MK V 3-POSITION DHC.** Few had examples were built & very few in 4-passenger, 3-position convt form. Fully restored 3.5 liter w/ 4-sp manual trans, light ivory & tan canvas top w/ dk green thr & walnut interior. Large Lucalite Irons & Twin Lucas driving lamps harken back to pre-war cars. \$95,000.



**2001 FERRARI F-1 360 SPYDER.** Purchased new in February, 2002 by its only local owner and driver, this is 100% original and near-new throughout. Red with tan leather. Stored by us during winters and recently serviced. All original manuals and tools are present. 6,106 miles. \$109,000.



**1991 BENTLEY CONTINENTAL CONVT.** Completely original & magnificent Dark Oyster body with beautiful dark brown Everflex top, leather, carpets, Mouton carpet overlays & fabulous interior. Solid walnut w/ cocktail requisites to both doors. Delivered new in Munich, Germany, brought to U.S. by fellow from whom we purchased it & then sold to local collector. 23,217 mi. \$125,000.



**1954 MGTD ROADSTER.** Finished in ivory with dark red leather and Wilton carpets, fitted with chrome "knock-off" wire wheels, wing mirrors, rear luggage rack and driving lamps. Sold by us 15 years ago, serviced regularly and in fabulous condition throughout. \$32,000.



**1958 CADILLAC SERIES 62 COUPE.** An amazing Southern U.S. absolutely rust-free car with beautiful original paint, interior, chrome, driveline, etc. Peacock Blue with matching interior, an engine bay which looks as if it is 2 years old, fabulous undercarriage—a great four car! Even the clock and the signal-seeking radio work correctly. 42,145 miles. \$39,500.



**1999 BENTLEY ARNAGE SEDAN.** Deep Mulcane Green w/ ivory leather piped in body-matching dark green. Wilton carpets in dark green piped ivory, dark green Mouton carpet overlays, fabulous burl walnut fascia, trim and door capping rails, and fitted with options including the requisite 4 factory umbrellas to the boot. Near-new condition! 41,852 miles. \$57,500.



**1970 CORVETTE "LT-1" 3-TOP COUPE.** Beautiful original Sontex Yellow w/ inlaid black interior & tinted glass. Original 370 h.p., 380 foot pounds of torque, solid lift engine & 4-sp manual trans w/ power steering & brakes, result in a great performance driver-friendly car. Fitted w/ original AM-FM radio, 15" styled wheels and electric windows. 48,501 miles. \$49,000.



**1966 FORD THUNDERBIRD 2-TOP ROADSTER.** Very desirably equipped with original 312 cu.in. V-8 engine, w/ 4-barrel carb., 3-sp manual trans with overdrive, Town & Country radio, both tops, wire wheel covers, etc. One 40-year-old repaint in original Fiesta Red with white tops and matching interior, otherwise very original. 55,242 miles. \$29,500.



**1946-7 FORD SUPER DELUXE WOODY WAGON.** A beautiful and very correct car in burgundy w/ saddle interior & all original wood. We sold this car more than 30 years ago and have gotten it back with just over 2000 additional miles. 8-passenger, 4-door model with walk-through seating, rear-mounted spare, chrome bumperguards, driver spot light, original radio, etc. \$92,000.



**1951 FORD VICTORIA.** '51 was 1st year for very stylish Victoria & last year of the body style Ford introduced in '49. Powered by original flathead-eight fitted w/ period accessories of twin Strombergs, Fenton heads and dual-point Mallory ignition w/ 3-sp trans with overdrive. Beautiful & drives great! \$29,000.



**1948 LINCOLN CONTINENTAL COUPE.** Just arrived here from the U.S. West Coast. This is an extremely correct and beautiful example of the 12 cylinder classic coupe. Black with maroon leather and tan door interior. Extremely smooth original driveline, original radio, owner's manual, etc. \$39,000.



**1963 CORVETTE STING RAY 2-TOP ROADSTER.** Beautiful in Silver-Blue (body and hard top) w/ navy blue interior & convt. top, original 327/340 h.p. w/ 4-sp and fitted with original AM-FM radio & tinted windshield. An excellent, great-driving example of the first year of the fabulous Sting Ray. 54,114 miles. \$58,000.



**1996 FERRARI 355 SPYDER.** Fastidiously maintained with records and manuals. A local car in beautiful condition. Fly Yellow/black Connolly leather, black top, 6-speed, Scuderia Shields, 18" alloy wheels, etc. 22,917 miles. \$54,500.



**1966 PONTIAC GTO HARDTOP COUPE.** A full body-off-chassis restoration (with photos). A prime example of the first year of GTO. Beautiful "Jamaican Yellow" w/ black Cordova roof & matching interior, all as shown on copy of build sheet. Equipped (as the song says) with "3 deuces, a 4-sp and a 389." A fabulous car driven only 5,000 miles since restoration. \$42,000.



**1927 PIERCE ARROW "80" 5-PASSENGER COUPE.** From local Pierce Arrow collection of 30+, body-off restoration completed in '02 & driven just 1,038 mi. since. Gorgeous in red & black w/ grey cloth, 21" artillery wheels w/ rear-mounted spare, 4-wheel "safety brakes," twin bud vases, rear curtains, etc. \$48,000.



**1973 JAGUAR XKE V12 ROADSTER.** A rare find! A local one-owner, one-driver car in truly fine original condition. Sable with Cirrionan leather, black convt top, chrome wire wheels & 4-sp manual trans. Original manuals & documented provenance. Jaguar Heritage Trust Certificate. 30,611 miles. \$68,000.

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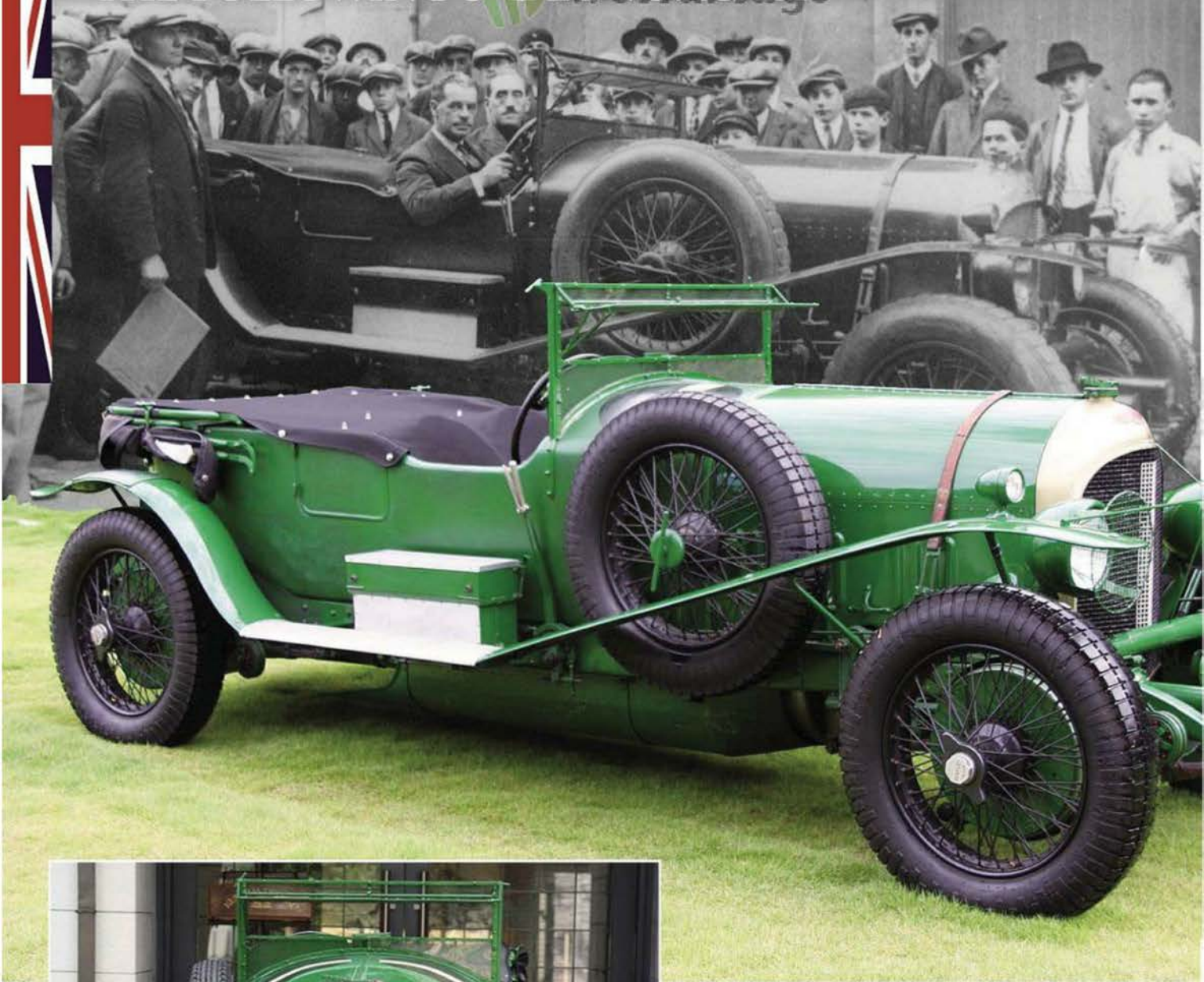
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# PACEY HASSAN BENTLEY

One of the most prestigious cars in British motor racing history. It was designed by the legendary Walter Hassan (OBE) who went on to further fame with ERA, Jaguar and Coventry Climax. He joined Bentley Motors in 1921, becoming Woolfe Barnato's race engineer. He designed the famous 'Barnato Hassan Special' single seat racing car. He was then commissioned by Bill Pacey to design this Pacey Hassan single seater. Based on a 3 litre Bentley chassis with 4.5 litre engine, the car became a famous Brooklands car, eventually lapping at 129.03 mph in 1936. POA



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**£70,000** 1967 Mercedes 250SL, "Silchester Pagoda" completed in 2005, still in great shape. Can't get much better than this.



**£90,000** 1966 Mercedes 230SL, 2 owners from new. Restored to high standard. Stunning colour combination, original colour & matching numbers.



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**£40,000** 1971 Jaguar E-Type Series 3 V12 Auto. Many thousands spent. New interior. Incredibly good condition and ready to go.



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# Spitfire 50

As the MGB hogs the anniversary headlines, another great British sports car is also hitting its half-century. **James Page** heads to the Alps to drive the very first Triumph Spitfire

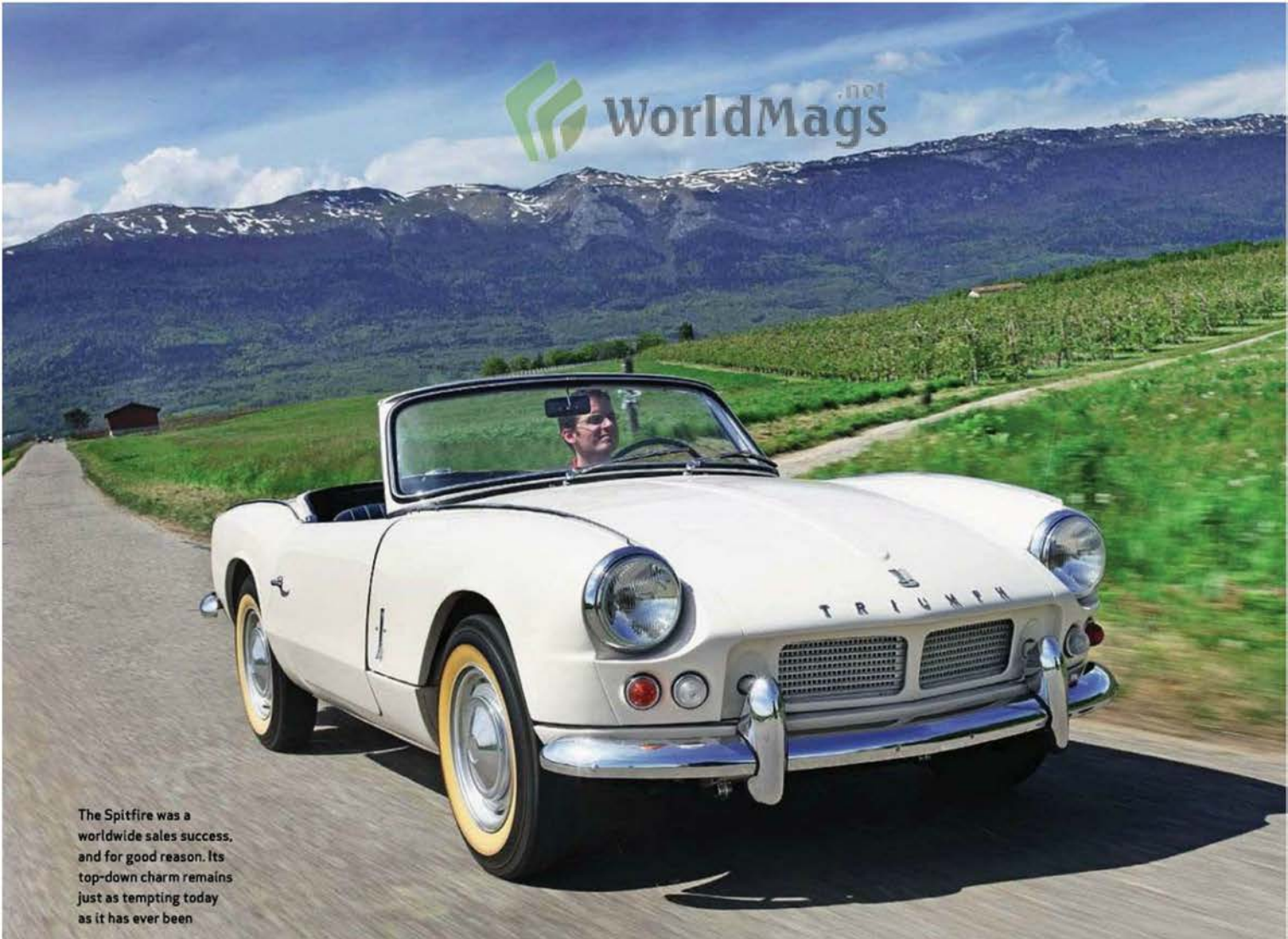
PHOTOGRAPHY JAMES MANN











The Spitfire was a worldwide sales success, and for good reason. Its top-down charm remains just as tempting today as it has ever been

**W**hen you consider how many Triumph Spitfires are still running around on British roads, Geneva is a long way to go to drive one, but there is a good reason for making the effort. More than 314,000 of these sports cars were produced between 1962 and 1980, but the Spitfire you see here is the very first production model. Raising the one-piece bonnet reveals its chassis plate, on to which is stamped 'FC/1'. A Heritage Certificate confirms its lineage: 'Date built - 11 September 1962'; 'Destination - International Motor Show'. This is where it all began for one of British motoring's most enduring success stories, the exact car that Triumph used to trumpet its new arrival at both Earls Court and the Geneva Salon.

The Spitfire had a somewhat protracted birth, however. The 1950s was a successful decade for British sports cars. Following the government's 'Export or die' edict, manufacturers such as Jaguar and MG had firmly established themselves overseas, and particularly in America. Triumph had got in on the action, too, courtesy of its TR line. With the top end and mid-range therefore being well served, Austin-Healey stole something of a march on its competitors when it launched the Sprite in 1958. Employing a new monocoque bodyshell and running gear derived from lowly BMC models, the 'Frogeye' was modern and, at £678, affordable. When it was

radically facelifted in 1961, an MG version - the Midget - became available.

Triumph already had one eye on a budget sports car of its own, but by then the need to respond had become more pressing. Unfortunately, the company's overall UK sales were not as buoyant as hoped and the firm was short of cash. Nonetheless, Michelotti started work on a prototype that was codenamed 'Bomb', coming up with a shape that survived into the production car remarkably unchanged. Work came to a stop while Leyland Motors took over the ailing Standard-Triumph concern. The story goes that the new owners found Michelotti's prototype under a dust sheet at the Canley plant and were immediately smitten. Whatever the truth of the matter, progress on Project Bomb began anew once the buyout had been finalised.

Out of financial necessity, the Spitfire was based on the Herald, and used a much-modified version of the saloon's chassis. The frame was shorter and, so that the occupants were able to sit lower down, it was shorn of many of its outriggers. Extra stiffening was built into the sills of the separate body in order to claw back some of the structural rigidity. Even 50 years ago, the Spitfire's construction was something of an anachronism when its Austin-Healey and MG rivals had already switched to monocoques, but Triumph persisted with it until the model's demise in 1980. In fact, even the firm's more upmarket TR range didn't feature unitary construction until the TR7 of 1974.

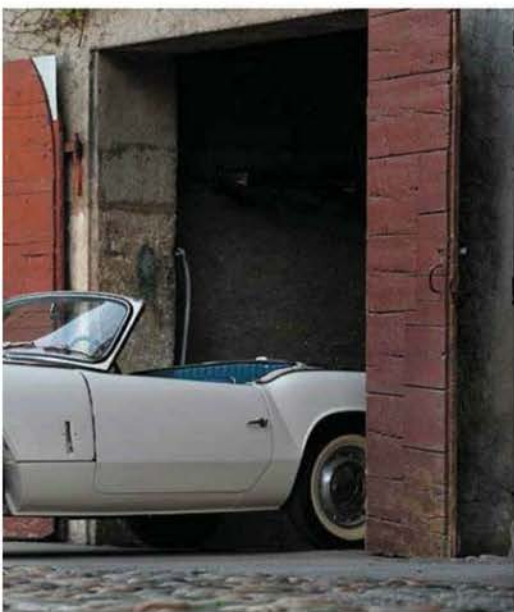
**'TO GET HOLD OF THE SPITFIRE, OWNER RALF HUBER ALSO HAD TO BUY FIVE MAZDAS'**







From top: Vynide trim is in the original shade of blue; whitewalls were a factory option; all-important FC/1 chassis number; panel gaps are better than new



## Spits at Le Mans

In late 1963, it was decided that the Spitfire could be developed into a realistic contender for class honours at Le Mans. Four racers were produced – with registration numbers running from ADU 1B to 4B – and entering them as prototypes meant that Triumph could deviate considerably from the standard road car.

The streamlined bodywork was therefore constructed from aluminium, and a glassfibre hard-top was grafted on. The chassis was lightened, and the 1147cc engine received twin Weber carburettors, a gas-flowed eight-port cylinder head and a hot camshaft. The result was 102bhp. On the team's first outing at Le Mans in 1964, ADU 2B finished third in its class, driven by David Hobbs and Rob Slotemaker – and achieved the bonus of appearing on the cover of that week's *Autosport*.

By the following year, Triumph had further developed the Spitfires, shaving 110lb off their weight and slightly increasing horsepower. This time, all four cars started. ADU 3B and 4B scored a one-two in the up-to-1150cc GT class, finishing an impressive 13th and 14th overall. With its objective achieved, Triumph called time on the Spitfire's circuit-racing activities, preferring instead to concentrate on rallying.



Le Mans '64: Hobbs/Slotemaker take ADU 2B to 21st



Thuner/Lampinen Spitfire heads for a class win in '65

It certainly didn't hinder sales of Triumph's new sports car when it was launched in 1962. The Spitfire shifted more units than its Spridget rival from BMC – a rival that would, of course, later become a stablemate under British Leyland. In 1962, however, the pair went toe-to-toe. The Spitfire offered slightly more room than the Midget and a touch more refinement, but then again it was more expensive.

Chassis number FC/1 was built as a left-hand-drive export model, with extras including 5.20 whitewall tyres, Vitesse wheel rims and (luxury of luxuries) a heater. It was showcased on a revolving platform at Earls Court in October '62, where it was joined by a red UK-market version. The two attracted plenty of attention in London, despite there being a number of high-profile launches that year, such as the Lotus Élan and BMC's 1100/1300 range.

After playing a starring role there, FC/1 was shipped out to Switzerland in early 1963 to be displayed at the Geneva Salon. Triumph's Swiss importer, Blanc et Paiche, had the Spitfire registered in September '63. It subsequently stayed in the country, remaining with the importers through the 1960s until it passed to a private collector. Owner Ralf Huber has tried to piece together the car's history through the 1970s and '80s, but little information has been forthcoming. What is clear is that the Spitfire slowly deteriorated through lack of use; indeed, Huber reckons that our drive is the first time it has been used on public roads since 1969.

When the previous owner died, his family began the process of selling off his stash of cars, most of which were Mazdas. They were advertised in small batches and Huber, who was aware of the Spitfire's significance, also had to buy five Mazdas just to get hold of it. The Triumph was in a bad way by that point but, crucially, it was all there. Huber took it to a specialist in France so that it could be restored, a process that ended up taking four years. As much of the Spitfire as possible was saved, and wherever a part was too far gone, Huber insisted on replacing it with a New Old Stock item.

He took a fastidious approach to the project. Look inside, for example, and you will notice that the passenger-side floor mat is missing. Early Spitfires had these in place of carpets and Huber, unable to source a replacement, preferred to leave the floor bare rather than fit something incorrect. It's often said that a post-restoration car is 'better than new' but, when you compare the panel gaps to those on many separate-chassis Triumphs, it's difficult to come to any other conclusion.

The Spitfire's condition is due in no small part to the fact that it has had little use since being rebuilt. It's been well maintained but not driven any sort of distance, which makes our jaunt into the foothills of the Alps extra special.

Many Triumphs, be they sports cars or saloons, are hindered by an offset driving position, and the Spitfire is counted among their number. On this Mk1 left-hooker, the seat and pedals line up nicely enough, but the steering wheel is way over to the right, as if you're passing it across to your passenger. It's a big wheel, too. Otherwise, the interior is basic but comfortable and, to be honest, you forget about the driving position once you're on the move.

As you might expect, the 1172cc pushrod engine is no ball of fire, but it is remarkably





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flexible. Roundabouts can be negotiated in third gear, with the Triumph pulling away from them smoothly and confidently. The gearchange features a narrow gate – with first and reverse being particularly close – but the movement itself is pleasant enough once everything's warm. The lever is also relatively high and close to the wheel so, combined with the low seating position, the whole thing feels suitably sporting.

FC/1 is, of course, particularly well sorted, and lacks the shakes and rattles that you might expect from a Spitfire. Instead, it's impressively taut and composed, even when we turn off the main roads and start to climb into the surrounding countryside in search of some more challenging routes. In its day, the swing-axle rear suspension came in for plenty of criticism, whether on the Herald, the Spitfire or the GT6. The problems occurred when the driver lifted off the throttle mid-corner; if too much weight shifted forward, the rear wheels could 'tuck under' and cause armfuls of oversteer. You did have to be pressing-on somewhat for the problem to raise its head, and it's unlikely that too many owners drive their Spitfires like that today.

What is still noticeable is that the narrow front crossplies do not offer the last word in grip. Even at low speeds, such as tackling a junction, you can feel them scrubbing across the road surface if you're a touch too aggressive with your inputs. The steering is light and direct, though, and, although this is an odd thing for which to praise a sports car, the turning circle is as

From top: driving position is compromised by huge offset steering wheel; Standard-Triumph was taken over by Leyland in '61; willing 1147cc motor



## TRIUMPH SPITFIRE Mk1

**Sold/number built** 1962-'64/45,753

**Construction** steel chassis, steel body

**Engine** all-iron, pushrod 1147cc 'four', twin 1 1/4 in SU carburettors

**Max power** 63bhp @ 5750rpm

**Max torque** 67lb ft @ 3500rpm

**Transmission** four-speed manual, RWD

**Suspension** independent, at front by double wishbones, coil springs, anti-roll bar

**rear** transverse leaf spring, fixed-length driveshafts, radius arms; telescopic f/r

**Steering** rack and pinion **Brakes** discs/drums

**Length** 12ft 1in (3680mm) **Width** 4ft 9in

(1450mm) **Height** 3ft 11 1/2 in (1205mm)

**Wheelbase** 6ft 11in (2108mm)

**Weight** 1568lb (711kg) **0-60mph** 15.5 secs

**Top speed** 92mph **Mpg** 30

**Price new** £730 **Price now** £3-12,000



FC/1 takes centre stage at Earls Court for 1962 show



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TIM LAYZELL







'MICHELOTTI PROVIDED A CLEAN, PRETTY SHAPE, AND THE EARLIER CARS ARE THE BEST-LOOKING'

compact as that of the Herald. The Spitfire also shares the saloon's 'get in there with it' access to the engine bay. You could carry out a lot of work while perched comfortably on a front wheel.

We're probably straying from the point, though. Turning circles and engine-bay access are all very well, but they won't feature too highly on anyone's list of reasons to buy a car. You might also look with envy at a Spridget's monocoque body and lack of swing-axles, but the Spitfire still has an awful lot in its armoury with which to fight back. For a start, Michelotti provided a clean, pretty shape. The 'low bumper' Mk1 and Mk2 cars are the best-looking, with a distinctive split grille and scooped-out headlamp recesses at the front, plus curvaceous rear quarters with delicate rear fins housing the tail-lights.

Also, there's a particular type of satisfaction in driving a car that isn't overburdened with power or grip. You need to maintain your momentum and be gentle with your inputs; keep a Spitfire balanced in this way and you can make good progress. In the countryside above Geneva lies a mixture of roads, some smooth and fast, others bumpy and twisty. The Triumph rides the worst surfaces sweetly, and performs well on the open sections when being driven at what Denis Jenkinson would have referred to as 'seventenths'. That is, swiftly but well short of the limit.

Besides, it may be a sports car, but to hop into it and go in search of its limits is to misunderstand the Spitfire's appeal. With the roof off (and, on this Mk1, it is 'off' rather than 'down'),



The first Spitfire has been registered in Switzerland since it was only a year old. Below left: the '4' was dropped from the badge when the Mk2 came along



it's exactly how a sports car should be: fun and rewarding. Throw in a touch of sunshine and, as generations of enthusiasts have discovered, it won't matter if you're motoring enthusiastically in the Alps or simply on your daily commute, you will still have a smile on your face.

That is what this little Triumph is all about, and it is the reason why, for the following 18 years, hundreds of thousands of other Spitfires followed FC/1 off the production line.

**Thanks to** Virginie and Ralf Huber. The car is for sale: e-mail [swissautomobilia@hotmail.com](mailto:swissautomobilia@hotmail.com) or call 00 41 79 385 35 68 for details



# Arabian KNIGHTS

Recreating the exploits of an intrepid wartime band, **John Carroll** and friends head across the desert in a pair of Jeeps for the ultimate off-roading adventure

PHOTOGRAPHY JOHN CARROLL

**S**eventy years after the Long Range Desert Group's exploits became the stuff of a *Boy's Own* adventure, a diverse group of enthusiasts from Egypt, England, Sweden and the USA came together to follow its tyre tracks across the sand. It comprised eight experienced desert travellers, military vehicle enthusiasts, historians and classic 4x4 fans, setting out in a pair of 1943 Jeeps to retrace the LRDG patrol routes through the vastness of the Western Desert and the emptiness of the Great Sand Sea.

The LRDG's roots pre-date WW2, right back to the 1920s and '30s as Europeans searched for the legendary lost oasis of Zerzura. Foremost among the group was Ralph Bagnold, a Cambridge graduate and officer in the Royal Corps of Signals. He was posted to Egypt in 1926, bought a Model T Ford and, impressed by its ability to travel on unsurfaced tracks, began to explore the roadless desert regions. Using sun compasses, his team learnt how to navigate in the wide open expanses and mastered the art of driving over huge dunes without overturning or getting stuck. Each trip was more ambitious than the last and in 1929, driving Model A and Model T pick-ups, Bagnold and his companions drove into the Great Sand Sea, a place that was generally considered to be impenetrable by car.

During 1930, the group drove to Jebel Uweinat, close to where the borders of Egypt, Libya and Sudan intersect. The following November, the Zerzura Club was founded by Bagnold and his companions. If anything, the



mythical status of the oasis encouraged membership and the club grew. One recruit was László Almásy, the man behind the fictionalised character in *The English Patient*. Regardless of the massive liberties taken with the truth in Michael Ondaatje's 1992 novel and the subsequent Academy Award-winning movie, it reignited interest in this pre-war era of desert exploration.

The outbreak of hostilities had brought this halcyon period to an end and Bagnold, along with much of his team, joined the British Army. Via a circuitous route, Bagnold's pre-war desert experience led to the creation of the LRDG, which was to 'engage in piracy on the high desert'. Originally called the Long Range Patrol, the unit was founded in June 1940 and, with an

Near-70-year-old Jeep battles on through the sand, occupants wrapped up against the elements. Above: tyre left over from original LRDG expedition







urgency born of necessity – the Italian threat to Egypt – the first patrols left Cairo and slipped into the desert in September of that year.

It's fair to say that it has taken considerably longer for the 2012 team to get to the point at which it heads for the sands. A full year's delay was imposed by the Arab Spring of 2011, but the following year we find ourselves negotiating the bureaucracy in the Port of Alexandria to free the Jeeps from their shipping container. It's a hot and tiresome business before finally, in the cooling evening air, we are happy to head south-west, Jeeps loaded and tilts flapping.

There's a tarmac road through the oasis towns that wasn't there during WW2, and we drive through the night to reach Bahariya. The following day, with little more than military checkpoints and fuel stops to interrupt the journey through the oases of Farafra and Dakla, we take turns driving. During a stint stretched across the back seat, under a purple night sky, stars visible through the window in the back of the tilt, I realise that spirits are soaring with each mile south. We spend the night in Mut, service the Jeeps – including resetting the valves on one – then, just south of yet another checkpoint, simply turn right into the sand.

The advent of the GPS has made desert navigation much easier and removed the reliance on Bagnold's invention, the sun compass, but it hasn't taken away the need to service old vehicles in this arid environment. The Jeeps – a Willys MB and a Ford GPW belonging to Toby Savage – require daily attention and checks, especially because we are trying to cram an 11-week LRDG patrol route into 21 days. Both Jeeps have been recently overhauled but are largely standard, with the exception of alternators in place of dynamos, plus modern tyres and a dash-mounted socket. Wartime-inspired touches include the cut grilles and condenser bottles.

Not far into the sand after our first camp, we come across the first evidence of the LRDG and associated units – such as the Sudan Defence Force (SDF) – when atop a rocky outcrop we

## 'WE NAVIGATE VIA A SELECTION OF REMAINS – SOME WOULD SAY RUBBISH – LEFT BY THE LRDG'

spot a cairn made from pre-war-style petrol tins, known as 'flimsies' for their inherent weakness. Soon afterwards comes a scene of some truck maintenance: an in-line Chevrolet 'six' and many of its components lie in the sand where a vehicle had been worked on. The next point of interest is a cairn with a Welsh slate plaque erected in 1984 to mark the point from where, in that year, a Chevrolet WA 30cwt 4x2 truck was recovered. The truck in question is W8 Waikaha, No8 of W-patrol LRDG, now on display at the Imperial War Museum.

From that point, the next 10 days of the trip settle into a routine of navigating, driving and camping via a selection of remains – some would say rubbish – left by the LRDG and the SDF, including several Ford trucks. Among them are two CMP 4x4 Fords and, near Wadi Bakht, a 1.5-tonner 4x2 with a yellow-edged Royal Desert Air Force roundel still visible on its cab

Below, from top: more LRDG relics; studying the route on old maps before striking out; abandoned Ford truck, one of several the team stumbled across







Top: the traditional ships of the desert meet their modern replacement in the sands. Above: filling the Jeeps at a mud-floored service station in Farafra

roof. We even find an airfield marked out by rows of flimsies, but not the famous 'Eight Bells' because, such is the current political situation, our mandatory military escort in a Toyota Land Cruiser won't let us travel farther south.

Having pitched camp at the entrance to Wadi Wassa – 'wide wadi' – and checked over the Jeeps, around the dinner table we work out that we have driven 127 miles today, and more than 1100 miles from Cairo. The following day, after once again resetting the valves on the Willys, we set out for what promises to be a demanding morning. It starts with a brief stop at another abandoned in-line 'six', whose two holed pistons are testament to its failure. Then follows a steep, sandy climb to Shaw's Cave at Maghareh El Kantara on the southern edge of the Gifl Kebir National Park. The *wadi* was discovered and explored during a 1935 expedition led by WB Kennedy Shaw. On the saddle separating Wadi Wassa from Wadi Firaq, Rupert Harding-Newman discovered a series of rock paintings in a shallow cave. The pair both served in WW2, Kennedy Shaw with the LRDG and Harding-Newman with HQ Eighth Army. The *wadis* were subsequently used as a route for the



convoys supplying Kufra Oasis in Libya, which was occupied by the Allies. It was captured by LRDG and Free French under Leclerc in February 1941, but needed constant support so the SDF was tasked with the massive logistical exercise of trucking supplies. From here the drivers turned north, past the distinctive 'Three Castles' rocks and into Wadi Sora, and we will follow this route. Bouncing around in the Willys MB, I scribble into my notebook: 'Lazing on the back seat, blue sky, hot, dusty, views of far-off hills and giffs. This is Jeeping!'

It is baking hot and the whole party is paying attention to the practicalities of keeping sunburn and dehydration at bay, but there's next to no shade as we pull up for lunch alongside an abandoned White 6x4 lorry. From here the route is clearly marked by flimsies and ruts from the heavy trucks that once frequented this empty place. The American team members immediately name it 'The Flimsy Highway'. The going is mainly firm, but different-coloured patches in the sand are a clue to the whereabouts of softer areas and we develop a technique for preserving momentum: 2WD high range, down to third, second and first as it gets stickier then, if the Jeep



Above: Ford (on left) and Willys pose in the moody evening light; abandoned cylinder head after a clean-up by Mother Nature's sandblaster



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almost stops, knock it down to 4WD low range and crawl through. We leave a wreath at Three Castles, a former LRDG lookout point, and, as the shadows lengthen, stop at another relic, an SDF Chevrolet. As we draw near the gulf, the terrain changes and it is almost dark as we pull up in the vicinity of the 'Cave of the Beasts', a site of recently discovered rock art. The next morning László Almásy's name crops up again as we visit the Cave of the Swimmers where he discovered 10,000-year-old paintings in 1933. Ahead of us is El Akaba, a drivable pass first tackled by Almásy and his party. It's a long, steep climb but the Jeeps make it. We spend the rest of the afternoon negotiating saucer-shaped bowls of soft sand divided by rocky outcrops, then camp at the southern edge of the Great Sand Sea.

As the sun rises, the morning ritual starts: tents down, breakfast, Jeep maintenance. I write a list: 'Ford - tighten lower radiator bolt, left front spring missing cotter, right front chassis rail cracked (behind transfer-case crossmember), very small sidewall split in right rear tyre. Willys - torque reaction spring clamp loose.'

We re-inflate the tyres. Starting at 15psi in the mornings, the heat of the day pushes this to over 20psi so they have to be partially deflated; the cool of the night drops them to around 10psi, which is a bit low for the rocky stuff. We have rags wrapped around the fuel pumps so that they can be soaked with water to prevent fuel evaporation if things get too hot. Rick Pewe, who has taken charge of maintenance, sums up the Jeeps' condition: "Overall, phenomenal!"

Later, we have the only breakdown of the trip when a clutch linkage rod snaps. Necessity is the mother of invention and we make a new one by cutting and bending a long screwdriver.

The Great Sand Sea is a revelation, one of the largest dune fields in the world containing some of the biggest-recorded dunes. It covers almost 30,000 square miles, in which seemingly endless lines of dunes are oriented north-south. This means that we can drive north along the interdune corridors, minimising the number of dune



From top: cairn made from abandoned 'Flimsies'; fine rock art in the Cave of the Swimmers; boded repair to the air-intake pipe; comforts from home - you can't beat a good brew!





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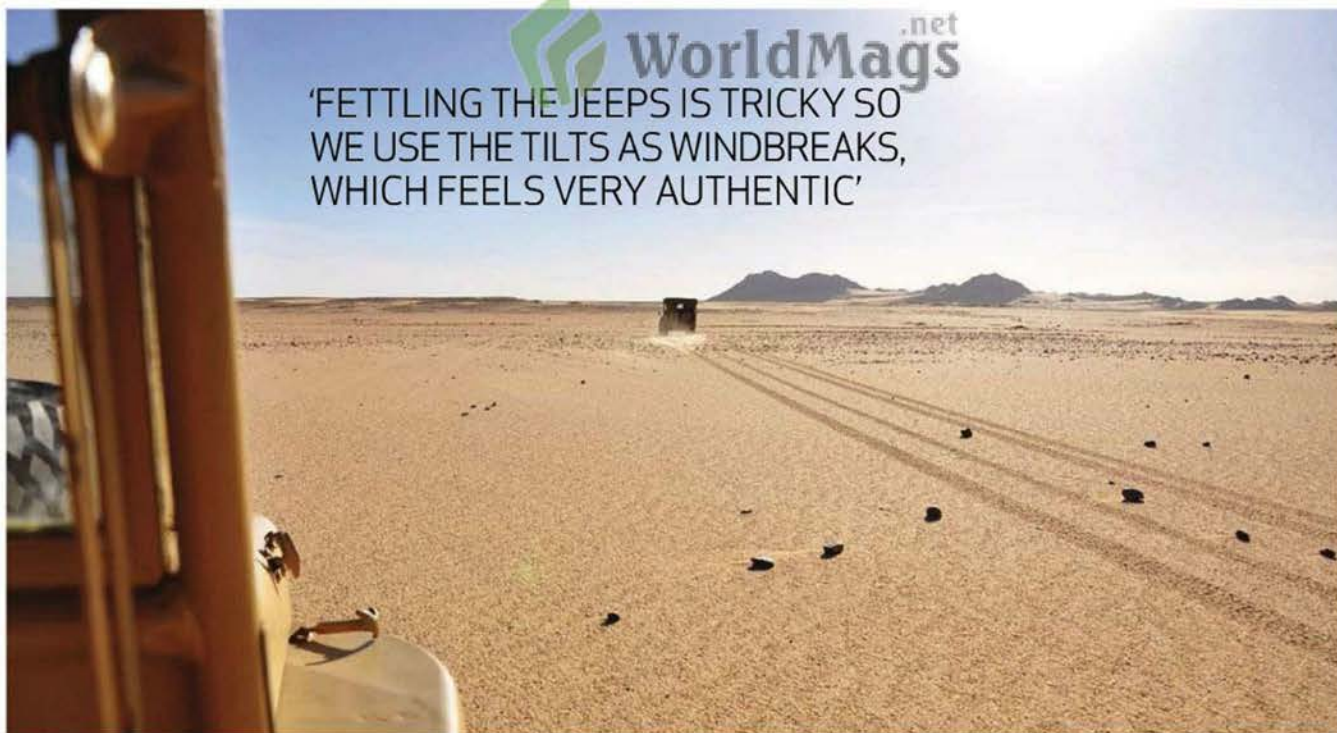
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'FETTLING THE JEEPS IS TRICKY SO WE USE THE TILTS AS WINDBREAKS, WHICH FEELS VERY AUTHENTIC'



From top: rocky outcrop is one of the few natural features over miles and miles of flat sand; clutch linkage rod failure causes the sole breakdown

crossings. Siwa Oasis is the northern gateway to this area and it will take us four days to get there. We make good time between dunes, but slow down where crossings are required. It demands momentum and confidence and, with no shade, it's hard to focus. The technique is to gradually drive up the long side over several miles, then drop down the fall line of the steep side in 4WD High. On the way down, it's imperative to accelerate if the front end starts to dig in. The wind makes things dusty but keeps the temperature down and, faced with massive expanses of sand, we drop the tyre pressures to 12psi.

We camp near an abandoned CMP 4x4 Ford with its flathead V8, one cylinder head removed, lying in the sand. This truck belonged to the Rhodesian LRDG S-patrol and was left here due to a broken steering column in April 1941. Fettling the Jeeps in the wind is difficult and we use the tilts as windbreaks, which feels very authentic. We pass Pillar Rock, so named by the 1930 Bagnold expedition, the only outcrop for 50 miles and an LRDG rendezvous. The next landmark, Russian Well, is the legacy of more recent exploration when the Russians searched for oil during Nasser's era. A few industrial ruins

and a running well are all that remains. We camp a few miles away and are woken in the early hours as the wind shifts through 180° and blows almost a foot of sand against the tents. Even this uncomfortable night can't dampen our spirits, despite the fact that we'll be driving into the wind and grit all day as we make our final run into Siwa Oasis, the former LRDG base.

It isn't journey's end, however, there's still a long haul back to Cairo on the metalled road, but the real desert and real adventure are behind us. A tell-tale spot of oil on the rear axle of the Willys informs us that the differential pinion seal has gone. We top up the EP90 with a funnel made from a water bottle and duct tape, and know that – with regular refills – it will get us back to Cairo via the inevitable *Ice Cold in Alex* moment because there's no beer in Siwa. The toast is, of course, to Ralph Alger Bagnold and the LRDG. By the time we see the pyramids through the flat windscreens, we have driven the Jeeps 2300 miles, 1000 of them off-road. It is a trip that has generated memories that will stay with us forever, and one that makes us see Bagnold's words in his beautifully crafted 1935 book, *Libyan Sands*, through new eyes.



Above: laying a wreath at the former LRDG post at Three Castles; the intrepid team's *Ice Cold in Alex* moment after completing their incredible journey



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 Rear axle: Heavy-duty on all GTXs. Automatic-equipped cars carry an 8.75 in. diameter ring gear, while 4-speeds use a 8.75 in. unit. Final drive options range from 3.23 to 1 up to 3.54 to 1.  
 Suspension: Heavy-duty everything, including front torsion bars, ball joints, stabilizer bar and front and rear shock absorbers. The rear springs are stiffer than normal, too, and the right spring carries  
 and more load than the left, to prevent corner steer under acceleration. Spring material is chrome steel with plastic interliners.  
 Tires: 770X14 Wide Profile.  
 Brakes: Standard front drums measure 11 x 3 in.; rear drums measure 11 x 2½ in. Total stamp area is 380.1 sq. in. Front disc brakes are optional.  
 As you can see, GTX is something of a departure in automobiles. A rapid departure, hence, we recommend that it be driven very carefully on the street, and the full use of its potential restricted to organized drag events.  
 At the strip, however, it's a different story: when the light turns green, we urge you to politely bid competition "Adio-o-o-o-o-o-o!"  
 ...the Plymouth who-you-over beat goes on.

# Far out, man!

**Liz Turner** recalls the hippie culture that fuelled the ideas behind Mopar's craziest ads for the new breed of muscle cars from Plymouth and Dodge

PHOTOGRAPHY CHRYSLER CORPORATION

**T**yres were never so huge, or exhaust fumes more like hookah pipe smoke, as they were in the Mopar ads of the late '60s and early '70s. Hemis and hippies may not seem to be obvious bedfellows, but these illustrated adverts share the psychedelic cartoon vibe and ballooning fonts of posters for pop festivals, or The Beatles' *Yellow Submarine*.

The days when illustrators such as Fitz and Van were bigger than Hockney, Warhol *et al* were gone. Bright, crisp photography had taken over. But pre-Photoshop images couldn't communicate the sheer power of the burgeoning range of muscle cars such as the Dodge Super Bee. Instead, the flame of the illustrators' imaginations burned brightly again for a few short years.

Other companies used illustration and cartoonish graphics (think Pontiac's GTO The Judge), but no one had as much fun as Chrysler with its caricatures and grunting, stomping monsters – usually ready to unleash hell at the dragstrip. Most also had a note equivalent to 'drink responsibly' in small letters at the end. Photographic ads were also shown at the same time, in different publications, and from 1970 they frequently featured cheesy model shots.

These are some of the most outrageous.

Thanks to Chrysler: [www.chrysler.com](http://www.chrysler.com)





# RUMBLE BEE

Want to start something?  
Try a hot-cammed 383-cube mill in a light coupe body. Just for kicks, throw in the heavy-duty suspension, oversized brakes, a brute of a hood, bumblebee stripes—the works. It's tough. Check the price. Good news! Dodge has started something all right. Super Bee. Why all there dreaming when you could be running? See the man with the cars with the bumblebee stripes. Your Dodge Dealer.

**STANDARD SUPER BEE EQUIPMENT**

- Special 4-cyl. 383-cu in. V8 (has the 440 Magnum V8 heads, valve gear, hot cam, and manifold), 335 hp at 5200 rpm
- Dual exhausts • 4 on-the-floor manual with HD clutch
- HD suspension • HD shocks • HD brakes • Dodge Charger Rallye instrument panel • F70 x 14 Wide-Treads.

**OPTIONAL**  
The Hemi-425 hp.



*Dodge Scat Pack*  
...the cars with the Bumblebee stripes

DRIVE SAFELY—  
SPEED CONTESTS BELONG ON THE STRIP

**Dodge** **CHRYSLER**

## 1968 Plymouth GTX 440

Plymouth's mid-sized muscle machine shoves its square jaw in your face, with tyres that look like hotel mud-scrappers. Either there's some timing equipment stuck to the 'screen, or the driver is wearing a black balaclava and has four eyes.

The text is a mass of bar-bragging numbers: a 440cu in Hemi with high-lift cam, Carter AVS four-barrel carb, 375bhp at 4500rpm, 480lb ft at 3200rpm. The 'drive responsibly' message reads: 'As you can see, GTX is something of a departure in automobiles. A rapid departure. Hence we recommend that it be driven very carefully on the street, and the full use of its potential restricted to organized drag events.'

## 2 1968 Dodge Coronet Super Bee

The Dodge Scat Pack comprised 'the cars with the Bumblebee stripes'—thankfully not all over. This series of ads showed a shot of the car with the aid of a wide-angle lens, alongside various illustrations of the feisty bee. Other headlines included *Beautiful screamer* (Charger R/T), *Swinger* (Dart) and *The Silken Snarl* (Coronet R/T). The text begins: 'Want to start something?'

## 3 1969 Plymouth Road Runner

Chrysler ran this exuberant double-page spread in *Playboy* and *Popular Hot Rodding* among others in 1969 when the staff of *Motor Trend* unanimously named the Road Runner Car of the Year. The advert reads: 'The Road Runner has advanced a new concept in automobiles; that of combining a lightweight two-door body, free of frills, fads and useless ornamentation with a free-revving engine, firm suspension and heavy-duty brakes.' Spot illustrator Paul Williams' signature on the horizon below the mountains.

MOTOR TREND TELLS IT LIKE IT IS.

## PLYMOUTH ROAD RUNNER

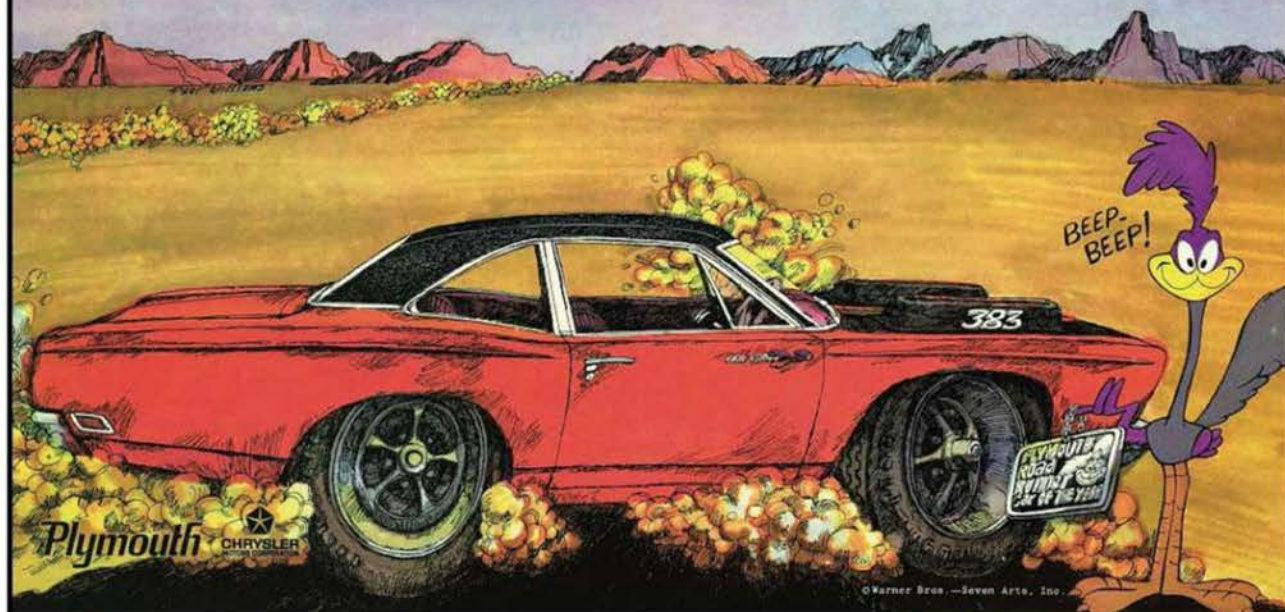
Several months ago, the staff of *Motor Trend* magazine met in solemn conclave to name the winner of the granddaddy of all car prizes, the 1969 Car of the Year. As always, the award would be given for automotive excellence—in the one car that is most distinguished from its contemporaries. What with the unprecedented number of sizes, shapes, options, and

price tags currently served up by the American automobile industry, this year's task was particularly monumental. Nevertheless, the staff was unanimous in its decision. The winner just had to be the Plymouth Road Runner. In one short year since its introduction, Road Runner has advanced a whole new

## NAMED CAR OF THE YEAR

concept in automobiles: that of combining a lightweight two-door body, free of frills, fads and useless ornamentation, with a free-revving engine, firm suspension and heavy-duty brakes. In short, a maximum of machinery, minimum of ornamentation and a modicum of price. It also happens to be an absolute gas to drive, which is another reason the *Motor*

*Trend* folks named it Car of the Year. It also has to do with the fact that *Car and Driver* magazine rated it number 1 over its five closest competitors. Hey, maybe the car experts know something you ought to. Why not check out a Road Runner at your Plymouth dealer's? Look what Plymouth's up to now. "Beep-Beep!"





#### 4 1968 Plymouth Hemi

Chrysler's artist depicts the rear view of the Hemi as an alien soldier in a gas mask. The final sentence says: 'It's gotta be voodoo, baby!' In the small print, this ad also offers a special Plymouth drag-race game (no battery or electricity needed). Does anybody have one?

#### 5 1969 Plymouth GTX Boss

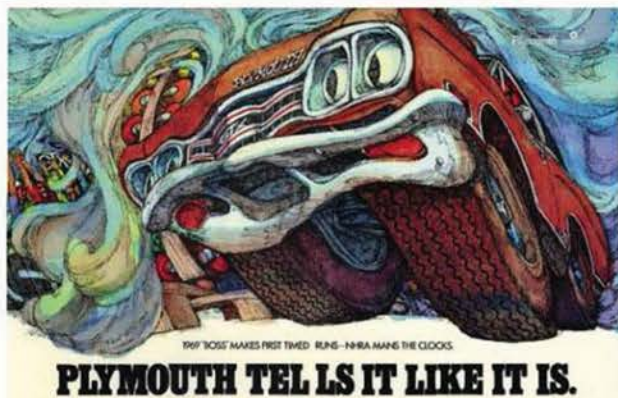
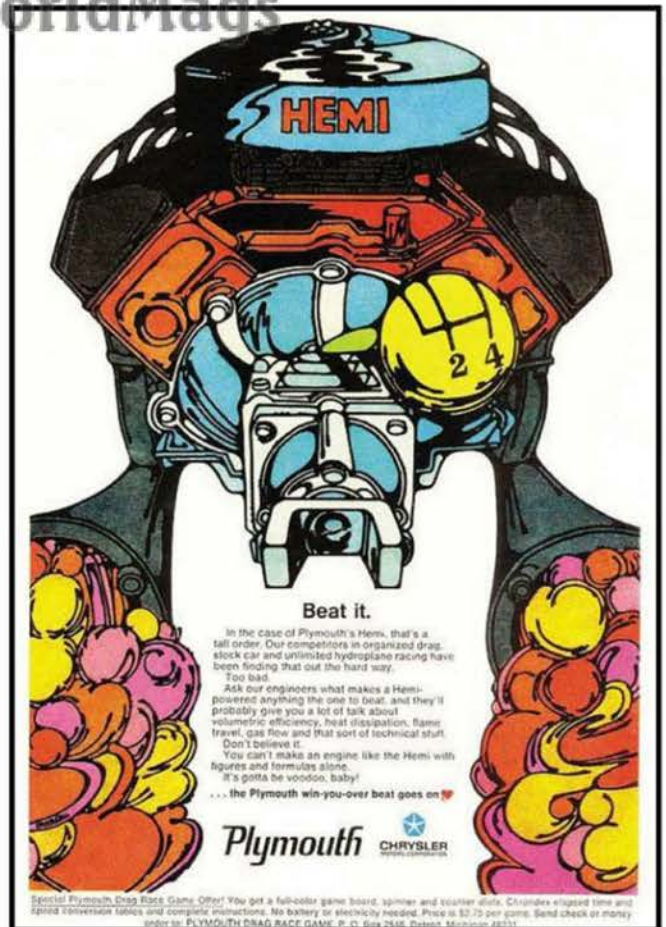
Illustrator Paul Williams turned his muscle cars into monsters straight from the world of the late Maurice Sendak. This four-eyed beast with its slaving jaws could easily be getting ready for release at the Wild Thing rodeo rather than the dragstrip. You had to go elsewhere if you wanted to see what the car actually looked like. Double-page spread advertisements such as this were backed up by another half page towards the back of the magazine, showing nothing but solid text, heavy with big numbers.

#### 6 1968 Plymouth Road Runner

The Road Runner seems to be pouncing on an unknown prey, while being trailed by a tidal wave of psychedelic exhaust fumes.

Warner Brothers' Road Runner (*acceleratio rapidus maximus*) grins from the corner. Wile E Coyote occasionally featured, too, and a 'beep-beep' horn was standard. Although exaggerated, this illustration shows details of the wheels and the headers coming down from its standard 383cu in V8, with heads borrowed from the 440.

The safety note reads: 'Before you take off on any coyote hunts, remember one thing. Hunt only at organized drag events.' It goes on to proclaim that Plymouth will pay \$400 for a Stock Eliminator win at an NHRA National, or \$250 for a regional event.

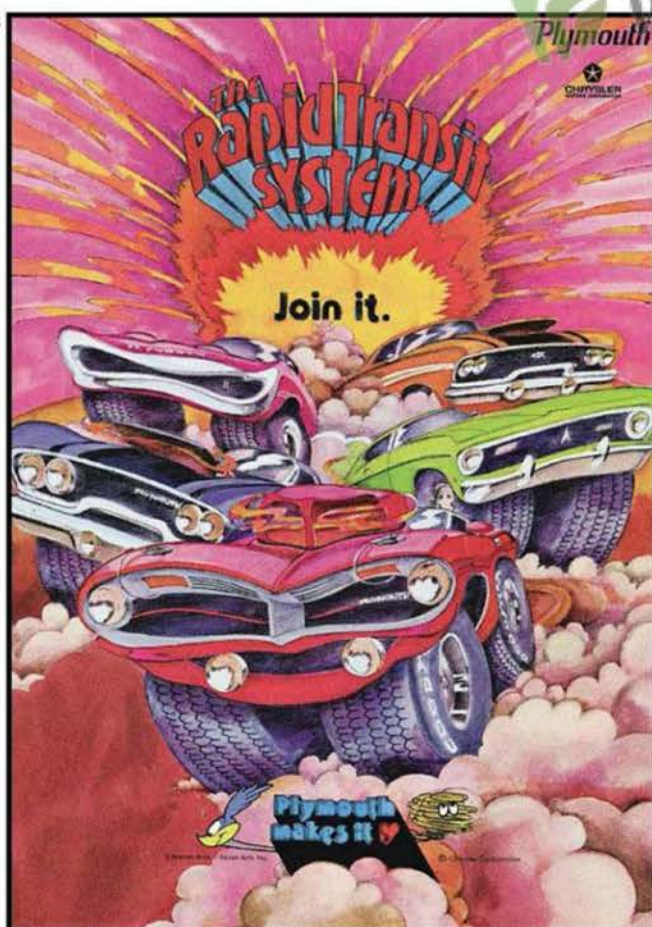


#### 7 Scat Bee

Why a bee? It's a bit lame, but it came from the 'B' body designation for Chrysler's mid-sized cars: the Road Runner, Charger and Coronet. The Super Bee's cartoon buzzer in a helmet also became an emblem for the Dodge Scat Pack. This Scat Bee illustration has a slimmer body and bigger sting, more like a wasp than a fuzzy old bumble. The corporation gave away masses of decals, lapel pins and bumper stickers featuring the bee, and he returned in 2007 as Chrysler continued to raid its toy cupboard. It would have been nice if he'd had a name!







Plymouth

CHRYSLER

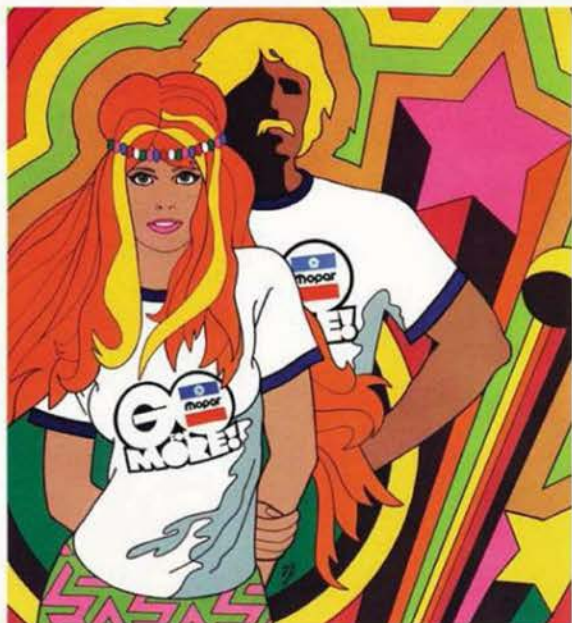
Join it.

Plymouth makes it

## "GO FOR MORE..."

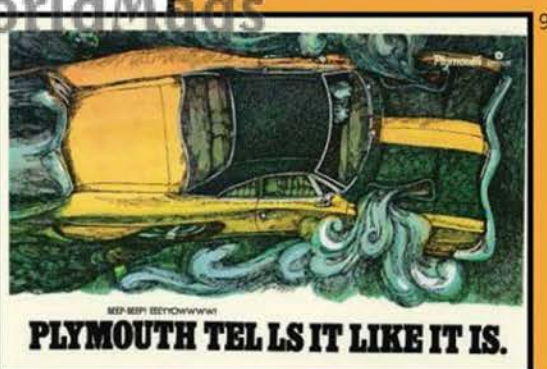
Show your colors with a Mopar T-shirt

Highly fashionable Mopar T-shirts trimmed in navy blue are on the scene. They are all new, red, white and blue. They are high in quality and design with complete sizes for adults and children ranging from small through extra large.



Everyone wants T-shirts. Everyone wears T-shirts. Everyone reads T-shirts. Get in on the action. Contact your participating Mopar supplier and order today.

SERVICE & PARTS SALES DIVISION CHRYSLER



KEEP BEEP! BEEP! CHRYSLER

## PLYMOUTH TELLS IT LIKE IT IS.

## The Rapid Transit Authority.



### 8 1970 Plymouth Hemi Cuda

This is perhaps the wildest ad of all. Plymouth's Rapid Transit System was the equivalent of the Dodge Scat Pack, with the melted cars bursting from a Terry Gilliam-esque cloudscape as if escaping a nuclear blast. At the bottom there's good old Road Runner and the odd 'Duster, like a mini dirty tornado, a tiddly Tasmanian Devil, or Charles Schultz's Pig Pen on a bad-hair day.

### 9 1969 Plymouth Road Runner

Paul Williams' energetic penwork creates dense textures on the car and movement of the turbulent air around it. Smoke billows from slots in the hood scoop, and we can see the red glow of lava, the fires of hell or maybe an overheating V8 below. For once the car has a driver, represented by a pair of big white hands that look suspiciously more like M Mouse esq than one of the Warner Brothers' cast. The 'Beep-Beep!' is enough to tell us it's a Road Runner.

### 10 1970 Plymouth Hemi Cuda

There seems to be a jellyfish trapped under the hood scoop as this car thunders down the middle of the road – so much for 'drive responsibly'. The text reads – 'It's a Hemi Cuda, our angriest, slipperiest-looking bodysell. Wrapped around ol' King Kong himself' – then adds: 'Giving people what they want is easy. When you have a system.'

### 11 1972 Mopar T-shirt

Some female readers may remember Jackie, a teen magazine about girls and hunks. All the girls looked like this one; the hunks varied only in the colour of their hair and face furniture. 'Highly fashionable T-shirts (trimmed in navy blue) are on the scene,' it says, and you could dress the whole family in them – kids' sizes also available.



# Alfa hits the





50 years on, the Giulia remains a key model in Alfa Romeo history. Alfisto **Mick Walsh** joins a track day dedicated to the 105 Series to discover its enduring appeal

PHOTOGRAPHY **TONY BAKER**

# sweet spot





'EVEN MATCHED  
AGAINST ITS MORE  
DESIRABLE SIBLINGS,  
THE BERLINA SPARKLES'



**“**I give you a family saloon that will seat six, thanks to the steering-column change,” announced Alfa Romeo’s engineering saviour *dottore* Orazio Satta to a bemused group of journalists at Monza Autodrome on 27 June 1962, at the launch of the Giulia Ti. “With the right engine, this is the shape that will provide effortless cruising and a fair turn of speed. You will have to learn to like the looks. This is the touring car for the family, its appeal is international – *turismo internazionale*.” Few in the audience on that historic day could have appreciated the impact of this three box-saloon on the future of the great Milanese marque. Over the following 15 years, 572,646 Giulia saloons would roll out of the new factory at Arese and, although overshadowed today by the 105 family’s more glamorous GTs, curvaceous Spiders, cool cabriolets and exotic prototypes, Satta’s Giulia trendsetter deserves to lead the 50th-birthday parade.

At the heart of the square-rigged saloon was the wonderfully robust 1570cc all-alloy twin-cam engine, advanced five-speed gearbox and impressive brakes, but Satta’s formula went far beyond sporty appeal. Not only was the *berlina* simpler to manufacture, with fewer panel pressings and less finishing, but it also provided more space in a brilliantly efficient, aerodynamic shape. Satta trained as an aeronautical engineer and, with a combination of fluting, subtle curves, indentations and a Kamm tail, the boxy saloon recorded a drag coefficient of 0.34. Consider that Jaguar’s sleek E-type was rated at 0.44, and you start to appreciate the 50-year-old design’s discreet innovation. Combine that efficient

airflow with the Alfa’s lively specification, and it’s easy to imagine that initial scepticism turning to celebration as journalists stepped out of the new car after a few trial laps half a century ago.

With a 92bhp peak from a single carburettor and a top speed of 103mph, the Giulia’s performance had the Italian press waxing lyrical. It could cruise all day at 80mph, and upstage many a British sports car down a demanding road thanks to its balanced and forgiving handling. Matched against its more desirable siblings today, the saloon still sparkles. Aboard its spacious interior with panoramic visibility, the family option is entertainingly chuckable and demands to be driven hard. The roll induces long laughs, but the handling is hugely capable, even on skinny 15in wheels. ‘A remarkable achievement,’ stated John Bolster in *Autosport*, while the American *Sports Car Graphic* called the Giulia: ‘The best all-around production car Alfa has produced. Its road will be one towards success.’

Not surprisingly, Milan couldn’t resist proving the Giulia’s mettle in racing, with the launch of the 115mph Ti Super in 1963. Nicknamed the ‘Quadrofolgio’, it proved worthy of the marque’s illustrious four-leaf clover crest with success in races and rallies including a superb fourth on the ‘63 Tour de France behind a trio of Ferraris. Various engines, a floor-gearchange option and body revisions ran through to the Nuova Super that stayed in production until 1977.

Fully conscious that it must also maintain its tradition for stylish performance, the Giulia family needed a GT stablemate to match the practical but pedestrian-looking *berlina*. Initially, the old Giulietta fastback was given a 1570cc

From top: limited grip from tall 15in wheels, but sweet handling balance; stylised dashboard script; highly original and roomy cabin with 8-Track tapes and factory manual; single-carb dohc heart





engine with single Solex carb and five-speed 'box and offered as the Giulia Sprint, but behind the scenes a young Giorgetto Giugiaro was working hard at Bertone to create a successor for the new 105 Series. In profile, the coupé moved away from the sporty Giulietta towards the style of the sharper, more refined 2000 Sprint, with spindly pillars and generous glazing. The compact 2+2 looked self-assured, but it appeared a little dumpy from certain angles with a high swage line, longer roof and a short boot. With a specification including twin Weber carbs and four-wheel Dunlop disc brakes, it had spirit and character to match other Latin exotics because its rewarding drivability transcended pure power. Launched in September '63, and first exhibited at the Frankfurt Motor Show, the coupé developed into a maze of different models, from 1300 Juniors to the last-of-the-line 2000 GTV that was produced from 1971-'76.

The new GT was swiftly developed into a competition successor to the outclassed Ti Super. Satta and Giuseppe Busso transformed Bertone's stylish coupé into an aggressive-looking racer and, with lightweight aluminium panels plus a 145bhp eight-plug engine, the GTA is now the most prized production-based Giulia, with values heading past £130k – or more for FIA cars, if you can find an unmolested one. Homologation required production of 1000 for Group 2, but only 447 were built, the majority developed into *corsa* (race) cars. Lighter by 500lb, with quicker steering, a close-ratio 'box and slimmer gears, plus revised suspension and sportier trim, the GTA is refined enough for the road but in its element hustling Lotus Cortinas on the track. All Giulias are good to drive, but



Clockwise, from left: lengthy boot badge; more aggressive GTA front with mesh grille; hot twin-plug engine; purposeful cabin boasts supportive bucket seats and racy three-spoke wood-rim wheel



Crude Giulia prototipo previewed the three-box style



'Saragat' survives in Alfa's museum reserve collection



John Bolster ready to test TZ at Silverstone SMMT day



Magazine-inspired 4R hinted at legendary 6C-1750

## Giulia's greatest hits and near misses

From the hastily styled *prototipo* that thrashed around Alfa's Balocco test track in the early '60s to a colourful range of commercials, the Giulia has inspired diverse designs. Perhaps the most bizarre were two 'Jolly'-style chops ordered by Alfa president Giuseppe Luraghi as transport for a rare visit by the Italian PM to Arese. Two Giulia Supers were sent to Milan's *carrozzeria* Colli, which built an open, doorless design. In an age before fears of assassination attempts, the cars drove through the plant with the exposed Giuseppe Saragat waving to the workers.

Italians are not known for looking back, but when Gianni Mazzocchi, publisher of motoring magazine *Quattroruote*, proposed a celebration of the 6C-1750, Alfa commissioned Zagato to

build a Giulia-based prototype. Mazzocchi even loaned his 6C for reference. The Gran Sport Quattroruote, or 4R Zagato, went into limited production from '65-'67, priced at an exclusive £2300. The beautifully made folly was sluggish at 92mph, and even featured drum brakes.

Racing was key to the Giulia's pedigree, and prior to the successful touring cars was a series of Tubolare Zagato alloy-bodied coupés. The TZ, developed by Autodelta with signature Kamm tail, made its debut in '63, with 112 built before the exotic TZ2 arrived. Just 12 of these mini GTOs were finished before Carlo Chiti was told that the GTA racing programme should take priority.

Several sensational show cars were built on TZs, including Bertone's stunning Canguro.





the GTA's superior balance and precision put it in another league. We're piggybacking specialist Alfaholics' annual track day and around Castle Combe's faster corners you have to commit to get the best out of the car. Lifting off produces disappointing understeer, but set it up in a tidy four-wheel drift and the car feels wonderful, particularly through Camp and Quarry.

What it loses down the straight to more powerful rivals, the GTA compensates for with outstanding cornering pace – provided that you are smooth and precise. The light (750kg), compact design makes it nimble, which helps that fluid feel, and the twin-plug motor really sings when stretched to 6000rpm. Only the overservoed brakes can be criticised. Add in the sharper steering and quicker gearchange and it is confirmed as the class act of this group. With Perspex windows and minimal insulation to keep the weight down, the snorting engine delivers a soundtrack to inspire fantasies of GTA heroes Jochen Rindt, Rob Slotemaker and Andrea de Adamich. Even owner Richard Banks returned rejuvenated after a few laps in his treasured car but, at £1000 more than the Giulia Sprint, you'd have expected something very special in 1968.

To replace the ageing Giulietta-based Spider, Alfa again turned to Carrozzeria Pininfarina. The bold new sports car it created evolved from a series of 'Superflow' show cars based on the 6C-3500, but was directly descended from a Giulietta Spider Speciale Aerodinamica that made its debut at the '61 Turin show with radical convex body, slim bumpers and cowed headlights. Sadly, that innovative prototype was broken up, but its novel styling lived on through

the production Spider when launched. The design was the last signed off by Battista 'Pinin' Farina before his death in March 1966, just days after its launch at the Geneva Salon where a poll was launched to christen the new sports car.

The lucky winner was Guidobaldo Trionfi, who was handed the keys to the car he had named 'Duetto' – although the tag was never officially used by Alfa because it was already familiar as a type of biscuit by confectioner Pavasi. Further promotions included an event on the transatlantic cruise ship *Raffaello*, which included on-deck demonstrations by racer Johnny Lurani and test driver Consalvo Sanesi. The sweet-revving, longer-stroke 1750cc version followed at the 1968 Brussels Motor Show, one of various engine sizes offered, including a 1300 Junior that was instantly recognisable for its lack of Perspex headlamp covers, black-painted lower front bumpers and two-spoke steering wheel. More competitively priced in the key US market, the Spider was too expensive in the UK, where the Jaguar E-type would have cost you just £73 more!

Three and a half years after the car's debut, Alfa asked Pininfarina to refine the styling and Filippo Sapino cleverly repackaged it with a more modern Kamm tail – or *coda tronca*. The plusher interior boasted sexy instrument nacelles, plus there were more practical bumpers and an improved hood – all helping to boost sales. The design remained in production until the 1994 arrival of the new front-drive Spider.

Compared to the old Giulietta, the 105 Series Spider was a revelation. Sublime steering, slick gearbox and fade-free disc brakes gave it fine



From top: interior with painted dash is unique to the Duetto; one-piece tail-lights neatly follow body profile; famous capacity is most desirable option; Griffin enjoys Duetto's balance at Castle Combe







Clockwise, from left: GTC's classic grille is shared with Sprint GT; as are neat flush doorhandles; GTA-style wheel, but only door trims differ from coupé; clean top-down design is ideal for the Riviera



## 'UNLIKE THE FINGER-PINCHING BRITISH DESIGNS, ALFA HOODS ARE EASY TO OPERATE'

dynamics, even if the original 1600's top speed was only 110mph. The body featured a spacious boot, austere but practical rubber mats, and the fastest convertible top of any sports car – as Dustin Hoffman famously demonstrated in *The Graduate* by raising it with one hand while on the move. Valued below good GTs for years, the Duetto is finally picking up, with top restored cars making £20k-plus.

Bertone's reaction to Touring getting the contract to produce a convertible version of the Sprint GT in 1964 isn't recorded, but the illustrious Milanese *carrozzeria* was having a tough time – with receivership just around the corner – and needed the work. The chop looked similar to a prototype Bertone spider that predated both the Duetto and the cabriolet, but which Alfa management judged as too close to the production Sprint. Just 1000 tourers – Alfa's last open four-seater – were produced, of which 99 were right-hookers. At a heady £1937, it's no surprise that so few were imported and that rarity has pushed concours cars to £50k-plus today. The GTC name harked back to Touring's concours-winning 6C-1750 cabriolet design from 1932, and was available in a wide range of special hues including metallics and a gorgeous *bluette*. The car appeared as a prototype on Bertone's stand at the 1963 Frankfurt show, but was officially launched at Geneva in '65 on Touring's stand.

Unlike the finger-pinching frames of British contemporaries, Alfa hoods are easy to operate and the GTC is no exception. The boot space is compromised by an extra box-section for the folded top, and the rear is only practical for small children; Alfa must have pushed the front seats to their stops to accommodate adults for

promotional photos. Visibility in the back is excellent, however, because the design incorporates wind-down rear windows, while the hood stows neatly below the bodyline. "It's slightly fiddly around the windows, but there are only two clips to secure it to the 'screen,'" says long-term GTC enthusiast Banks. "I think it looks better than the Spider, too." The interior was little changed, retaining the Sprint GT's dash, but the GTC's dials are almost unreadable when the top is down due to the bright reflections.

The conversion required extensive strengthening of the floorpan, including double-skin sills and reinforcement under the rear seat, while fortified A-posts reduced space in the footwells. Over rougher roads, the car suffers slight scuttle shake but it's nothing compared to the judder of more modern Alfa Spiders. Weighing about the same as the GT, the short-lived 1570cc GTC would embarrass sportier machines despite its conservative cabriolet style. The engine isn't the torquiest, yet it's remarkably flexible and sparkles when stirred by that sweet five-speed 'box. "I've always been a 1600 fan," says Banks. "If properly tuned they go as well as a 1750, and I love the single-headlight 'step-front' look. John Surtees had one as a road car when at Ferrari."

The Giulia range upheld Alfa's long association with the great coachbuilders. Most exotic of the family are the TZ and TZ2 racers by Zagato, so when the marketing men decided that the range needed an injection of youth appeal in the late '60s, they turned to the famous family firm.

At Turin in 1967, Alfa CEO Giovanni Luraghi visited the Zagato stand to discuss with Gianni and Elio the brief for a compact, lightweight coupé to stand apart from the Duetto and GT.



Satta with Alfa Romeo racer, Giulietta and Giulia

## Orazio Satta: father of the 105

Following design greats Vittorio Jano, Ugo Gobbato and Wifredo Ricart, Turin-born Orazio Satta Piliga (1910-'74) directed Alfa Romeo into the modern age. After a degree in mechanical engineering, specialising in aeronautical design, Satta did his military service before returning to his Turin college as a teacher until 1939, when he joined Alfa Romeo. By 1946 he was head of design, and in 1951 was appointed central director.

Satta's legacy, from development work on the Tipo 158 Grand Prix racer to the 1970 Alfa Romeo's de Dion transaxle and contributing to the Alfasud, stand him as a creative giant in the history of the illustrious Milanese car maker. His greatest achievement was the creation of a family of modern, mass-produced cars, from the 1900 through the Giulietta to the Giulia that brilliantly carried on the thoroughbred qualities of Alfa's artisan past into the post-war era.

Satta was a slender, tranquil man, never known to raise his voice in anger, and admired as much for his humanity as his technical expertise. He was also an accomplished driver, and after his death his son Giuseppe continued in Alfa's engineering department.





## GTA-R

*The Icon, Reborn!*



### ALFAHOLICS R spec

#### DRIVETRAIN

- 190bhp, 200bhp or 216bhp Alfa Romeo 2 litre twin spark engine
- Weber 45DCOE carburetors and programmable ECU ignition
- Aluminium radiator and oil cooler
- Aluminium high capacity fuel tank with electronic pump
- Upgraded Sachs hydraulic clutch
- 5 speed synchromesh gearbox
- Competition limited slip differential

#### SUSPENSION

- Conversion to uprated 2 1/4 ID springs
- Aluminium adjustable dampers
- Upgraded front anti-roll bar
- Geometry improvement pack
- Rose jointed steering
- Lightweight suspension members

#### BRAKES

- Front: six pot billet aluminium calipers with 300mm vented & grooved discs
- Rear: two pot billet aluminium calipers with 270mm grooved discs
- Dual circuit adjustable bias pedal box

#### WHEELS

- Alfaholics 7x15" GTA aluminium wheels
- Yokohama Neova AD08 195/55 R15 tyres

#### INTERIOR

- Alcantara trimmed dashboard
- Leather trimmed Recaro seats
- Wilton carpets
- 8 point roll cage
- 4 point harnesses

## Alfaholics TI Super-R

*Italian Style, Sixties Cool, 21st Century Engineering*

## Alfaholics Spider-R





## 'WHEN THE GIULIA NEEDED AN INJECTION OF YOUTH APPEAL, THE MARKETING MEN TURNED TO ZAGATO'



Early renderings of a long nose and clipped tail that followed the TZ racers were close to the finished design, and in early 1968 a Spider platform – chosen because it had the shortest Giulia wheelbase at 225cm – was delivered to the Via Giorgini works. Signature features of this taut, aerodynamic machine are the Perspex-covered front lights, slim bumpers and minimal chrome. The prototype was delivered to Alfa in July and, after punishing testing at Balocco, the Junior Z went into production at Maggiore ahead of its public debut at the '69 Turin show. The complicated assembly process across three factories pushed up the price, making it the third costliest model in the range behind the 105-based Montreal and GTA. The Lire3,000,000 tag was equivalent to Jaguar XJ6 money in the UK.

That exclusive image was boosted by the use of the Junior Z in Yves Saint Laurent advertising but, other than a few privateer rally outings, its competition career was limited. The bold styling was too progressive for the market, but clearly influenced later generations including the Honda CR-X. Just 1108 Junior Zs were built, the oddball never really embraced by factory marketers – although it was boosted by the launch of the 1600Z in November '72. Still based on the Duetto floorpan, just 402 were built before Alfa called a halt in 1975. An absence of rust protection meant that the steel body was prone to corrosion, and the limited supply of unique body and glass parts led to the Zagato suffering a poor reputation. But, thanks to the dedication of enthusiasts such as Chris Adams, today they provide a welcome diversion among the ranks of GTs and Duetto at Alfa events.

Acquired in 2002, Adams' car had been laid up since 1988 and was a challenge to restore. "I've fitted a 2-litre engine but kept the original 1300," he says, "and upgraded the suspension with adjustable Konis. It took seven years, but has been well worth it. I've had other Giulias including a 1750 GTV, but this is the best-handling. It's lighter than a Duetto and the driving position is much better."

The Junior Z is like no other production Giulia to drive. Slip into the low seat, with legs and arms outstretched, and that MFI-style centre console makes it feel more like a product of Hethel than Arese. The steering is heavy at low speeds, but soon lightens, plus the lower weight and shorter wheelbase give the Junior a more nervous feel, the back end hopping about on bumpy surfaces. But around Castle Combe it feels superbly balanced, the uprated 2-litre giving impressive punch out of corners. After years in the shadows, the Junior Z's time is long overdue – particularly because its bold style now appeals to younger enthusiasts, just as the management had hoped back in 1968.

Alfa was purely Milanese during the Giulia's genesis, but ironically its inspired direction came from a Turin-born engineer. While the Giulietta brought the firm into the modern production age, the 105 family was the peak of Satta's legacy. No other era produced such a cohesive, attractive, great-driving range of cars with colourful competition pedigree, and it also embraced the swansong of the independent coachbuilder. For many enthusiasts, the Giulia is the root of their Alfa passion. Be warned: drive one, and your classic aspirations could change forever.

From top: quirky Zagato with aerodynamic Kamm tail; tailgate has remote release; Junior offers best driving position of Giulia family; vulnerable nose with slender bumpers and Perspex covers

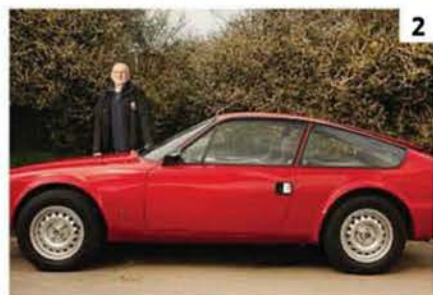




# La Passione

There's something about the addictive qualities of the delightful 105 Series cars, says **Mick Walsh**, that turns mere enthusiasts into fervent *Alfisti*

PHOTOGRAPHY TONY BAKER/MICK WALSH







### 1 1970 GT 1600 JUNIOR

"I'd had Triumphs until discovering the joys of a Sud in '87," says **Steve Kincett**. "After a few Alfettas, I wanted a GTV and Richard Banks gave me this 1600 Junior in 2000 in exchange for helping him with rebuilds. From a pile of rust, it was a challenging project – particularly because many panels weren't available then. Taking it on holiday to Cornwall every year with my partner Debbie is the highlight."

### 2 1971 JUNIOR ZAGATO

"I've had Alfas since my '67 Giulietta Sprint," says **Chris Adams**. "As an engineer, I've always admired the design. I bought this Junior Z as a project in '03, and got it back on the road in 2010. It's based on a Duetto floorpan and is 70kg lighter. With less weight and a lower centre of gravity, the handling is better than a GTV. The driving position is also improved. Parts are a problem – the glass is all unique – but the electrics are the most frustrating, particularly the little servo motor that opens the tailgate."

### 3 1964 GIULIA TI

"From my stepbrother's Sud Ti in the '80s, I've been hooked," says **Jonathan Griffin**, who has three Giulia saloons. "This Muschio Verde car was advertised in Scotland and I had to take a look when on holiday a few months later. With only 36,000 miles, it was really solid and I couldn't resist it. Titus Rowlandson at Victory Garage went over the mechanicals, but we haven't touched the paint and the interior still has the factory covers. Its 8-Track player works and it came with 30 tapes including Bowie and the Stones."

### 4 1971 BERLINA 2000

"I was looking for a Giulia Super but found this 2000 by chance," says Dutch Jaguar engineer **Hans ten Hagen**. "I needed a classic Alfa that I could take my children out in, and this had such presence. I adore the colour. The plan is to fit a handling kit and a stainless exhaust. Alfas are my hobby, and I love working on them. I try to get to the Alfaholics track day every two years because it's a great social."

### 5 1967 DUETTO 1750

"The Duetto just ticks all the boxes," says **Charles Frodsham**. "My first car was a Lancia Beta Coupé and I've had Italian cars ever since. I've owned the Duetto for 16 years and it was a one-lady-owner car. The performance is great, the handling is good, particularly with Michelin XAS tyres, and the styling is amazing. The highlight was a trip with Dad to Pau last September. It's perfect to enjoy French roads."

### 6 1971 GTAM RECREATION

"My brother wanted to get me into BMWs, but I always wanted an Alfa," recalls **Roz Shaw**. "This is my second, built as a replica of Toine Hezemans' 1971 Gp2 GTAM. GTS Motorsport did a great job and the 2-litre gives 210bhp. There's nothing like taking it back to Monza and I finished third after starting 38th at the back of the grid. To battle with Arturo Merzario and end up on the podium was special."

### 7 1967 GIULIA SUPER

"Dad took me to school in a Giulia and I thought they were great fun," says **Andrew Banks** (on right). "We were isolated in the Devon hills, so in the winter he'd put a bag of sand in the boot and, on knobblies, we were always sideways in the snow. This Super has a 216bhp Twin Spark unit and adjustable suspension."

"We recently took it to Spa for a track day," says brother Max, "and all the city boys in their Porsche GT3s laughed until we started overtaking them."





# “I’m sure I would have been offered more drives had I been a man, but I was also naïve at times”

Desiré Wilson reflects on a career fraught with problems to **Richard Heseltine**, who reckons she clearly had the talent to beat her male rivals in F1

PHOTOGRAPHY LAT/WILSON COLLECTION



Wilson is the only female F1 winner – in the 1980 Brands Aurora race – in a three-year-old Wolf WR4 with no ground effects



**S**he has the look of someone accustomed to the line of questioning. It's clearly nothing new. Our chat is interrupted by a phone call from a BBC researcher, the interviewee responding to each query as best she can – and sometimes without rolling her eyes. Somehow you imagine it isn't easy being Desiré Wilson, a racer to the core; someone who – for more than 20 years – proved herself time and time again, no matter how defiantly she scraped barrel bottoms with second-rate equipment. That Wilson often succeeded in an arena awash with alpha males was always going to get Y-chromosomes bristling and her sex remains the big story, hence the fluffy “So what's it like being a woman and a racing driver?” stuff from her inquisitor.

Today, women feature in most top-flight series, from Danica Patrick in NASCAR to Susie Wolff (née Stoddard) in DTM tin-tops via Simona de Silvestro in IndyCar. Backtrack three or four decades, however, and it was a different story as ladies tended to provide pitlane ‘glamour’. Or made the sandwiches. Heck, they weren't even allowed in Gasoline Alley at Indianapolis until the early 1970s. Wilson had a mountain to climb in order to be taken seriously.

“My father Charlie had been a successful motorcycle racer in South Africa and I used to watch him work on his ‘bike,” she explains, “soaking up what he was doing. It went on from there. I started racing when I was five-years old in Micro Midgets.” Often the smallest competitor in this dirt-track oval-racing category, at age 12 she tied for the national title, only to lose out in a match-race decider: “I loved the thrill of competition. It was my passion. I enjoyed sports and when I was 17 my headmaster said he would not be surprised if one day I received South African Colours for achievement in athletics. I replied that it would be for motor sport.”

Making her ‘long circuit’ debut in 1973 in Formula Vee, Desiré Randall finished second in the South African series a year later. Then came Formula Ford, the young charger partnering Alan Wilson in a pair of prehistoric Titans. In 1975, they were married, Alan stepping back

from driving to concentrate on his wife's burgeoning career: “I won the '76 title, which meant the next step – racing in Europe.”

And the need to prove it all again. Success in Formula Ford 2000 counted for little and it was back to South Africa before an unexpected offer from Kent: “I generally got drives via mentors such as [Brands Hatch supremo] John Webb. He offered me a run in a ladies' race in a Ford Escort.” She would lead from start to finish.

It would be the start of a fruitful relationship. Alan became Brands circuit manager while ‘Des’ took on admin roles: “I was racing in FF2000, Sports 2000 and occasionally Formula Atlantic. John then informed me that I was going to test an F1 March. He rarely discussed deals, even when they involved me. Jackie Epstein, who managed the racing school at Brands, looked after me and the test went well. John then announced that I was to drive in Aurora AFX F1.”

Within two years of arriving in Europe, Wilson had made the quantum leap from Formula Ford to the domestic Formula 1 series. Campaigning an Ensign N175, she raced five times in 1978, with third place at Thruxton a highlight: “It was a great series, with one- or two-year-old machinery and some good drivers. The step in horsepower wasn't really a problem either. In '79, I had the Melchester Racing Tyrrell 008 and qualified just behind John Watson's works McLaren for the Race of Champions at Brands. I knew then that I could do it.”

Wilson's star was in the ascendant in the 1980 season, but the year wouldn't be without its heartbreaks. Armed with a pre-ground effects Wolf WR4 fielded by Teddy Yip and Sid Taylor,

Des would make history at Brands after claiming victory in the Evening News Trophy race: “I was on the front row alongside Emilio de Villota's Williams, which was on pole. I knew that if I was first into Paddock I stood a good chance of winning. I did just that but then Geoff Lees tangled with someone so the race was stopped. I had to do it all over again, but I took the lead and held it to the end. I also got the fastest lap.”

“John then arranged for me to do that year's British Grand Prix. I was thrilled. I was down to drive a Williams FW07 run by John Macdonald. During June's tyre test, I was faster than my teammate Rupert Keegan and was 10th quickest out of 21 runners. I was feeling pretty confident but four weeks later I got into the car to practice for the race and it felt different. It was unpredictable, but Macdonald insisted that it was exactly the same as when I had tested it. Later on I discovered that it was a different Williams entirely, one that Eliseo Salazar had crashed at Monza two weeks earlier. It had been thrown together and was horrible to drive. I missed the cut by 0.9 secs, which was devastating. Then, on



Clockwise, from left: Wilson with Tyrrell – “the best team manager for a new driver entering F1”; en route to ninth in '79 Race of Champions; at home on the farm; in determined mood in her first racer, aged just five



top of that, I lost my Aurora drive because there wasn't enough money to run two cars. I had none so I was laid off in favour of Kevin Cogan."

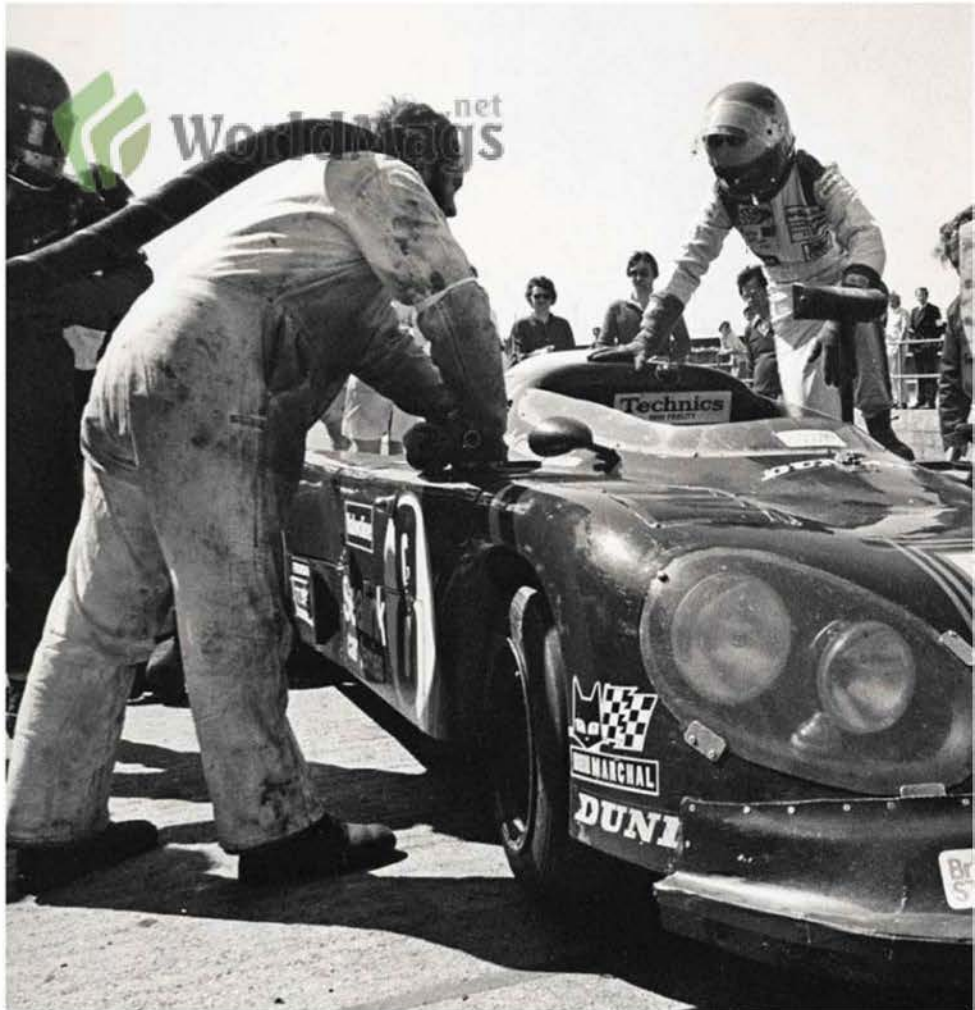
Her efforts hadn't gone unnoticed, however, because Bernie Ecclestone offered Wilson a drive in a third Brabham for the '81 South African GP. "There would be no testing, I was simply told to be ready," she smiles. "Then it all went quiet. A few weeks before the race, I received a call from Ken Tyrrell, telling me that the Brabham drive was no longer available; I would now be driving for him. I was delighted. Ken's team wasn't the force that it once was, but I greatly respected him as a talent spotter. I wasn't able to test the car before the race weekend – and had a few spins during practice – but this was the opportunity of a lifetime. Ken told me to relax, not to overdrive and I qualified 16th.

"Unfortunately, I made a terrible start and was last away from the grid. It began raining as the grid formed and in the wet I managed to pick off several cars including Eddie Cheever's sister Tyrrell and Nigel Mansell's Lotus. I had worked my way up the order but on lap 51 I got on the power a bit too early. The back came round and I spun, just as Nelson Piquet's second-placed Brabham arrived on the scene. I got out of his way but glanced the barriers with my rear wing. I drove back to the pits but my race was done."

Worse was to come, the race being retrospectively annulled as a World Championship round: "Afterwards, Ken told me to get ready for Long Beach, Brazil and Argentina. Then Kevin Cogan found some money so Long Beach was out. Then Ricardo Zunino got backing for the Brazilian GP and Michele Alboreto for the rest of the season. I was a South African woman racing at the height of the anti-apartheid movement and I couldn't find financial support for all the publicity I generated. Later that year Andrew Marriott thought he had found a sponsor for me to join Arrows for '82, but that also fell through."

It would mark the end of the Grand Prix dream but there was always sports car racing, an arena in which Wilson excelled.

In another Webb deal, she joined Alain de Cadenet for the 1980 World Sports Car Championship round at Brands, anchoring the



Clockwise, from above: a winning team with de Cad and his car (also top); ill-fated '81 South African GP: Wilson rates 956 as best sports car she raced; gunning 'Woolly Bully' – Des helped owner Balme shave 3 secs from his lap time





de Cadenet-Lola to third overall and first in the Group 6 category. "Alain and I just clicked," Wilson recalls, "and after Brands we did the Monza 1000km. I was leading with half an hour to go and then it bucketed it down. I managed to keep it on the island to finish ahead of Henri Pescarolo's Porsche 935. Alain and I won by a few seconds. Two weeks later, we also won the Silverstone 1000km." Then came Le Mans. A crash during qualifying meant that Wilson's quickest time would 'go missing' so she wasn't allowed to start: "The car was patched up and Alain and François Migault did the race. I felt

## 'IT BUCKETED DOWN AT BRANDS, BUT I KEPT IT ON THE ISLAND AND WE WON BY SECONDS'

terrible for making my mistake, and will never forget how gracious Alain was."

Wilson would return to Le Mans in 1983, finishing seventh aboard Hans Obermaier's Porsche 956, yet she still hadn't given up on single-seaters. IndyCar beckoned, if only briefly: "I was keen to do the '82 Indy 500 and Teddy Yip got me into Bob Fletcher's team, which was also running Gordon Smiley, a friend from the Aurora AFX series. Gordon had a March – then the car to have – but I ended up with an '81 Eagle, which was just evil."

Left reeling after Smiley's fatal accident

during The Month of May build-up, Wilson also struggled to get to grips with her ill-handling car: "On the first weekend of practice the team waved off my qualifying run. It later transpired that my time would have put me in the race. Then the engine burnt a piston. We got a replacement motor and had the same problem so I didn't make the cut."

Wilson walked away a year later, following another attempt in an obsolete car: "I decided that I wasn't going to kill myself trying to find a few more miles per hour in a car that was clearly way off the pace. In those days you would have more than 60 drivers trying to qualify, so making the 33-car field was really tough. I returned in '84 with an old March but that was hopeless, too. Johnny Parsons Jnr also drove the car, and he was slower still – and he did Indy a dozen times. I never had any desire to go back after that."

She never did, instead racing just about anything anywhere in sports car and saloon events the world over. Since the establishment of Wilson Motorsport in '94, she and the likable Alan have been involved in 30-plus track design projects, from street circuits to brand-new facilities. In recent years, Desiré's race outings have been limited to the Goodwood Revival.

Which leads us back to the elephant in the room. "I'm sure I would have been offered more drives had I been a man," she considers, "but I was also naïve at times. Yes, I was a woman who raced but I never pushed that side of things; that was left to other people. I had ability and I wanted to be taken seriously as a racing driver." For all the prejudices and predispositions, few would argue to the contrary.



Wilson and Jonathan Palmer gave Ford C100 its best result in GpC, fourth at Brands in '82 1000km



# The end of the affair

The Walker family has decided to sell its 1908 GP Panhard after 40 glorious years. **Mick Walsh** rides shotgun for one last adventure on the Edwardian titan

PHOTOGRAPHY **TONY BAKER**









In this cocooned age, when we're spooked by turbulence on airline flights and frustrated by slow internet connections, it's hard to appreciate the valiant experience of a riding mechanic in early road races. During the prestigious 1908 French Grand Prix, on rough routes around Dieppe, these courageous spannermen sat alongside fearless drivers – open to the elements – with minimal protection for more than seven hours. With hands sore from multiple tyre changes, body beaten by the wind and blasted by stones and dust, this high-speed challenge must have seemed unworldly. Climbing up into the fastest and much-campaigned 12-litre Panhard chain-drive survivor, I have more faith in driver Mark Walker than this car's original mechanic possibly had in works ace Maurice Farman.

Walker has driven and raced this historic Edwardian machine for thousands of miles, plus we're running on smooth surfaces with better wheels and tyres. Today I'm a mere passenger, because Walker has primed the cylinders and pumped up the fuel pressure. A novel aid to help stir this T-head 120bhp big 'four' into life is a handle at the front of the radiator that reduces compression by moving the exhaust camshaft forward. After a few turns of the handle, which is geared down two-to-one, the engine wakes eagerly, shaking the chassis. The half-compression lever is slammed home, the coil changed to magneto and the ignition advanced.

Once back aboard, Walker opens the right foot throttle and everything quickly settles down as the Panhard bolts away. Sitting precariously, the impression of speed is trebled as Walker deftly double-declutches up through the fast, four-speed 'box. The motor responds rapidly and we're soon storming down the straights, the wind rush drowning out the exhaust rumble and rattle of the huge chains below. With just goggles, the full force of the elements makes it hard to breathe as I grip the seat sides. The pick-up is astonishing as Walker confidently pulls out to blast past a startled modern.

If the Panhard's pace is impressive today, it must have felt incredible back in 1908. Little wonder that spectators turned out in force at Dieppe, many camping overnight to be well

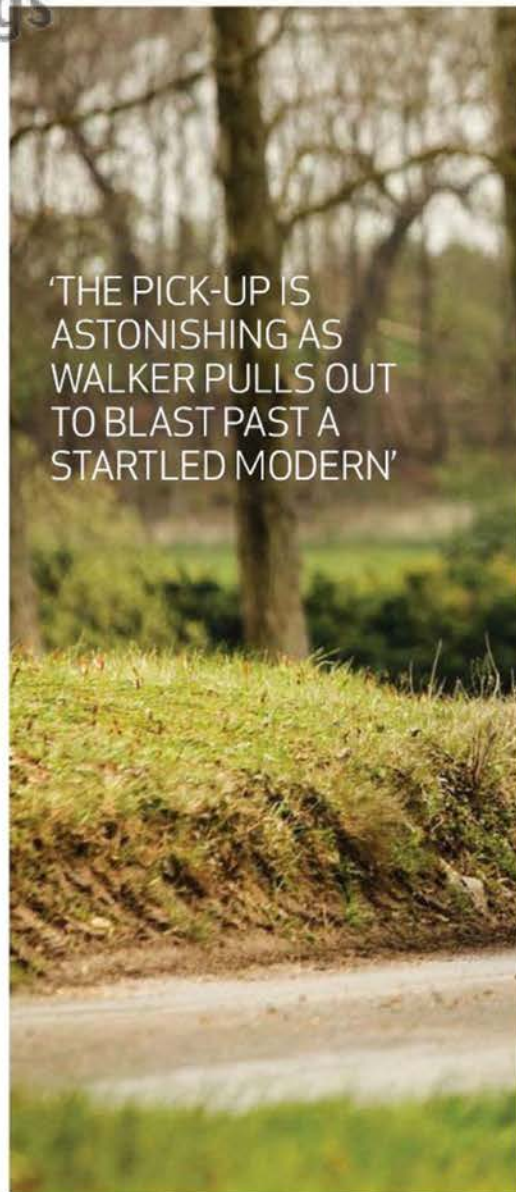
placed when the first car – Dario Resta's Austin – started this gruelling contest at 6:01am.

Panhard entered three cars for the race, and Walker's was number 32 – driven by Maurice, the younger of the famous Farman brothers. The sons of a Paris-based English journalist started with tandem cycle racing before graduating to these fearsome motors, though ultimately they preferred aviation to perilous motor sport. The 1908 French GP was to be one of Farman's last races, a decision no doubt influenced by the tragic death of teammate Henri Cissac and his mechanic Jules Schaube on the penultimate lap.

Although one of the forerunners in racing, Panhard struggled against its German rivals. For the '08 GP, the new cars had reverted to front-mounted radiators, smaller 12.8-litre engines and chain drive. They matched the competition for pace, but a new type of detachable-rim wheel – with a single securing bolt – proved to be the firm's downfall on the ever-worsening surface. Cissac, another former cyclist, refused to give up and pushed to the limit to save the honour of Panhard and France. Approaching the cross-roads near Maisonnelles at high speed, he lost a tyre, left the road and crashed into a tree. The car overturned and crushed its occupants. The loyal Schaube was killed outright and Cissac died 20 minutes later at a local farmhouse. News soon spread around the circuit to American teammate George Heath, who motored home to ninth, while a depressed Farman came in last. The death of the young Cissac in his first major race – plus the German domination – cast a shadow over the event as the spectators headed home.

Like many redundant Edwardian competition cars, the Panhard was converted into a tourer. Soon after the French GP, the ex-Farman racer was dispatched to foremost French coachbuilder Labourdette on the Champs-Élysées in Paris where full wings, toolboxes, chain guards and lamps were fitted. The spectacular body – with extended streamlined scuttle and four exposed seats – had minimal weather protection and it must have been one of Europe's fastest road cars. Prior to WW1, the Panhard was sold to South America where it's believed that the car was used for sprints before it went into storage.

Legendary antique-car hunter Colin Crabbe



Norfolk could be Dieppe as Walker splashes along – high driving position is key with limited brakes. Right: updraught carb works hard to fuel 12.8-litre 'four'







Clockwise: handling is neutral, with a touch of oversteer; wooden box holds coil; minimal gauges for fuel pressure and oil-flow drip-feed meter

## PANHARD ET LEVAISSOR

**Sold/number built** 1908/three

**Construction** channel-section, steel-frame chassis, aluminium body

**Engine** twin-cam, T-head 12,831cc 'four', aluminium crankcase, five main bearings, separate cylinders, updraught Zenith carb (originally a Krebs), magneto ignition; 120bhp @ 1500rpm; 550lb ft @ 1200rpm

**Transmission** four-speed unsynchronised 'transaxle', with chain drive to rear wheels

**Suspension** semi-elliptic leaf springs, drum-type shock absorbers

**Steering** worm and wheel

**Brakes** rear drums, worked by handbrake, plus foot-pedal transmission brake

**Tyres** 875x105mm f, 895x135mm r

**Length** 13ft 5in (4089mm) **Width** 5ft 3in (1600mm) **Height** 5ft 3in (1600mm)

**Wheelbase** 9ft 2in (2794mm)

**Weight** 2756lb (1250kg)

**0-60mph** 11.34 secs **0-90mph** 38.29 secs

**Standing quarter** 18.64 secs @ 72mph

**Top speed** 95mph **Mpg** 8-15



found the Panhard in an Argentinian barn with a 1908 Mors. Although covered in dirt, both cars were remarkably complete after being laid up since the '30s. Their discovery attracted huge interest, including from US state senator George Wingard, but he already had too many projects.

Instead, the Panhard was shipped to England where respected Bentley specialist Dick Moss was commissioned by John Walker to restore the car to its imposing race style. "The Panhard was amazingly original, including chassis, gearbox, engine, radiator, rear axle and flywheel," says son Mark. "Even the seats, which we used in the rebuild, dated to Labourdet and the original magneto carried a Buenos Aires stamp from an early service." The factory wooden wheels were preserved, although modifications for safety included building a set with stronger spokes.

From the early '80s, the Panhard became a fixture on the vintage racing scene. The Walkers, first John and then his enthusiastic son, regularly raced and sprinted the rapid *sang bleu* titan. Highlights include several wins in the VSCC's annual Edwardian race at Mallory Park.

The Panhard's storming performance never ceases to surprise anyone who experiences it, none more so than sports commentator Steve Rider, who rode up the hill at the '08 Goodwood Festival of Speed. He was almost speechless in the lofty mechanic's seat during the live TV footage as Walker gave it his all, drifting the Gallic leviathan through the turns and pounding up His Lordship's drive. The event drew the largest gathering of 1908 contenders, with both Panhards and the Mors—now a star of the Collier Collection. The two surviving Panhards met for the first time since 1908 at Le Mans for the 2006 French GP centenary. "It was a fantastic moment to see them side by side," says Walker. "Even the notch in the chassis to accommodate the water pump is the same. We couldn't believe it. The Schlumpf car had a monumental accident and was found in the basement of a castle by Serge Pozzoli and rebuilt. The third was broken up. An amazing eight cars remain from the 1908 race."

Yet it's the Panhard's dual role as a touring car that has provided the most memorable motoring for the Walker family, particularly trips back to

France. Unsurprisingly, the Panhard has returned to Dieppe several times. "It's always an emotional experience," enthuses Mark. "Very little of the track has changed, and you quickly appreciate how fast it was. To drive one 47-mile lap is fun, but 10 laps on loose, broken roads... Bloody hell: they were true heroes!"

Asked to nominate one drive, he doesn't have to think twice: "The greatest trip was for the 2003 centenary of the Paris-Madrid road race. The original event was stopped in Bordeaux due to accidents. Most of the entrants trailed their cars to Paris, but we drove down in convoy with pal Richard Scaddwell as my riding mechanic. We covered more than 1000 miles and it didn't miss a beat. It's amazingly long-legged and will cruise comfortably all day at 70-80mph. We got stopped for speeding by *gendarmes* on the *auto-route*, but luckily got away with it. It's incredible that a 1908 Grand Prix car can race at Mallory, set record times at Shelsley and Prescott and then go touring. You just pile junk on the back and go. It has an effective fan and will sit happily in traffic, yet it is also fantastically quick. It's





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Well-dressed crowds admire Farman's new Panhard



Panhard team: Farman, Heath and Cissac, at Dieppe



Dapper Farman and mechanic pose at scrutineering



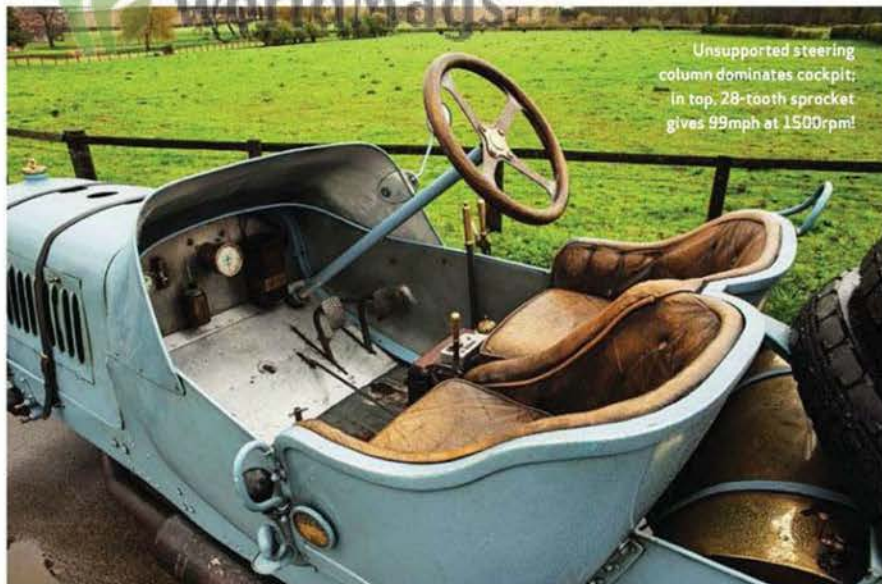
Farman blasts through village after tyre nightmare



Tourer body was fitted by Labourdette after the GP



Crabbe plays Farman after discovery in Argentina



Unsupported steering column dominates cockpit; in top, 28-tooth sprocket gives 99mph at 1500rpm!

beautiful to drive. The steering is fast and light, with the lack of front brakes certainly helping the feel. Can't imagine why they caught on!

"With close ratios and a quick action, the gearbox has a fabulous shift, and is as good as any vintage car I've driven. The team had three different-sized sprockets for Dieppe, but we've made a larger one to make it more relaxed at speeds. It's now good for 66mph at 1000rpm. The handling is neutral and vice-free. There's no understeer, just gentle oversteer. The engine starts easily on the handle and has loads of torque. The power is very progressive and, although we've never had it on a rolling road, we reckon that it gives about 110-120bhp. The only limitation is the brakes, but you can see a long way ahead sitting so high and plan accordingly."

On modern circuits, the live-axle, leaf-sprung chassis is less handicapped than on rough roads, and for racing Walker has developed an Edwardian equivalent to heel and toe, except that he uses the handbrake that works the rear drums: "As with most early cars, you should never use the foot transmission brake. As I head into a corner, I push the handbrake which holds on the ratchet. Then I double-declutch down the 'box and release the handbrake just after I turn in before powering away. I can't recall a spin or a sweaty moment. Beam-axle cars are less of a problem on even surfaces, and the biggest frustration is moderns holding you up. They're always surprised how quickly the Panhard goes through corners. It'll smoke the inside tyre easily out of tight bends, particularly Mallory's hairpin. It's childish fun and not the quickest way. On circuits, we've discovered that the outer tyre wears quicker - particularly through long fast corners such as Gerard's. The rears do all the work - with drive and braking - so we replace them more often than the fronts."

In 2000, *Motor Sport's* Paul Fearnley set out to prove just how fast the Panhard was, with modern timing equipment. Walker clocked some impressive times on Bruntingthorpe's long straight: the tall bottom gear prevented wheel-spinning starts, yet it still recorded 0-50mph in 6.78 secs and a 95mph maximum. Walker is adamant that it's good for 100mph, but it feels twice as brisk for any brave passenger. The



**'THE STEERING IS FAST AND LIGHT, WITH THE LACK OF FRONT BRAKES HELPING THE FEEL'**

Panhard's were quicker than the final '08 French GP results suggest, as the lap charts in TASO Mathieson's magnificent book *Grand Prix Racing 1906-1914* prove. Cissac drew a late start number of 48 from 49, but by lap six he was running fifth after 4½ hours at the wheel. "It's really difficult to gauge lap times," says Walker, "because we'll never know the full picture, particularly with all of the tyre problems."

After four decades of ownership, the Walkers have decided to sell the Panhard and focus on other projects including Mark's remarkable 25-litre, 200hp 1905 Darracq. The day of our feature shoot on Norfolk back-roads may have been his last time at the wheel, which depressingly marks the end of a glorious era.

Too many truly historic machines such as the Panhard are vanishing from the vintage motor sport scene, so it was wonderful to finally ride with the master on such a glorious early racer after years of watching him in action. I just can't imagine the stamina of the mechanics to Farman, Heath and the ill-fated Cissac over the dusty, seven-hour epic. There was clearly no shortage of 'the right stuff' in 1908.

**Thanks to Mark Walker, and James Mitchell at Fiskens, which is selling the Panhard: see [www.fiskens.com](http://www.fiskens.com) or call 020 7584 3503**



# Fading of the ghost light

**Andrew Roberts** has a tear in his eye as he charts the badge-engineered twilight years of the much-missed Wolseley marque

PHOTOGRAPHY TONY BAKER











Anti-clockwise, from main:  
Farina 6/99 looks far  
more modern than its  
predecessor; short, wide  
'Landcrab'; wedge profile  
was a radical change

**F**or three generations, Wolseley's illuminated 'ghost light' – the grille-mounted logo that was wired to the sidelamps – spoke of restraint and good taste for the nation's chartered accountants.

The first car to carry the name was made in 1901, and in 1927 the firm was bought by Morris Motors. The Austin/Morris merger of 1952, which led to the formation of the British Motor Corporation, was also the beginning of Wolseley's decline. Today, the name is as evocative of distant England as Bakelite, but each of our featured cars represents a lost opportunity for the marque's development.

The oldest of this group is the 6/99, which made its debut in July 1959 as a replacement for the Gerald Palmer-styled 6/90. 'Whenever this fine car appears, there's an air of sophistication,' as BMC's advertising modestly but not inaccurately described the new Wolseley. The 6/99 does indeed have an imposingly handsome air, eschewing the Anglo-Americana of lesser Zodiacs and Crestas with a stunning blend of Farina elegance and British solidity.

The 'Big Farina' was powered by a 2912cc version of the C-series engine, and the 6/90's vile right-hand column change had been replaced





## WOLSELEY 6/99

**Sold/number built** 1959-'61/13,108

**Construction** steel monocoque

**Engine** all-iron, ohv 2912cc 'six', twin SUs;

103bhp @ 4500rpm; 158lb ft @ 2000rpm

**Transmission** three-speed manual, o/d, RWD

**Suspension:** front independent, by coils,

wishbones rear live axle, semi-elliptics;

lever-arms, anti-roll bar f/r **Steering** cam

and peg **Brakes** discs/drums **Length** 15ft 8in

(4775mm) **Width** 5ft 8½in (1740mm) **Height**

4ft 11in (1498mm) **Weight** 3415lb (1549kg)

**0-60mph** 14.4 secs **Top speed** 98mph **Mpg** 19

**Price new** £1255 **Price now** £6000

## WOLSELEY 18/85S

**Sold/number built** 1967-'72/35,597

**Construction** steel monocoque

**Engine** all-iron, ohv 1798cc 'four', twin SUs;

96bhp @ 5700rpm; 106lb ft @ 3000rpm

**Transmission** four-speed manual, FWD

**Suspension** independent, at front by

wishbones rear trailing arms; Hydrolastic

displacers **Steering** rack and pinion **Brakes**

discs/drums **Length** 13ft 10in (4216mm)

**Width** 5ft 7in (1702mm) **Height** 4ft 7½in

(1409mm) **Weight** 2549lb (1156kg)

**0-60mph** 12 secs **Top speed** 99mph **Mpg** 22

**Price new** £1273 **Price now** £5000

## WOLSELEY 2200

**Sold/number built** 1975/3800

**Construction** steel monocoque

**Engine** all-iron, sohc 2227cc 'six', twin SUs;

111bhp @ 5000rpm; 124lb ft @ 3500rpm

**Transmission** four-speed manual, FWD

**Suspension** independent, at front by

transverse links rear trailing arms; Hydragas

displacers **Steering** power-assisted rack and

pinion **Brakes** discs/drums **Length** 14ft 7½in

(4458mm) **Width** 5ft 9in (1753mm) **Height**

4ft 7½in (1409mm) **Weight** 2564lb (1163kg)

**0-60mph** 12 secs **Top speed** 105mph **Mpg** 22

**Price new** £2838 **Price now** £7000

by a three-speed version that was augmented by overdrive on second and top. The body and running gear were shared with the Austin A99 Westminster and the Vanden Plas Princess 3 Litre as BMC's various dealerships demanded products to sell in their particular outlet. Unfortunately, any savings from badge-engineering were negated by building the Wolseley and the Westminster in different plants.

BMC established a clear hierarchy with the Big Farina range via the media of grilles and interior trim. The Wolseley was launched at a time when office furniture was a crucial indicator of one's corporate status and, just as only middle management was entitled to a hat stand, the Austin Westminster Deluxe sported a metal dashboard; the Princess 3 Litre boasted a hide-trimmed cabin. Occupying the middle ground was the 6/99, bearing a wooden fascia and door cappings that did not quite extend to the window ledges. After all, there was no point in allowing the bourgeoisie to have ideas above their station.

But the real reason for choosing the Wolseley 6/99 over the Westminster – apart from the standard equipment of fog, spot and reversing lamps, cigarette lighter and ammeter – was the shield-shaped grille. That talismanic ghost light was an unequivocal sign that the boardroom beckoned for the proud owner. Better still, there was the 6/99's status as a minor icon of gritty, post-war cinema and, even in 2012, to fire up the C-series engine is to conjure memories of handsome black Wolseleys, their gongs pealing, arriving to solve yet another B-movie murder filmed in Croydon on a budget of 3s 6d.

As you cruise along a rural A-road, Anglo-Amalgamated's finest dialogue still resonates – "In your own time, Sergeant". For the civilian driver, the 6/99 is formidably enjoyable and

although it treats corners warily – radial tyres are vital unless you want your Wolseley to pay brief but interesting visits to the wrong side of the road – it is a magnificent beast.

In 1961, the 6/99 was superseded by the mildly facelifted 6/110, which, in turn, was phased out in 1968. In the previous year, BMC had launched the Wolseley 18/85, a vehicle that, to the large-car buyer, was a revelation. The 18/85 was a badge-engineered version of the Austin 1800, the model that best encapsulates the strengths and weaknesses of Alec Issigonis' approach to design. The 1800 was a front-wheel-drive, transverse-engined saloon that bridged the gap between the medium-sized A60 Cambridge and the Westminster, with fluid suspension and space for a quintet of rugby prop

forwards in its strong body. The roadholding and handling received plaudits from the press and the 1800 was made Car of the Year for 1965.

On the debit side, neither the 1800's

unorthodox lines nor its minimalistic cabin with its 'bus driver' steering wheel appealed to the average British business motorist. There were also complaints about the stiff cable-operated gearchange and some further unwelcome publicity regarding the 1800's talent for burning oil. The first batch of cars spent much of their time being returned to their dealers but BMC persevered, introducing a Morris-badged version in 1966 and the Wolseley flagship in '67.

The 18/85 faced a number of British rivals – the Ford Corsair 2000E, the Humber Sceptre plus the Rover and Triumph 2000s – all of which favoured slick three-box styling with which to tempt thrusting young executives. Meanwhile, the Wolseley was created by a man who believed that styling "tends to date a car, and I hate designing cars that date".

## 'BMC ESTABLISHED A CLEAR HIERARCHY IN THE RANGE VIA THE MEDIUM OF GRILLES'





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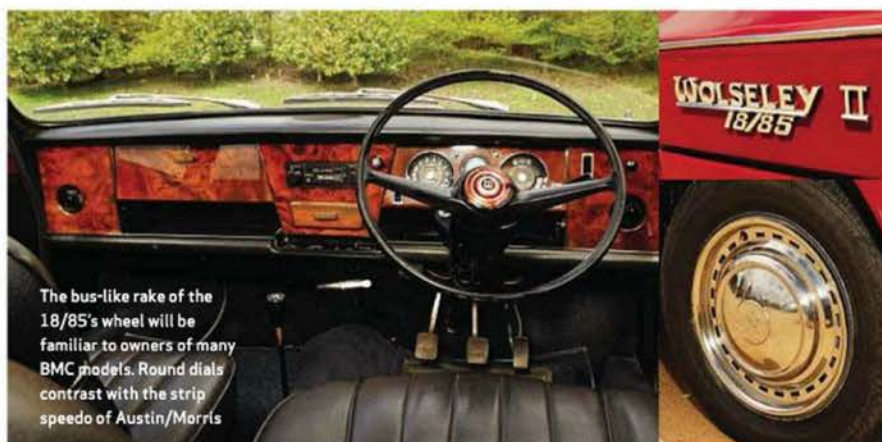
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While lesser Farinas have to make do with metal dashboards, the luxurious Wolseley 6/99 has acres of wood, plus generous, comfortable seats



The bus-like rake of the 18/85's wheel will be familiar to owners of many BMC models. Round dials contrast with the strip speedo of Austin/Morris



The last Wolseley has a far more ergonomic interior, but the 'wood' now looks altogether less convincing on the modern-style black-plastic dashboard

## MEET THE OWNERS

### Peter Sheppard

learned to drive in an Austin A99 Westminster, a car that made such an impression on him that he recently made the decision to buy a similar model. He does not regard his 6/99 as perfect: "But it is a very usable car that is more than able to cope with modern traffic. The Wolseley's handsome lines attract attention wherever it goes."



### Brian Huskinson

was looking for a large, comfortable second-hand car back in 1979, which is when he bought his 18/85: "I had to fit new wings and new sills to it, but otherwise I have had to carry out very little work." His Landcrab was in regular service until 1995, after which point it became "a classic show car". Huskinson particularly praises the Wolseley's power steering – "it makes a lot of difference" – the S-spec engine and, above all, the sheer spaciousness of its interior.



### John Worth

saw his 'wedge' for sale in 2011 and was immediately caught by the lure of the ghost light: "I just had to own the last-ever Wolseley." The bodywork was in good condition, "but it needed a lot of mechanical work." That is a mild understatement – the engine had seized and the Wolseley needed new rear brakes. Today, the 2200 – resplendent in Harvest Gold – is used for shows, Worth regarding it as "a car that is still so underrated".



The net result of combining Issigonis' design theories, plus interior fittings that would have appealed to your typical go-ahead town clerk, with some of the most innovative engineering of its day was a truly surreal one. BMC lavished considerable care in elevating the 18/85 above its lesser stablemates, giving it different tail-lights and a positively ostentatious interior, but such elaborate trimmings did not so much mask the 18/85's idiosyncrasies as accentuate them. With its chrome-rimmed dials, the walnut-veneered dashboard could not distract attention from the awkward steering wheel and the Wolseley's dimensions: it is nearly 2ft shorter than the 6/99 yet merely 1½in narrower.

In 1969, the Wolseley was offered as an 'S' model, powered by a tuned engine with twin

carbs and a cylinder head designed by Daniel Richmond of Downton Engineering (C&SC, March '02). The 18/85S remained in production for only three years before it was replaced by the 2.2-litre Six, but it remains one of BMC's more beguiling cars. It is more comfortable than the standard Austin or Morris thanks to the standard reclining front seats, and the Wolseley's power-assisted steering transforms its road manners.

Once under way, the 18/85S displays its engineering heritage in the best possible light, as a business express that was also a larger alternative to the MG 1300. It was the nearest that the British motor industry came in the '60s to producing a rival for the Citroën DS but, at that time, there were too few UK motorists who were familiar with large front-drive cars. Perhaps that was the

Wolseley's main problem – there weren't enough connoisseurs to appreciate its very real virtues.

As the 1970s progressed, badge-engineering began to be phased out by British Leyland management, and so the final car to bear the Wolseley name was the 2200, which lasted a mere six months. When BL commissioned a replacement for the 'Landcrab' range in 1970, the styling was the province of Harris Mann, who deliberately avoided the looks of a scaled-down American car in favour of a family saloon that would have "a distinctive flavour".

The B- and E-series engines would be retained, but the 18-22 would lose the Landcrab's infamous driving position and replace the fluid suspension with Hydragas units. BL's dealership networks had still not been streamlined



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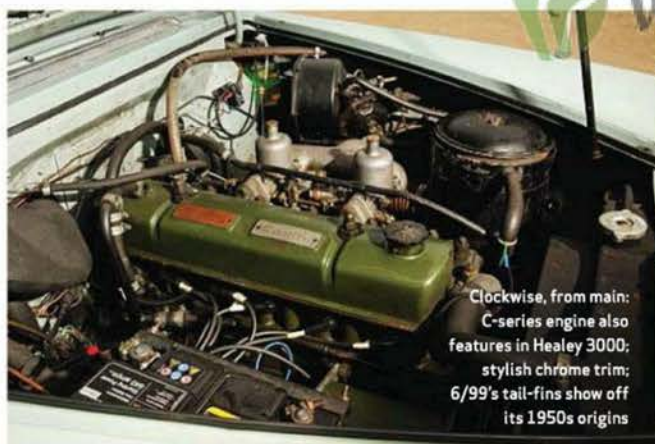
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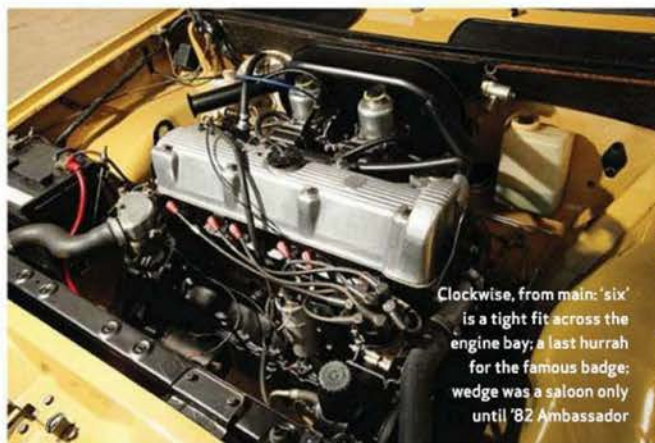




Clockwise, from main: C-series engine also features in Healey 3000; stylish chrome trim; 6/99's tail-fins show off its 1950s origins



Clockwise, from main: venerable B-series is mounted transversely; oval repeater; Wolseley has more subtle tail-lights than Austin/Morris 'fins'



Clockwise, from main: 'six' is a tight fit across the engine bay; a last hurrah for the famous badge; wedge was a saloon only until '82 Ambassador



and the 18-22 would also be separately marketed as an Austin and a Morris.

The 'wedge' is the Clint Eastwood of the marque – the car with no model name. It is unofficially known as the 2200, but this description does not appear on the brochure and BL was almost as coy about its corporate identity. There is only one discreet 'Leyland' badge on the near-side front wing, as opposed to a plethora of Wolseley badging. If this was not sufficient inducement to buy, there was the lengthy standard equipment list. As befitting a car used by the government car pool for junior ministers, the 2200 has cigarette lighters front and rear, a MW/LW radio, power steering, rear reading lamps and a driver's seat that was adjustable through 240 positions. By the mid-'70s, the walnut dash-

boards of yore had been replaced by mock wood but the upholstery was a veritable symphony in velvet that was still the right side of *über-chintz*.

When encountering a rare surviving Wolseley wedge, the first impression is that the 1970s marked a low point in the art of colour co-ordination in British cars. The second is that the 2200 has a smooth and effortless engine, incredibly comfortable seats, a vastly superior gearchange to its predecessor, a cossetting ride and light steering. On its debut, the Wolseley was described by *Motor* as 'much better than some more-expensive competitors', an 'excellent car', and even 'an outstanding stablemate' to the Triumph 2500S. Yet despite this praise – plus the fact that the 2200 was actually faster than the Triumph and that the controversial styling is

considered by some to be refreshingly unconventional – the Wolseley's image is all too often that of a wedge-shaped joke.

Possibly the main reason for the disdain showed towards the BL wedge range is that it is inextricably tainted by association with one of the most depressing epochs in the history of the British car industry. When the 2200 was launched in early 1975, TV comedians were using British Leyland as a guaranteed punchline, desperate owners were seeking asylum in their local spares shop and news bulletin after news bulletin carried footage of industrial chaos. By the mid-'70s, BL was nationalised in the face of impending bankruptcy after years of chaotic product planning, shambolic internal organisation and worker/management relations that bore a stark resemblance to *I'm All Right, Jack*.


Against such a background, it is not entirely surprising that the Wolseley was sold under the slogan: 'If it were foreign, everyone would say, why can't we make cars like that?' A subconscious reminder that, by the mid-'70s, too many British executive motorists had discovered the joys of reliable European cars.

In the autumn of 1975, the entire 18-22 range was marketed under the new Princess name as part of the company's 'unification' programme and so, on 11 September 1975, the 80-year-old

## 'THE LANDCRAB WAS THE NEAREST THE UK CAR INDUSTRY CAME TO A RIVAL FOR THE DS'

Wolseley badge passed into history. Production of the Princess continued until 1982, when it was replaced by the five-door Ambassador. BL had vague plans to revive the Wolseley grille at this point but, given how unlovely the Ambassador proved to be, it was probably for the best that this never came to fruition.

The story of BMC/BL had included the sad decline of several famous names, but the tragedy of the last Wolseley was that, had it been built to proper standards, it could have been a genuine contender in the executive market. A 2200 in all of its velour glory was a car that could have lured the sort of executive who delighted in the latest Uranus Calculator LED watches away from his Saab 99, but it was not to be. The ghost light had been extinguished for the last time.

With three such different cars there can be no overall winner, but it is the 6/99 that would have pride of place in my garage. To see the Wolseley at its best, just forget those banger-racing individuals who think that *Deliverance* was a public-information film and watch the 1961 travelogue *Westward Ho!* After just five minutes of this Technicolor fantasy of a big Farina cruising through Devon, it takes a person of taste and decency using every inch of their restraint not to leap into the screen. 

**Thanks to The Princess and Ambassador Owners' Club:** [www.princessandambassador.org.uk](http://www.princessandambassador.org.uk); **The Cambridge-Oxford Owners' Club:** [www.co-oc.org](http://www.co-oc.org); **The Wolseley Register:** [www.wolseleyworld.com](http://www.wolseleyworld.com); **The Heritage Motor Centre, Gaydon:** [www.heritage-motor-centre.co.uk](http://www.heritage-motor-centre.co.uk). Further viewing: [www.britishpathe.com/videos/westward-ho](http://www.britishpathe.com/videos/westward-ho)





Vintage entrants included the super-rare 1929 Rally ABC of Italians Giuseppe and Federico Fiorentini

# Mille Miglia

The range of eligible cars for the Latin road-race classic is greater than ever. Away from the Ferraris, **Mick Walsh** meets the most inspired choices

PHOTOGRAPHY MICK WALSH/MAC GROUP

**I**f the continuing fascination for Italy's most famous road race is any guide, the draw of the Mille Miglia transcends generations. Every year the 380-plus places are oversubscribed, and enthusiasts often have to apply several times before they are successful.

From the vintage OM starting group to a battalion of Mercedes-Benz Gullwings, the event may boast fewer exotic grand tourers than in previous years, yet there's an amazing diversity away from the block bookings of manufacturer teams. This year's 18-20 May retrospective from Brescia to Rome and back featured an increased number of saloons, which were always a major feature of the original event on the 24 runnings from 1923-'57. Four VW Beetles made the 2012 selection, plus a Citroën DS and a DKW 3=6.

Unlike in earlier years, organiser MAC starts cars in marque groups, which dilutes the variety for the thousands of spectators who pack the

legendary route. The continuing enthusiasm of locals of all ages is a major part of the event's appeal and this year Romans turned out in record numbers. There are three stages, with the traditional Brescia evening start dispatching the teams into a night leg to Ferrara. Early on Friday, the spectacular convoy battles traffic to head south via San Marino and the scenic Appennine hills before arriving late for a surreal police escort around the Eternal City. The longest day includes the most famous passes, plus dramatic diversions into historic city centres including the Piazza del Campo in Siena, and Modena with a special test around Ferrari's Fiorano track.

There's no question that the Mille Miglia is exclusive. The entry alone costs a hefty €7260, which includes three nights' accommodation plus food, but that's just the beginning. Preparation, transport, recovery and fuel all push up the cost yet, split two ways, it starts to look more realistic for the drive of a lifetime.





## Patrick Head/ Richard Frankel

### JAGUAR C-TYPE

Sixty years on to the week, Sir Stirling Moss and Norman Dewis returned to the ramp in a C-type to kick off this year's event – but unsurprisingly they're weren't up for driving the full 1000 miles. Patrick Head, co-founder of Williams GPE, was the lucky man to be invited by XKC 005's owner Richard Frankel to deputise. "I first drove the C-type in a Goodwood parade," says Head, "and have vivid memories of this very car as a boy. Dad used to drive me to meetings in it. When he went to Sweden to race, Mum squeezed into the passenger seat with the suitcase and tools. When Dad sold it for £900 in '54, he was paid with a stack of old-fashioned £5 notes."

"Stirling and Norman did the start, and then handed it over to me around the corner so I could return to our slot. My wife joined me in Rome for the run back and really enjoyed it. The whole event was a highlight, but being invited into Enzo's old office at Maranello was fascinating."

"It's a lovely car to drive – so well-mannered, smooth and torquey. I admire the way that Richard is determined to keep it authentic."

Few C-types match the history of Frankel's ex-works car: Moss drove it to victory at Reims in '52; the next year Tony Rolt and Len Hayden set an impressive pace on the Mille Miglia, but were halted when the back axle broke.



**'I HAVE VIVID MEMORIES OF THIS VERY CAR AS A BOY. DAD USED TO DRIVE ME TO MEETINGS IN IT'**



## Bruce Rudin/ David George

### CISITALIA 202

Tazio Nuvolari's Mille Miglia drives are legendary, none more so than his epic '47 performance in a Cisitalia. After leading in the 1089cc 202 at Bologna, the ageing Mantuan's drive was thwarted by electrical problems in the rain yet he still finished a mighty second.

"No one knows which of the 16 Cisitalia 202 Spiders built was Tazio's car, but it was great to drive this around the famous course," says restorer David George. "The car ran superbly and was ultra reliable. The brakes were phenomenal and the only malady is the gearbox. It has weak gears and a huge drop between third and fourth. As a result, you really have to keep the revs upstairs. The engine buzzes away between 3500-5000rpm, so we had to make sure that everything was bolted tight."

"The undoubted highlight was realising what stunning performance you can get out of a little Fiat-based car. It felt glued to the road through the twisty bits, and you can understand how Nuvolari pulled so much out of it."



## David Long/ Shirley Wong

### TRIUMPH TR3

Two ex-works TR3s were entered this year, including David Long's. He fared rather better than Nancy Mitchell, who crashed SHP 520 on a railway crossing in Pescara after 400 miles in 1957. "Last year I co-drove an ex-works Aston DB2 but broke down in Spoleto. After buying the TR3 from the Houtkamp collection in Holland, I had Classic Restorations prepare it for the Mille Miglia. They did a great job, and it ran faultlessly. It has the experimental 2.2-litre engine, which is really torquey, but it can get exciting at 80mph on crossplies. Fiorano was the highpoint for us, and the police escort all the way from Modena to Brescia was amazing."

# heroes

## Sylvia Oberti

### SIATA 300BC

Few entrants had a bigger smile throughout the Mille Miglia than American lawyer Sylvia Oberti, who had no co-driver in her 1953 Siata barchetta for the whole event. Better still, her entry is always for charity. "Driving on your own is a thrill and there is nobody else to blame or take the credit," says Oberti. "I did it last year with my best friend and it didn't work out well. This is my 21st Mille Miglia. I've driven solo 16 times and finished every time, but I still have to pay the full price!"

"The highlight for me was being applauded by Jochen Mass. I try to keep pace with the 300SLR through the corners, but he just blasts clear on the straights. I'd love to have a ride in the fastest car on the Mille Miglia. I bought the Siata in 1991 and it's quite nippy, although it only has 750cc. It was sold new to America and has lots of SCCA racing history. I lost the clutch near Bologna this year but was determined to get to the finish ramp. I finished a lousy 119th, but really my only goal is to have a great time. For 21 years I've raced to help raise money for regional charities, which



**'DRIVING SOLO IS A THRILL AND THERE'S NOBODY ELSE TO BLAME OR TAKE THE CREDIT'**

includes a children's hospital in Brescia, L'Associazione Bambino Emopatico. Our Scuderia Sports, the winning team on the Mille Miglia, also donated a large painting to the Leukaemia Centre."



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## Robert Ecklemann/ Ewald Thaller

### MERCEDES-BENZ 500K

A 2½-ton Teutonic pre-war cabriolet doesn't come to mind as the ideal Mille Miglia chariot, yet German industrialist Robert Ecklemann relished the challenge of driving a Mercedes 500K tourer around the famous course. "I love pre-war cars," he says, "and did the Mille in my Lagonda 3-litre, but this was very different. The car is quite hard work, and the clutchless change to overdrive top is tricky. You have to be at a virtual standstill before you can shift down. The steering is like a truck with no power assistance, and heavy in the hills – although the brakes are good. We also tried the supercharger a couple of times, but the effect is limited with so much weight."

"Our only real problem was running out of fuel. On the first night we stopped with a bang, only to find the tank was dry. We worked out that the range was just 157km so had to fill up regularly. The traffic was a disaster and coming down the Futa Pass in the rain was scary. The best part was driving through the beautiful northern towns in the early hours. Later we couldn't believe the news about the earthquake."

When Ecklemann retires in two years' time, he plans to buy a Bentley Speed Six to drive around the world: "Many of my friends are sailing, but I'd rather cruise in a vintage car. There's nothing like the practicality of pre-war machines."

## Jeff Lotman/Brian Grozier

### LINCOLN CAPRI

The drama started early for Jeff Lotman when the radiator on his 5.2-litre Lincoln blew on the Wednesday before the event: "I was on my first test drive and the fan blades punctured it. We had to get a mechanic to fly in from Boston with another, and we started installing it at 2:30pm on the afternoon of the start."

Lotman works for Ford so started looking for something suitable with a company connection: "I saw the Lincoln on the eligibility list and found this for sale last year in LA with RM Auctions. It was cheap, but I ended up spending triple the price on preparation. The work was done by Bryan Grozier in Boston and I didn't get to drive it until it arrived in Italy. You feel as if you're driving a huge boat, which is demanding in the Italian traffic. The front bench seat is like a sofa, which is a really comfortable viewpoint for the trip, and we've kept the three-speed automatic. The car weighs more than 2 tons, so the brakes get hot. They were really screaming at the end, which helped to clear the road."

"We broke down five times, but mostly with electrical faults. We ran out of fuses eventually. The fuel pump failed just as we were coming out of Parma on the last day, although luckily we'd brought another. It was an exhausting 55 hours' driving, but we had a special moment arriving in Ferrara at 2:30am to still see people cheering us on. It was an incredible experience."



Above: one of several big Yanks, Lotman's 1954 Lincoln rumbles on after early radiator dramas before the start. Below: the most unlikely entry was Ecklemann's massive Mercedes 500K cabriolet

THE STEERING IS LIKE A TRUCK WITH NO POWER ASSISTANCE, AND HARD WORK UP IN THE HILLS'







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GO51 (above) piloted by Mr & Mrs Van der Kroft on their way to a 5th consecutive Mille Miglia finish. Pace prepared Talbots have finished the event 11 times from 11 starts.

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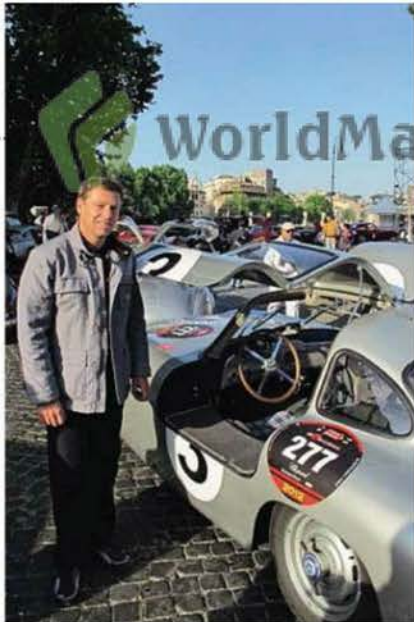
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## Bernd Mayländer/ Holger Appel MERCEDES-BENZ 300SL

"It was one of the best driving experiences of my life," enthuses Mayländer after a memorable run in the ex-Carrera Panamericana W194. The German DTM racer has had a few epic motoring moments, including leading the Canadian F1 GP for 28 laps driving the safety car. "I now have great respect for the 1953 drivers who set an unbelievable average. In the beginning, I handled this historic racer with great care, but in the end I was driving it like an everyday car. It's not easy and with 180bhp it's no match for the 300SLR. It understeers a little, and you have to get on the throttle to get the best out of it. Through the towns it gets hot, but once you are motoring the airflow is fine. The lights weren't good on the night sections. I loved the morning run from Viterbo to Siena. The roads were clear and the scenery was beautiful, which allowed a good average. After the event I started thinking how I could top it, and the 300SLR would be my dream choice. The way Jochen drives it is amazing."

**'THE SCENERY WAS BEAUTIFUL ON THE CLEAR MORNING RUN FROM VITERBO TO SIENA'**



Clockwise, from top:  
Mayländer with Carrera  
W194 in Rome; Jagmetti's  
Nash-Healey at Brescia  
scrutineering; Muller  
father and son with Saab;  
Ivy League style for Horn  
and Rodman in Alfa 1900

## Daniel Jagmetti/ Beatrice Rohrbach NASH-HEALEY

Following in the 1952 wheeltracks of the works entry, Jagmetti had a successful first run in his early Nash: "The 4-litre straight-six is a good torquey engine with plenty of power. We gave the Gullwings a hard time in the mountains, but the biggest disadvantage is the drum brakes – particularly when going down hills. Many Nash-Healeys have been converted to discs but FIVA won't allow them for the Mille."

"We had a few problems with cooling but the car ran well. It was a fabulous experience. My favourite moments were the entrance to Siena and the night convoy around Rome. Beatrice was quite relaxed about the navigation. We had Haldas, and the route book was good, plus the spectators are always helpful. Once the car has been refurbished, we plan to do the Targa next."

The Nash-Healey has impressive Mille Miglia pedigree after Leslie Johnson and *Telegraph* reporter Bill McKenzie finished a strong seventh, but Donald Healey was less fortunate 60 years ago after crashing out in the coupé.



## Stanford 'Doc' Horn/Brendan Rodman ALFA ROMEO 1900

"I went to watch the Mille Miglia in 2010, and decided that I had to do it," recalls London-based American Horn. "I'm passionate about Alfas and, with my budget, the 1900 was the perfect option. I eventually found this one listed for sale in Brescia and arranged through a translator to see it. The long-term gentleman owner had watched the Mille Miglia as a boy and was enthusiastic that I was going to enter. He even came out to watch the start with his wife. This is my second event, but I drove all the way because my co-driver had never shifted with a stick. The clutch and steering are heavy, but you soon forget due to the adrenalin rush. Second-time around, you know which parts you'll really enjoy. The morning run from Rome was special, and even the rain over the Futa Pass was memorable. The route was better this year but the traffic is a problem. They really need to do something about the atrocious service vehicles. My ambition is to crack the top 100 after improving this year to 133rd."



**'WITH MY BUDGET, THE 1900 WAS THE PERFECT OPTION. I EVENTUALLY FOUND THIS ONE LISTED FOR SALE IN BRESCIA'**

## Victor Muller/ Olivier Muller SAAB 93A

"I first entered when I was a freckle-faced student aged 22 – in an Aurelia with straight-through pipes and it sounded fantastic," says Spyker founder and former Saab CEO Victor, who took part with son Olivier. "The Mille Miglia is the highlight of my year. The two-stroke is a challenge because it only has 55bhp, even on a good day. They have terrific roadholding, but the three-speed 'box has a humongous gap between first and second. Around the hills you're shifting all the time – and freewheeling downhill is essential for lubrication – but thankfully the brakes are really good. It's very rewarding, and proves that horsepower isn't everything."





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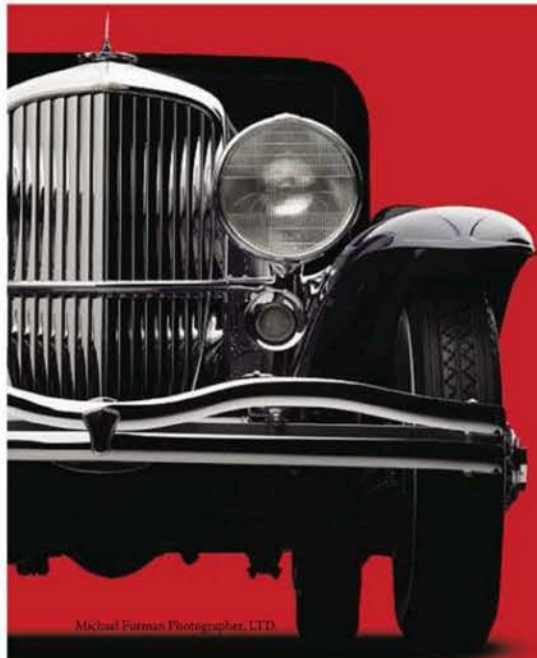
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## Andrew Storer/Christopher Hudson AUSTIN SEVEN ULSTER

The first British car to enter the Mille Miglia was a works-backed Austin Seven Ulster driven by 21-year old Charles Goodacre, who valiantly finished second in class in 1931. After the 21 hours 40 minutes run, Goodacre went to a restaurant to celebrate and passed out – only to wake up in hospital with a nun beside his bed.

When racing specialist and Seven enthusiast Andrew Storer read up on the story, it became his mission to run a Seven on the Mille Miglia: "After being turned down in 2011, my Ulster entry was accepted thanks to help from the Mille Miglia museum staff. The car went like a good 'un and we were even overtaking Merc SSKs in the mountains. It amused us that the car with the biggest supercharger was being passed by the car with the smallest. The engine gives about 50bhp and, with just three speeds, it'll do 65mph all day. My co-driver Chris races a Bugatti Type 35 and was amazed at the Seven's pulling power.

"We had a few problems, including the fan stripping itself in Ferrara and an oil-pipe leak in Siena, but, other than adjusting the cable brakes each night, it ran great. Chris and I split the driving – with me doing the first night and first day, while he drove from Rome to Brescia. The Seven's biggest handicap was the brakes, which require great concentration. By the end my eyes were out on stalks. But the car ran brilliantly on the event, and was perfect for nipping in and out of traffic.



### 'THE ITALIANS LOVED THE SEVEN, BUT WE HAD TO KEEP EXPLAINING WHAT 'CUSTARD' MEANT'

"Our best moment was being passed by Mass in the Mercedes 300SLR. He was driving like a white-van man, yet still waved at us. Fantastic! We thought that the Seven would be the scruffiest car on the event but the reaction was so enthusiastic. The Italians loved it, but we had to keep explaining what 'Custard' meant."

## Stefano Podini/ Vincenzo Invernizzi FIAT 500 BIZZARRINI SPECIAL

No Mille Miglia would be complete without an army of Fiat-based Etceterinis, and Stefano Podini's compact 1952 coupé attracted as much interest as any of the exotics.

"It was built by Giotto Bizzarrini when he was a student," explains Podini. "It's based on a Fiat Topolino, but he moved the engine to the middle of the car. It has a tubular frame and was constructed as a college project with friend Oreste Pascoaletti in a back-street Pisa garage. Story has it that he drove it to his interview with Enzo Ferrari and boldly parked it outside the founder's office. Bizzarrini kept it until '57, though it never did the Mille Miglia. We had a long discussion with the organisers, then FIVA approved our application and we were accepted.

"It handles well but is very noisy and hot inside. The tuned engine has a Siata cylinder head and twin Webers, but could do with a little more horsepower. We were hoping Giotto would come to see the start but he's 86 now. We had a good run until a halfshaft broke on the last day."

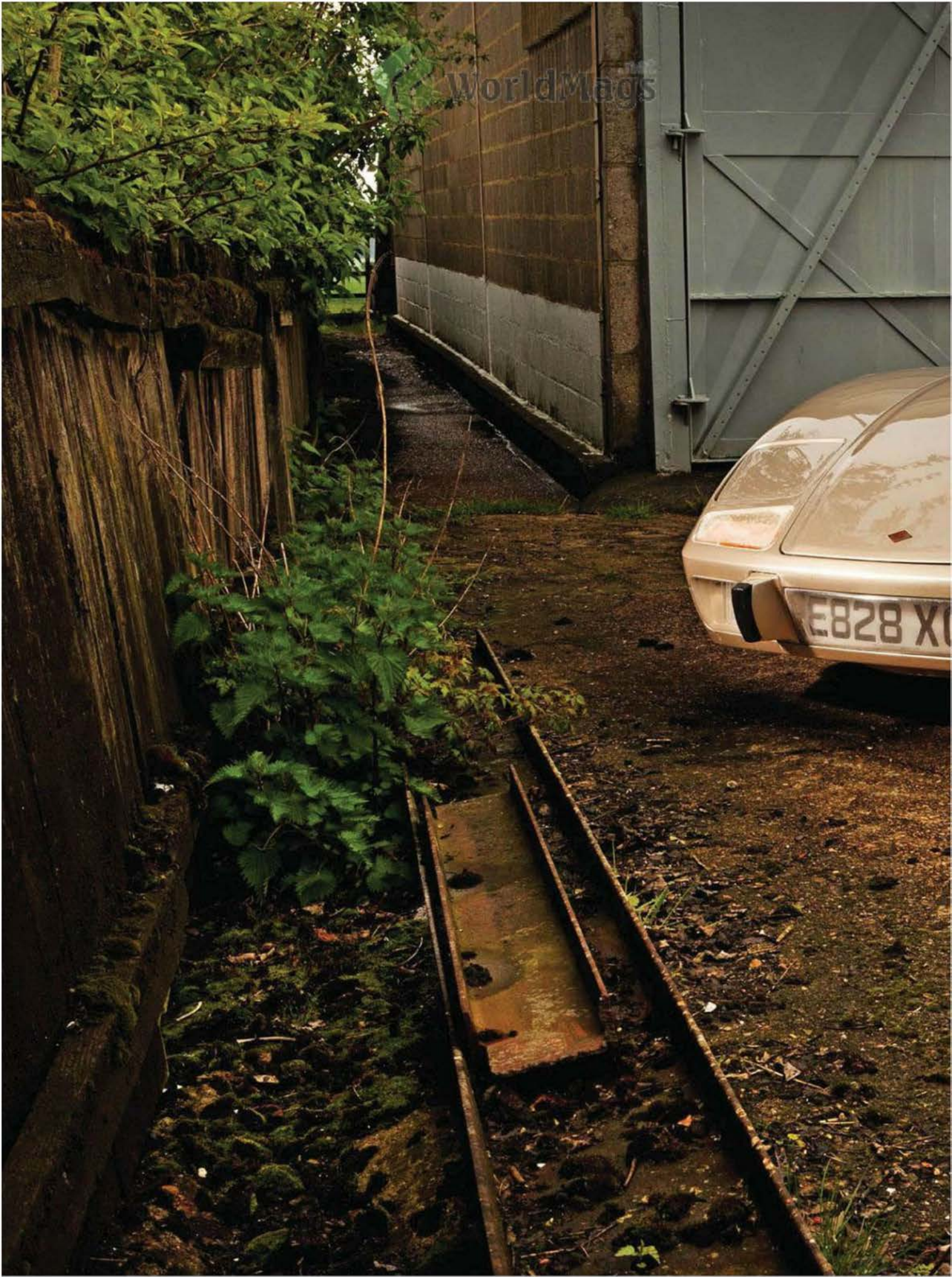


Above and below: Seven Ulster heroes Storer and Hudson. Right: Podini and Invernizzi with Bizzarrini's first car, which he drove to his interview at Ferrari





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# GOLD STANDARD

The Cirrus is one of those great British sports car projects that never quite made it. After an exclusive drive in the Gold Motor Company's prototype, **Russ Smith** wishes it had

PHOTOGRAPHY TONY BAKER



**F**or every Lotus, TVR or Noble, there are a dozen other would-be car-makers or projects – be they all-new or trying to revive an old marque – that fall by the wayside. Often you can see why, and any loss to the motoring landscape is not great. Just a few leave you wondering what might have been, however, and the Gold Motor Company's Cirrus is one of those.

After all, even in 1991 a sports car with a composite body, mid-mounted V8, ground-effect aerodynamics and four-wheel drive was pretty cutting-edge. The innovative Cirrus was British, too, hailing from Surrey. With this sector dominated by Porsche, Ferrari and Honda's NSX, we should have been waving flags.

Some were. Tiff Needell drove the Cirrus for *Top Gear*'s 1991 Motorfair special, and offered the opinion: "This is a serious motor car... An indulgence, but a rather nice one." And with a £45,000 price-tag the last time we had a full-blown recession, it really was an indulgence. But low-volume, high-spec sports cars always are.

For the Cirrus it was wrong place, wrong time. Just two were completed before the project folded: a red production car that appeared on *Top Gear* and in many publications, and the gold prototype that we've been turned loose in today. There are significant differences even between those two cars because the engine cover was redesigned with lots of full-width vents rather

cleanly finished front end is more than a pretty face, too: a venturi shape in the floor beneath the nose creates ground effects at speed, and the car was shown to produce zero front-end lift, even above 130mph. Another benefit of Butler's aircraft-engineer training.

A few parts were borrowed, as is usually the case with low-volume production, but they have been well integrated. Would you have recognised, for example, the Citroën CX windscreen or Vauxhall Royale tail-lights?

With its composite bodyshell bonded to the spaceframe chassis, the Cirrus is – and feels – extremely rigid. Even on this prototype, nothing rattles or creaks – including the targa-style roof sections – plus the fit and finish of all body panels is absolutely top-drawer. The panel gaps alone are enough to make a Lotus owner weep, and the 'production' car was even better.

Press the button behind the passenger seat to open the engine cover and you find a pretty crowded bay. That's largely because it was originally intended to house only an Escort four-pot. Butler already had the first prototype shell

made when Toyota launched the MR2. "We knew we couldn't compete with that," he says, "so we had to move up into another sector. Rover's lightweight V8 made the most sense, though it had to go in back-to-front to fit."

There's evidence of clever thinking everywhere you look, from the twin batteries – mounted one in each front corner of the engine bay to ensure good weight distribution – to the race-style long and tortuous tubular exhaust manifolds, each tube being of equal length to best extract power from the engine.

That powerplant has the matching Rover SD1 five-speed gearbox, but in the Cirrus it is connected to a four-wheel-drive system created with the aid of Ferguson Developments, famed for its work on the Jensen FF (*C&SC*, June). This features a centre differential and viscous coupling that sends 63% of the torque to the rear wheels, which balances nicely with the car's naturally rearward weight bias.

Balance is also a word that springs to mind when you drive the Cirrus. It truly does have the poise and control and 'grown-up' feeling that you'd want and expect from a car that cost nearly £20,000 more than a TVR Griffith, and was only 18% cheaper than a Porsche Carrera 4. With 'just' 198bhp on offer, it's almost impossible to spin the wheels on take-off, and that grip is just as good in corners. Our test started on wet roads and it quickly became apparent that the Cirrus wasn't at all fazed by that disadvantage. It simply

## 'ROVER'S V8 ENGINE MADE THE MOST SENSE, BUT IT HAD TO GO IN BACK-TO-FRONT TO FIT'



than fan-shaped intakes to improve cooling, a move that also gave a cleaner line and better overall balance to the styling.

That's something worth focusing on at this point. Like everything else on the car, the shape came straight from the pen of Cirrus creator Nick Butler, armed with little more than blank sheets of paper and his own vision of what a sports car should look like.

"I simply sat down and drew everything," says Butler. "I didn't leave the house for a whole week." You might pick up the odd influence of Porsche 924/944 here and there, but this is a complete design with lots of subtle, considered details, from the slightly raised styling line that runs around the front bonnet panel and out to the mirrors, to the rectangular exhaust tips. All the result of progressing through three distinct sets of moulds as the shape was refined: not bad for a first styling attempt. That low-slung and

Clockwise, from above: Cirrus is impressively composed on twisty roads; well-appointed interior – instrument binnacle moves with wheel; faithful Rover V8; 10-spoke alloys





## Meeting its maker

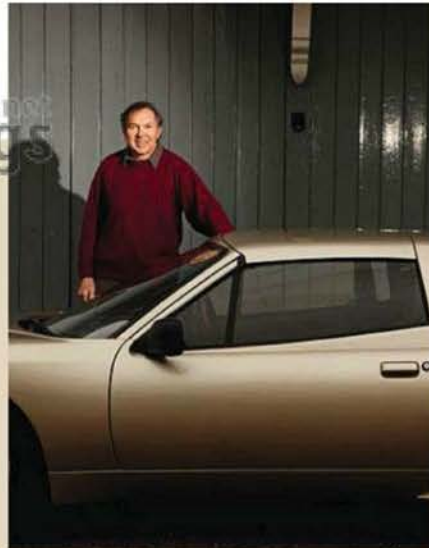
The man behind the Cirrus, Nick Butler, is a former Hawker Siddeley aircraft engineer who made his automotive name building a series of show-stopping street rods in the 1970s, plus the Wolfrace Sonic promotional vehicle, which boasted six wheels and twin side-by-side Rover V8s. But even from there, the ambition to produce your own sports car takes quite a leap of faith.

"The hot-rodding was all one-offs," says Butler. "I had the desire to productionise something, so I was in complete control of the what and the how."

With the aid of a backer, Butler formed the Gold Motor Company and work on the Cirrus began in 1982, finally coming close enough to fruition to be tested by various magazines in 1991. So what went wrong? "We were in recession and were running out of money. We'd had lots of interest and good feedback, but nobody actually wanted to buy a Cirrus. The truth is, to sell a car you need three things: a desirable product, a recognised name and a good distribution network. We had one out of three. Was it worth £45,000? No. Unless you wanted something truly unique."

"Then we were approached by a company in Weybridge that was buying out kit-car companies and wanted something more serious. Sometimes you have to accept that you cannot put any more time and money into a project, and walk away. So we sold everything bar the prototype to them."

**From top: cutaway drawing shows Cirrus' mid-engined layout, spaceframe chassis and 4x4 drivetrain; shape was all the work of Butler (above right); the composite bodyshell ready to receive paint**



Compact dimensions are a hint at the Cirrus' more humble original design brief. Only late in the day did it receive V8 power





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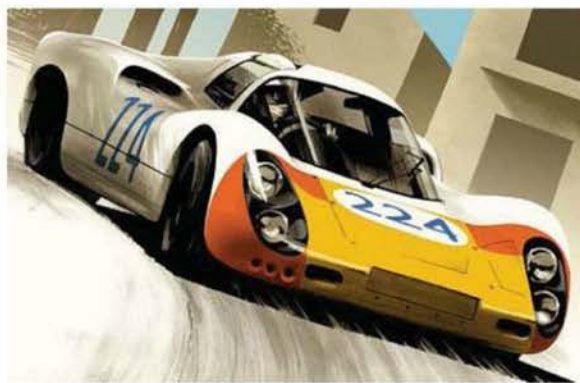
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goes where you point it and hangs on, without even the slightest hint of a tug through the steering to suggest that power is being fed to the front wheels. It's that good.

The car proves very easy to handle on even the narrowest and twistiest of Surrey lanes, helped by its diminutive size – just an inch or so longer and wider (but lower) than a Mk1 MR2. On tight corners and at slow speeds you do have to muscle the unassisted steering a bit, but the harder you push, the better it feels.

Most other controls are heavy, too. There's no servo for the AP Racing brakes, which feels a little unsettling when you first push the pedal, but press a bit harder and the stopping power is immense. I'm pretty sure that many buyers would still have demanded a servo, however.

Overall the chassis is so good, and the car is so together, that I can only echo the feelings of every tester who drove the Cirrus in period: it's too capable – it could do with more power. And if everything had gone to plan it would have got it, too. "I was going to get into power, or the lack of it, next," remembers

Butler. "The focus up until the launch had simply been on getting the car right. Extracting more power from the Rover V8 is so easy that it simply wasn't an issue, and the 3.9-litre

**Clockwise, from below:** chassis could easily cope with more power; pinched front end hugs the road; the Gold name was a victim of the 1990s recession; fussy rear spoiler houses vents

## GOLD CIRRUS

**Sold/number built** 1991/2

**Construction** composite body, steel

tubular spaceframe chassis and floorpan

**Engine** all-alloy, ohv 3528cc V8, Lucas/

Bosch L-Jetronic fuel injection

**Max power** 198bhp @ 5300rpm

**Max torque** 210lb ft @ 4400rpm

**Transmission** five-speed manual, driving all four wheels via Ferguson system

**Suspension** independent, by unequal-length wishbones, coilover dampers, dual coilovers with progressive-rate springs at rear; anti-roll bar f/r

**Steering** rack and pinion

**Brakes** 12in (305mm) ventilated discs with four-pot aluminium calipers

**Wheels and tyres** 7x15in alloys with 205/50 VR15s

**Length** 13ft 1in (3990mm)

**Width** 5ft 8½in (1740mm)

**Height** 3ft 9in (1140mm)

**Wheelbase** 7ft 8in (2343mm)

**Weight** 2780lb (1260kg), split 44:56 front to rear

**0-60mph** 7.8 secs

**Top speed** 134mph

**Mpg** 24mpg

**Price new** £45,000

**Price now** £12-20,000 (est)

from a bit of transmission whine and wind noise as speeds rise, it's quite civilised too.

When the Cirrus project folded, the prototype was retained by Gold Motor Company's backer, and spent most of its life in Belgium until returning to the UK this year. Our visit is the first time Butler has seen the car since 1991, but you don't easily forget something that was a large part of your life for nine years. After initial hesitation about getting close again after so long, it is quickly evident that he remembers every detail, spotting parts that are missing, broken or otherwise not exactly as they left Dorking.

Butler is too smart to be drawn into dwelling on what might have been, so that speculation falls to us. With hindsight, it probably never was going to make it in 1991. Wrong time, wrong price, and not quite exciting enough to inspire the headline writers. Had it been launched in rosier times, however, perhaps with something like the 240bhp 4-litre V8 used in the TVR V8S, things may have been different. The Cirrus is a quality product, and people will pay for quality if it has a bit of credibility attached.

As it is, the Cirrus will remain a small footnote in our motoring history, alongside other glorious and regrettable failures such as the Panther Solo. It should have been so much more.

**Thanks to** ACA, which will be selling the Cirrus on 18 August: [www.angliacorauctions.co.uk](http://www.angliacorauctions.co.uk); Nick Butler: [www.nick-butler.co.uk](http://www.nick-butler.co.uk)



version was around by then. We would definitely have gone down that road."

There's evidence of more deep thinking in the cockpit, which has excellent ergonomics. You sit quite upright, in the same kind of 'fishnet' head-restraint Recaro seats that are so beloved by Ford fans. In the Cirrus, they are leather covered and feature appropriate gold-stripe detailing, but it's a position that quickly feels right and allows good visibility. Final tweaks come from a steering wheel that is adjustable for height and connected to an instrument binnacle that moves up and down with it.

The switchgear, vents and inner handles are all from Ford's 1980s black-plastic collection, so lack a bit of ambience even though they have been well located and integrated into the design. On the prototype you have to wind the windows yourself, though the production car went electric. The pedals are so offset to the left that you'll press the brake with your clutch foot at first, but that's a necessary flaw shared by many mid-engined cars due to the intrusion of the inner wheelarch. It's a nice place to travel and, apart





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**M0812P**





What it's all about: fully laden Magnette, with wife, two kids and luggage for a week, basking in the Tuscan sunshine on the coast south of Livorno



## MG Magnette

**Run by** Alastair Clements  
**Owned since** January 2010  
**Total mileage** 5223  
**Miles since**  
**July report** 600  
**Latest costs** spares (unused!)

## SALOON SIZZLES IN TUSCAN SUN

It all started with a comment from Mrs C, a lady not renowned for her passion for classics, as we worked out the travel arrangements for our family holiday to Italy: "Wouldn't it be nice to take the MG?"

Once I'd got back on to my chair, I quickly agreed, but immediately started fretting. I do have plenty of confidence in the Magnette these days, but the idea of thousands of miles across Europe at a 65mph maximum (for a one-week holiday) didn't really appeal – plus I knew that if it were to break down, we'd never use it for a big trip again.

A quick browse on the internet revealed the perfect solution: via UK agent Railsavers we found that, if we could get to The Netherlands, we could then board the Motorail in 's-Hertogenbosch, enjoy a good meal in the restaurant car as the train wound through scenic Bavaria, then have a kip and wake up in Livorno, 60 miles north of our destination near San Vincenzo.

Better still, Stena Line runs an overnight ferry from Harwich to the Hook of Holland, so we could even avoid having to hack up from Calais against the clock. It meant a fairly lengthy journey, but we decided that we could incorporate it into the holiday, and the kids were thrilled at the idea of travelling by boat, train and classic.

Having changed the back axle as described in my previous report, I gave the car an oil change and grease (replacing several nipples in the front suspension), and that was it. Oh yes, apart from upgrading my AA cover to include European Breakdown, assembling a toolkit and paying another visit to Moss to put together a spares box. I tried to cover everything I reckoned I could replace while on the hoof.

The car was then packed super-efficiently to make the most of the available space – although to be fair



Boarding *Stena Hollandica* in Harwich for the lazy (and luxurious) trip to Hook of Holland

the boot is pretty big – the booster seats were strapped in and we set off straight after school to beat the traffic around the M25 to the A12. We met up with our 'support crew' – the Tucker-Hunt family in their BMW wagon – near Chelmsford and boarded the *Stena Hollandica* in time for a glass of red before bed.

We awoke to light drizzle and the proposition of driving through the tulip fields before a rather dull – but mercifully brief – motorway blat to the station, excitement building all the way at the proposition of boarding the train with our car.

'Emma's references to it subtly changed from "your car" to "our MG" over the course of the holiday'



Keeping an eye on the temperature gauge





Extra boat trip, dodging Dutch motorways



Niamh, Dan, Will, Imogen & Marcus at play



Fabulous way to travel: MG safely strapped aboard the Autoslaap Tren for the return leg



Dining car with Tucker-Hunt support crew



The Netherlands: obligatory windmill shot



Topping up leaking axle with fresh SAE90



About to be led astray (again) by sat-nav...

And we weren't the only ones: ahead of us in the queue were a TR4, a couple of Healeys and a magnificent Lagonda tourer that my six-year-old Elsa and her pal Max took a shine to. At the Dutch end it's a particularly slick operation and we were soon aboard, with nearby drivers clearly nervous of my car's dicky handbrake until bars were placed ahead of and behind the car to prevent it from rolling.

Although I did feel a bit guilty at 'cheating' my way across Germany, Switzerland and northern Italy, the Motorail feels like a wonderfully period way to travel. It's easy to imagine the ZB's first owner choosing it for a getaway in 1957, and it's a great way to see Europe.

From Livorno, I had intended to take the scenic route but tired kids and a misbehaving sat-nav led us to opt for a run on the *autostrada* – with fateful consequences. As we pulled into the campsite, I noticed that, yet again, the dreaded rear axle had sprung a leak. Still, nothing could dampen my spirits and the only other problems as we met up with the rest of our friends (families Pitchley, Parker and Gaspar) were a slight weep from the rear carb, plus a rather melted nodding dog on the back shelf.

Although we had never planned it as a touring holiday, I couldn't resist getting out into the Tuscan countryside in the MG, and every outing was greeted with shouts of "Bella!" from car-loving Italians with cameraphones at the ready. Presumably a ZB Magnette isn't the most common sight in the area. Day trips to the beach, to Pisa, to the nearby hill-town of Populonia – reached by a fabulous hillclimb with endless hairpin bends – and ferrying the gang to the supermarket all passed without a hitch. I did, however, get the wheel off to check the extent of the axle leak

(minor) and regularly top up the fluids – although even in 35°C heat it never lost a drop of coolant.

For the return leg, I decided that I'd had enough of highways so we got on the maps to follow the winding coast road back up to Livorno. Here the MG was in its element, its delightful balance in the bends helping it to maintain its favoured cruising speed (45-55mph) and keep the oil temperature down and the pressure up. The sightseeing continued into The Netherlands as we set off in search of the *de rigueur* holiday snap beside a windmill, enjoying a gentle trundle – and an unexpected extra ferry crossing – back to the Hook in time for fish 'n' chips on the seafront before boarding the ship for Harwich.

As we battled through a torrential downpour that welcomed us back to Blighty, I was amused to see 550 miles click past on the odometer – so few miles, but such a great adventure! The footwells slowly filling with water reminded me that I urgently need to do something about the leaking windscreens.

I didn't need to reaffirm my love for the Magnette, but it has been special to watch the family galvanise its relationship with the car. In 10 days, my wife Emma's references to it subtly changed from "your car" to "our MG", and in Holland she thoughtfully added: "I think we should keep this car, it's the perfect way to travel." Right now, I can't see myself ever parting with it.

#### THANKS TO

- Railsavers: 01253 595555; [www.railsavers.com](http://www.railsavers.com)
- Stena Line: 08447 707070; [www.stenaline.co.uk](http://www.stenaline.co.uk)
- The AA: 08000 852721; [www.theaa.com](http://www.theaa.com)
- Moss: 020 8867 2020; [www.moss-europe.co.uk](http://www.moss-europe.co.uk)



Magnette (and Mrs C) taking part in an Italian canvas version of the Jubilee street party



A Brit abroad: MG on an excursion to the fortified medieval town Populonia, near the rather less scenic port of Piombino




 Kent does its best Paris  
 Texas impression with XK  
 at Dungeness on GCCG tour


## Chevrolet Corvette Stingray

Run by Simon Taylor  
 Owned since April 1972  
 Total mileage unknown  
 Miles since October 2003  
 report 1483  
 Latest costs £127.46



Bare Chevy chassis mid-rebuild in 1993

## V8 CONVOY FOR DRIVE IT DAY RUN

To my shame, this is the first *Our classics* report on my much-loved Stingray for nearly nine years. That doesn't mean I haven't enjoyed it from time to time, although for long periods it stays in the custody of my good friend Colin Mullan. He ensures that it's used regularly and fettled as required. Then I realised that Drive It Day on 22 April was 40 years almost to the day since I bought it, and I felt duty-bound to get back behind the wheel.

It was three years old in 1972, advertised in *Exchange & Mart* by its American serviceman owner who was heading home. By the time I'd paid import duty, it cost me £2250. For several years it was the only car I owned, and I loved it: fast, strong, thirsty and different. After 20 years it went to the USA for a concours rebuild by Pyramid Restorations of Bancroft, Michigan – although on its return further mechanical work was needed from Colin. I reckon he's the best man in Europe at making old American cars work properly without creating an expensive fuss about it.

The Taylors and the Mullans decided to celebrate Drive It Day in convoy, with Colin and Bev in his superb Monteverdi 375. We chose the event run by my friends at Hagerty Insurance, who donated our entry fees to charity, and the route used a pleasing network of

back-roads from Silverstone to Donington. It reminded me what an efficient, relaxed and rapid cruiser the Stingray is: only the super-light power steering and the prodigious thirst would stop me going back to using it every day. The Mako Shark shape in its pre-impact bumper form is ageless and, cars having got bulkier since the '70s, the Stingray feels compact. When the sunny morning gave way to heavy rain, my wife Pearl appreciated the way the hood went up in seconds, and was waterproof.

At Donington we had a quick lunch with the circuit's new MD Christopher Tate, who is steadily getting the place back to how Tom Wheatcroft always wanted it, and fitted in a lap of the museum, which shows a few gaps now but is still a magical place. Then it was on to the M1 for the drive home, the Stingray's outside exhausts thrumming sweetly. At one point Colin and I swapped cars, so I was able to sample the Monteverdi. On brief acquaintance, it felt wider and therefore a little less friendly than the Stingray, but what a really great car. With its Veglia dials and Italian leather, the cabin experience is very Maserati or even Ferrari, but prod the right pedal and the torque and rumble are good, honest Detroit. And Pietro Frua's shape is simply beautiful, hitting the target in a way that his similar designs for Maserati and AC didn't quite manage.

A swift half in Colin's local, and it was home after 330 enjoyable Stingray miles. I hope I'm around to celebrate a half-century of Corvette ownership in 2022.


 No shortage of cubes, with  
 7.2-litre Chrysler-powered  
 Monteverdi and 5.7-litre  
 small-block Stingray


## Jaguar XK150

Run by Graeme Hurst  
 Owned since January 2005  
 Total mileage 67,313  
 Miles since February  
 report 289  
 Latest costs £62

## A TAXING TIME ON TAX FREE SUNDAY

A rain-sodden April was a reminder of why Jaguar sold so few Roadster variants of its XK150 in period: raising the roof is like pitching a tent. Which is something I tried to avoid on this year's first outing, the Goodwood Breakfast Club. The 58-mile run to the Tax Free Sunday in March couldn't have been in worse conditions. After attempting it roof-down – the rain being swept over our heads by the top of the

screen – I had to admit defeat just five miles from the circuit when the water dripping off the trees above the roads over the Downs proved too much and we raised the top.

Respite came on a sunny Drive It Day when we took part in the Gay Classic Car Group's Kent tour. The 55-mile route kicked off in Trosley Country Park and ended at Dungeness. The weather, scenery and great company made for a magic day that restored my faith in the classic hobby – especially because we saw plenty of other old cars, too.

Other trips included a blast to the RAF Museum in Hendon with best mate Gary from South Africa and the Bonhams sale at Mercedes-Benz World. Thankfully, the only mechanical fettling necessary has been to replace the fuel sender unit to cure the gauge's intermittent behaviour. But it took me a couple of hours to dismantle the dash and reassemble it to test the gauge after having confirmed that the sender worked OK out of the car. It turns out that its rheostat mechanism was being shorted out by fuel entering the unit, which was only happening when it was more than half full.

Draining the tank was a little alarming – because a load of crud came out with the plug – though I'm not keen on dropping the tank to flush it before the winter in case we suddenly get a summer after all!

### THANKS TO

• Guy Broad Parts: 01676  
 541980; www.guybroad.co.uk



Even Lord M couldn't rectify the weather



Filth came out with fuel-tank drain plug

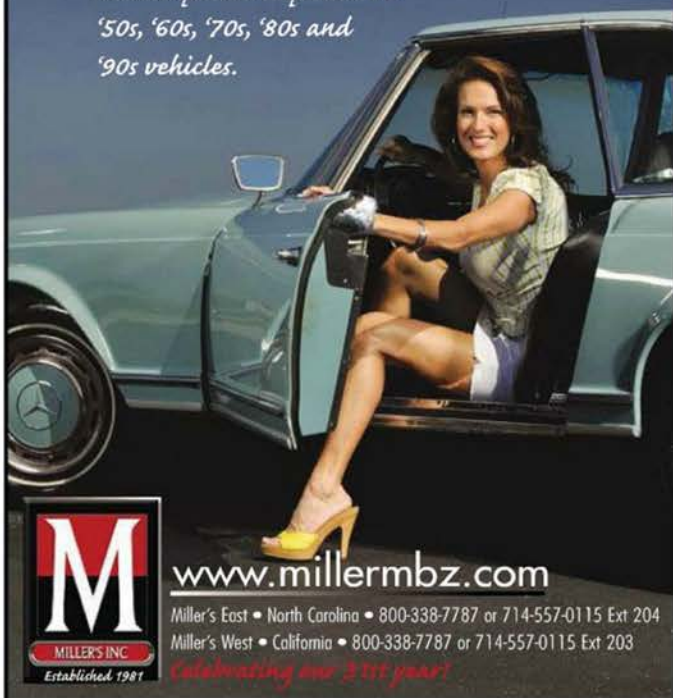


New sender has cured erratic fuel reading



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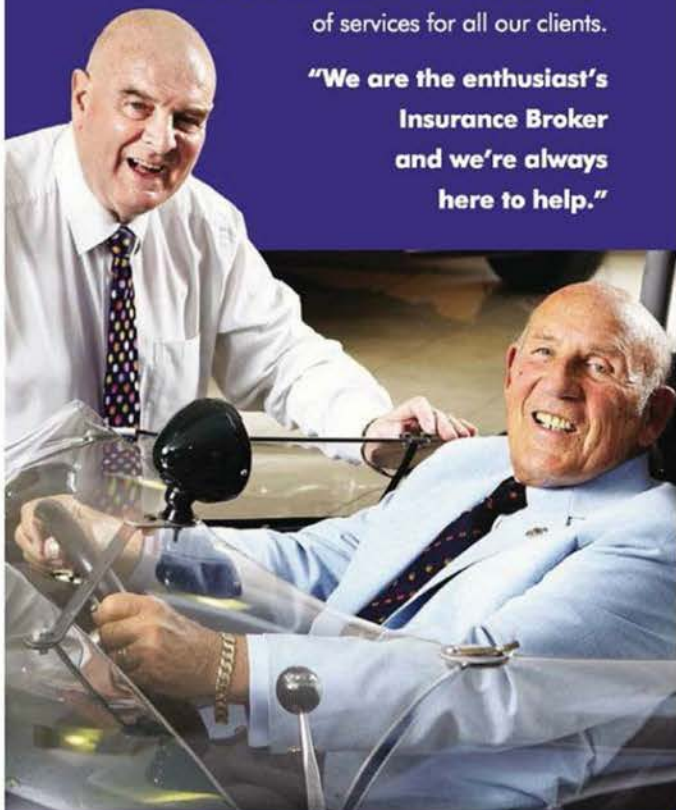
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Port has been busy scouring the countryside in search of Germanic-looking backdrops. Inset: faulty wheel cylinder



## VW Beetle 1300

Run by Martin Port  
 Owned since March 2012  
 Total mileage 65,893  
 Miles since June report 908  
 Latest costs £570

## TURN ON, TUNE IN – AND EVEN STOP

The good thing about the Beetle having slightly dodgy brakes was that I got to have it all to myself for a while – Mrs P understandably wanting to hold off from using it on the school run until it pulled up straight and with a more responsive pedal. I commuted in it for as long as I could, though, before admitting that I had to fix it rather than keep driving around the problem.

The initial suspects turned out to be the culprits: replacement wheel cylinders and flexi-hoses did the trick and, after adjustment, also raised the pedal and improved its feel. So, with no more pulling and improved confidence under braking, I was on the verge of handing over the Beetle's keys to Ramona when I realised that I hadn't addressed the other issue she had previously raised: a radio.

A bit of research highlighted

US-based company RetroSound, which distributes its products via VW Heritage and Moss Europe in the UK. Its innovative design features the main unit as a separate entity from the switches that mount on to adjustable brackets. It sounds complex – but isn't! – and means that the set-up can be tweaked to fit almost any classic dash and customised with old-style knobs and facias.

I plumped for the Model One, which is a perfect fit in the Beetle, and mated it to a black facia plate



Novel RetroSound radio has a period look

and chrome knobs so that it looks as close as possible to the factory radio option. You can't ignore the LED readout, of course, but it doesn't look at all out of place at first glance.

Fitting was relatively straightforward, with just the airbox under the scuttle needing to come out for access. The one thing that I wanted to achieve was that everything needed to be easily returned to standard without any noticeable modifications. The speakers obviously posed a potential problem. Normally I would have created something in the sizeable space behind the rear seat so that it would remain hidden, but I also wanted to



Belt swap cured slipping and squealing



Compact speaker sits behind dash grille



Thin subwoofer designed to go under seat



Kick-panel speakers and CocoMats in place

keep that valuable room free for carrying shopping/luggage/a buggy etc.

In the end I opted for a set of the firm's kick-panel mouldings and speakers. OK, they aren't exactly invisible and do alter the appearance of an original cabin, but I worked out that I could fix them in place with just a couple of screws (hidden by trim should I wish to remove them again), and neither did they take up any worthwhile space. I may cover the plastic finish around the speakers with carpet to match the rest of the trim to further disguise them. Having paired those with a neat dash speaker – obscured behind the dash grille with a piece of old cloth – I ended up with a decent audio system that's USB/iPod compatible yet looks period.

The aerial hole in the scuttle was already there and filled with the original plug so that was an easy fit, and a thin subwoofer (again from RetroSound) is waiting to be fitted in order to complete the installation should more bass be required. I'm not sure if I will go that far just yet, but the set-up already sounds good and has the benefit of appearing at home in a classic Beetle.

A set of superb CocoMats from Natural Auto Products in the US added another authentic-style touch to the interior – they were a dealer accessory in the 1960s. I was tempted by a red fleck, but the plain black herringbone design keeps it simple while providing a quality finish underfoot. I always thought that these mats looked spot-on in my Porsche, so it's nice to have

another car that they suit so well.

More important than any of this, though, is that the humble Beetle is in daily use. It's either with myself or, more often than not, Mrs P, who seems very satisfied with her new steed and does at least let me steal the keys every now and then so that I can get my air-cooled fix.

### THANKS TO

- VW Heritage: 08458 738328; [www.vwheritage.com](http://www.vwheritage.com)
- RetroSound: [www.retrosoundusa.com](http://www.retrosoundusa.com)
- Natural Auto Products: [www.cocomats.com](http://www.cocomats.com)



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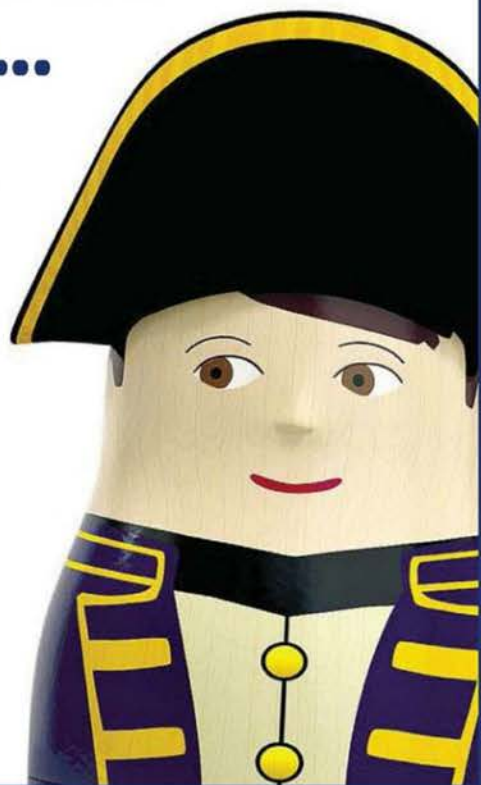
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## Jaguar E-type

Run by Gaynor Cauter  
Owned since December 1980  
Total mileage 105,904  
Miles since June report 329  
Latest costs £375

## GETTING IN TUNE FOR THE SUMMER

With only weeks to go before our annual trip to the Périgord for the Rallye des Bastides and a visit to the MoT station looming, it was high time Boo received some attention. Top of the list was a broken engine mounting, replacing the brake-fluid reservoir and sorting the carbs.

The problem, as ever, is finding the time. My partner Len is now so busy restoring other people's Jags, wearing his Straight Six Classics hat, that he has to be booked in advance to work on mine. And his time doesn't come cheap. This latest job cost me a fortune in cake!

Getting the carbs off the car is fairly straightforward and repair kits are easily available – the tricky part is setting up the three correctly.

SNG Barratt's kits come with new jet springs, which is just as well because Boo's were in a sorry state – in some places they were so rusty, it's amazing that they worked at all.



Cruddy old float chamber and rusty spring



Part-way through delicate refurbishment

As petrol passes from the float chamber along the link pipe to the bottom of the carb, water in the fuel gradually accumulates where the springs sit, causing them to rot. This in turn leaves a thick coating of rusty crud in the chambers and that has to be cleaned out before the new springs can be fitted.

The fiddly bit is getting the old jets out and replacing them with new ones without disturbing their alignment with the needles, something that Len is a dab-hand at. Do it carefully, he says, and the new jets should go straight in without the need to reposition them.

Refurbishing everything took the best part of a day, but it should be a lot easier next time because we've just taken delivery of an ultrasonic cleaning tank. The only downside is that it doesn't do the washing up.

The engine now ticks over more evenly and the new mounts have cured the banging noise made by the carbs and the airbox bouncing against the subframe at idle. Len also replaced the brake-fluid reservoir, the lid of which had parted company with the sender unit. The warning light should now work, but it doesn't of course. At least Boo has a crisp new MoT certificate and is ready for its summer holiday.



Replacing reservoir didn't make light work



## Citroën GSA Spécial

Run by David Evans  
Owned since March 2007  
Total mileage 155,525  
Miles since July report 1302  
Latest costs £204.72

## A NOISY END TO LA VIE EN BLEU

There's something about the camaraderie between people with old cars. It's a cross between incorrigible enthusiasm and an incurable disease. We're all the same.

Out of the blue, reader John Church e-mailed me to ask if I was interested in a set of Sterling Metals alloys like my BMW's, for a very reasonable price too. They went straight into the GSA's boot without even disturbing the seats, so it was clearly meant to be. While John was showing me his Mustang (now a runner again), one of his mates pitched up – Tony Dwyer in his fab Fiat 500L. As we chatted, John's neighbour Martin Jackson came over – beaming from ear to ear – to say that he used to have a 500. Then a couple of other classics went past, too, each giving a cheery toot.

On the drive back, I noticed that the exhaust had more of a rasp than normal – Rob Moss at Chevronics had pointed it out when he'd replaced the inlet manifold and said to keep an eye on it, or an ear really. I had intended to bandage it, but couldn't fathom where it was blowing. So I decided to have another go at tarring up the bodywork instead, in a vain attempt to make the car look more presentable for La Vie



Sterling service: alloys slotted straight in



Blue, plus grey primer and black duct-tape

en Bleu at the end of May (*Sport*).

Things could have gone better... I sanded off most of the surface rust but knocked a chunk of filler out of the offside-front wing – covered with tape for the time being. Then, the night before the event, I ran out of topcoat about halfway through, at which point the air turned as blue as the car. Still, at least swathes of primer looked as if I cared.

On the way home, the nearside front downpipe broke – giving the flat-four something of the character of a racing Panhard twin, but with another two pots. Cue another visit to Rob's for that to be replaced.

The following weekend, while I was at Dad's in Cheshire, the nearside-rear tyre kept losing air. *En route* to Tatton Park (see *Your events*) I popped into HiQ in Crewe, where Ian Day traced the leak to a tack and expertly repaired the Michelin XXZ. He was off to a show the next day with the model steam engines that he and his brother build and restore – more kindred spirits.

### THANKS TO

- The Chevronics Centre: 01462 455280; www.chevronics.co.uk
- HiQ Crewe: 01270 251220



No water jackets required: Dwyer's cute 500L with Citroën on trip to buy Church's alloys



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## Morris 25

**Name** Martin Redmond  
**Age** 64 **From** Bedford  
**Occupation** Retired  
**First classic** MG TC  
**Dream classic** Alfa Romeo 8C  
**Favourite driving song**  
*Welcome to Fabulous Las Vegas*  
 Brandon Flowers  
**Best trip** A drive to the 1993 Monaco Grand Prix

## PRE-WAR BRIT IN GLOBAL EPIC

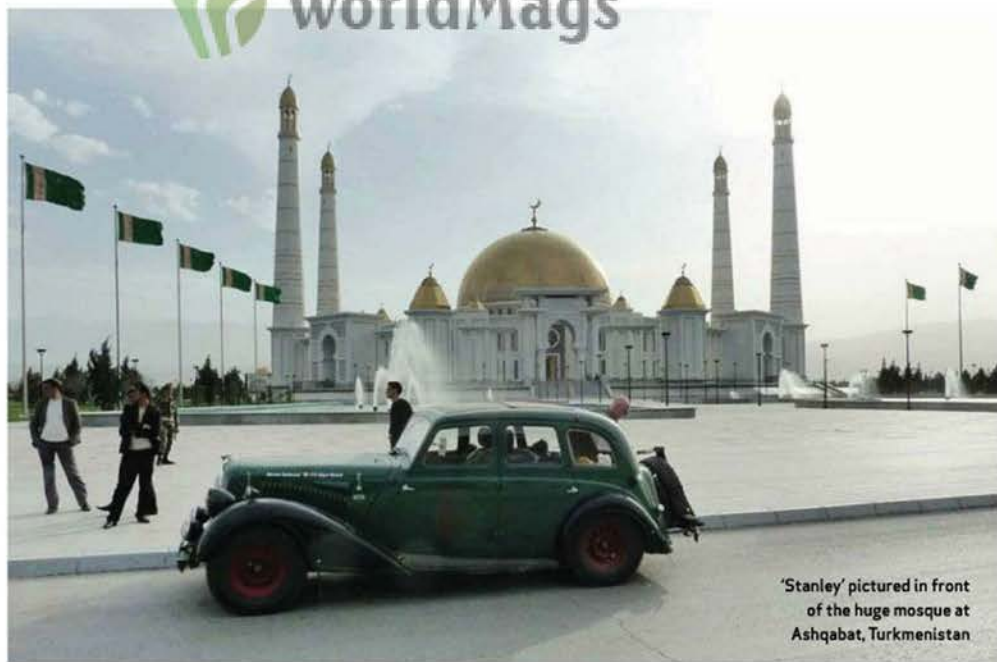
This 1938 Series III Morris 25 has taken me, plus my friend Roger Gaunt, on an adventure around the world, covering some 15,000 miles, travelling through 13 countries and crossing two inland seas.

Amazingly, the car – affectionately known as ‘Stanley’ – stood up well to the punishing journey, often having to deal with difficult and dangerous terrains, plus roads that were badly pot-holed and, in many places, no more than just a dirt track. Stanley also had to contend with all manner of weather conditions and extreme climates.

I bought Stanley in 2009, and it is believed to be one of only a few surviving Morris 25s worldwide. Following extensive preparatory work, including a complete overhaul of the mechanicals, the removal of the rear seating to make room for everything we needed for the expedition and a repaint, the vehicle was taken on a ‘dummy run’ to Spain over Christmas 2010. Further work, which included the fitting of new heavy-duty springs, was then completed in readiness for the impending journey.

Starting on 12 March 2011 and finishing on 3 May, we clocked up 11,000 miles in the 74-year-old Morris on the first leg before reaching our destination – Vladivostok, on Russia's east coast. The route had already taken us through France, Italy, Greece, Turkey, Georgia, Azerbaijan, Turkmenistan, Uzbekistan, Kazakhstan, Russia, Mongolia and finally back into Russia. On our way, we had to cross the Adriatic and Caspian Seas.

It was not unusual for us to cover 250-300 miles in a single day in order to keep to the tight schedules that we had set. This was despite having to deal with problems such



‘Stanley’ pictured in front of the huge mosque at Ashgabat, Turkmenistan



Passing cart didn't stop to offer any help



Being stopped by the police in Kazakhstan



Martin (on left) and Roger in Vladivostok



At Big Rock Candy Mountain Resort, Utah

**‘On the first leg of the trip we clocked up 11,000 miles before we reached our destination – Vladivostok’**

as failed windscreen wipers, indicators and door locks, a leaking fuel tank and an exhaust system that regularly needed reassembly. We also suffered with punctures and wheel studs that kept shearing due to the excessive weight of the car and its contents.

Throughout the journey, Roger and I regularly posted blogs to our families and friends. Shortly after reaching Vladivostok, I wrote: ‘I have almost no feeling of achievement from having done it, perhaps not an unusual reaction. I was surprised that during the event I was more fearful than I had imagined I would be and, despite setting

out with the thought that if all went wrong with the car I would walk away from it, I knew that I couldn't.

‘I actually joked with somebody when we were crossing over to France that it was like dragging two tons of scrap metal around the world. Stanley became our refuge but also a huge responsibility. Without the car we could have flown somewhere, re-arranged visas and been quite flexible.’

The processing of paperwork plus vehicle checks at border crossings and customs frequently led to lengthy and frustrating delays, but from Vladivostok the Morris was shipped 6000 miles across the Pacific Ocean to Long Beach, California. After undergoing some repair work, it went into storage until the middle of October, when we began the second leg of our mammoth journey – a 4000-mile drive across America.

Compared with the earlier part of the marathon, this was less arduous and more relaxed, with plenty of sightseeing. We travelled through California, Arizona, Colorado, Utah, Wyoming, South Dakota, Minnesota, Wisconsin, Illinois, Ohio, Pennsylvania and New York before arriving in New York City on 11 November.

In a blog on his return to the UK on 15 November, Roger wrote: ‘Thus ends the trip around the world. Not quite 80 days, but then again we weren't racing. An amazing experience – we've seen incredible things. With few exceptions – and that includes the person who stole my camera – everyone has been very good to us and we have learned a lot.’

In New York, we arranged for Stanley to be shipped back to the UK. We travelled down to Felixstowe on 15 December to free him from the container in which he had been incarcerated for several weeks, along with two other vehicles, and return him safely home to Bedfordshire.

Stanley is currently enjoying a well-earned retirement. But for how long? As Roger wistfully says: ‘Only time will tell.’

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# QUIETER CRUISING

## AUSTIN-HEALEY FIVE-SPEED GEARBOX £4200

01676 542292; [www.cape-international.com](http://www.cape-international.com)

Having noticed an increase in demand for a new gearbox that addresses the issues associated with a worn original, Cape International has developed a five-speed conversion for the Austin-Healey 100, 100/6 and 3000. The gearbox is built from components that are manufactured in the UK, and has been tested in partnership with Coventry University to ensure that it integrates with the rest of the car, even if it is otherwise all original. The pre-assembled, all-synchromesh unit incorporates a custom cast-aluminium bellhousing, and is a direct replacement for the standard BMC centre-change gearbox. The intention is that it eliminates problems such as oil leaks, excessive noise and stubborn gear selection, plus temperamental overdrive units. The price shown above is for a full kit, but does not include shipping.



Cape's comprehensive kit has been designed to be a straight replacement

## SCHOLL WAX £113.75 01780 721470; [www.spoutopia.co.uk](http://www.spoutopia.co.uk)

German company Scholl Concepts has introduced two exclusive hand-made waxes, in celebration of its 50th anniversary next year, which at least means that it's getting ahead of the game. The Rock and Vintage are both pure Carnauba blends that are claimed to give long-lasting protection. The Rock (£87.65) is an all-purpose wax that is suitable for all types of vehicle, while the firm's 'flagship' Premium

Vintage Wax (pictured) includes a higher Carnauba content and, as a result, gives increased durability and a much-improved finish. Scholl describes it as being a 'concours' hand-made wax and it is even blended with cacao to give a chocolate scent. All you need to do put it on by hand or using an applicator, then remove with a soft microfibre polishing cloth. The sealed matt-black container is packaged in a presentation tin, and the price quoted is for 200ml.



## TROLLEY JACK £179.98 08448

801265; [www.machinemart.co.uk](http://www.machinemart.co.uk)

Clarke's CTJ2000A has a low saddle and frame, which it claims makes the jack ideal for sports cars. The rubber contact pad prevents damage, while the casters and front roller make it easy to move around. Other features include lightweight construction and an anodised finish, a twist-lock valve and dual-pump quick-lift action.



## FORD CYLINDER HEAD £798 01932 787100; [www.webcon.co.uk](http://www.webcon.co.uk)

The Ford Kent Crossflow engine has been a favourite with tuners and racers since it was introduced in 1967, and Webcon is now offering a lightweight aluminium cylinder head for the 1599cc version. Supplied with valve guides and seats that make it suitable for unleaded, the head is claimed to come in at less than half the weight of the standard cast-iron unit. It is supplied in standard spec, ready to accept the existing springs and valves, and Webcon says that being aluminium makes it ideal for porting modifications. Order as part number 9900384500.



Aluminium head is suitable for unleaded



## WEBER STUD KIT £11.94

01932 787100;

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

If you have tried installing Weber DCO/SP 48/50/55 carburettors, you will know that space is often tight, and it is difficult to get the nuts on to the studs due to various obstructions. Webcon's latest 'space-saver' kit (part number FK0002) uses studs with a slightly smaller diameter and smaller 6mm nuts. This reduction in size will provide enough room to allow the nuts to be fitted with less chance of skinned knuckles!

## SMART BATTERY ALERT £15.62

01926 815000;

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

If your car spends long periods of time in the garage, you need to keep a careful eye on the condition of the battery. Gunson's Smart Battery Alert fits on to the terminals and monitors its voltage. When it drops below 12.2V, an audible warning is triggered and beeps every 10 seconds. The compact unit can be positioned near the battery and secured via the supplied cable-ties.



## VW BEETLE DAMPERS £66.05

01268 724585;

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

These adjustable dampers have been specially shortened for use on the swing-axle Volkswagen Beetle 1200. A similar version is also available to suit the 1200, 1300A, 1500A and Karmann-Ghia from 1965-'79. The dampers can be set up for general road use, but Gaz says that they are also suitable for track driving. Adjustment is carried out via a knob on the side of the unit. Each damper has a two-year warranty.



## WHEEL SEAL + SHINE £8.49

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

This new cleaner is intended for use on alloy wheels, and uses a 'heat defence formula' to coat them with a smooth, invisible barrier that repels brake dust and its contaminating effects, as well as giving a shiny finish. This means that there is no need for acid- or solvent-based cleaners. The maker claims that this latest coating will provide up to three months of continuous protection when it's used on clean wheels, without the need to re-apply it after subsequent washes.





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Goodwood Estate PO18 0PX 28th June - 1st July

Donington Kit Car Show Donington Race Track, 1st-2nd September

Beaulieu International Autojumble, Beaulieu Estate SO42 7ZN, 8th-9th September

Goodwood Revival, Goodwood Estate, PO18 0PX 14th-16th September

Exeter Kit Car Show, Westpoint Exeter EX5 1DJ, 27th-28th October

NEC Classic Car Show, NEC Birmingham 16th-18th November

Race Retro Historic & Motorsport Show, Stoneleigh Park, CV8 2LG 22nd-24th February 2013.

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Sparkes puts the finishing touches to Alpine rebuilt from a V6-powered wreck; a fresh chassis was fitted as part of the restoration

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**Website** www.kensparkes-sunbeamalpine.co.uk  
**Specialism** restoration of Sunbeam-Talbots; wood framing  
**Prices** £36 per hr

Ken Sparkes made coachbuilt car bodies before setting up A1 Vintage and Classic eight years ago, to focus on rebuilding Sunbeam-Talbots – and ash body frames.

"It takes about a year to restore a car," says Sparkes, who farms out paint and trim and concentrates on the more valuable – and easier to restore – Alpine two-seaters. "The body is the biggest challenge. On so many – saloons and Alpines – you can see where the fit is not good. It's unbelievable how people can get it so wrong. We're at the end of the chain, picking up problems that have been caused over the past 50

years. It takes effort and patience.

"Although it's a pretty strong chassis, the front and rear tend to be bent in collisions, plus they rust where the axle is underslung, and at the rear of the side rails. There's a hole directly over the forward spring hanger that fills up with dirt. We plate it, drill a drain hole and fill it with wax. With the chassis hot-zinc sprayed and painted black, it's protected for life."

Sparkes begins by cutting the Alpine body in half, enabling him to stand each half on end for work: "That shocks people, but it allows us to repair the maximum with the body off the car. We sort the front, sort the rear, and then set the body on the chassis and do the middle. We have adjustable braces and packing pieces to get the door aperture right, and then start welding-in the sills. The inner sills are very important. Lots of cars have only had the outers done, resulting in poor door fit and scuttle shake."

The back is the worst to repair: "The front wings rust, but at least they unbolt and can be repaired off the car. There's plenty of lead, particularly at the B-post and sills,

the door-shuts and around the back of the car – also on the saloon where the roof joins the rear wing."

The mechanicals are generally sturdy, although the diff carrier is prone to breaking. Parts supply is starting to become problematic, however, despite the engine being shared with Commer commercials.

For those wanting more vim, the Alpine Mk1 Special Performance Kit has been remanufactured. This includes a three-branch exhaust manifold and a special inlet manifold, with a twin-choke Weber carb instead of the original and troublesome Solex. Fitting a Hunter gearbox – with a floor change – is a possible upgrade, too.

"The trouble with Sunbeam-Talbots is that they aren't worth a lot of money," says Sparkes. "The best saloon will cost less than £9000, and you can easily spend three times that putting a bad car right. Buy the best you can afford, or the worst and then have it restored. Many cars in the middle price bracket shouldn't be there. When you take the paint off you discover that they're no better than the very cheap cars." **Jon Pressnell**



Wood framing is still a Sparkes speciality



S-T engine is robust; parts getting scarce



Good-looking Performance Kit adds power



# BENTLEYS RACE AT BROOKLANDS



At £110,000, this elegant Abbott-bodied Bentley R-type was Historics at Brooklands' top seller

For the third sale in a row, Historics at Brooklands realised a total of more than £1m on 26 May. The firm's latest event at the Surrey venue took £1,159,070, with 60 of the 103 cars offered finding new homes – including all 12 of the Bentleys that were listed in the catalogue. The top result came from a 1954 R-type Coupé by Abbott of Farnham, at £110,000.

Having spent some time in the USA, the car returned to the UK in 1999, subsequently being treated to a full restoration. Other good results for the marque included a 1937 4¼-litre Special at £52,250, while an ex-Woolf Barnato 3½-litre restoration project was £10,725.

Porsches also performed well. A sweet 1971 911S sold for £58,300, a '64 356SC made £37,400 and an '84 911 Carrera 3.2 Sport looked like a good buy at £15,675.

Brightwells had a similarly successful event in Leominster on 16 May, with more than 80% of its lots being sold. A 1966 Jaguar E-type that was once owned by musician and noted classic enthusiast Jools Holland made £50,600. The car, which had been resprayed in the same livery as the Briggs Cunningham Lightweight and featured a number of performance upgrades, was snapped up by a Swiss buyer. It wasn't the only lot with a musical link, either. A 1963



Ex-Holland Jaguar seemed good for £50k

Lancia Flaminia that was restored for composer Geoffrey Burgon reached £40,700. Despite attracting five phone bidders from Down Under, the car will stay in the UK.

A 1973 Porsche 911 Carrera RS 2.7 Touring was one of the highlights of an otherwise disappointing



Tale of two Porsches: £37,400 for 356SC...



...and £204,600 for Silverstone RS Touring

'The E-type was resprayed in Briggs Cunningham livery and featured a number of performance upgrades'

Silverstone Auctions Spring Sale on 16 May. The German supercar went above top estimate on its way to £204,600. Much was made before the event of the two ex-Ayrton Senna cars but, while the Brazilian legend's 1982 Ralt RT3 made £113,300, the famous Toleman TG-184-2 that he drove to second in the 1984 Monaco Grand Prix failed to sell. A sale rate of less than 40% failed to match Silverstone's previous results.



Fabulous FLM Panelcraft DBS wagon made five times top estimate at £337,500

## Astons perform back home

A unique Aston Martin DBS shooting brake smashed its estimate to reach £337,500 at Bonhams' Newport Pagnell sale on 19 May. The distinctive estate had been expected to fetch £50-70,000. Built by FLM Panelcraft in 1971, it used a tailgate from a Hillman Hunter and was ordered by a Scottish laird who wanted something suitable in which to stow his fishing gear.

The auction was the first to be held at Aston Martin Works Service since the venue was extensively refurbished, and 47 Astons were offered for sale. Bonhams achieved an impressive £6.5m, with a DB4GT Zagato Sanction II – one of four 'continuation' models released in 1991 – being the top result on the day. Chassis 0198/R sold for £1.23m, making it the second million-pound car in the one-make auction's 13-year history.

A '62 DB4 Convertible boasting one-family ownership history and a Vantage engine reached £611,900, while a 1952 DB2 Vantage dhc with unusual Graber coachwork changed hands for £270,300.







## All the money for an Allegro

It may not have been one of the most exotic lots on offer, but a 1977 Austin Allegro was nonetheless a highlight of H&H's 24 May sale. The 1500 Special had covered just 6751 miles from new, having been on display in a museum since 1993, and was last taxed and MoT'd in 1998. Although it needed recommissioning, this one-owner example of BL's much-maligned front-wheel-drive saloon remained in good order and sold for £4480.



### NEW LAWNMOWER MAN

In the June issue, we previewed the sale of this somewhat eccentric lawnmower at ACA's 2 June auction. Based on the front end of a 1924 Austin Seven and converted in the 1950s, it's capable of 30mph and eventually sold for £11,025.

### SALVADORI'S CONNAUGHT

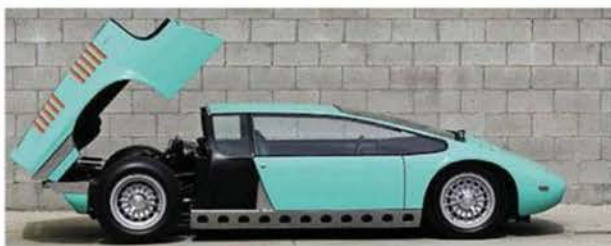
A Connaught AL10 raced by the late Roy Salvadori is to be sold by Silverstone Auctions on 21 July. The recently restored 1953 Grand Prix car was also driven in period by John Coombs, Kenneth McAlpine, Ron Flockhart and Bill Whitehouse.



### 'VETTE IS INDIANAPOLIS STAR

More than 2900 cars, bikes and items of automobilia went under the hammer at Mecum's 25th Original Spring Classic from 15-20 May. The top price went to a 1968 Corvette, one of only 13 L88 convertibles known to exist, at £384,000.

## WorldMags.net Coming soon to auction



Spectacular Bizzarrini Manta concept car will go under the hammer at Pebble Beach

### MONTEREY HEADLINERS TO INCLUDE WILD ONE-OFF BIZZARRINI

Gooding & Co has named some exciting early consignments for its Pebble Beach sale on 18-19 August, including the Bizzarrini Manta. Featuring a McLaren F1-style central driving position, this extreme 1968 concept was styled by Giorgetto Giugiaro and powered by a Chevrolet V8. An early Ford GT40 will also feature. Chassis 104 was entered in the '64 Le Mans 24 Hours, and subsequently passed on to the Shelby American equipe. Having been resprayed in the team's blue-and-white livery, it was third at Daytona in '65. It carries an estimate of \$5-7m. See [www.goodingco.com](http://www.goodingco.com)

### LOTUS RACES TO MECUM

Two historic competition cars will cross the Mecum block at Monterey from 16-18 August. The first is a turbine-powered Lotus 56/3 IndyCar owned by NASCAR legend Richard Petty. Mecum is claiming that it's the first time an original 56 has been offered at a public sale. The car was driven by Graham Hill in the '68 Indy 500, then displayed in STP's HQ until Petty bought it in '96. Also offered is a Porsche 917/10 Spyder, as campaigned by Mark Donohue and George Folmer in the 1972 Can-Am series. See [www.mecum.com](http://www.mecum.com)



Petty's Indy Lotus heads to Monterey

### RM CONSIGNS UNIQUE FERRARI

In what's shaping up to be a busy week in Monterey, RM will offer a 1955 Ferrari 410S Berlinetta at its 17-18 August sale. Chassis 0594CM was the second of four 410Ss built, and the only one featuring this type of Berlinetta body by Scaglietti. It was sold new to industrialist Michel Paul-Cavallier, and stayed in France until '01, including 36 years with Pierre Bardinon. The sale will represent its first appearance in the USA and its auction debut. See [www.rmauctions.com](http://www.rmauctions.com)



Stunning 410S is to sell in California

### LEAF BLOWS INTO SURREY

The first 12hp Sports produced by Lea-Francis will return to Brooklands with Historics on 1 September. Originally owned by the company's managing director, Charles Follett, chassis 52 wears a specially commissioned Carlton body. It raced at the famous banked circuit in 1938, lapping at 90.98mph. Sold with a large history file including logbooks, manuals, receipts, photos and cuttings, the LeaF is expected to fetch £38-46,000. See [www.historics.co.uk](http://www.historics.co.uk)



Back on the banking: historic Leaf 12hp

## The Auction diary

### JULY

**6-7 Mecum** West Allis, WI, USA 001 262 275 5050; [www.mecum.com](http://www.mecum.com)

**7 Artcurial** Le Mans Classic, France. Viewing 5 and 6, pre-sale 7. Auctions: automobilia 11am, cars 2pm 0033 1 42 99 20 56; [www.artcurial.com](http://www.artcurial.com)

**7 Petersen** Roseburg, Oregon, USA 001 541 689 6824; [www.petersencollectorcars.com](http://www.petersencollectorcars.com)

**14 Coys** Blenheim Palace, Oxon. Viewing 13, pre-sale 14. Automobilia late am followed by cars 020 8614 7888; [www.coys.co.uk](http://www.coys.co.uk)

**15 Charterhouse** Sherborne, Dorset. Viewing am, sale pm 01935 812277; [www.charterhouse-auction.com](http://www.charterhouse-auction.com)

**17 Barons** Sandown Park, Surrey. Viewing 3-7:30pm 16, pre-sale 17. Auction 1:30pm 08454 306060; [www.barons-auctions.co.uk](http://www.barons-auctions.co.uk)

**18 Brightwells** Leominster, Herefordshire. Viewing 9am-7pm 17, pre-sale 18. Auction noon 01568 611122; [www.brightwells.com](http://www.brightwells.com)

**20-21 Mecum** Des Moines, Iowa, USA 001 262 275 5050; [www.mecum.com](http://www.mecum.com)

**21 Silverstone Auctions** Silverstone Classic, Northants. Viewing 9:30am-3:30pm 20, am 21. Automobilia sale precedes cars 01926 691141; [www.silverstoneauctions.com](http://www.silverstoneauctions.com)

**22 Shannons** Motorex, Sydney, Australia 0061 2 8019 4116; [www.shannons.com.au](http://www.shannons.com.au)

**26 Artcurial** Rainier Motor Museum, Monaco. Viewing 10am-7pm 24-25, from 10am 26. Auction 6pm 0033 1 42 99 20 56; [www.artcurial.com](http://www.artcurial.com)

**27 SWVA** Parkstone, Poole, Dorset. Viewing pre-sale 27. Auction 11am 01202 745466; [www.swva.co.uk](http://www.swva.co.uk)

**28 RM** Plymouth, Michigan, USA 001 800 211 4371; [www.rmauctions.com](http://www.rmauctions.com)

### AUGUST

**3 Richard Edmonds** Toddington Station, Gloucester and Warwickshire Steam Railway, Glos. Viewing pre-sale, auction 4pm 01249 444544; [www.richardedmondsauctions.com](http://www.richardedmondsauctions.com)

For more events or to add your own, go to [www.classicandsportscar.com/diary](http://www.classicandsportscar.com/diary)



## UK RESULTS

CAR	YEAR	COND	SALE	PRICE
Alfa Romeo 90	1986	vg/orig/fo	Historics	£3300
Alfa Romeo 1750 Spider Veloce	1969	g/restd(o)	H&H	£13,440
Alfa Romeo 2000 GTV	1972	f/restd(o)/mods	ACA	£15,390
Alfa Romeo Giulietta Spider	1960	subp/restd	Historics	£37,400
Alvis Speed 25 VdP-style tourer	1937	vg/restd(o)	H&H	£94,080
Aston Martin DB MkIII Tick dhc	1959	exc/restd	Bonhams	£231,100
Aston Martin DB2	1952	p/Cresta engine/restn(s)	Bonhams	£32,600
Aston Martin DB2 Vantage	1952	p/restn(s)/hi	Bonhams	£111,260
Aston Martin DB2 Vantage Grb dhc	1952	exc/restd(o)/hi	Bonhams	£270,300
Aston Martin DB2/4	1953	g/restn(s)	Bonhams	£85,500
Aston Martin DB2/4 MkII dhc	1955	f/restn(s)	Bonhams	£113,500
Aston Martin DB4	1961	exc/restd/mods/4.2-litre	Bonhams	£135,900
Aston Martin DB4	1962	vg/restd(o)/orig.int	Bonhams	£191,900
Aston Martin DB4GTZ Sanction 2	1991	subp/hi	Bonhams	£1,200,000
Aston Martin DB4 Vantage Convertible	1962	f/restn(s)/fo	Bonhams	£611,900
Aston Martin DB5	1964	exc/restd	Bonhams	£270,300
Aston Martin DB5	1964	g/restd(o)/orig.int	Bonhams	£191,900
Aston Martin DB5 Convertible	1963	g/restd(o)	Bonhams	£488,700
Aston Martin DB6	1968	vg/repaint(o)/ex-auto	Bonhams	£152,700
Aston Martin DB6 auto	1969	exc/repaint/orig.int	Bonhams	£152,700
Aston Martin DB6 Vantage	1970	vg/restd(o)	Bonhams	£250,140
Aston Martin DB6+Webasto	1968	f/p/restd/restn(s)	H&H	£69,500
Aston Martin DB7	1997	exc/repaint	Bonhams	£18,400
Aston Martin DB7 Vantage	1999	g/sh	Bonhams	£22,425
Aston Martin DB7 Vantage	2001	exc/repaint/orig.int	H&H	£26,320
Aston Martin DB7 Vantage Volante	2002	exc/fsh	Bonhams	£29,900
Aston Martin DBS	1972	vg/restd(o)	Brightwells	£20,900
Aston Martin DBS FLM shooting brake	1971	vg/restd(o)/hi	Bonhams	£337,500
Aston Martin DBS V8	1971	f/restd/orig.int	Bonhams	£32,200
Aston Martin DBS Vantage	1971	subp/restd	Bonhams	£83,260
Aston Martin Lagonda S1 7.0	1975	subp/restd	Bonhams	£337,500
Aston Martin Lagonda	1988	vg/restd(o)	Bonhams	£25,300
Aston Martin V8	1972	vg/restd(o)/restn(s)	Brightwells	£18,000
Aston Martin V8	1973	subp/restd	Bonhams	£41,400
Aston Martin V8	1997	exc/v.orig	Bonhams	£44,850
Aston Martin V8 7.0	1987	subp/restd	Bonhams	£96,700
Aston Martin V8 Vantage Volante	1989	exc/restd	Bonhams	£93,340
Aston Martin V8 Vantage	1979	vg/restd(o)	Bonhams	£34,500
Aston Martin V8 Vantage	1979	vg/restd	H&H	£30,240
Aston Martin V8 Vantage	1980	exc/restd	Bonhams	£42,550
Aston Martin V8 Vantage	1989	subp/restd	Bonhams	£59,740
Aston Martin V8 Vantage 7.0	1979	exc/restd	Bonhams	£91,800
Aston Martin Vantage	1972	f/restd(o)/ex-auto	Bonhams	£24,900
Aston Martin Vantage	1994	exc/restd	Bonhams	£74,300
Aston Martin Virage	1990	vg/repaint/orig.int	Bonhams	£15,525
Aston Martin Virage	1994	exc/v.orig/sh	Brightwells	£17,050
Aston Martin Virage LE	1994	exc/v.orig/hi	Bonhams	£17,825
Aston Martin Virage Volante 6.3	1994	exc/fsh/hi	Bonhams	£119,100
Audi Coupé quattro	1985	f/restn(s)	Historics	£1320
Austin A35	1958	vg/restd(o)	Barons	£1980
Austin A35 Countryman	1958	vg/restd(o)	Brightwells	£1650
Austin A40	1962	exc/restd/1098cc engine	Historics	£3960
Austin A40	1967	f/refurb(o)	ACA	£755
Austin Allegro 1500 SP	1977	vg/v.orig/lm/oo	H&H	£4450
Austin Eight	1946	g/repaint/orig.int	ACA	£5197
Austin Gipsy	1962	f/restn(m)/rolling chassis	Historics	£165
Austin Mini 1000 Mk2	1969	exc/restd/mods	Silverstone	£7700
Austin Seven Chummy 4str tourer	1927	subp/restd/gh	Brightwells	£16,280
Austin Seven Opal 2str tourer	1938	vg/restd(o)/repaint	Brightwells	£6710
Austin Ten	1934	exc/restd(o)/orig.int	Brightwells	£9460
Austin-Healey 100/6	1956	exc/restd	H&H	£24,920
Austin-Healey 3000	1961	g/restd(o)	H&H	£21,280
Austin-Healey Sprite+hdtp	1959	vg/restd(o)	Brightwells	£9680
Austin-Healey Sprite	1962	g/restd(o)/mods	Brightwells	£4620
Bentley 3 1/2-litre PW saloon	1934	p/restn(m)/hi	Historics	£10,725
Bentley 3 1/2-litre 4str tourer	1935	exc/restd	Historics	£56,100
Bentley 4 1/2-litre VdP-style tourer	1933	vg/restd(o)	Historics	£107,800
Bentley 4 1/2-litre special	1937	vg/restd(o)	Historics	£52,250
Bentley MkIV HJM saloon	1949	subp/restd/gh	Brightwells	£35,200
Bentley MkIV JY saloon	1951	f/refurb(o)/restn(s)	Historics	£9570
Bentley Mulsanne Turbo	1984	f/no MoT	Historics	£2090
Bentley PW saloon	1935	f/refurb(s)/body only	Historics	£880
Bentley R-type Abb	1954	subp/restd	Historics	£110,000
Bentley S2 Continental Flying Spur	1960	exc/restd(o)	Historics	£68,200
Bentley S2	1960	f/restn(s)	Historics	£10,560
Bentley T-series	1970	vg/restd/orig.int	ACA	£6720
Bentley Turbo R	1989	vg/repaint/orig.int	Brightwells	£5060
BMW 3.0 CSA	1972	exc/refurb/fo	Barons	£7700
BMW 325i conv	1987	f/repaint/sh	Brightwells	£550
BMW 635CSi	1986	exc/refurb/fsh/fo	Brightwells	£6105
BMW 635CSi	1986	vg/repaint/sh	ACA	£2205
BMW 2500 CS lhd	1975	exc/restd/hi	Brightwells	£20,900
Buick LeSabre 455 lhd	1972	g/restd(o)	Brightwells	£5720
Cheil Speedster	1973	vg/refurb	H&H	£12,430
Chevrolet 21.9hp 2str tourer+dicky	1923	vg/restd(o)	Brightwells	£10,670
Chevrolet Two-Ten 236 saloon	1956	g/restd(o)	Historics	£5225
Citroën 2CV6 Spécial	1989	exc/restd	Brightwells	£3630
Daimler Conquest Century	1957	vg/restd(o)	ACA	£4620
Daimler DB18	1939	exc/restd(o)	H&H	£10,360
Daimler Majestic Major	1966	vg/restd(o)/sh	H&H	£5600
Daimler Sovereign 3.6 lwb	1989	vg/fsh/g.hist	Brightwells	£1760
Daimler Sovereign 420	1969	vg/restd(o)	ACA	£5040
Daimler SP250	1960	f/restd(o)	H&H	£16,950
Daimler V8-250	1969	g/restd(o)	ACA	£6295
Daimler V8-250	1966	vg/restd(o)	Brightwells	£10,340
Ferrari 308GTB	1979	exc/refurb/sh	Historics	£29,150
Ferrari 328GTS lhd	1989	exc/lm/no MoT	Silverstone	£29,700
Fiat 500L lhd	1970	vg/restd	ACA	£5722



Superb '59 Aston Martin DB MkIII dhc reached £231,100 at Bonhams' Newport Pagnell sale



Rare Graber-bodied DB2, £270k, Bonhams



Barons' A35 looked good value at £1980



Historics' handsome Bentley MkVI, £9570



Silverstone's Ferrari 328, no MoT, £29,700



Cute Fiat 850 Coupé took £5600 at H&amp;H



Historics' mint Escort Twin Cam, £25,850

Fiat 850 Coupé	1971	vg/restd	H&H	£5600
Fiat 850 Spider	1973	vg/restd(o)/mods	ACA	£6982
Ford Capri 3.0S	1981	vg/restd	ACA	£5250
Ford Consul Classic	1961	vg/restd	ACA	£3570
Ford Cortina GT	1965	exc/restd/Lotus spec	Historics	£15,950
Ford Escort 1300E	1975	g/refurb(o)	Brightwells	£4150
Ford Escort RS2000	1978	vg/refurb(o)/engine rebuilt	Historics	£9460
Ford Escort Twin Cam+Webasto	1970	vg/restd	Historics	£25,850
Ford Fiesta Supersport	1981	exc/restd/gh	Historics	£6600
Ford Granada 2.8 estate	1982	vg/v.orig/lm	H&H	£3360
Ford Mustang 289 conv lhd	1965	exc/restd(o)	Brightwells	£18,700
Ford Zephyr Mk2 conv	1960	exc/restd(o)/hi	Historics	£7370
Frazer Nash-BMW 320	1937	f/restn(s)/no engine	Historics	£3025
Heinkel Trojan	1957	f/restn(s)	Historics	£3080
Hillman Minx	1956	g/restd(o)	ACA	£2520
Hillman Super Minx conv	1963	g/restd(o)/repaint	ACA	£3990
Honda NSX auto	1997	exc/refurb	Historics	£14,300
Humber Pullman MkIV limousine	1953	f/restn(s)/hi	H&H	£10,304
Jaguar 2.4	1956	exc/restd(o)/hi	Barons	£15,950
Jaguar 420G	1969	exc/restd/gh	Silverstone	£20,200
Jaguar Mk2	1962	p/restn(m)	Historics	£2585
Jaguar Mk2 3.4	1967	vg/restd	ACA	£8925
Jaguar Mk2 3.8	1962	subp/restd	Silverstone	£38,500
Jaguar MkIV	1948	f/p/restd/restn(s)	Barons	£14,850
Jaguar MkIX	1960	g/restd(o)	Historics	£5390
Jaguar MkX	1964	vg/restd(o)/oo	Barons	£4400
Jaguar E-type S1 3.8 fhc	1962	vg/restd/mods	H&H	£27,683
Jaguar E-type S1 3.8 rdstr	1962	exc/restd/ex-lhd	Historics	£42,900



# Classic Car & Motorcycle Auction

## Wednesday 18<sup>th</sup> July

Quality entries now invited. Over 100 entries on average.

At our highly successful May sale we yet again sold over 80% of vehicles and achieved some exceptional prices.



**1972 Aston Martin DBS Automatic**  
Sold: £21,000



**1927 Austin 7 Chummy**  
Sold: £16,300



**1934 Austin Ten**  
Sold: £9,500



**1949 Bentley Mk VI Mulliner Saloon**  
Sold: £35,200



**1975 BMW 2.5 CS Coupe**  
Sold: £21,000



**1923 Chevrolet 21.9hp Sports**  
Sold: £10,700



**1965 Ford Mustang Convertible**  
Sold: £18,700



**1966 Jaguar E-Type 4.2 Roadster**  
Sold: £50,600



**1963 Lancia Flaminia GT**  
Sold: £40,700



**1972 Lotus Europa**  
Sold: £14,100



**1968 Mercedes-Benz 280SL**  
Sold: £25,300



**1972 MGB V8 Roadster**  
Sold: £15,700



**1998 Mini Cooper**  
Sold: £9,000



**1957 Triumph TR3**  
Sold: £12,400



**1939 Wolseley 25 DHC**  
Sold: £22,600



**1932 Wolseley Hornet**  
Sold: £23,600

To discuss entering your vehicle, please contact James Dennison or Matthew Parkin  
email: [classiccars@brightwells.com](mailto:classiccars@brightwells.com)

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## UK RESULTS



CAR	YEAR	COND	SALE	PRICE
Jaguar E-type S1 4.2+2	1968	exc/restd/mods	Historics	£23,925
Jaguar E-type S1 4.2 rdstr	1967	exc/restd (o)/ex-lhd	Brightwells	£43,450
Jaguar E-type S1 4.2 rdstr+hdtp	1966	exc/restd/mods	Brightwells	£50,600
Jaguar E-type S3 2+2+Webasto	1972	vg/restd/fo	Barons	£18,700
Jaguar E-type S3 rdstr	1973	exc/restd	Barons	£31,900
Jaguar E-type S3 rdstr	1974	vg/restd (o)	H&H	£31,360
Jaguar XJ6 S2	1974	exc/repaint/orig int	Barons	£5225
Jaguar XJ6 S3	1983	exc/v orig	Historics	£9900
Jaguar XJ12	1977	vg/v orig/lm/fo	Brightwells	£5500
Jaguar XJR-S LM	1988	g/restn (s)	Barons	£1550
Jaguar XJ-S	1979	vg/v orig/restn (s)/fo	Barons	£5170
Jaguar XJ-S	1981	exc/v orig/hi	Barons	£8800
Jaguar XJ-S	1989	g/v orig/gh	Barons	£1870
Jaguar XJ-S	1990	g/refurb/Lister alloys/ghist	Barons	£2310
Jaguar XJ-SC	1987	vg/new engine/refurb	Barons	£4455
Jaguar XJ-S conv	1989	subp/v orig/sh/ghist	ACA	£14,700
Jaguar XJ-S conv	1989	exc/repaint/fsh/fo	Brightwells	£8580
Jaguar XK120 rdstr lhd	1954	exc/restd (o)	Barons	£49,500
Jaguar XK150 fhc	1958	vg/restd (o)/repaint	Silverstone	£35,200
Jaguar XK150 3.8 fhc lhd	c1957	f/p restd/restn (s)	H&H	£6440
Jaguar XK150S 3.8 rdstr	1959	subp/restd	Historics	£77,000
Jensen Interceptor III	1976	subp/restd	Silverstone	£47,850
Jensen Interceptor III SP	1973	vg/repaint	Historics	£16,500
Lagonda 3 Litre Tick dhc	1953	subp/restd	Bonhams	£77,660
Lagonda Rapide	1963	f/restd (o)	Bonhams	£57,500
Lancia Delta HF Integrale	1989	vg/refurb	Historics	£3630
Lancia Flaminia GT 3C	1963	exc/restd (o)/engine rebuilt	Brightwells	£40,700
Lancia Fulvia 1.3S	1972	f/restn (s)	Brightwells	£3080
Lancia Gamma	1985	vg/refurb	H&H	£1808
Land-Rover 35 88in+hdtp	1981	vg/v orig/lm	Brightwells	£4180
Lotus Carlton	1992	g/v orig/sh	Silverstone	£9900
Lotus Elan +2	1968	vg/restd	ACA	£7140
Lotus Elan S3 SE	1969	exc/restd/engine rebuilt	Silverstone	£17,500
Lotus Elan SE	1991	exc/repaint/orig int	ACA	£6720
Lotus Europa	1971	exc/restd	Silverstone	£11,000
Lotus Europa	1972	subp/restd (o)	Brightwells	£14,080
Lotus Esprit	1978	f/refurb (o)	ACA	£3360
Lotus-Ford Cortina	1964	vg/restd	Barons	£31,900
Mercedes-Benz 230/4	1974	vg/v orig/oo	Brightwells	£3960
Mercedes-Benz 230SL+hdtp	1964	vg/restd	Historics	£29,700
Mercedes-Benz 230SL+hdtp	1964	f/restn (s)	Brightwells	£8580
Mercedes-Benz 250SL+hdtp	1967	vg/restd (o)	H&H	£25,200
Mercedes-Benz 280CE	1985	vg/restd (o)/orig int	ACA	£1995
Mercedes-Benz 280SLC	1981	f/refurb (o)/ghist	Brightwells	£2310
Mercedes-Benz 280SL+hdtp	1968	exc/restd (o)	Brightwells	£25,300
Mercedes-Benz 300SL+hdtp	1987	vg/sh	Historics	£6270
Mercedes-Benz 350SL+hdtp	1973	f/refurb (s)	Brightwells	£1760
Mercedes-Benz 350SL+hdtp	1978	g/restd	Historics	£4400
Mercedes-Benz 350SL+hdtp	1979	g/restd	Historics	£4950
Mercedes-Benz 420SL+hdtp	1988	g/refurb	Brightwells	£4400
Mercedes-Benz 500SL+hdtp	1984	exc/restd	H&H	£6720
Mercedes-Benz 500SL	1989	vg/refurb/sh	Historics	£3740
Mercedes-Benz 560SEC	1986	g/fsh/fo	Brightwells	£1870
Mercedes-Benz 560SEC	1989	exc/repaint/orig int	ACA	£6195
Mercedes-Benz 560SEL	1987	exc/restd/orig int	ACA	£3780
Mercedes-Benz 600 lhd	1964	vg/restd (o)	ACA	£30,250
MGB	1972	subp/restd/BMH shell	Brightwells	£9240
MGB	1972	exc/restd/mods/V8	Brightwells	£4620
MGB	1978	g/restd	ACA	£2782
MGB+hdtp	1964	vg/restd (o)/mods	Silverstone	£21,120
MGB lhd	1979	exc/v orig/lm/oo	Brightwells	£6820
MGB GT	1969	exc/restd (o)/mods	Barons	£3877
MGB GT	1970	g/restd (o)	ACA	£1575
MGB GT	1972	g/restd (o)/repaint	Brightwells	£2420
MGC GT	1970	f/refurb (o)	Brightwells	£3630
MGC GT	1968	exc/restd/orig int	Brightwells	£6490
MG Midget	1965	vg/restd (o)/ghist/fo	Brightwells	£4950
MG Midget	1972	f/restd (o)	Brightwells	£1650
Mini conv	1980	f/restd (o)	ACA	£655
Morris Mini	1967	g/repaint (o)	Silverstone	£2970
Morris Minor	1954	vg/repaint (o)	Historics	£3410
Morris Minor	1964	g/restd (o)	ACA	£1575
Morris Minor Convertible	1962	vg/v orig/lm/fo	Silverstone	£5720
Morris Minor Tourer	1954	g/restd (o)/recom	Brightwells	£4180
Morris Minor van	1971	g/restd (o)/hi	ACA	£6720
Morris Traveller	1966	exc/restd/engine rebuilt	Silverstone	£3740
Morris Traveller	1968	vg/restd (o)	ACA	£4095
Morris Traveller	1966	f/restd (o)	Brightwells	£1815
Nash Six saloon	1929	exc/restd (o)	Brightwells	£9130
NG TF 1.8	1973	vg/v orig/lm	Brightwells	£4070
Ralt RT3 single-seater	1982	subp/restd/hi	Silverstone	£113,400
Peugeot 203 lhd conv	1952	vg/restd (o)/ex-saloon	Brightwells	£9900
Peugeot 304 conv	1972	g/v orig/gh	Brightwells	£3080
Peugeot 504 lhd	1972	g/restd (o)	ACA	£1785
Porsche 356SC lhd	1964	exc/restd/mods	Historics	£37,400
Porsche 911 (964) Carrera RS	1992	exc/repaint/hi	ACA	£53,550
Porsche 911 Carrera	1984	restd/gh	Historics	£15,675
Porsche 911 Carrera RS 2.7 lhd	1973	subp/restd	Silverstone	£204,600
Porsche 911 Carrera targa	1977	exc/engine rebuilt/sh	Historics	£10,340
Porsche 911 ClubSport	1988	exc/repaint/orig int	Historics	£15,950
Porsche 911 RSR	1984	exc/restd/mods	Silverstone	£21,120
Porsche 911S	1971	subp/restd	Historics	£58,300
Porsche 911SC	1981	exc/v orig/sh	Silverstone	£22,200
Porsche 911T lhd	1970	exc/restd	Silverstone	£21,890
Porsche 924	1985	g/repaint (o)	ACA	£1055
Porsche 928GTS auto	1993	exc/refurb/orig int/sh	Brightwells	£8800
Porsche 928S auto	1986	f/refurb	H&H	£1430
Porsche 944 S2	1989	g/v orig	Silverstone	£3190



Barons' rather lovely maroon '74 Series 2 looked like plenty of Jaguar XJ6 for only £5225



Fine Lancia Flaminia, £40,700, Brightwells



Early Elan +2 reached just £7140 at ACA



Silverstone's bargain Traveller was £3740



Pampered Porsche 911, £58,300, Historics



Race-ready Tiger made £37,400, Historics



ACA's tidy Triumph Vitesse 1600, £2677

Range Rover	1973	f/refurb	Brightwells	£2200
Range Rover	1981	g/refurb/ex-lhd	Brightwells	£4125
Reliant Scimitar GTE SESa+Webasto	1974	g/restd (o)	Brightwells	£1540
Renault 5 Turbo 2	1985	f/p repaint/recom	ACA	£19,110
Riley RME dhc	1954	f/restn (s)/ex-saloon	ACA	£3360
Rolls-Royce 20/25 T&M limousine	1933	vg/restd (o)	Historics	£22,000
Rolls-Royce Corniche lhd	1986	exc/restd (o)	Barons	£26,950
Rolls-Royce Silver Dawn	1951	vg/restd (o)	H&H	£23,520
Rolls-Royce Silver Shadow	1973	g/restn (s)/lm	H&H	£3808
Rolls-Royce Silver Shadow	1977	g/refurb (o)	Silverstone	£5170
Rolls-Royce Silver Shadow	1971	exc/v orig/gh	Brightwells	£11,440
Rolls-Royce Silver Shadow II	1978	vg/repaint (o)	ACA	£6615
Rolls-Royce Silver Shadow II	1980	exc/refurb/sh	Historics	£9625
Rover 10/25 Riviera Weymann saloon	1929	vg/restd	H&H	£9520
Rover 100	1960	vg/restd/orig int	ACA	£3307
Rover 110	1964	vg/restd (o)/fo	ACA	£3885
Rover P2	1946	exc/restd (o)	ACA	£11,130
Rover P2	1948	exc/restd	ACA	£22,575
Rover P5	1959	g/refurb (o)/fo	Brightwells	£3740
Rover P5B	1972	g/restd (o)	ACA	£2205
Standard Avon 4str sports	1934	vg/restd (o)	Brightwells	£11,880
Sunbeam Alpine	1968	g/p restd/fo	H&H	£1345
Sunbeam Tiger+hdtp competition	1965	vg/restd (o)	Historics	£37,400
Tatra T603	1974	f/refurb (o)/not reg	Brightwells	£3630
Triumph TR3	1957	exc/restd (o)	Brightwells	£12,320
Triumph TR3 Microplus Mistral	1967	f/restn (s)	Historics	£9020
Triumph TR4	1964	exc/restd/ex-lhd	ACA	£16,275
Triumph TR4	1964	g/restd (o)	ACA	£7507



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Designed & developed by Nick Butler  
Guide Price: TBC



1972 Ford Escort 1.3XL 4-Dr  
101 miles from new  
Guide Price: £9,750 - 12,000



1968 Jaguar E-Type  
Series 11/2 4.2 Coupe  
Guide Price: £29,000 - 34,000

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## AUCTION RESULTS

## UK RESULTS

CAR	YEAR	COND	SALE	PRICE
Triumph TR6	1971	vg/restd(o)	ACA	£10,500
Triumph TR6	1971	vg/restd/ex-fnd	Brightwells	£5940
Triumph TR6	1972	exc/restd/mods	H&H	£12,600
Triumph TR6	1972	g/restd(o)	ACA	£7665
Triumph Spitfire	1979	exc/restd/mods	Historics	£6160
Triumph Spitfire+hdtp	1973	f/restd(o)	ACA	£12,275
Triumph Stag	1975	g/restd(o)/g/hist	ACA	£3990
Triumph Vitesse 1600	1964	vg/v.orig/gh	ACA	£2677
TVR 280i	1985	f/v.orig/mods	H&H	£2072
TVR Chimaera	1995	vg/repaint/sh	Brightwells	£4950
Vanden Plas Princess 1300	1971	vg/restd(o)	Brightwells	£1760
Vanden Plas Princess 1300	1973	vg/restd	ACA	£2730
Vauxhall 10	1939	g/restd(o)/orig int	ACA	£3360
Vauxhall Cresta PB	1963	g/restd(o)	ACA	£1425
Volkswagen Beetle 1303	1972	g/repaint/fo	H&H	£1680
Volkswagen Beetle 1303S	1972	f/restd(o)/mods	Historics	£495
Volkswagen Golf GTI conv	1988	vg/restd/sh	ACA	£1875
Volkswagen Karmann-Ghia conv lhd	1974	g/restd(o)	ACA	£3570
Volkswagen T2 camper van	1977	g/refurb/gh/oa	Brightwells	£8250
Volkswagen Westfalia camper van	1976	f/restd(o)/orig int	ACA	£795
Wolseley 25 dhc	1939	exc/restd(o)	Brightwells	£22,550
Wolseley Hornet	1965	f/recom/un/fo	Brightwells	£264
Wolseley Hornet EW 4str sports	1932	exc/restd(o)	Brightwells	£23,540

## USA HIGHLIGHTS

CAR	YEAR	SALE	PRICE
Aston Martin DB2/4 Mk2 Tick	1957	Bonhams	£60,653
Aston Martin DB5	1964	Bonhams	£250,880
Aston Martin Vantage Volante	1989	RM	£123,200
Auburn 125 cabrio	1930	AA by RM	\$39,718
Bentley 3 Litre 4str sports	1924	Bonhams	£162,880
Cadillac Eldorado Biarritz	1958	AA by RM	£68,640
Chevrolet Camaro ZL1	1969	Mecum	\$256,000
Chevrolet Chevelle LS6 conv	1970	Mecum	\$166,400
Chevrolet Corvette	1957	Mecum	\$206,400
Chevrolet Corvette L88 427/430 conv	1968	Mecum	\$384,000
Chevrolet Impala	1958	AA by RM	£62,080
Chevrolet Yenko Camaro 427/425	1967	Mecum	\$208,000
Chevrolet Yenko Nova 427/425	1969	Mecum	\$304,000
Daimler SP250	1961	Bonhams	£33,696
Dodge Charger 500	1969	AA by RM	\$83,200
Ferrari 250 Drogo Speciale	1963	Mecum	\$166,400
Ferrari 275GTB/6C	1965	Bonhams	\$796,480
Ferrari 365GTB/4 (Spider conversion)	1973	Bonhams	£211,200
Ferrari Testarossa	1986	Bonhams	£27,706
Fiat 500L	1971	AA by RM	£7680
Ford custom conv	1936	RM	\$253,440
Ford Deluxe conv-coupe	1940	RM	\$105,600
Ford Deluxe conv-saloon	1939	RM	\$82,720
Ford Deluxe phaeton	1935	RM	\$56,320
Ford Deluxe rdstr	1935	RM	\$84,480
Ford Deluxe rdstr	1936	RM	\$116,160
Ford Mustang Boss 429	1969	Mecum	\$160,000
Ford Standard station wagon	1940	RM	\$123,200
Ford Super Deluxe conv-coupe	1946	RM	\$59,840
Ford Super Deluxe Sportsman conv	1947	RM	\$161,920
Ford Super Deluxe station wagon	1941	RM	\$93,280
Ford Super Deluxe station wagon	1947	RM	\$123,200
Ford Thunderbird E-code	1957	AA by RM	\$39,548
Jaguar 3.4	1957	Bonhams	\$24,710
Jaguar E-type S1 3.8 rdstr	1964	Bonhams	\$81,920
Jaguar E-type S1 3.8 rdstr	1964	Bonhams	\$31,104
Jaguar E-type S1 3.8 rdstr	1965	Bonhams	\$25,085
Jaguar Mk2 3.8	1962	Bonhams	\$23,213
Jaguar XK120	1952	Bonhams	\$88,960
Jaguar XK140SE dhc	1955	Bonhams	\$67,392
Jaguar XK150S rdstr	1959	AA by RM	\$65,472
Lancia Flaminia GT Tour	1961	Bonhams	\$29,124
Lincoln Continental conv	1940	RM	\$59,840
Lincoln Continental conv	1965	RM	\$77,440
Lincoln KB phaeton	1933	Mecum	\$240,000
Lincoln-Zephyr	1938	RM	\$211,200
Lincoln-Zephyr conv-coupe	1939	RM	\$172,480
Lincoln-Zephyr conv-coupe	1940	RM	\$119,680
Lincoln-Zephyr conv-saloon	1938	RM	\$84,480
Lincoln-Zephyr conv-saloon	1939	RM	\$112,640
Mercedes-Benz 190SL	1958	Bonhams	\$35,194
Mercedes-Benz 220S conv	1958	Bonhams	\$63,648
Mercury conv-coupe	1950	RM	\$112,640
Mercury Custom Bstr station wagon	1952	RM	\$70,400
Mercury station wagon	1942	RM	\$119,680
Mercury station wagon	1950	RM	\$105,600
MGA 1500	1957	Bonhams	\$35,568
MG Midget	1979	AA by RM	£2605
MG PA	1934	AA by RM	\$21,824
MG TC	1949	Bonhams	\$20,966
MG TD	1953	AA by RM	\$13,376
MG TF-1250	1954	Bonhams	\$31,450
Packard Caribbean conv	1956	Bonhams	\$74,880
Porsche 911	1965	Bonhams	\$67,392
Stanley Model EX 2-2 tourer	1907	Bonhams	\$81,920
Stutz M8 LeB 2str speedster	1929	Bonhams	\$88,960
Triumph Spitfire 1500	1980	AA by RM	£3520

Only cars believed sold are listed. Prices include buyer's premium, but not the VAT payable on it





H&H's TVR 280i was turbocharged in period; E2072 looked good for a 230bhp sports car



Auctions America's fine Auburn, E39,718



First Camaro ZL1 built, E256,000, Mecum



Mighty Ferrari 275, E796,480 at Bonhams



Mecum's Lincoln KB phaeton raised E240k



Handsome Mercury woodie, RM, E119,680



AA achieved E21,824 for sweet '34 MG PA

#### SALE RATES AND STATISTICS

Mecum, Indianapolis, USA, 15-20 May: 6% buyer's premium, 1322 cars sold of 1976 offered - 67% sale rate, E31.84m sale total; Brightwells, Leominster, Herefordshire, 16 May: 10%, 84/102 - 82%, E692,950; Silverstone Auctions, Northants, 16 May: 10%, 24/60 - 40%, E692,950; Bonhams, Newport Pagnell, Bucks, 19 May: 15%, 42/47 - 89%, E6.6m; H&H, Buxton, Derbyshire, 24 May: 12%, 41/70 - 59%, E576,624; Historics, Brooklands, Surrey, 26 May: 10%, 59/91 - 65%, E1.16m; Barons, Sandown, Surrey, 29 May: 10%, 33/79 - 42%, E339,717; Auctions America by RM, Indiana, USA, 1-3 June: 10%, 105/309 - 34%, E2.81m; ACA, King's Lynn, Norfolk, 2 June: 5%, 72/107 - 67%, E489,086; Bonhams, Connecticut, USA, 3 June: 17%, 62/90 - 69%, E3.37m; RM, New Hampshire, USA: 9-10 June, 10%, 48/48 - 100%, E4.37m

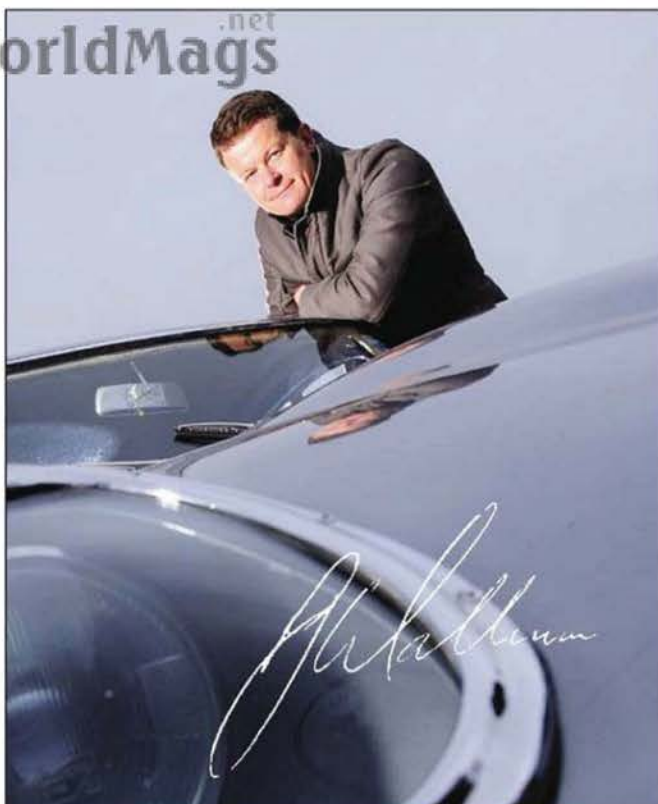
#### GUIDE KEY

f - fair; g - good; vg - very good; exc - excellent; subp - superb; conc - concours; sh - service history; fsh - full service history; ghst - good history file; hi - historically interesting; orig - original; vorig - very original; n.orig - not original; lm - low mileage; vlm - very low mileage; del miles - delivery miles; oo - one owner; fo - few owners; p - poor; refurb - refurbished; recom - recommission; restd - restored; restd (o) - older restoration; restn (s/m) - restoration (straightforward/major); p.restd - partially restored; compl - complete; inc - incomplete; to - taxes owing; not reg - not UK registered

#### COACHBUILDERS KEY

Abb - Abbott of Farnham; EW - Eustace Watkins; FLM - FLM Panelcraft; Gh - Ghia; Grb - Graber; HJM - HJ Mulliner; JY - James Young; Kar - Karmann; LeB - LeBaron; Mull - Arthur Mulliner of Birmingham; MPW - Mulliner Park Ward; PF - Pininfarina; PW - Park Ward; T&M - Thrupp and Maberly; Tick - Tickford; Tour - Touring; VDP - Vanden Plas; Zag - Zagato

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# YOUNGTIMER TREATS AT BROMLEY



Clockwise: period rivals SL500 and XJ-S; stylish Buick Mk3 Escort was mint, but nearly £3k; five-door Mk1 GTi; at just £5k, Mercury failed to sell

Fans of American classics were tempted by a 1973 Ford Mercury Comet with 77,657km on the clock and a price-tag of £4950, but it remained unsold. "It was supplied new to Tenerife, which is why the speedometer is calibrated in kph," said Peter Collins (07733 327382), who has owned the car for 14 years and drove it over from the Spanish island when he recently returned to the UK. Also getting plenty of attention was a six-cylinder 1930 Buick Master (£22,500), which its owner had cared for over the past 24 years and was only selling because he's bought a seven-seater version for wedding hire.



This summer's combination of sporting events and Jubilee celebrations will create ideal conditions for bagging a bargain in the UK, according to research by valuation expert Glass's. The firm is expecting lower prices brought on by reduced demand due to prospective buyers being glued to their televisions for what it describes as the 'perfect storm' of the Jubilee, Euro 2012 and the Olympics. And that isn't mere speculation: last year's Royal Wedding alone caused trade prices to fall by 4%, according to Glass's research.

Nevertheless, the vendors were out in force at the Bromley Pageant of Motoring in Norman Park on

10 June, with its Cars for Sale area dishing up a diverse group headed by a raft of '80s classics.

On offer were a couple of one-owner examples of Ford's humble workhorses: a 1981 Cortina 1.6GL (up for £2000) and a pristine B-reg 1.3L Escort with a mere 24,717 miles under its wheels. Boasting full service history, it was wearing a sticker price of £2995.

Other modern classics included a restored and fully loaded 1987 Mercedes 500SL for £11,950, alongside a 1989 Jaguar XJ-S convertible with 105,000 miles on the clock, for which Steve Webster (07836 548731) was asking £8995. Less sporty was an automatic 1987



VW Golf 1.8 drop-top, complete with a fresh MoT and yours for £1750, but the standout among the 'Youngtimers' was an immaculate 1983 VW Golf GTI with just 23,000 miles on the odometer. Its £6950 asking price was strong, but it was a super-rare five-door and came with its original invoice.



## Le Mans stars reunited

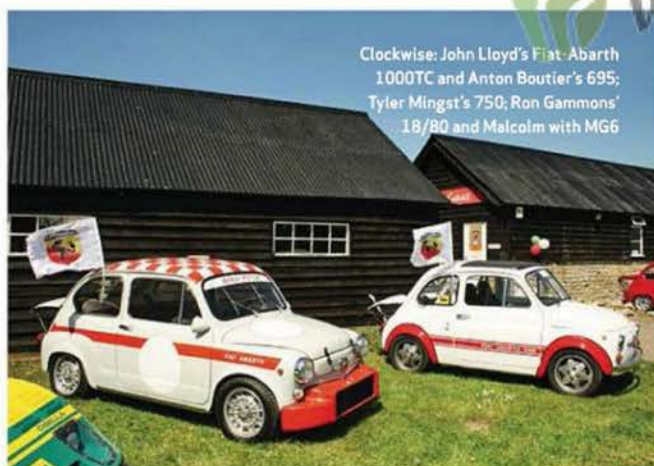
Leading classic restorer, Jaguar specialist and race-preparation team JD Classics was unbowed by threats of slow sales, and instead took the opportunity of June's Jubilee weekend to host its second Breakfast Morning of 2012. The firm used the event to celebrate the official opening of two new showrooms at its headquarters in Maldon, Essex, and to mark the occasion JD Classics invited the 1988 Le Mans-winning Jaguar team drivers Johnny Dumfries, Andy Wallace and Jan Lammers as special guests – the first time since 1988 that the Jaguar XJR-9LM and its pilots have been reunited.

More than 600 visitors made their way through the doors for a question-and-answer session with the endurance-racing legends, or to get a glimpse of the projects in progress in the JD Classics workshops. "It was very pleasing to see enthusiasts turning up in such large numbers," said MD Derek Hood. "I am already looking forward to welcoming classic car fans to our next breakfast in the autumn."



Left to right: XJR-9LM, Andy Wallace, Jan Lammers and Johnny Dumfries





Clockwise: John Lloyd's Fiat-Abarth 1000TC and Anton Boutier's 695; Tyler Mingst's 750; Ron Gammons' 18/80 and Malcolm with MG6



#### HELP FOR TVR BARGAINS

Redditch-based TVR specialists Classic World Racing and David Gerald Sportscars have acquired the assets of TVRCarparts.com in Exeter, which focused on the Tasmin, 'wedge' and S-series cars. These included stocks of parts, plus jigs, tools and moulds, and the company will continue to support these models, with a new website on the way. CWR is also planning to unveil a prototype version of its Titan sports car – a modern interpretation of the 1967 TVR Tuscan – at the Classic Motor Show in November.



#### AUSTIN WITH PEDIGREE

Fancy being a celebrity at this summer's Healey gatherings? If so, Cummings of Bodmin (01208 73145/01208 73784) has just the thing: a super-rare factory BN2 100M, one of only eight 'Le Mans'-spec cars in right-hand drive, of which four are thought to survive. The car was also the cover star of Bill Piggott's bible *Austin-Healey 100 In Detail*.

## Party time for classic specialists

This year seems to be an endless round of anniversaries, and several specialists are getting in on the act. On 20 May, MG gurus Ron and Malcolm Gammons marked 35 years of Brown & Gammons with an open day at its base in Baldock, Herts. Models on show ranged from Ron's own 1931 18/80 Mk2 dhc – a rare coachbuilt example by the Carlton Carriage Company of Willesden, London – to a clutch of modern-classic MG-Rovers. There was also a good selection of MGs, with the model celebrating its half-century this year. The day's activities included a talk by MG

Motor's aftersales chief engineer Ian Pogson, film shows and the chance to browse the B&G servicing and restoration workshops.

Malcolm was upbeat about the future: "We have plans to build our own MoT testing bay, which will expand our large range of 'in house' facilities, and within the next few weeks we hope to become an official MG Motor dealer. Earlier this week we sold a 1936 MG TA, plus a 2011 model of the MG6 with only 1300 miles on the clock."

Over in Oxfordshire, meanwhile, Fiat and Abarth specialist Middle Barton Garage celebrated

its 25th anniversary six days later at its new home in Troy, near Bicester. Aside from a mouthwatering selection of Fiat and Abarth road and race cars on show, special guests included racer Barrie 'Whizzo' Williams and David Render, the former hillclimb ace who once campaigned MBG boss Tony Castle-Miller's 1966 Tornado-Fiat 600 (*Lost & found*, July). "We have survived two recessions and are working our way through a third," said Castle-Miller. "I've been a Fiat-Abarth enthusiast all my life, so it's fairly natural that it was what I wanted to specialise in."

## Price watch MGA

"I'm not sure there's ever been such a wide range of A values," admits Stuart Mumby, chairman of the MG Car Club's MGA Register ([www.mgcc.co.uk](http://www.mgcc.co.uk)). "They seem to be fetching anywhere between £15,000 and £35,000, though you'll need at least £22,000 for a good roadster."

While many had expected MGB prices to be on the up during the model's 50th-anniversary year, it's the B's predecessor that appears to have enjoyed the most dramatic climb. "There are still loads of Bs on the market," explains Mumby, "but MGAs don't come up for sale very often because owners don't want to sell. People do want to buy, though, which explains the rise."

**'There isn't much in it between the 1500 and the better-equipped later cars, but the rare De Luxe will fetch rather more'**

fetch rather more due to its rarity." The De Luxe featured the Dunlop centre-lock steel wheels and uprated all-disc brakes of the desirable Twin-Cam, but kept the standard car's overhead-valve engine. If wind-in-the-hair motoring doesn't appeal, the pretty fixed-head MGA makes a lot of sense: "Coupés are generally no more than £10-12,000 for a good, usable car."

Although it was problematic when new, the 108bhp Twin-Cam is still the most sought-after model today. Says Mumby: "Expect to pay £25,000-plus, and freshly restored ones can command as much as £40,000."

Asking prices don't appear to vary dramatically between LHD, RHD or RHD-converted cars across the pushrod-engined model range. "Some like the prettier 1500s, others prefer the better-equipped later cars," says Mumby. "There isn't much in it in value terms, though a De Luxe version will



This Mk1 was converted from left- to right-hand drive, but it has little effect on values

#### RECENT AUCTION RESULTS

1956 MGA 1500	£17,920
H&H, Duxford, April 2012	
1958 MGA Twin-Cam	£31,360
H&H, Duxford, April 2012	
1959 MGA 1600	£18,975
Cogs, Ascot, April 2012	
1960 1600 (ex-Coupé)	£10,925
Cogs, Ascot, April 2012	

1955 MGA 1500	£22,995, Glacier Blue, restored in '04
0118 988 4774 (T)	
1959 Twin-Cam	£39,500, huge history file, 16,000 miles since rebuild
01993 849610 (T)	





# MASERATI MERAK

This brilliant baby supercar makes an outstanding classic: but look carefully, advises **Malcolm McKay** PHOTOGRAPHY TONY BAKER



**M**aserati burst into the 1970s with a superb mid-engined V8 supercar, the Bora, backed by Citroën investment. A clever plan had been hatched to spread costs: a smaller Bora would use the four-cam V6 engine that Maserati was building for Citroën's SM, tuned to compete with the Lamborghini Urraco and Ferrari Dino. The SM's transaxle could be used, and its powered hydraulics, which was also handy for raising the pop-up headlights without costly and weighty electric motors. Economies of scale would give the Merak a competitive price and losing two cylinders made room for small rear seats, too.

That was the theory. In practice, the Merak ended up substantially different from the Bora, with a completely revised rear structure, while the SM's sales tailed off and Citroën's finances plummeted, forcing it to abandon Maserati in 1975. Fortunately Alejandro de Tomaso came to the rescue, but the economies of scale had vanished and Merak production remained low.

Giorgetto Giugiaro had brilliantly adapted the Bora's styling for the 2+2 Merak, with a flat rear deck and (removable) flying buttresses

instead of the sloping screen. The Giulio Alfieri-designed quad-cam V6 was superb and, with great handling plus a nice five-speed 'box and a big front boot, the Merak was a practical supercar that was quiet and reasonably comfortable.

Competition from Ferrari's much quicker Dino 308GT4 led Maserati to upgrade the Merak to SS form – with an extra 30bhp – and de Tomaso added a 2-litre tax-break model for Italy.

As a classic buy the Merak is hugely appealing, but requires great care because it rots severely from the inside out. The two key areas are around the front suspension mountings welded into the boot floor (lift the stuck-on carpet and it's not unknown for the remains of the inner wings to come too), and around the fuel tank 'bins' on either side of the engine. Both areas require serious expenditure to rectify and can be in tatters on cars that, from the outside, look perfect.

The next scarily expensive area is the engine. They can clock up 150,000-plus miles without major attention, but – particularly if unused for long periods – the sodium-filled exhaust valves can snap and wreck the V6, says Andy Heywood of Bill McGrath. A full rebuild can top £20,000, so it's worth finding out if the valves have been replaced – c£3500 if nothing else needs doing.



SS looks identical, bar grille and slightly different alloys



Neat pop-up lamps are powered by Citroën hydraulics





## Rot spots

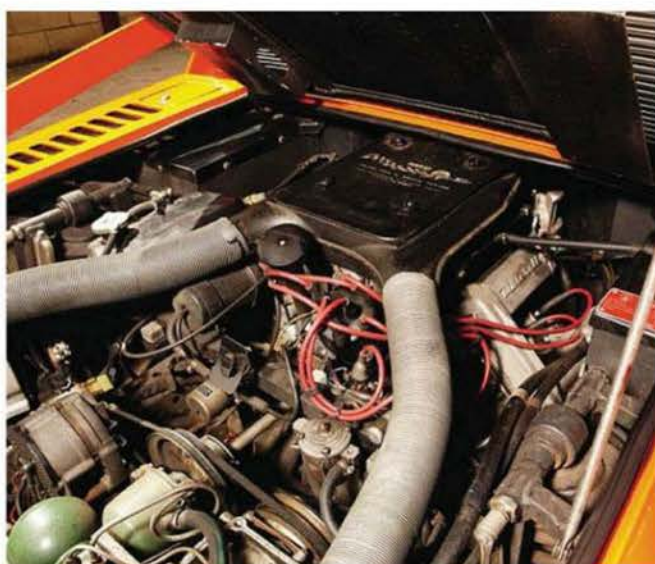
- 1 Front valance
- 2 Front wing edges
- 3 Front inner wings and suspension mountings
- 4 Base of 'screen pillars (bonded 'screen)
- 5 Sills (covers are cosmetic)
- 6 Door bottoms
- 7 Box sections containing the fuel tanks, each side of the engine
- 8 Rear wing edges
- 9 Chassis tubes
- 10 Rear valance



Most Meraks had leather trim and it's the simplest answer to worn velour: unobtainable, as are most interior items. Column stalks are expensive



Brakes/headlamp pods are worked by Citroën hydraulic system: it powers SS clutch, too. It's reliable and not costly to fix; a recon main brake sphere is £100



Access to the **engine** isn't bad with the space-saver spare out, though removing the exhaust manifolds is a major challenge. Look for proof of regular maintenance and check for oil/water mixing or water blowing out, suggesting head-gasket failure (c£2400 to replace both). If exhaust valves haven't been replaced, budget for it



**External trim** is unobtainable new and second-hand parts are extremely scarce, so ensure it is in good order or budget to make new from scratch



SM-derived **gearbox** was also used by the Lotus Esprit and there are some spares around. Test for worn synchros (notably second) and a slipping clutch

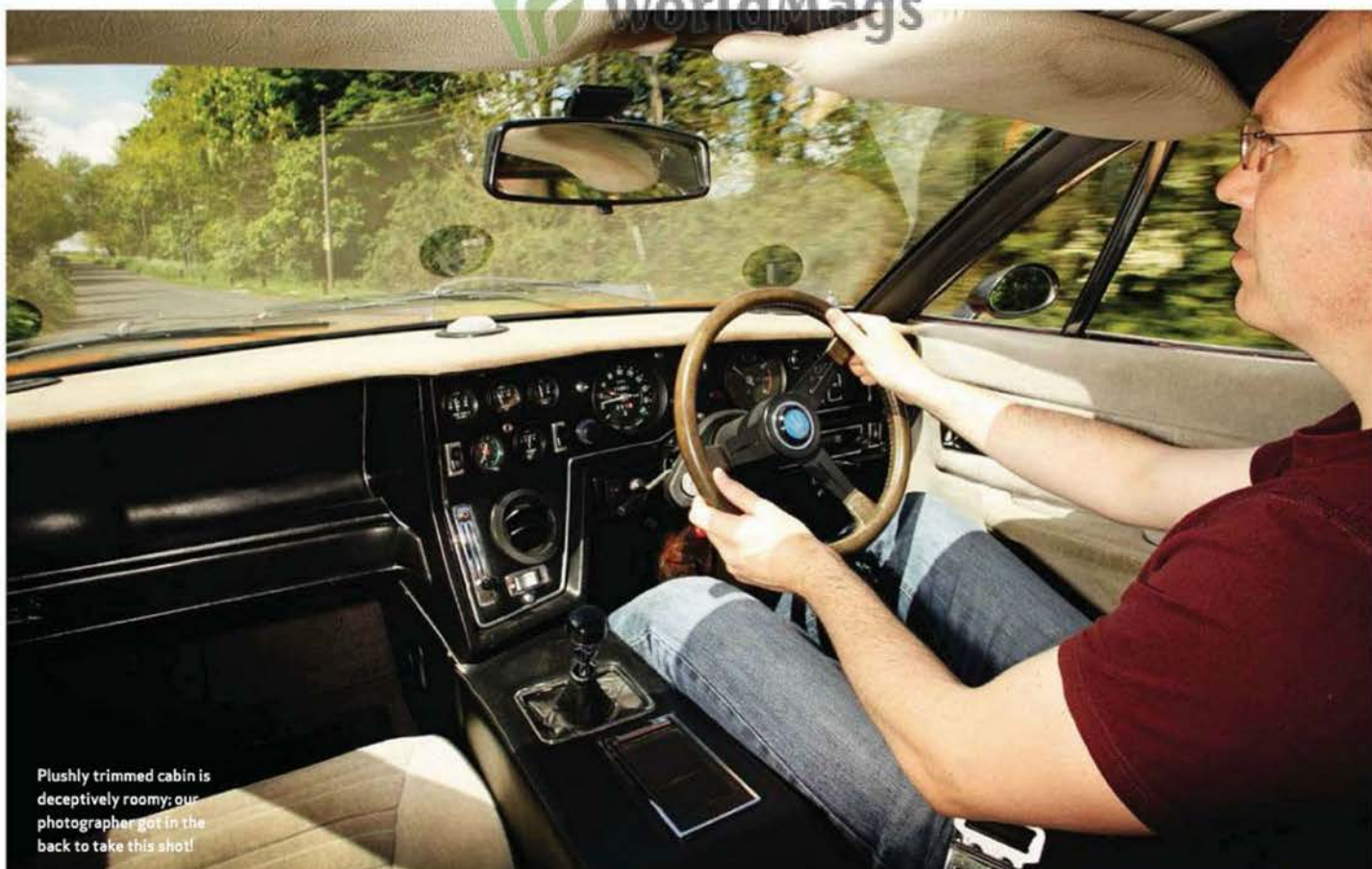


All bushes, dampers and springs are available so **suspension** rebuilds are not frightening, but rotten mounting area is; steering rack is NLA new



This is the original paint finish for the **wheels**; many are brighter. The pattern changed slightly for SS and tyres went up one size, 185 to 195 f, 205 to 215 r





Plushly trimmed cabin is deceptively roomy; our photographer got in the back to take this shot!

## On the road

The engine should feel smooth and flexible right through the rev range, with serious performance above 3000rpm. Expect 1-2bar oil pressure at tickover when hot and 4-5bar at speed; gauges are unreliable, so use a remote one if unsure. Wear shows as excessive blue smoke on the over-run, usually from worn valve guides. The SS had different heads with larger valves and ports, higher compression and slightly bigger carbs. SS cam covers have six bolts, while normal Meraks have five. It's not unknown to find an SM V6: check the number with club or specialists.

In the UK, post-'75 Meraks have to pass the CO emissions test when MoT'd, which can take some fiddling because triple Webers are not efficient at low revs. Once passed, they will probably need to be readjusted to run smoothly – and don't expect much fuel economy if you use the performance. As well as the valve issue, little-used engines are prone to blowing head gaskets.

On the road, the car should feel taut, lively and responsive. Tired Meraks give themselves away with soggy, unpredictable handling. If the rear end squeaks, budget for all-new bushes soon: it is seizing and could break a wishbone.

Not everyone likes the Citroën brakes, but they are less shocking compared to over-servoed modern brakes – just gentle low-speed braking takes some practice. The SS' powered clutch has a spool valve that wears: run the engine, turn off and pop the lights up and down until the pressure goes; they should lift at least six times. The spheres are a service item and should be replaced every two years, but some cars still have originals.



Merak's quirky, signature flying buttresses are removable

## OWNER'S VIEW John Cochrane



"I've owned Alfa Romeos since my late teens," explains Cochrane, "and wanted something more exotic, but not a Ferrari – too obvious."

"I'd actually just bought an SS when I saw this car in 2006. It had only done 4000 miles from new and I fell in love with it."

"It is so original and has never been welded anywhere. I did have to have the engine rebuilt after it dropped a valve, though, but Bill McGrath sorted it and now it's a lovely, usable car with a decent amount of storage space. They also modified the pedals slightly to make it very comfortable because I'm tall and have big feet. It's done 11,000 miles now – we've just been to Ireland for five days with the Maserati Club and it didn't miss a beat."

## The knowledge

### WHAT TO PAY

Show/rebuilt LHD/RHD	£30,000/£35,000
Average LHD/RHD	£20,000/25,000
Restoration	£7500

### PARTS PRICES

Rebuilt engine	c£20,000
Rebuilt gearbox	c£4000
New clutch – fitted/9½in kit	c£2400/£570
Front brake discs/pads	£444/£114
Exhaust without headers	£1350

### ON THE WEB

[www.maserati-alfieri.co.uk](http://www.maserati-alfieri.co.uk); [www.maserati-forum.co.uk](http://www.maserati-forum.co.uk); [www.maserati-rc.org](http://www.maserati-rc.org)

### CLUB

#### Maserati Club

01494 717701; [www.maseraticlub.co.uk](http://www.maseraticlub.co.uk)

### BOOKS

**Maserati** Buckley, Haynes **Maserati Road Cars**  
**The postwar production cars 1946-79** Crump  
& de la Rive Box, Mercian **Maserati Cars 1971-82 Performance Portfolio** Brooklands Books

### SPECIALISTS

**Bill McGrath** 01438 832161 **Autoshield** 0161 881 3463 **Eurospares** 01787 477169  
**Andrew Brodie Engineering** 020 8459 3725  
**Jim Henshaw** 01568 797066 **Pleiades** 01487 831239 **Prestige & Performance CS** 01474 351669 **Candini** [www.candinimodena.net](http://www.candinimodena.net)



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# TIMELINE

**1971** Giugiaro-styled V8 Bora launched  
**1972** Oct: Merak introduced, using many Bora components with 3-litre V6 plus Citroën SM dash on left-hand-drive cars  
**1973** UK RHD imports begin  
**1974** USA cars fitted with huge rubber bumpers and full-sized spare with hump in engine lid  
**1975** Mar: SS takes over. Left-hookers are fitted with square-shaped dashboard  
**1976** Larger clutch fitted due to rapid wear. Citroën hydraulics dropped for US: conventional servo brakes, electric motor for headlights  
**1977** 2000 GT added for Italy: 1999cc; 170bhp @ 7000rpm; 131lb ft @ 5700rpm, 135mph, c180 built. All LHD Meraks now have Bora dash  
**1982** Production ends: 231 total sold in the UK, including 140 SSs out of about 1000

# FACTFILE

**Sold/number built** 1972-82/1830  
**Construction** steel monocoque  
**Engine** mid-mounted, all-alloy, dohc 2965cc V6, with triple Weber 42/44DCNF carburettors  
**Max power** 190bhp @ 6000rpm-220bhp @ 6500rpm  
**Max torque** 188lb ft @ 4000rpm-199lb ft @ 4400rpm  
**Transmission** five-speed manual transaxle, driving rear wheels  
**Suspension** independent, by double wishbones, coil springs, telescopic dampers, anti-roll bar  
**Steering** rack and pinion, 3½ turns lock-to-lock  
**Brakes** powered, ventilated discs, 11in front, 11¼in rear (except USA from 1976, with conventional vacuum servo-assisted system)  
**Length** 14ft 3in (4330mm)  
**Width** 5ft 10¼in (1768mm)  
**Height** 3ft 9¼in (1134mm)  
**Wheelbase** 8ft 6¼in (2600mm)  
**Weight** 3024-3058lb (1372-1390kg)  
**0-60mph** 7.5 secs **Top speed** 140-150mph  
**Mpg** 12-22 **Price new** £12,390 (SS, 1977)

# INSURANCE

£210 for a 30-year-old Londoner, full no-claims and clean licence on a '77 SS as a second car, agreed value £30,000, garaged overnight, 5000 limited mileage. Hagerty: 08448 241130.

# THE ALTERNATIVES



**FERRARI 308GT4**  
 Ferrari won the compact Italian 2+2 mini-supercar war with keen pricing and

class-leading performance from new 2926cc V8 (a further 840 were sold at home with 2-litres). Rot-prone, but well supported by specialists.

**Sold/no built** 1973-80/2826 **Mpg** 14-22  
**0-60mph** 6.4 secs **Top speed** 152mph  
**Price new** £13,000 ('77) **Price now** £20,000+



**LAMBORGHINI URRACO**

With a stunning Bertone body, the Urraco beat its rivals

to the market but initially didn't offer the pace to match its looks and was too expensive. Steel structure rusts badly and the V8 is costly to fix.

**Sold/no built** 1970-78/776 **Mpg** 13-20  
**0-60mph** 8.5-7.6 secs **Top speed** 143-158mph  
**Price new** £14,560 ('77) **Price now** £30,000+

# One to buy £27,995

**Year of registration** 1973 **Recorded mileage** 68,690km **Vendor** Godin Banks, Mereworth, Kent; tel: 01622 814140; www.godinbanks.com  
**For** lovely condition **Against** oil haze from one bank

This Merak was recently imported from Italy. There's no paperwork, but it has been repainted, well, at some time in the '90s, and is so original that the running-in sticker is still on the windscreen. The structure appears rot-free, with flat floors and no rust in the sills or door bottoms. The only fault is a slightly wavy sill cover on the driver's side. Inside, the chequered seat and door velour is lovely and may be original; it's unworn and all else is present and correct. To nitpick, the dash is dull and slightly dusty and there is a tiny tear in the vinyl under the headlight control (yes, they work, eventually), but the top isn't cracked.

Round the back, the V6 is clean and there are no leaks, the coolant is full and blue-green and the oil looks clean, if slightly overfilled. It fires readily, settling to that distinctive off-kilter beat. There's no oil-pressure gauge, while the water temperature only got to a third of the way up and the oil temperature hardly moved off its stop.

It drives straight and the brakes are super-sensitive and powerful, though it probably needs using because performance is leisurely and it didn't seem to fire on all six all the time. The gearchange takes a little working out but they're all in there, with good synchros. A slight haze of dark smoke persisted from the left exhaust; a compression test will reveal if this is rings on that bank or just a rich mixture. The car will be UK registered if required, and sold with a new MoT.



Superb repaint; alloys refurbished, good Michelin XWXs



Interior virtually mint, with smart dash and perfect trim



V6 leak-free, but smokes on one side; space-saver unused



Distinctive orange perfectly shows off the Giugiaro styling

# Our verdict

A well-maintained Merak is civilised and practical, ideal for high days and holidays two-up. Choose a good one and look after it, and it need not be expensive to run. Buy one with problems, however, and you can expect substantial bills before you can enjoy it. There's no strong reason to choose an SS over earlier cars: simply go for the best that you can afford.

## FOR

- Remarkably practical supercar that should be reliable if it has been properly sorted
- Superb quad-cam V6
- Surprisingly civilised
- Rear seat for small children/emergency use

## AGAINST

- Tricky to restore if rotten
- Complex engine is costly if neglected
- Sharp brakes take some acclimatisation

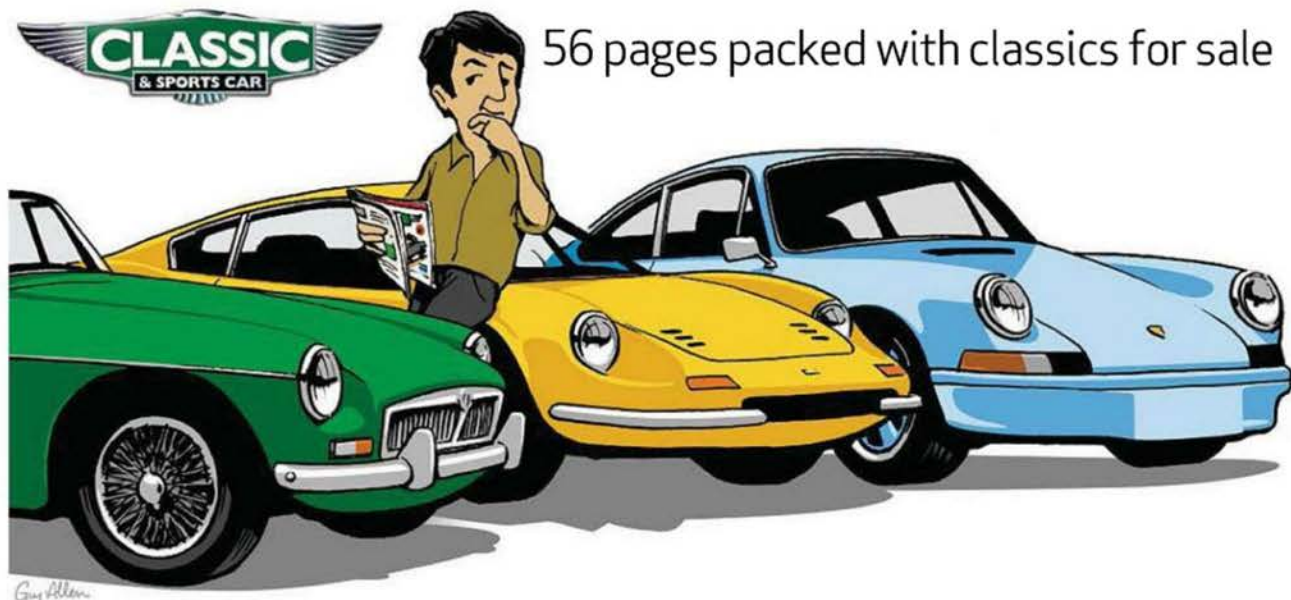


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**What was the one that got away?** I've let one or two Ferrari 250GTos slip through my fingers.

**Which is your favourite classic event?** The Villa d'Este concours holds great memories. I've been going with my children for 20-plus years. The setting is amazing.

**Is the market strong at the moment?** Very. Prices for most classic cars are increasing well.

**What should readers buy now?** You can't go wrong by sticking to the proven marques at whatever level you feel comfortable. I've always bought cars I love, rather than solely speculatively.  
**SEE P72**

## CASE HISTORIES Cars for sale we've tested this month



1953 Austin-Healey 100 p203



1973 Mini 1000/1275 p224



1998 Morgan Plus 8 p231

*Tests are carried out by experts and are a fair reflection of the cars on the day they were viewed. They should not be taken as a full inspection, and buyers must satisfy themselves of a car's condition before purchase. Cars are sold without tax unless stated*

## PICK OF THE CLASSIFIEDS Starts on p239

### CITROËN DS23 PALLAS £14,800

This beautiful right-hand-drive DS23 Pallas has recently (in 2011) undergone a back-to-bare-metal restoration, so the bodywork is immaculate.



### 1997 JAGUAR XJ6 3.2L £5495

With only 48,000 recorded miles, this beautiful Jaguar was kept in a showroom for nine years. It has been Waxoyled and returns 28.4mpg.



## IN THE WORKSHOP Starts on p251

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**ASTON MARTIN DB6 VANTAGE VOLANTE, 1967**, California Sage Green/Natural/Tan top, 5-speed ZF manual transmission, Rare Factory Vantage engine specifications, Restored, RHD. **\$P.O.A.**



**FORD GT "SONIC BLUE", 2005**, Sonic Blue, the only Ford GT painted in this color, 140 miles from new, all four factory options, Special Ford factory provenance, sure to become the next Multi-Million dollar Ford GT in years to come. **\$P.O.A.**



**ASTON MARTIN DB SHORT CHASSIS VOLANTE, 1966**, Winchester Blue/Blue top, 1,000 miles since complete concours restoration, 5-speed ZF transmission, LHD, 1 of only 37 manufactured. **\$P.O.A.**



**ASTON MARTIN V8 VOLANTE, 1986**, Midnight Blue/Tan/Blue convertible top, 47,000 miles, Cosmetically restored, Automatic transmission, Original owner's manual and tool kit, Exceptional and in several areas better than when new. **\$165,000.00**



**PORSCHE 356C CABRIOLET, 1965**, Champagne Yellow/Green/Black top, 4 speed, 1600cc engine, Matching Numbers, Restored, 12volt conversion, tools, jack, spare as well as Porsche Certificate of Authenticity. **\$135,000.00**



**ASTON MARTIN COUPE, 1965**, Silver Birch/Blue, 5-speed, RHD, Restored, Many, many bespoke options including modern air conditioning. **\$P.O.A.**



**PORSCHE 356B SINGLE GRILLE 1600 ROADSTER, 1960**, Ruby Red/Grey/Black cloth top, Fully Restored, a welcomed addition on any concours lawn, Porsche Certificate of Authenticity, original color combination, 356C engine supplied and built by "The Maestro" in 2000, original gearbox, will not disappoint in any way! **\$179,500.00**

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Aston Martin DBS Coupe, 1964, Dubonnet Rosso/Black, 4-spd, RHD, Restored-Concours ..... **\$P.O.A.**  
 Aston Martin DBS Coupe, 1965, Silver/Red, 5-spd, LHD, Original, Factory A/C, Serviced ..... **\$P.O.A.**  
 Aston Martin DB6 Coupe, 1967, Goodwood Green/Black, LHD, Restored, 5-spd, A/C ..... **\$298,000.00**  
 Aston Martin V8 Volante, 1979, Black/Tan/Tan top, 5-spd, PoW cosmetics, Restored ..... **\$195,000.00**  
 Aston Martin V8 Vantage Cpe, 1983, Blue/Blue, RHD, 5-spd, Ronals, Superb Condition ..... **\$160,000.00**  
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 Bentley S2 Continental Drophead, 1961, Black/Tan/Tan top, Restored, #'s matching ..... **\$198,000.00**  
 Ferrari 246 GTS Dino, 1974, Azzuro/Tan, 30k miles Factory A/C and PWR windows ..... **\$295,000.00**  
 Ferrari 512 BBi, 1982, All Red/Tan, 28,000 miles, recent received a major service ..... **\$117,500.00**  
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**CHEVROLET CORVETTE STINGRAY 454 1971** Chevrolet Corvette Stingray 454 1971. Yes this rarely available 7.4 litre monster was body off restored by Claremont Corvette in recent years. She has covered just collectors miles since and has resided at my home in the sun whilst in my ownership. I have covered 1,500 miles in dry sunny conditions and loved every minute of it. As you can see she comes with a works hard top and a new soft top. The total mileage is a remarkably low 30,000 miles only, superb metallic blue body with blue leather....£32,950



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#### ARRIVING SHORTLY

GT6 MK II

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#### ARRIVING SHORTLY

Jensen CV8

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## AUSTIN-HEALEY 100

**Year of manufacture** 1953 **Recorded mileage** 9586

**Asking price** £27,500 **Vendor** Bill Rawles Classic Cars, Four Marks, Hants; tel: 01420 564313; [www.rawlesclassiccars.co.uk](http://www.rawlesclassiccars.co.uk)

### WHEN IT WAS NEW

**Price** £1063 **Max power** 90bhp **Max torque** 144lb ft  
**0-60mph** 10.3 secs **Top speed** 106mph **Mpg** 22

This UK-market Healey had been in Portugal for five years, but returned due to the impending taxes on imported cars. The panelfit is good for a Healey, the chassis excellent, with straight and unhammered main rails; only the front crossmember has been jacked. There are new rear springs, the front anti-roll bar and drop links are polybushed, and Bill Rawles has just been over the brakes. The tyres are half-worn Pirelli Cinturatos on decent painted wires. The paint is fine save a few sink marks, but there is a little microblistering on the scuttle, plus underneath there's a touch of bubbling at the offside-rear wing-to-shroud joint and a small ding nearby. The bumper chrome is tidy, though the grille slats could do with a polish.

Inside, the leather is fairly fresh and the dash is nicely standard. The hood is in decent order, with a clear back window, and there are two sets of sidescreens – original folding and curved Perspex for use without the hood – plus a tonneau cover in the well-trimmed boot.

Under the bonnet there is a surprise: the correct 2660cc 'four' comes on a pallet, and the car runs a 2.2-litre A70 engine. This transforms the car into a delightfully soft old thing and the motor looks just the same as the 2.7, but obviously performance is down. We found it perfectly adequate for gentle tootling about, while remaining completely in character. Rawles will check over, build to any spec you like and install the 2.7, but you'll have to negotiate a price because its internal condition is so far unknown. The other deviation from standard is a Kenlowe fan, which is a good thing.

It starts instantly, settling to a slow, loping tickover and behaves itself on the move, showing 50-60psi oil pressure and 70°C; the overdrive works as it should on second and top. The rev counter is disconnected but should spring into action when the correct motor is installed. The car drives and brakes straight, with easily enough bite. It's being sold – with MoT to June 2013 – for less than average due to the cost of fitting the right engine.

## SUMMARY

### EXTERIOR

- Above-averagely straight

### INTERIOR

- Smart dash with newish leather

### MECHANICALS

- All healthy; choice of engines!

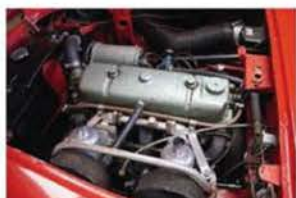
**VALUE** ★★★★★☆☆☆

**For Overall condition**

**Against** Wrong engine, though that's not such a big deal

### SHOULD I BUY IT?

An excellent opportunity for the mechanically savvy to get into an early car quite cheaply, or a blank canvas for engine spec. Either way, an interesting proposition





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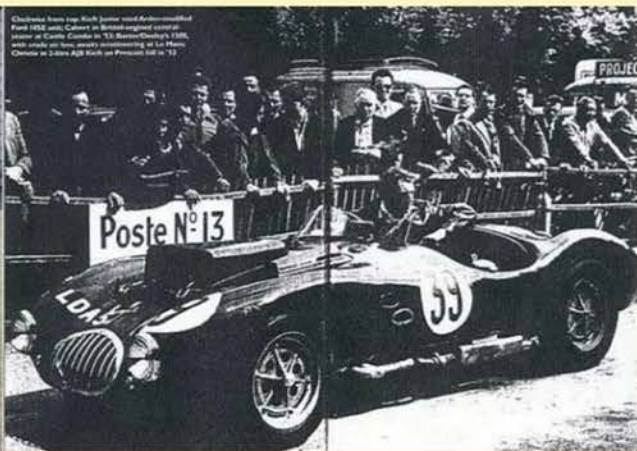
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- BMW M3 DTM: Bigazzi factory car which won two races with Steve Soper in 1992 DTM, amazingly original, recently serviced and repainted to Soper's colors
- BMW M3 DTM: Linder car driven by Armin Hahne in Jagmeister colours, recently restored, serviced and only 2 hours on engine
- Delahaye 135M Cabriolet: very rare "Grand Luxe" version totally restored, wonderful, lot of history
- Dodge Viper Competition Coupe: GT2 car built by Oreca 1 of only 2 in the world, totally rebuild okm
- Ferrari 430 Challenge: 2008 car, only 5000km, exceptional condition, perfectly maintained
- Ferrari Dino 246 GT: 1971 car, superb restored condition, 70000€ of bills, ex. Breitling owner, wonderful driving
- Fiat 124 Abarth GR4 16V: Ex-factory car one of the 4 last built with 16V engine, totally restored

- Honda NR 750: reg in 1993, 4000km, new condition, only two owners, the two wheeler icon
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- Lister Storm GT1: ex. Factory car from RA-GT, 2003 Anderstorp winner, fully restored, shown at Goodwood Festival
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## CASE HISTORIES

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### GARDNER EIGHT BROUGHAM

Year of manufacture 1925 Recorded mileage 63,131

Asking price £24,000 Vendor Malcolm C Elder & Son, Middle Aston, Oxon; tel: 01869 340999; www.vintageandclassiccars.co.uk

#### WHEN IT WAS NEW

Price \$1995 Max power 75bhp Max torque n/a  
0-60mph n/a Top speed n/a Mpg n/a

Gardner is one of the multitude of American makes that disappeared in the 1920s and '30s, but its Eights, using a Lycoming engine shared with Cord and Auburn, were the most expensive cars on the US market. This body was made for just five months from the model's launch in 1925, and it's thought that only two or three Gardners exist in the world today.

This car, in the UK since '90 and formerly part of the Galveston collection, has been used for wedding hire in Wales. It's superbly made, and the doors fit and shut well. Following an earlier restoration, it's nicely mellowed and the blue paint is cracking in places, though the black on the mudguards is excellent. The radiator has a little blistering in the chrome and the mascot is a replacement, after the theft of the original. The tyres, with twin spares, are Lesters with decent tread. The chassis is sound, the silencer has been patched up and there are a few drips from the engine and transmission. The motor has had some remedial work to the water jacket (and there's a slight leak from the water pump), but wears its original magneto and correct cloth-bound plug leads. The Autovac has had some new plumbing to accommodate a filter before the fuel gets to the Scheeler carb.

Inside, it's tidy with smart carpets, excellent headlining and a nicely dulled dash with good instruments. The cord trim is unworn, though the driver's seat has a couple of marks. The speedo and odometer don't work, but the oil-pressure gauge shows a healthy 30psi on the move. The 6V battery is weak, but the 4575cc sidevalve bump-starts easily and, despite its size, this saloon is quite manageable. The steering, heavy at manoeuvring speeds, soon lightens and the three-speed 'box is easy to learn. The 'eight' is silky-smooth down to walking pace; the brakes need a hard shove and the pedal pulses, suggesting oval drums, but vendor Elder reckons they can be improved, which will be done before the car is sold with a new MoT.



#### SUMMARY

##### EXTERIOR

- Very presentable, with a few cracks in the paint

##### INTERIOR

- Handsome and unworn; extra switch for the indicators

##### MECHANICALS

- Massively engineered and all feels healthy

VALUE ★★★★★★☆☆

For Rarity; usability; sound state

Against Finding bits may be tricky

#### SHOULD I BUY IT?

If you fancy some family touring, this will take you anywhere, and it's unlikely to wear out any time soon



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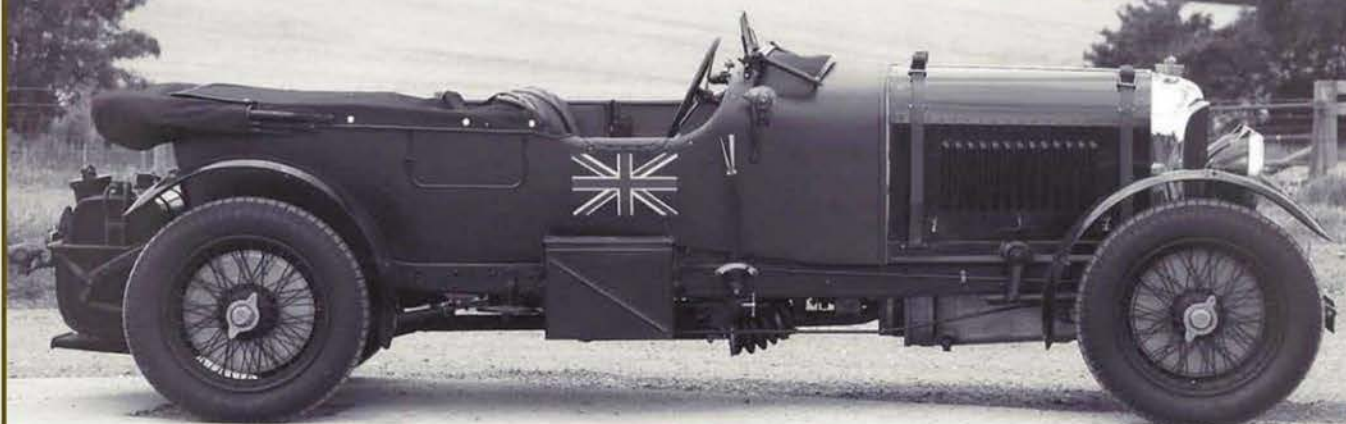
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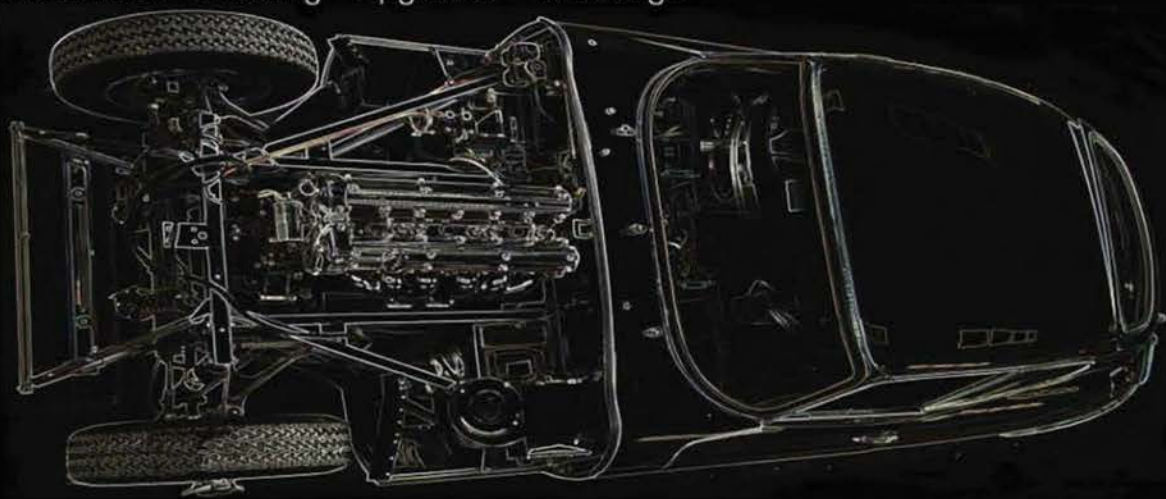
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**Ferrari 330 GT 1964**, recently restored

### Restoration projects

**250 GTE 1961**, in primer, total concours restoration nearly completed

**250 GTE 1961**, unrestored but drives

**250 GTE 1962**, in pieces but no body

**250 GTE 1962**, Turin Motor Show car, chassis only

**250 GTE 1962**, Geneva Motor Show car, metal sliding roof, blue with grey interior, needs restoration, engine reconditioned

**250 GTE 1963**, in primer after bare metal restoration, UK registered

**250 GTE 1963**, SWB California Spyder project ex David Piper. Chassis shortened and sub-frame completed. Aluminium body not fitted. Rolling chassis with engine and gearbox. UK registered

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Porsche 911 2.4 T Targa 1973  
Porsche 911 3.3 Turbo 1980  
Renault Alpine A110 1600 S  
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Ferrari 512 BB 1980  
Very nice car, major recent service



Porsche 911 2.2 S Targa 1970  
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Ferrari 365 GT4 1975 50.000 km  
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Lancia Flaminia Touring  
Cabriolet 1961 nice driving car

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## CASE HISTORIES

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### MGC GT

Year of manufacture 1968 Recorded mileage 55,265

Asking price £12,250 Vendor Rawles Motorsport, nr Alton, Hants;  
tel: 01420 23212; www.rawlesmotorsport.co.uk

#### WHEN IT WAS NEW

Price £1383 Max power 145bhp Max torque 170lb ft  
0-60mph 10 secs Top speed 120mph Mpg 19

This CGT has a clean appearance from 10 paces, though is less smart when viewed closer up. It's rot-free and fundamentally sound, however, and has recently been resprayed. There are no bubbles on the scuttle top, but one small crack on the scuttle-to-wing joint on the nearside. It's solid underneath, with a little surface rust in places, and the sill fit isn't great, suggesting replacement at some time, but their drain holes are still clear and the floorpans are rust-free under the carpets. The inner front wings are excellent, and the rear wheelarches feel fine, though they may have had some fresh metal at some point. The chrome and brightwork are all good, with a little microblistering to the window frames, and there's a decent set of Firestone F-560 tyres all round on the chromed wires, with an aged Dayton on a manky old steel as a spare.

The interior is slightly tatty, with a couple of small holes in the original leather to both front seats, and part of the carpet is coming unglued from the driver's side of the transmission tunnel; the vinyl rear bench is fine and the dash has been repainted, plus the Radiomobile still works.

There's a new fuel pump and wiring, and the engine bay is pleasingly standard, still with original dynamo and cartridge-type oil filter. The oil is brown and to maximum and so is the coolant, with some evidence of it blowing back over the motor. The right-hand engine mount looks new.

The 'six' starts easily, and takes a while to warm through, but there's 175°F on the gauge when it gets there, plus at least 50psi (more often 60) on the oil-pressure gauge. There was a little steering shake, which may have been down to flat-spotted tyres due to standing, but the brakes are nice and firm. The overdrive didn't work, but had been when parked and will again for sale - and 3750rpm still gives easy 80mph cruising. There's no slop in the steering, though there was a suggestion of a little play in the rod ends or similar when standing, but the GT will be sold with a new MoT.



#### SUMMARY

##### EXTERIOR

● Clean and tidy; a user rather than a concours queen

##### INTERIOR

● Original condition, and could do with a clean-up

##### MECHANICALS

● Strong; overdrive will work again

VALUE ★★★★★☆☆☆

For Not messed-about-with  
Against Could be cosmetically improved in places

#### SHOULD I BUY IT?

If you're after a cheapish C and don't mind tidying it, this is worth a look because it isn't huge money



# 1963 Ferrari 250 GTE

Chassis # 4177GT 8111 RU



This LHD Series 3 GTE is painted in Blu Sera and trimmed with Red (VM3171) leather and Red carpets. It was manufactured by Ferrari in late 1962 and delivered to the Swiss dealer Keller in February 1963. A full matching numbers car with its original engine, gearbox and rear axle. Having lived in Italy since the late 1960's it was completely and accurately restored some two years ago whilst retaining its perfect original upholstery. Recently imported to the UK it has been fully serviced and registered as 8111 RU. Without doubt the best 250 GTE available, it comes with its original handbook, some tools and Ferrari Classiche.

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Delahaye 235 MS Chapron DHC, 1952.  
Ferrari 246 GT Dino, 1973, matching.  
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Lamborghini Diabolo GT, 2001, 1 of 80.  
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**1919 Talbot 25/50 - £79,500**

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**1923 Daimler D16 - £43,500**

This elegant, luxurious and very regal looking Daimler landaulette was the subject of a painstaking five year body-off restoration and must surely be a show winner. It drives really well and the sleeve valve engine lives up to its reputation by being very quiet and remarkably smooth. I am told it is the only Daimler D16 on the road so it is a very rare car.



**1925 Beardmore 12/30 - £22,750**

This very rare, good looking high quality Glasgow built overhead cam engine car drives really nicely and gives the firm impression that it will just keep on going for as long as you want. It has plenty of room for four people and comes with excellent weather protection. You can be as fairly certain that you won't be lined up with lots of other Beardmores when you go anywhere.



**1927 Donnet 7 CV - £17,250**

This 1100cc 7 CV type G Donnet is well made and definitely a cut above many other cars of similar size. It is spacious and comfortable and although it is not a sports car it goes well and feels like it will maintain a steady 40 plus mph all day without feeling any stress. It was totally rebuilt between 1989 and 1996 which no doubt accounts for not only the way it looks but also the way it drives.



**1934 Lagonda Rapier - £45,000**

In tourer form this car took part in the 1935 RAC Welsh Rally then was rebuilt as a special in 1965 and again in the 1970s. It has high comp. pistons, 1.5 inch SU carburetors, a four branch exhaust, balanced rods with shell big ends, a redesigned oil pump and a high rev. BTH CBA magneto. It is set up for fast road use and club level competition but could be readily be further developed if you fancy doing some serious racing.

**1903 Darracq 8 hp - £Please ask - This VCC** dated four seat Brighton car has been extensively restored and looks lovely. The four seat rear entry tonneau has been very nicely painted and reupholstered and the car has lots of eye catching brasswork. It is mechanically in very good order throughout and the engine pulls well - it also has an electric start which is a very useful addition in modern traffic!

**1903 Rambler 8 hp - £57,500 - Rambler cars** were manufactured in Wisconsin from 1902 onwards and in their first season apparently sold 1,500 cars which puts them on a par with the Curved Dash Oldsmobile and the Model A Cadillac. This car is in first class condition and incorporates the best American attributes of driving simplicity, robustness and reliability.

**1904 Crestmobile 8 hp - £59,500 - A VCC** dated Brighton car which has been the subject of a major restoration by its current owner. It looks very good indeed and has plenty of power to pull you along at very fair rate of knots. As with many American cars it was clearly built to last and is very easy to drive.

**1904 Oldsmobile 7 hp - £52,500 - This VCC** dated Oldsmobile is in very good original condition. Curved Dash Olds are justifiably popular on the London Brighton Run. They are great fun to drive and are also quite rapid, especially the larger engine versions like this one.

**1904 Darracq 15 hp - £Please ask - Four cylinder** Darracq Flying Fifteens are just one of the nicest early touring cars around having more than adequate power but are still compact enough to be a real joy to drive. I know this VCC dated car of old having sold it to its current owner about six years ago since when he has used it on many rallies. It has been a successful participant in the Brighton Run for many years.

**1905 Sunbeam 12/14 - £Please ask - A very well** known early Edwardian which is a very fine example of a high quality English sporting motor car. It has a powerful four cylinder twin cam engine with a four speed gearbox and chain drive to the rear wheels so it not only looks and sounds good but it really does go very well - just perfect for rallying.

**1907 Rover 6 hp - £29,500 - Rover single cylinder** cars are a real delight to drive and because of their mechanically-valved engine design combined with a good three speed gearbox are better to drive than many similar cars of this era. This particular example has been totally restored and is in really lovely condition - it is ideal for events like the Creepy Crawley Rally!

**1909 Renault BH 50 hp - £172,500 - Designed** as Renault's answer to the Rolls-Royce Ghost, this very rare, powerful and imposing car has been totally rebuilt regardless of cost and must be one of the finest (and the 80 mph one of the fastest) Edwardian touring cars in the world. One for the very serious collector.

**1913 Austro Daimler - £79,950 - This superb** Ferdinand Porsche designed motor car has been totally restored in the most meticulous fashion and comes with a very detailed history of all the work done. It is a very striking high quality motor car which drives very well indeed and will attract maximum attention wherever you take it - I don't think you will see another like it.

**1927 Sunbeam 16.9 - £32,500 - Sunbeam made** high quality cars and even their more formal looking saloons have a sporting edge which is often lacking in more prosaic marques. The very stylish low roof-line and the vee windscreen on this six light owner-driver saloon give it a distinctly elegant look. It is luxuriously finished inside and the engine has had the benefit of a Bill Barrott rebuild.

**1933 Lagonda M45 - £165,000 - The four and a half** litre Meadows engine Lagonda is one of the few cars that can be deservedly referred to as iconic. Everything about the car - its size, its looks, its power and its quintessential Englishness seems to insist that you use superlatives when describing it. There aren't many other cars of this period that have got it quite so right!

**1934 Alvis Firebird - £24,950 - Alvis made very good** four cylinder engines and the 1870cc Firebird unit is no exception which, when linked to their all synchromesh gearbox, gives plenty of useable power. The original Holbrook saloon coachwork is both sound and presentable and the interior just oozes quality. This is a lovely well used vintage sports saloon which will suit a real old car enthusiast.

**1961 BMW 700 - £17,500 - This car has clearly been** the subject of a great deal of restoration work which has been carried out to a high standard so it is very presentable all round. A concours purist would find that there are minor cosmetic elements which they would want to progress but there is nothing you need to do and you can just drive it away and start enjoying it.

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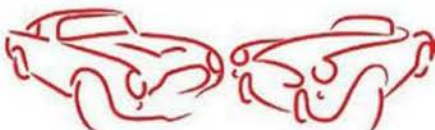
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#### WHEN IT WAS NEW

Price £797 Max power 40bhp Max torque 52lb ft  
0-60mph 22 secs Top speed 74mph Mpg 40

This updated but outwardly near-standard Mini is a bit of a bit, put together by vendor Craig Dickinson to his own tastes – but it's squeaky clean and broadly equivalent in performance and spec to a Cooper 'S'. It has only covered about 800 miles since completion in 2009.

The bodyshell, from a Mini 1000, is perfect, clean and rot-free, with excellent paint plus all-good brightwork and trim. There are Cooper-style twin tanks and the rear subframe is still like new. Inside, there's a fresh Newton Commercial carpet set, the original steering wheel and vinyl seats, plus aftermarket gauges for oil pressure and oil/water temperature.

The motor is concours-tidy (the car has won awards at Mini shows) and is a 1275cc A-Plus unit with a 1 1/4 in SU HIF carburettor plus discreet electronic ignition. The coolant and oil are clean and to their levels, and next to the engine there's a dual-circuit brake servo feeding four-pot Minisport front calipers and standard rear brakes, which wear Minifin drums. The only other significant deviation from standard spec is the expensive Protech adjustable dampers, while the car rides on a set of 10in JPC alloys, with decent Kumho radial tyres all round.

The engine fires instantly and the car gets down the road with an alacrity which suggests that the motor is a little more useful than a 75bhp Cooper unit. The water- and oil-temperature gauges weren't working during our test, but the oil-pressure gauge shows a healthy 60psi when hot. The gearchange is slick and fast, thanks to a quickshifter kit, there's no play in the steering and the brakes are super-firm and pull up sharply. On the whole, it's like a sharpened-up Cooper and great fun to drive.

It'll be sold with a new MoT and the price reflects what it cost to build and therefore its replacement value. It's more than a low-mileage late Rover Cooper, but rather less than a '60s original.



#### SUMMARY

##### EXTERIOR

● Just about perfect, with unmarked paint

##### INTERIOR

● New carpets; original seats with little wear

##### MECHANICALS

● Few miles; as fresh as they come

VALUE ★★★★★☆☆☆

For Condition, and a great drive

Against Roof colour? Could easily become black; not original

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1991 4/4. 2.0 Rover. Royal ivory with mulberry leather. Black weather equipment. Chrome wire wheels. Moto Lita steering wheel. Walnut dashboard, radio, spot lamps. 2 owners. FSH. £21,950.	1969 Morgan 4/4 3.5 Rover V8. Racing green with black interior. 29,000 miles only, this is one of the most original early 4/4s in the world. Previously sold by us. £35,000.
	
2009 4/4 Competition. Sport black with tan leather interior. Black PVC hood and side screens. Black wire wheels. Mesh grille. 10,328 miles. 2 owners. £30,950.	Brand new unregistered Morgan 4/4. 1600 Sigma. Sport Red, black leather interior. 5 x black wire wheels. Radio CD. Door pockets. On the road price £33,250.
	
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#### WHEN IT WAS NEW

Price £34,639 Max power 190bhp Max torque 230lb ft

0-60mph 6.1 secs Top speed 121mph Mpg 20.5

This Morgan, a 3.9-litre car with Range Rover-derived fuel-injected V8 featuring a 'hot-wire' air-mass sensor, has been very well looked after – to the extent that the previous owner (from '09) treated it to power-assisted steering, possibly making it unique. The fully stamped service history includes the great and the good of the Morgan world, with the first few stamps from Wykehams, then Berrybrook, and the most recent for the 55,000-mile service at Richard Thorne's last year at 38,827 miles.

The body is straight and the paint excellent, and what bits of the chassis we could see are rot-free. The wheels are unmarked, shod with half-worn Avon CR338s, with an unused XV1 on the spare. The hood and sidescreens, though not on the car, are said to be excellent. The front dampers look new and surface-rusted track-rod ends are the worst thing you'll find beneath.

The leather, on custom-made seats fitted in 2010 according to the paperwork, is all in good nick. The only scuffing to the interior is around the driver's doorhandle and there's a heated windscreen. The dashboard and veneers are unmarked and excellent.

The motor isn't concours, but there are no leaks. The oil is clean and to level, the coolant full and pink. It starts instantly, making a lovely noise though the exhausts are in good shape, and shows at least 3bar oil pressure when warm, rising to 4bar with any revs. The motor sits on 80°C when on the move; stop for a minute or two and the electric fan cuts in.

According to the accompanying paperwork, the engine has been chipped (with a Tornado X36), and it certainly feels lively. The electrically powered steering, fitted at a cost of more than £1500 in '09, makes manoeuvring a doddle, but does remove some confidence in front-end grip, especially in the wet. If you aren't keen, it would be fairly easy to disconnect or remove. The car is sold with spare keys and the original Morgan handbook, plus full service history, MoT to mid-October and tax until the end of July.



#### SUMMARY

##### EXTERIOR

● Solid and shiny; no stone-chips

##### INTERIOR

● Excellent leather and veneers

##### MECHANICALS

● Lots of power and noise; good service history; drives nicely

VALUE ★★★★★★☆☆

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### 1935 1.5 litre MKII / Ulster

Chassis no. A5/544/S



1935 works demonstrator. Brooklands history in 1936 and 1937. This important Aston was returned to the works in December 1937 and fitted with Ulster specification engine and 2nd. hand Ulster body (possibly from works team car LM21), as is recorded on the works build sheet for this car. It was also subsequently fitted with the engine and close ratio gearbox from LM21 in the 1950's, when both cars were owned by Tony Oldsworth. This engine has recently undergone a full rebuild, using a billet crank and steel rods on shell bearings by Ecurie Bertelli Ltd and the chassis re-fitted with Ulster 2 seat coachwork. The car will also come with an original 2/4 seater body. This is a genuine works modified car to full Ulster specification and has the additional pedigree of works racing engine and gearbox, making it a very exciting car to drive and eligible for Le Mans Classic, where it competed in 2010.

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### GT 40 Mark V Lightweight 2

Chassis # GT 40 P/1133

Manufactured in England by Ford, John Willmott of J.W. Automotive retained the rights to GT40 from Ford Inc: all original plans, tools, body molds & jigs, plus an extensive quantity of spares. An agreement w/ Peter Thorp of Safir Engineering LTD of Byfleet, Surrey, to build a limited run-on and fifth variant of the GT40, known as MKV.

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Extensive photographic build record and all authenticating documentation included: Ronnie Spairs recognition letter regarding the GT 40 Mark V, Safir's manufacture date of production letter, dyno test sheet from Mathwall Engineering, gearing notes from Peter Thorp, details of paint codes and manufacturer. All documents are for P/1133 specific and kept in archival protectors.

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Chassis #001

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its fantastic history, it is eligible for most every historic event in the world ie. Goodwood Festival, Monterey Historics, and Mille Miglia. Shortly after the build of the Tojeiro, Chris Threlfall purchased it from John Tojeiro and he later sold it to James Flander in 1954. James Flander raced #001 in 54 season including Brands Hatch International. Under ownership of James Flander #001 was rebodied to a full bodied car in 1954 and converted at some time to an MG XPAG 1446 cc motor due to the results of a crash. The chassis and underpinnings remain unchanged. The final British owner Henry Scrope sold the Tojeiro to a buyer in San Francisco in December of 1964. The Tojeiro was mechanically disassembled for the rebuild and has been left in waiting for all these years. Drivetrain, body and interior as run by Flander.


Inclusion of all pictures, original shipping and correspondence documents dating back to 1952 contained in archival protectors. \$45,000.00 USD


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Ferrari 246GT Dino, 1974.  
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Ferrari F40, 1990.  
Fiat Tipo-2 Spyder, 1912.  
Ford Escort MK1 RS2000 Rally Grp.4, 1972.  
Ford Capri 2600RS Rally, 1973.  
Jaguar E-Type Full Lightweight FIA, 1962.  
Jaguar E-Type RHD Lightweight FIA, 1963.

Lancia Dilambda, 1935.  
Lancia Flaminia 2.8 SS Zagato, 1964.  
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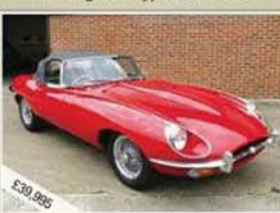
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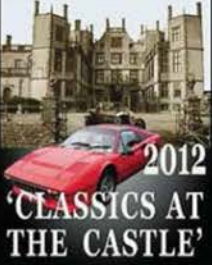


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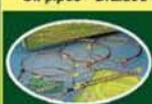
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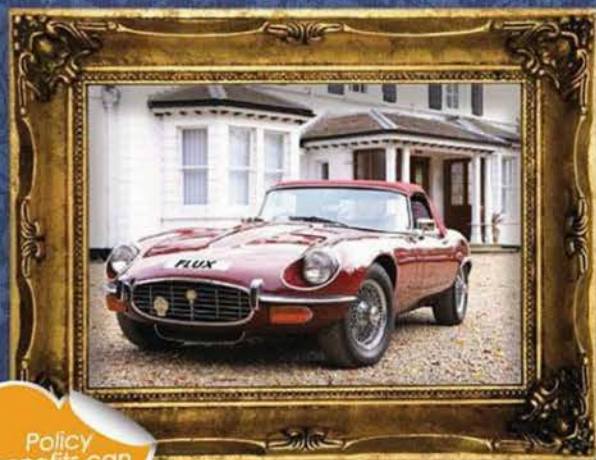
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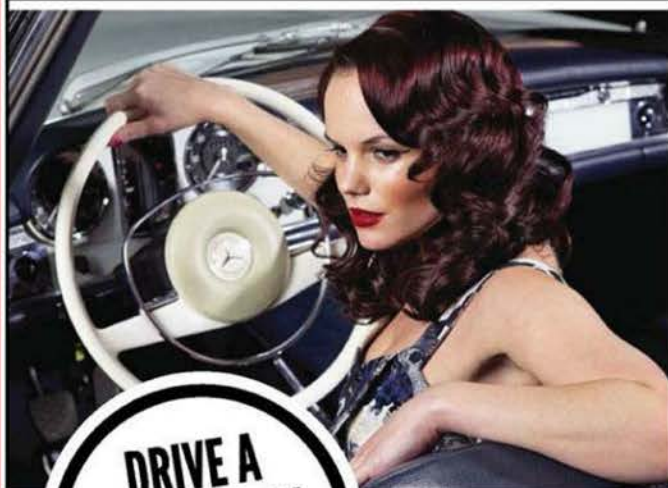
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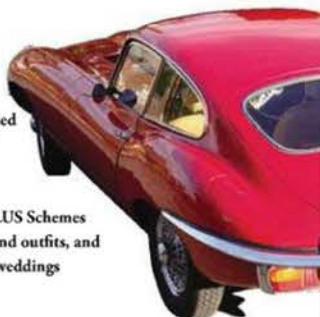


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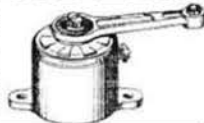


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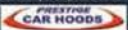
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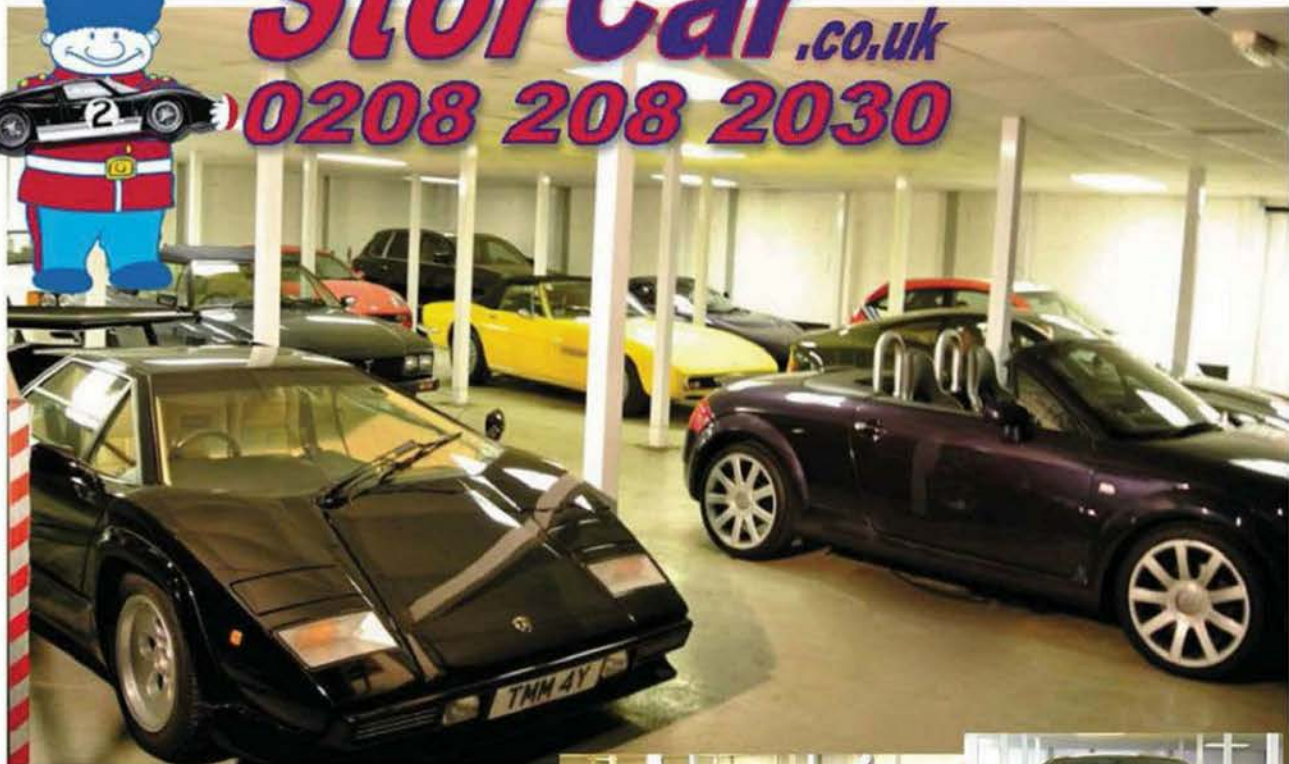
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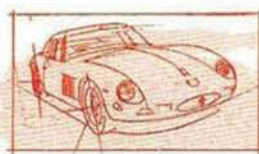
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Gavin Conway

Then Editor, 1996-98

Now Freelance motoring writer

C&amp;SC career 1996-98

First classic 1984 Ford

Mustang 5.0 HO

Dream classic 1969 Dodge

Charger Daytona (440)

# 'Would I like to be editor? I was rendered stunned, speechless, not quite believing'

The man who took C&SC's circulation to a record 105,000 copies, **Gavin Conway** recalls his indoctrination into classics

I remember that Friday afternoon so clearly. I was tapping away on a 'first drive' in *Autocar's* office when the editor-in-chief approached, brow furrowed in that uniquely Steve Cropley fashion. He asked if he could have a word with me in the back office. Quickly riffling my memory for recent indiscretions, I settled on the Aston's kerbed front-left – or was it the right?

Getting myself ready for some firmness – not a frothy bollocking, because Steve isn't built that way – I was instead rendered speechless, stunned, not quite believing. He asked if I'd like to consider becoming editor of C&SC. 'Elated' doesn't even begin to describe it – all I could manage in response was: 'Sorry about the Aston. And yes!'

I joined as the C&SC team was putting the new issue to bed, a BMW special with a fabulous 3.0 CSL and John Surtees' own 507 on the cover. Mick Walsh made me feel instantly at home, for which I was hugely grateful – as a long-time reader, I knew that Mick was the beating heart of the magazine and he felt like a familiar face. Mike McCarthy was still a big presence on the magazine, too, although by that stage his illness had taken a pretty heavy toll, particularly on his speech. That said, his humour, enthusiasm and quite wicked wit were still very much intact (Mick was more often than not the target of the latter, it must be said).

In that first issue, the boys had a bit of fun with the 'flannel panel', where the job titles are listed. They'd given themselves classic fighter-squadron titles, Mick being 'mission control', Mike 'in-flight emergency', plus general editorial fixer and all-round writer Paul Hardiman 'flight engineer'. Then there was that irreplaceable duo Mark Hughes and Jon Pressnell, 'ground control'. In time, I'd learn how fitting those titles were.

Mark and Jon had phenomenal knowledge of the subject, matched only by Mick. Jon, in particular, was quite literally uncontrollable when getting stuck into a story. It didn't really matter how many words you asked for, you'd get thousands and the hardest part of editing him was deciding what to leave out.

And then there was Martin Buckley, who reminded me of what the late Russell Bulgin – one of the best motoring writers we've ever seen – said about modern car journalists. He reckoned that the best were brilliant writers who just happened to choose cars as their genre, and the rest were just jobbers keen to fang around in flash motors (I got the impression he thought the latter dominated). Martin was (is) very much the former.

Which is why I looked the other way when he disappeared for the odd day, doing God knows what. Not something I'd usually put up with, but then I'd get his copy, smile, and ask nobody in particular if they'd seen Martin lately.



New editor Gav (white jumper) and freshly imported Mustang on their first Poor Boys' Tour

Photographer Tony Baker was (is) another C&SC hero, a stoic in the face of bad weather or badly driven cars and famously billed as Tony 'Extreme Fringe' Baker in that first issue. He's also a caver.

The big boss was Simon Taylor who is, as regular readers will know, a ferocious proponent of all that C&SC is and does. Having that sort of support was hugely important, so when he bridled at my re-casting his column as *Full throttle*, I was a bit concerned that I'd overshot the mark. I think Simon worried that people would think he was ripping off 'Tim' Birkin's book, which would have been upsetting. But the name appears to have stuck, which is good because I think it reflects the man and his enthusiasm.

Not long after I joined, I hired James Elliott as chief sub, which turned out well for all concerned. James brought with him the sort of

headline and caption genius that money can't buy and, unsurprisingly, went on to become the longest-serving editor of C&SC.

For my part, the job allowed me to experience cars that I'd been reading about for most of my life. Some wildly exceeded expectation – a sorted Series 1 Jaguar E-type I drove in Scotland comes to mind, as does the Jowett Javelin.

But it was the people who made the job so amazing. Such as Eric Thompson, who went racing in the '50s wearing short-sleeved shirts and a silk tie, and counted Salvadori and Ascari as contemporaries. Or the men I met on the original Mini production line as it wound down, some of whom had been there since 1959. Or John Surtees, with whom I had the pleasure of spinning off in a GT40 at Castle Combe.

So in the end it was all about the people. They were brilliant.





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